

CAMP IC. MAY 8 1918
CHATSO
ORE
DEAR MABEL
HERE IS
A REAL CHUNK OF
AIRPLANE SPARE
10 FT. THROUGH TREE
HOW DOES THIS SUIT
YOU.
LNU

\$5

Vol 40, No 2
Whole Number 236



World War I Spruce Production Division Postal History



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

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COVER: Against a background showing a portion of dense Olympic Peninsula spruce forest are displayed a few cards from World War I soldiers involved with the Spruce Production Division. The Division operated logging camps and milling operations in the Pacific Northwest in an attempt to produce more spruce lumber for aircraft production.

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Looking Ahead

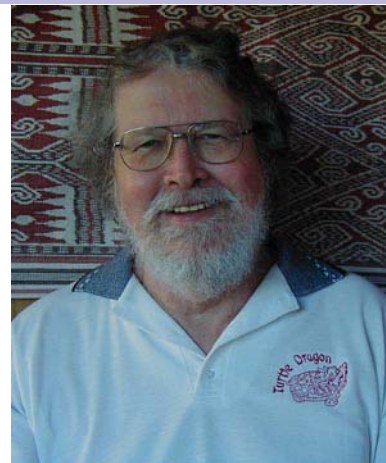
This morning CNN announced that it would be decided soon whether the Seattle *Post-Intelligencer* would become an online only newspaper or cease publication altogether. The *P-I* as it's commonly known in the State of Washington, is the oldest newspaper in the state with a record of Seattle and Pacific Northwest news coverage that dates back to 1863. This announcement, coming as it does so soon after the demise of Denver's *Rocky Mountain News*—axed just 55 days short of its 150th anniversary—is absolutely shocking to one who has long assumed that such metropolitan newspapers were essential pillars of successful life in our major cities and their tributary regions. I'm sure that I do not stand alone in my shock and amazement.

If someone had told you in 1990 that major newspapers in Chicago and Denver and Los Angeles and Seattle would be forced to cease publication within the next 20 years due largely to the inability to compete with something called “the internet”, what would your reaction have been? Exactly, and to be fair, it's not just competition from the internet that is laying low these pillars of the press. Rising costs of production, declining readership, and the attendant loss of advertising revenue are all major factors, but when it comes right down to it, people are switching to the “net” for news and information.

This all brings us, of course, to our own personal quest for survival. To those of you dear readers who took the time to look over our first attempt to produce an on-line edition and email me your thoughts, many thanks! The current issue will be up and running as a color-enhanced on-line attraction by the time you receive this “hard copy.” I urge you to check it out by going to our La Posta homepage—www.la-posta.com—and scrolling down the page to “Announcements” where you will find a direct link to Volume 40, Number 2. There is no cost involved in examining our on-line issues for Volume 40. All six issues will be available in the La Posta Publications Library on YUDU as they appear throughout 2009.

By the way, I have added to the website what I hope are a series of helpful hints on how to get the best use out of the on-line versions at YUDU. Others may be added as necessary, and if you care to suggest improvements, please do not hesitate to let us know.

The La Posta Publications Library at YUDU currently contains 75 titles. These titles range from individual *La Posta* back numbers from Volumes 30 onward to articles and serialized articles that have been enhanced with color imagery. It includes books such as *Postmarks on Postcards, United States*



Richard W. Helburn

Doanes, Prexie Postal History, Passed by Army Censor, Military Postmarks of Territorial Alaska and others.

Except for the *La Posta* issues of our current volume, all the other items in the Library may be purchased individually for a modest fee paid to YUDU or included within an annual subscription to the entire La Posta Publications Library for 15£ (currently \$21.25 US). My apologies for the need to price items in pound sterling, but YUDU is a British website and I am currently unaware of an American site that provides the same facilities for hosting web publications.

So, you may well ask, what do I receive for a year's subscription to La Posta Publications Library? In short, access to everything in the Library. Obviously, all the publications are available on-line, and you may page through any of them, search them using the YUDU search engine, add notes, or print out select pages of interest or the entire publication on your own printer. You can also print them directly to your hard drive as Adobe Acrobat files, so in essence your subscription will buy you a personal copy of everything in the Library.

My goal is to expand the contents of the on-line La Posta Publications Library until it includes the entire body of postal history research and writing that I have produced over the past 40 years. Where possible, I plan to upgrade previous publications with color imagery to take advantage of this wonderful web capability.

Anita Sprankle was one of the first readers to send along a reaction to my request for comments on the on-line edition, and here is what she said:



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Just visited Yudu and experienced LaPosta digital. I enjoyed the color images; it was easy to use, and fast to load. I especially enjoyed the fact that when turning pages, the page stayed enlarged. Also liked the fact that I could view a single page at the click of a button, and, save the issue to my library. The only negative was the fact that I could not turn the images to view pages that were printed vertically (LA map and table on page 32). However, this was only a minor problem and common to all online journals.

All-in-all, Yudu appears to offer a good solution for LaPosta in electronic format. One question, would a subscription to LaPosta digital offer free access to those issues or would Yudu require individual purchase? Not certain you can answer that question but it was something that came to mind..

I hope LaPosta can remain in hard copy but a number of other journals to which I subscribe are only available in digital format so I am getting used to reading at the computer rather than while I eat breakfast.

Good luck to LaPosta.

Anita Sprankle



Don Tocher U.S. Classics, Stamps and Postal History

Recently acquired:

Steven Roth's U.S. WWII outgoing mail

See these and many other unusual items on my website:

<http://www.postalnet.com/dontocher/>

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World War I Spruce Production Division – its Postal History

By Rod Crossley and Margaret Rice

When the First World War started in 1914, European armys' viewed the use of the airplane as a part of their scout/observation forces. As the war progressed the airplane quickly changed to a weapon of war required on all fronts. The increased pressure to build more airplanes lead to the realization that there was a shortage of the type of timber needed. The Axis Powers turned to their designers to use metal while the

Allies turned to North America for lumber. It was soon discovered that higher quality airplane parts were produced from the Sitka Spruce. The home of the Sitka Spruce is found in the forests along the 2,100-mile coastline of the Pacific Ocean from the Oregon border to Alaska.

In the United States the spruce growth area extends inland—at most—only about 50 miles from the coast with a few microclimate zones on the western slopes of the Cascade's. The high moisture and well-drained soil of the region allows these conifers to reach heights in excess of 300 feet. In the building of the airplanes the strong, lightweight, and straight wood of a spruce tree made ideal wing spars.

When the United States entered the war on April 6, 1917 the Allies were acquiring their spruce airplane lumber primarily from British Columbia and the Grays Harbor County area of western Washington State. As America increased its armed forces and became the supplier to the Allies' arsenal the demand for airplane grade lumber of all types increased dramatically. The Pacific Northwest lumber industry was gearing up to meet this demand when they were hit by crippling labor problems. The government was drafting their experienced personnel for military service and there was labor unrest on the horizon.

The Pacific Northwest lumber industry—especially the logging operations whose wood camps were located in remote locations—offered their workers little in the way of decent working conditions. The camps expected their mostly foreign born employees to work a 10-11 hour days at a low wage, live in cramped, vermin-infested quarters, be without proper bathing facilities, and eat poor quality food. To complain was to be fired. There was a saying in those days that a logging camp had three crews, one working, one coming, and one going.

The first timber labor union was the American Federation of Labor (A.F.L.) Shingle-Weavers Union organized in 1903. In 1905 the Industrial Workers of the World (IWW) was formed. This was a radical socialist's union that believed in changing the nation's capitalistic system through revolution, using violent strikes as their first step. Because the majority of the loggers were unskilled migrant la-



Figure 1 Asahel Curtis titled this postcard, "Giant Spruce near Lake Pleasant." These were some of the Sitka Spruce trees in Clallam County, WA that the division planned to turn into airplane lumber. The man leaning on the tree at its base (arrow) gives you a feeling for the tree's size.

borers, they turned to the IWW—also known as the “Wobblies”—for help. During the years leading up to 1917, both unions staged strikes while trying to win better working conditions for their members and an eight-hour workday. Since the lumber industry demanded that its laborers work under an open shop agreement, these strikes were met with forceful oppression. In early June 1917 the two unions announced that there would be a general strike. The strike began on July 16th and quickly spread throughout the Pacific Northwest. The flow of all types of lumber for the nation’s war effort soon slowed to a trickle, as fewer than 15% of the camps and mills were in operation by August 1st.

One of the areas hardest hit by the strike was Grays Harbor County, Washington, a major supplier of airplane spruce. The workers started to return to work in early September and by mid-month the strike was over. The effect of the strikes on the flow of airplane lumber was severe; it took Grays Harbor County until December to return to its July 1917 production levels.

During December 1917 Dr. Henry Suzzalo, chairman of the Washington State Council of Defense, did a survey of the lumbermen, loggers and government forest personnel about the spruce production situation in the Pacific Northwest. He then compiled their opinions and observations into a report that was sent to William Frankfurter, the Assistant Secretary of War, on January 2, 1918. The report showed that during 1917, due to strikes and labor unrest, the Pacific Northwest lumber industry was only able to supply less than half of the spruce needed by the government. During the last five months of 1917 the industry supplied only one fourth of the airplane grade spruce needed. It was also believed that the lumber industry could only supply around half of the 10 million board feet of airplane lumber being demanded by the Allied governments for January 1918. To meet the American and Allies’ demands for aircraft lumber required:

- an increase in the supply of labor,
- development of new and greater stands of spruce,
- a change from clear cut logging methods to selective logging

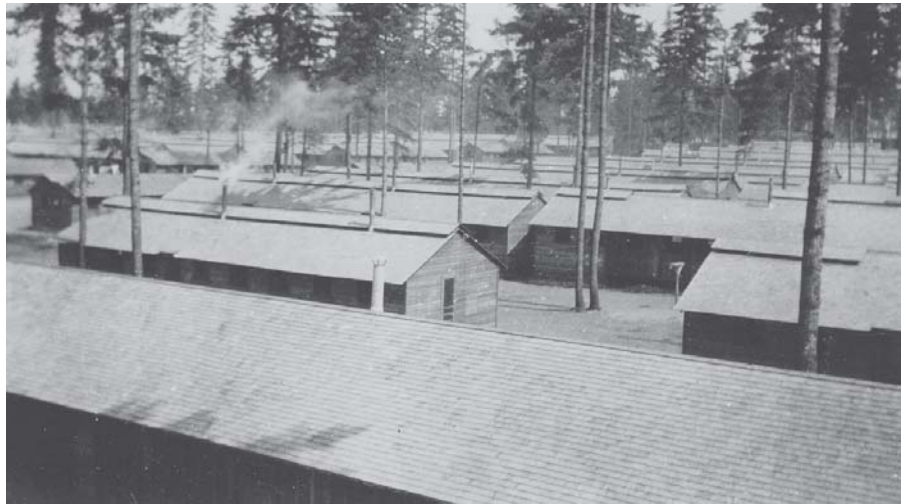


Figure 2 The Quartermaster Corp built the Cantonment at Vancouver Barracks in 1917 about a half-mile north of the main post where Clark College is today.

- sawmills needed to adopt new methods of sawing and to install new machinery to produce a higher percentage of spruce airplane lumber from the logs they sawed.

These were the problems facing Colonel Brice P. Disque when he arrived in Portland, Oregon, to establish the Spruce Production Division. The attempt to solve these problems is the history of the division’s efforts to produce airplane spruce lumber in the Pacific Northwest in 1918.

In October 1917 the War Department authorized the formation of a service division under the command of the Signal Corp to replace the loss of workforce of the Pacific Northwest lumber industry due to the draft. Some of the soldiers would be armed and held at Portland to prevent the unions from organizing another general strike.

The Spruce Production Division commanded by Colonel Brice P. Disque was directed to establish its headquarters in Portland with the division’s base of operations across the Columbia River at Vancouver Barracks. When the division staff arrived at Vancouver Barracks the only space available to them was on the Cantonment. The cantonment was a temporary camp built in 1917 about half mile north of the main post; today it is the home of Clark College (*figure 2*).

In June 1918 the War Department placed Vancouver Barracks under the command of Colonel Disque as it expanded the size of the Spruce Division. Although the Division was formed in November 1917, it did not receive any of its authorized soldiers until December, and it was the end of the month before the first squadrons departed for the field.



Figure 3 This is the camp of the Westfork Logging Company on the west slope of Mount Rainer near Lindberg, WA. The 419th Aero Construction Squadron arrived on March 5, 1918 to support this commercial concern.

The division was authorized by the War Department to organize 60 Aero Construction Squadrons. This was completed by March 1918, and in that same month a new authorization ordered the Division to form an additional 47 new units to be called Provisional Squadrons. In June the division was removed from the Signal Corp and assigned to the Bureau of Airplane Production. When that occurred; the existing 107 squadrons were renumbered and renamed the Spruce Squadron.

The division continued to organize Spruce Squadrons until it had 150 of them at the end of the war. On November 11th there were 117 Spruce Squadrons in the field located in logging camps, sawmills and construction camps throughout the two states. The War Department original authorization of some 12,000 soldiers had by November 1918 been increased to around 30,000 soldiers of which some 20,000 were in the field.

Soldier laborers were stationed in 156 commercial concerns and 78 cost-plus contractor camps scattered west of the Cascades from the Canadian border to southern Oregon (*figure 3*). The commercial concerns were harvesting and milling spruce airplane lumber and pine ship timbers.

The cost-plus contractors were primarily charged with building the new Division railroads into undeveloped territory in order to open up new sources of spruce timber.

Government surveyors called for the construction of some 300 miles of new railroads to reach newly discovered forests of spruce along the coast. Of this total, about 139 miles was completed in Clallam, Grays Harbor and Pacific Counties in Washington; and Clatsop and Lincoln Counties in Oregon (*figure 4*).

The division plan called for 12 railroads to be built in these counties of which only four; the Clallam County, the North Nemah, the Yaquina Northern, and the Alsea Southern, were designed to be permanent construc-



Figure 4 The Warren Spruce Company built the Yaquina Northern Railroad under a government contract. The railroad started at Yaquina running north through Newport almost to Otter Rock, OR. This shows their construction Camp 7C located along Yaquina Bay midway between Yaquina and Newport.

tion. The others were to be of a temporary nature, and designed to be removed after all of the spruce had been harvested.

To speed the supply of airplane lumber milled to the correct thickness and grain, the division built a cut-up plant at Vancouver Barracks that opened in February and was soon producing over a million board feet of lumber per day. At the war's end, the division was building three combination sawmill/cut-up plants, designed to produce a million feet per day, at Toledo, Oregon, Port Angeles and Siemscarey, Washington.

Postal Service

The primary means of communication in the Pacific Northwest in 1918 was the United States Postal Service. Telegrams were normally available only in larger cities and in those towns on or near railroad lines. Telephone service had yet to reach much of the backcountry, and, where it had, much of the service was over party lines. Movement of the Divisions' mail from Vancouver and Portland to the field was handled by the Railway Mail Service whose routes connected with post offices in cities near the Divisions' operations. Here the mail was sorted and forwarded to the post office closest to the Division's camps by truck, stagecoach, boat, or horseback. Service to these small outlying post offices ranged from daily to weekly.

The troops left Vancouver as they were assigned to operations scattered throughout western Washington and Oregon. Mail in many of these camps was handled through a fourth-class post office located in a nearby town or at the camp. These small one-person offices that had been handling a few letters and packages each day were suddenly moving large volumes of mail without any extra help. The postal service also expected these offices to provide the soldiers with money orders, registered mail, and other services that were also available to the public.

This increased volume of mail also affected those who had bid and won contracts to transport the mail to these outlying offices. The *South Bend Journal* reported in the May 3, 1918 issue that:

There are now over 300 soldiers tributary to the Nemah postoffice, and there will soon be over 600. Twice a week mail will never do for them and now they are paying for daily service by boat and, beginning next month, Frank Gatens, who is hook tender for Geer & Tornow, will make a daily round trip to South Bend for mail for which the camps are paying. This they should not be required to do. Furthermore C.E. Williams, who was in the city Saturday and was the successful bidder for the

twice weekly contract, declines to sign up because of the extra conditions placed on him and the extra load of mail which he must carry because of the soldiers which amounts to three or four sacks instead of but one light one as before.

Some postmasters became quite creative in an effort to reduce the strain on their own offices. The 21st Provision Squadron arrived at Warren Spruce Camp 2C on the north side of Alsea Bay on May 10th (*see figure 4 above*). The camp, located between Bayview and Ona, Oregon, was serviced by a three-day per week mail route from Toledo to Bayview. Initially the route carrier picked up the camps' mail and took it to Ona where it was postmarked and forwarded to Toledo. Since mail pouches could only be opened by a postal employee, on the return trip the same day, the mail pouches for Bayview had to be opened and the camps' mail removed at Ona. The route carrier stopped at the camp to deliver their mail while on his way to Bayview.

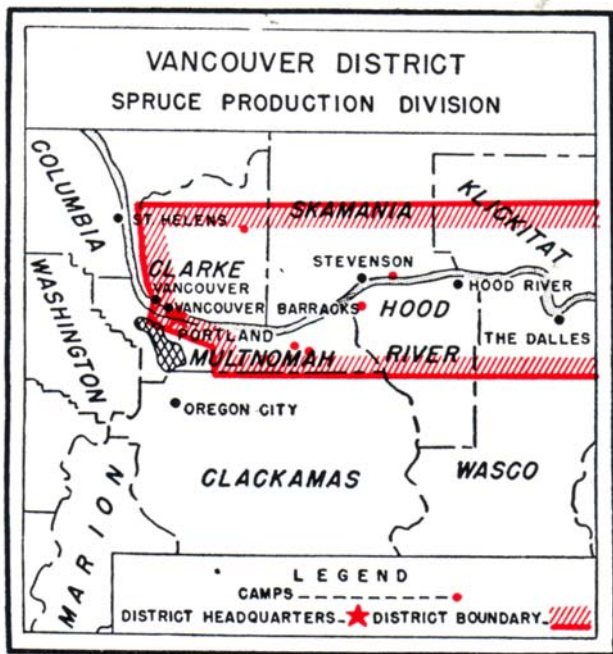
The handling of the camps' mail in this manner caused delays that were upsetting the route schedule. To reduce these delays, the Bayview postmaster proposed to the camp commander that he pickup the camps' mail around 9 PM on Monday, Wednesday and Friday so that he could work the mail and have it ready to leave on time the next day at 7 am. Following this plan, the incoming camp mail would be ready for pickup at the Bayview post office after 7 pm the same day.

Unlike the policy of establishing new post offices to support military operations in the other parts of the United States during World War One, the POD only established three post offices to support Spruce Division activities.

VANCOUVER BARRACKS CANTONMENT

The mail for Vancouver Barracks was processed through the Vancouver, Washington post office before the war. There had been a Vancouver Barracks post office at one time, but that office was closed back in 1890. When the number of soldiers assigned to the Barracks increased, the POD authorized the postmaster at Vancouver to establish an office called the "Military Branch" on the post. This branch was established on June 1, 1917, and acted as though it were a full service post office offering stamps, money orders, registered mail and parcel post.

On March 25th 1918, the Vancouver postmaster wrote the Commanding Officer at Vancouver Barracks that he had been authorization to establish a second branch on the post. The branch was to be located on the Cantonment section of the post, and would be known as "Signal Branch, Vancouver, Washington". He asked the commander to provide him a suitable building with equip-



Map 1 Vancouver District, Spruce Production Division.
(Source: Center of Military History, Order of Battle of the United States Land Forces in the World War, 1988, Vol 3, Part 2, page 970)

ment and transportation to move the mail to and from the Vancouver post office. The branch would be under the jurisdiction of one of his postal clerks, but he would require assigned military personnel to staff the new facility.

On May 25, 1918 the postmaster wrote to one of the US Senators for Washington State asking for help in establishing the office. All he desired was a 25x75 temporary cantonment type building located near the entrance to the cantonment. The building should be partitioned off as suitable for post office work, contain a safe of at least six cubic feet, and have 1500 board feet planed lumber for shelving, tables, racks.

His reason for writing was to document the fact that the Vancouver Barracks Post Quartermaster could not—or would not—provide the building or materials needed to establish the office. The larger problem was that 17,000 more soldiers were soon due at the cantonment and the postmaster was not prepared to handle the increased demand. After the War Department issued orders to build the new branch post office it finally opened



Figure 5 Vancouver postmarks on postcards sent home by Division soldiers seem to break down into two periods. The American flag machine cancel (above) was used between January and July 1918 and the Universal machine cancel (below) between August 1918 and January 1919.

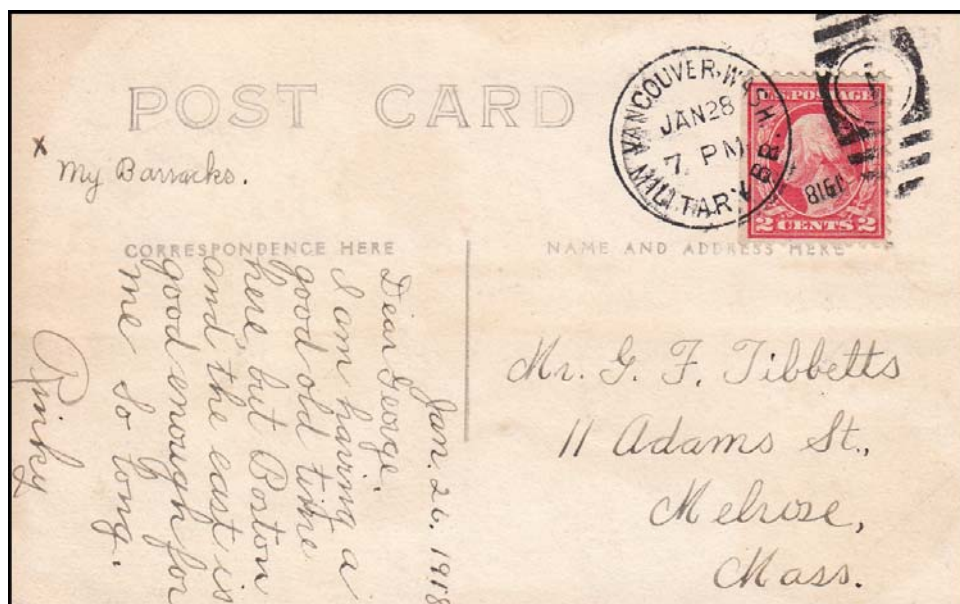
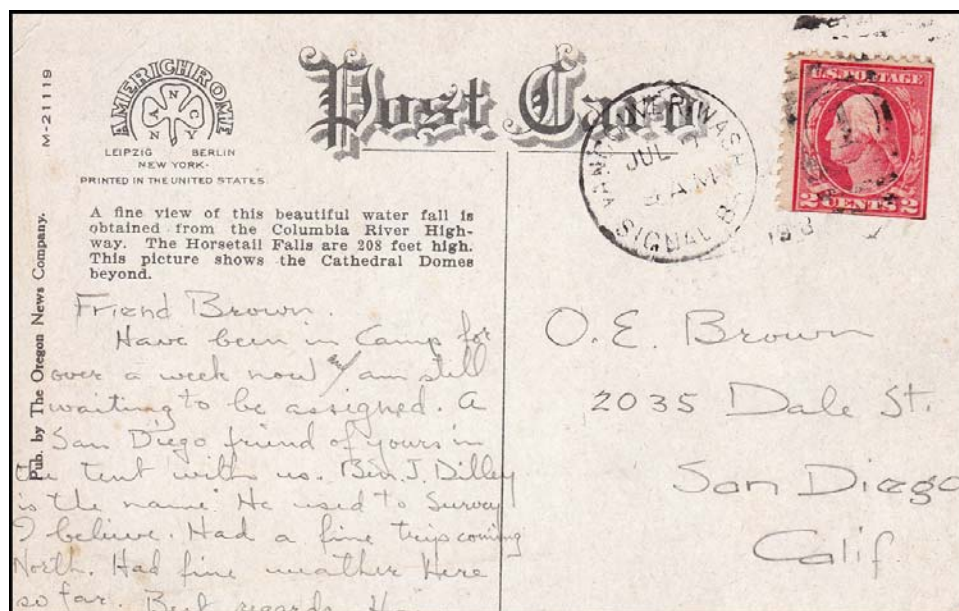


Figure 6 This post card was mailed by a soldier assigned to the 4th Engineering Regiment at the Military Branch on the main post.

Figure 7 This is an early July 1918 use of the Signal Branch postmark by a soldier in the division Casual Detachment.



CANTONMENT POST OFFICE

United States Post Office.

DELIVERY NOTICE—REGISTERED, INSURED, AND C. O. D. MAIL.

M. C. O., 40th Spruce St.

If your mail is not delivered by city or rural carrier, please present this notice at the post office and obtain the mail listed below.

If your mail is delivered by carrier, he will call.

(Order for forwarding or delivery to another person is on the reverse hereof.)

POSTMASTER.

Registered, or insured, article No. 2570

(Cross out and write, or stamp, "C. O. D. M.") (Insert amount due on C. O. D. mail. Draw line through spaces not used.)

(Spaces below for offices having card records of delivery.)

Received the above-described article

Date _____ (Name or signature of addressee.)

Delivered by _____

Identified by _____

Form 3849. 65-6741 (Signature of person signing receipt, if other than addressee.)

Figure 8 Registry receipt was found in the division files at the National Archives Alaska Pacific Seattle.



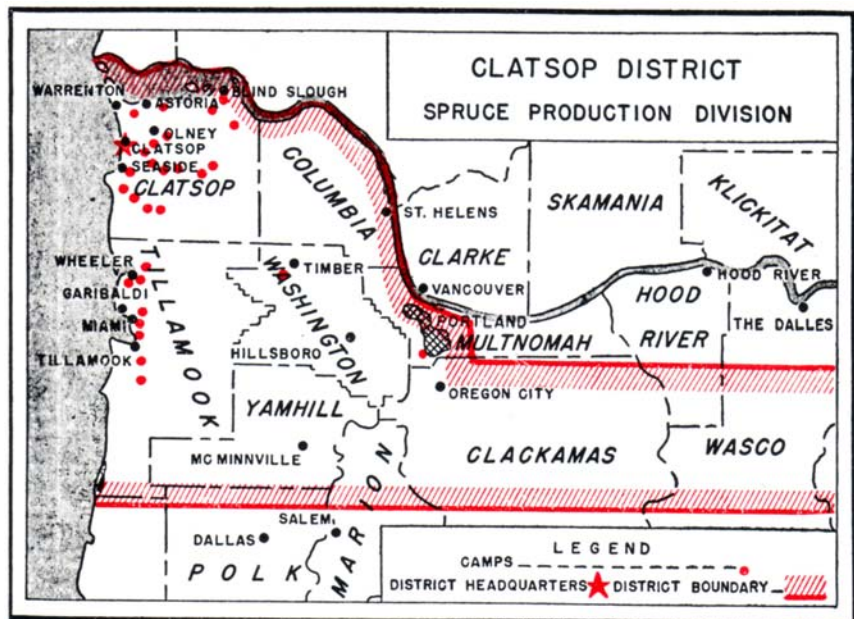
Figure 9 This March 8th Registry cover contained a check that a soldier in the Cantonment was sending home. As the Signal Branch was not yet opened it was processed through the Vancouver post office

in June. The Signal Branch closed on February 13, 1919, followed by the Military Branch on August 31st, when the division returned control of Vancouver Barracks to the Western District command.

CLATSOP, OREGON

The post office at Clatsop, Oregon closed in 1914 and the mail service in the area was handled by a Rural Free Delivery route out of Warrenton. When the contractor, Grant Smith-Porter Brothers, began logging operations east of Clatsop in February, the division quickly assigned some 400 officers and men to support the logging. The arrival of more troops soon resulted in an increase in the volume of military and civilian mail that quickly overtaxed the RFD route and the Warrenton post office. The postmaster at Warrenton requested that the Clatsop Post Office be reestablished in March and it opened on August 15, 1918. The new postmaster was Private William Parker of the 72nd Spruce Squadron formerly

with the Battle Creek, Michigan, post office. The POD reopened the office but did not immediately supply it with a Clatsop postmark. As an emergency measure, Private Parker used a simple office date stamp to cancel the mail passing through the new Clatsop post of-



Map 2 Clatsop District, Spruce Division (Source: Center of Military History, Order of Battle of the United States Land Forces in the World War, 1988, Vol 3, Part 2, page 939)

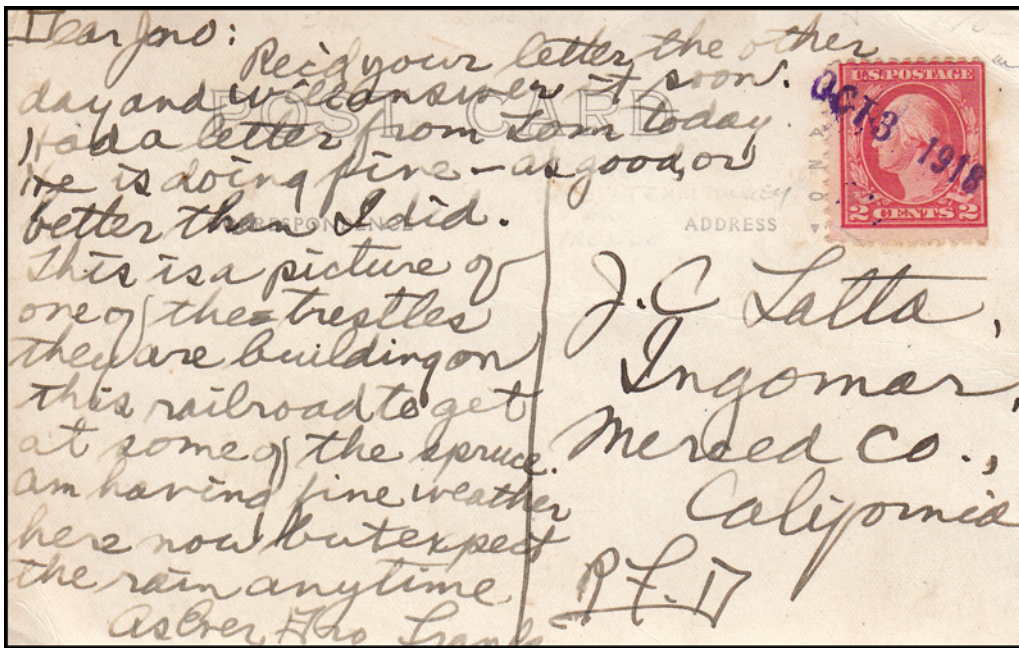


Figure 10 A soldier of the 73rd Spruce Squadron at camp 1B wrote this letter to a friend on October 3, 1918. It was postmarked the next day at the Clatsop Post Office located in the Grant Smith-Porter District warehouse some three miles west of the camp.

Figure 11 This solid wooden spruce postcard was mailed from a soldier at camp 1C in Clatsop District to a young lady in Portland. The card is about a quarter of an inch thick and, on the other side, is two Washington Stamps and a faint Warrenton, Oregon postmark.



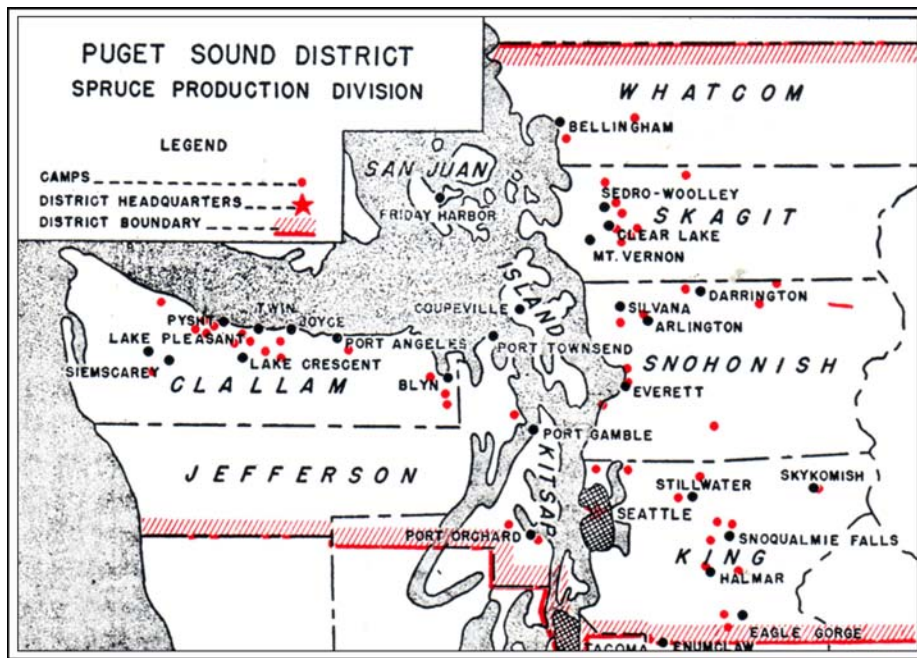
fice (figure 10). The office closed in December 1918 when the majority of the troops assigned to Clatsop returned to Vancouver Barracks.

SIEMSCARY, WASHINGTON

When the division arrived in Clallam County in July, mail service to the western part of the county was through the Port Angeles post office. This office serviced the 20 or so fourth-class post offices in the area by boat, train, truck and horses.

When the Clallam County railroad construction projects in the Lake Crescent-Lake Pleasant area got started in August, the volume of military mail soon over-

whelmed the small post offices. In order to handle this increased volume of mail—both official and personal—the military mail for these offices, except Beaver, was to be handled through the division district office and the Joyce post office. In September, when the government closed the project area to civilian traffic, all military and civilian mail for post offices at Piedmont, Lake Crescent, and Beaver was also to be handled through Joyce. At the Joyce office, the incoming mail was sorted, pouched and distributed to camps and post offices throughout the project by army trucks (figure 12).



Map 3 Puget Sound District, Spruce Production Division (Source: Center of Military History, Order of Battle of the United States Land Forces in the World War, 1988, Vol 3, Part 2, page 960)



Figure 12 Shows a 143rd Spruce Squadron truck entering the Olympic Highway from one of the roads the division built to support its operations in Clallam

The contractor—Siems, Carey-H.S. Kerbaugh Construction Corporation—established its base of operations at Lake Pleasant in August. Here they planned to build a sawmill/cut-up Plant and some 90 miles of logging rails to harvest spruce for the government. With the arrival of more soldiers and civilians at the lake the nearby 4th class Post Office at Beaver was soon handling over a ton of mail each day. In order to handle the increasing mail volume, the POD established a new post office at the company's camp. The office was named Siemscary (the camp name was spelled Siemscarey), and it opened on August 30th, 1918, in a temporary building across from the camp offices. Postal records indicate that the office was closed on March 19, 1919, some 60 days after both the division and the contractor left the area.

When the squadrons and detachments arrived at their various locations they were to provide division headquarters with their new mailing addresses and rosters of personnel at that location. This was to assist headquarters' personnel at both Portland and Vancouver to forward both government and soldiers' mail to the correct locations. The movement of the mail from headquarters to the field was a problem throughout the life of the division. For example:

The Medical Officer of the 414th Aero Construction Squadron was still trying to tell Portland over a month after arriving at Powers, Oregon, that the squadron's address was not Myrtle Point.

The 416th Aero Construction Squadron commander complained to Portland about having to return some 93 letters and packages in January

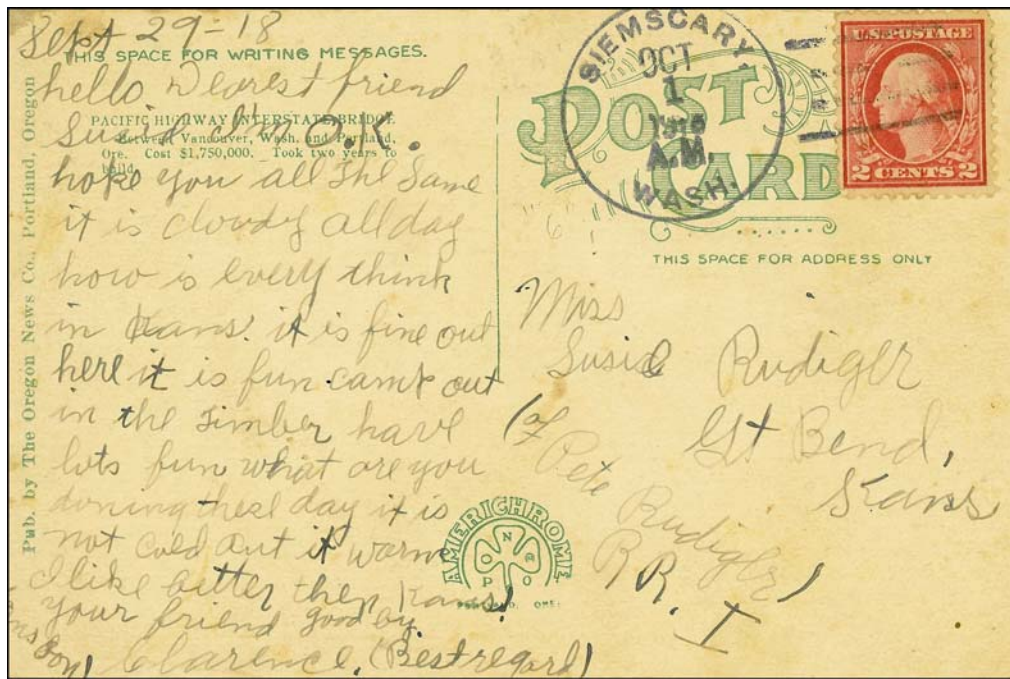


Figure 13 It took two days for this post card to travel from one of Siems Carey Kerbaugh construction camps along the logging loop to the new post office in Siemscary on Lake Pleasant where it entered the US mail stream.

1918 sent from the cantonment to personnel not assigned to the squadron. He also complained that he had received two official communications from Portland both postmarked the same date and hour, one sent to Vancouver Barracks, the other to Cherry Valley Timber Company, Everett while the squadron's correct mailing address was Fort Lawton.

The Puget Sound Commander complained to headquarters in October 1918 that it was a daily occurrence that mail for another destination was included in the district mail bag.

In September the Commanding Officer of the Lake Pleasant Sub-District complained to the Postmaster at Vancouver Barracks that the district was receiving mail for ten squadrons that had never been there. He also was upset about still receiving mail for officers who had returned to Vancouver Barracks from Joyce months prior.

The Commander of the Clatsop District was still trying to get the division's adjutant office to understand that their mailing address was Clatsop not Warrenton at the end of the war.

The division had all kinds of reports that the units in the field were required to send to Portland during the month. There were specific days of the month when these reports were to be on some officer's desk and they must be on time. If not on time, the offending squadron or detachment commander would get a letter or telegram demanding to know why the report was late. Just because the headquarters of the 19th Provision Squadron was nine miles up the Elk River from Bay City, Washington, which was the nearest post office, with no telephone or telegram connection

to the outside world; being late was no excuse. The squadron commander was to take into account when preparing the reports the fact that a boat from his camp could only reach Bay City at high tide as could the daily mail boat from Hoquiam. The squadron commander of the 15th Provisional Squadron at camp 4D on the South Nemah River, when asked why a report mailed on May 2nd was late, had this reply: "Would suggest that the probable failure of Form #285 to arrive at your headquarters May 6, is due to the mail facilities of this camp. Our mail is taken to Camp 4C, and from there mail is delivered and taken to Nemah post office on a twice a week schedule. Tuesday and Saturdays I think, though same seem more or less irregular." The rule that only a postal employee could open or close a mail pouch, sort the mail or postmark it was another cause for delay in moving the mail in the field. The Commanding Officer of the Lake Pleasant Sub-District said in his monthly report for October that: "The sickness of one civilian postmaster unfortunately delayed a number of squadron reports this past week".

Collecting Notes

Collecting Spruce Production Division postal history proved to be very frustrating. My initial thought was that with some 30,000 troops it should be easy to find covers and postcards to and from soldiers in the division; I soon learned that that assumption was not true. Even knowledgeable dealers, when asked if they had any division mail, did not know what I was asking for. Over the years that I have been researching and writ-



Figure 14 Two examples of mail sent by soldiers assigned to the division operations in Lincoln County Oregon. The 89th Spruce Squadron was located at camp 2G some 6 miles south of Waldport. It took over a day for the letter to reach the Waldport post office (above) while the soldier assigned to the 92nd Spruce Squadron only had to walk a few feet from camp 7F to the Agate Beach post office (below) to mail his letter.

ing *Soldiers in the Woods*, I have developed the following thoughts about the reasons for the lack of division postal history:

I have yet to find any mail sent to a soldier in the division. I believe they received their letters, read them and then tossed them out before the next inspection; I know that's what I did when I was in the army.

Much of the soldier mail I have found and have seen does not have a clear postmark. The smaller offices and the branches at Vancouver all used a duplex handstamp to cancel their mail. As the volume increased the offices were trying to cancel the stamps, but did not necessarily get a clear postmark.

I discovered that there were more postcards than envelopes sent home by soldiers. In many cases you know a postcard is from someone in the division by what is written on the card but there is no return address. I purchased one collection of some 20 postcards from a soldier in Lincoln County to his mother. Only one card had his return address. I guess he may have thought it was not necessary to put that on each card because Mother had it.

Many of the soldiers assigned to commercial logging operations used the location of the camp as their return address and not that of the squadron to which they were assigned.

In the records for Vancouver Barracks there are many letters from family members asking if their son is alive because they have not heard from him since he left for the army months ago and they do not have his address. These were forwarded to the squadron in the field who had to answer the family's letter and provide the soldiers address. This lack of communication on the part of the soldiers also helps explain the lack of postal history.

The government established the Spruce Production Division to bring order and organization to the Northwest Lumber Industry during a period of great confusion. Its mission was to increase the production of airplane grade spruce lumber without nationalizing an industry fraught with labor unrest and mismanagement. When the nationalized railroads were returned to their owners, they were in poor shape due to hard use and deferred maintenance. In contrast, when the Spruce Division left the Pacific Northwest, the lumber industry was in better shape than when the army arrived in 1917. The division opened up remote areas in Washington and Oregon to further logging operations and provided the industry with new methods of producing lumber.

The Postmasters General of the United States

XLI. Robert Wynne, 1904-1905

by Daniel Y. Meschter

Robert John Wynne rose to the office of postmaster general by a far more plebeian route than the majority of his predecessors whose success was facilitated by political activism, business leadership, or expertise in postal management in a few cases. A small majority were lawyers, usually incident to their other credentials. Although Wynne's tenure as postmaster general was the second shortest after Horatio King's twenty-one days (1861), both were promoted from first assistant during which they were more than usually effective.

Much of his career gives the impression he was the beneficiary of "luck," that is, being in the right place at the right time or, as Richard Petty, the race car driver of a generation ago defined it, the meeting of preparation and opportunity.

Robert Wynne was born in New York City on November 18, 1851 and received his secondary education in New York's public schools. He was too young to enlist in the Civil War, but nevertheless made his way to the front at thirteen or fourteen and saw action in several engagements¹.

He moved to Philadelphia after the war where he learned telegraphy. He found employment as a telegrapher before he was twenty and became chief operator for the Atlantic and Pacific Telegraph Company. As an accomplished operator his interest was drawn to the press reports coming across the telegraph lines from all over the nation. Having some skill as a writer, he applied for and obtained employment as a correspondent for the *Cincinnati Gazette*. This gave him access to government offices. His genial personality made him many friends and acquaintances in the bureaucracy and gave him a rare insight into the workings of the government. From 1889 to 1891 he left his job as correspondent temporarily to serve as private secretary, perhaps equivalent to press secretary now, to Secretary of the Treasury Charles Foster under President Benjamin Harrison.

He resumed his career as a correspondent for both *Cincinnati* and Philadelphia newspapers following Foster's departure from office, focusing his attention

on the tariff and other economic issues. Recognizing his abilities, the *New York Press* obtained his exclusive services as its Washington correspondent. With these assignments and his increasing expertise on national issues, he now moved through the highest levels of the Washington establishment, consorting with secretaries and bureau chiefs, including Theodore Roosevelt as Assistant Secretary of the Navy, even before being elected Vice President under McKinley.

His obviously was not the usual path to high office unless he used his personal contacts to ask for such an appointment. In any event, Roosevelt was just now realigning McKinley's cabinet, keeping some and replacing others as opportunity afforded. He appointed Robert J. Wynne First Assistant Postmaster General on April 17, 1902, succeeding William M. Johnson of New Jersey.



Robert John Wynne

For someone who lacked any higher education or meaningful experience in either management or public administration, Wynne proved adept grasping the intricacies of the first assistant's branch and the character of its personnel. His first extracurricular assignment was to begin the investigation of deficits in the Free Delivery and Rural Free Delivery divisions reported by Fourth Assistant J.L. Bristow, who was independently investigating "irregularities" in the Washington City post office. Their investigations confirmed suspicions that these so-called deficits were due to something much more devious than innocent bookkeeping entries.

Wynne's inquiries led to the suspension of A.W. Machen, Superintendent of the Free Delivery division, and his indictment and trial for fraud that opened immediately after the first of 1904². Wynne was the prosecutions star witness when he described the organization of the Free Delivery and Rural Free Delivery services and how Machen could use it for his personal profit and that of his intimates.

The prosecution began by testing his knowledge of the duties of his office. He freely acknowledged that he had often signed official papers submitted by Machen without examining them because he considered Machen the most expert in the service. He testified as to the manner of purchase of official supplies and was unaware of any deviation from accepted procedures and vested complete confidence in him.

One exchange on cross-examination seriously damaged Machen's case, perhaps fatally:

Q. "Did you know that Mr. Machen knew his business?"

Wynne "I knew that Mr. Machen knew his business."

Q. "Did he know that you knew your business?"

Wynne "He knows it now."

Laughter in the courtroom forced the bailiff to call for order.

Machem and his co-defendants were found guilty on all counts and served time in prison.

Robert J. Wynne served as First Assistant Postmaster General from his appointment until Henry Payne's death on October 4, 1904 created a vacancy in the office of the postmaster general.

The President appointed Robert Wynne postmaster general the next day (October 5th). It was, however, only a temporary appointment good only for thirty days at that time without a seat in the cabinet³.

Meanwhile, Roosevelt and George B. Cortelyou had reached an understanding by which Cortelyou, just then Secretary of the newly created Department of Commerce and Labor, would resign effective June 30, 1904 to assume the chair of the National Republican Committee and at the same time become Roosevelt's campaign manager for the 1904 general election in which Roosevelt was certain to be the Republican nominee, having succeeded to the presidency upon McKinley's assassination. Part of the understanding was that Roosevelt would appoint Cortelyou to the next cabinet-level vacancy, assuming that would be after the election.

Henry Payne's untimely death, thirty-five days before the 1904 election on November 8th, created a problem in that Cortelyou was not available for appointment as postmaster general. In his capacities as Chairman of the National Republican Committee and Roosevelt's campaign manager, Cortelyou proved to be a skillful organizer and an effective fund raiser; so effective in fact that Alton B. Parker, the Democratic nominee, charged that Cortelyou had capitalized on inside information he obtained from cabinet discussions to extract sizeable contributions from large corporations. And there was the added problem that neither Roosevelt nor Cortelyou could be certain Roosevelt would be elected.

Roosevelt solved this dilemma on October 10th, by making Wynne's appointment permanent with the understanding he would step aside for Cortelyou on March 4th, assuming he would be elected. Meanwhile, Cortelyou would remain where he was, and the arrangements for the next term of office would be worked out after the election. Nothing was said in public about finding another post for Wynne.

The Annual Report of the Postmaster General that Wynne signed on December 2, 1904 entirely reflected Payne's tenure, he not having died until three months after the close of the 1904 fiscal year it reported; but the writing style is that of a professional writer so that it is uncertain how much of it is Payne's creation and how much is Wynne's. In any event it is exceptionally well written, comprehensive in its coverage, and logical in its organization⁴. Among other things, Wynne observed a reduction in the total number of post offices in operation.

Wynne already was on record asking for a budget increase to employ more clerks so it was no surprise when he asked for an increase of \$13 million for FY 1905 to cover the cost of the rapidly expanding rural free delivery system that had increased by 9,367 routes during FY 1904 or 62% to 24,566 routes. In this same connection there was a growing demand for rural carriers to pickup and deliver small packages. Wynne considered the proposed rate of one-cent per ounce prohibitive and recommended a rate of three cents per pound.

Actually something like this came to pass in Cortelyou's administration. Minnie C. Corum relates in her autobiography how for a time during her more than forty years as postmaster of the Encampment, Wyoming post office local merchants regularly mailed grocery orders to remote ranches served by rural carriers⁵.

Wynne also noted the impact of Rural Free Delivery on the number of post offices in operation. From a high of 75,924 post offices nation wide at the end of FY 1902, Payne reported a net decrease of 1,755 post offices in 1903 and Wynne a further decrease of 3,038 in 1904 for a total loss of 4,793 post offices in two years. He ascribed this decrease as "due to discontinuance of minor offices superseded by rural free delivery⁶."

It was a harbinger of things to come. The initial impact of rural delivery was on the more heavily populated eastern and southern states and gradually moved west as population growth, better roads, and motor vehicles replacing the horse made the rural delivery

service more practical. For example, the author's study of the post offices of Wyoming showed that the maximum number in operation in Wyoming was 400, plus or minus one or two in the period between 1921 and 1928, reflecting the state's rural character⁷.

The post Roosevelt chose for Wynne when he stepped aside for Cortelyou on March 4, 1905 was Consul-general to Great Britain. Not only was it a prestigious assogm,emt, it was highly remunerative during his first two years when the consul was allowed to keep the fees he collected approaching \$100,000 per year. Wynne apparently kept this post until at least the end of W.H. Taft's term as president in March 1913.

After his return to America Wynne was chosen president of the First National Fire Insurance Company until ill health caused his retirement. He died at his home in Washington on March 11, 1922.

(Endnotes)

1 See Vexler and; *New York Times*, March 12, 1922 for biographical sketches of R.J. Wynne.

2 *New York Times*, January 14, 1904.

3 *NYT*, October 6, 1904.

4 Annual Report of the Postmaster General., December 2, 1904, Serial 4796.

5 Corum, Minnie C. *I Licked a Stamp*, privately printed, c. 1957.

6 *Op cit.*, 1904 Annual Report, p. 5.

7 Meschter, Daniel Y. *The Post Offices of Wyoming, 1850-1975*, privately printed, 2005

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CALIFORNIA

- 1 ANGEL ISLAND, 1907 F 4-BAR ON PPC (75-45). EST. \$8
- 2 ANGEL ISLAND/REC'D, 1908 VG CDS ON PPC SENT TO DISCHARGE CAMP. \$25
- 3 LAVERNE, 1910 VG 4-BAR ON PPC (0914). EST. \$20
- 4 LAWS, 1910 VG 4-BAR ON PPC (87-63). EST. \$5
- 5 LEBEC, 1910 F ECU KER 2300 4-BAR ON PC (95-). EST. \$5
- 6 LEON, 1910 F 4-BAR ON PPC (88-11). EST. \$20
- 7 LIBERTY FARMS, 1952 F FD 4-BAR ON COVER (52-). EST. \$5
- 8 LIDELL, 1904 VG DOANE ON PPC (80-15). EST. \$12
- 9 LINDEN, ca1915 (NYD) NONSTANDARD 4-BAR ON PPC. EST. \$5
- 10 LLAGAS, 1910 VG DOANE ON PPC (92-11). EST. \$40
- 11 LODI, 1920 F AMERICAN MACHINE CO. FLAG ON PPC. EST. \$4
- 12 LOMA PORTAL/SAN DIEGO CO., 1923 VG DC T&C ON COVER (15/28). EST. \$10
- 13 LOMITA PARK, 1951 F LD DC ON UNADDRESSED GPC (33-51). EST. \$5
- 14 LONE TREE, 1909 F DOANE ON PPC (00-11). EST. \$40
- 15 LOS ANGELES, 1896 F FLAG ON COVER REDD @ RIGHT. EST. \$10
- 16 LOS ANGELES/STA. B, 1922 VG AMERICAN MACHINE CO. FLAG ON PPC. EST. \$5
- 17 LOS ANGELES/STA. U, 1911 VG DUPLEX ON PPC (07-13). EST. \$10
- 18 LOS ANGELES/EAGLE ROCK STA., 1928 F MACHINE ON PPC (26-). EST. \$5
- 19 LOS ANGELES/FOY STA., 1950 VG CDS ON GPC (50-). EST. \$5
- 20 LOS ANGELES/HANCOCK STA., 1958 F MACHINE ON COVER (52-). EST. \$5
- 21 LOS ANGELES/LUGO STA., 1958 VG MACHINE ON COVER (51-). EST. \$5
- 22 LOS ANGELES/PICO HEIGHTS STA., 1918 F DUPLEX ON PPC (10-). EST. \$4
- 23 LOS ANGELES/PROSPECT PARK STA., 1911 VG DUPLEX ON PPC (07/12). EST. \$10
- 24 LOS ANGELES/TERMINAL ANNEX, 1956 F CDS ON COVER (40-). EST. \$5
- 25 LOS ANGELES/WAITE STA., 1957 VG DC ON COVER (52-74). EST. \$8
- 26 LOS GATOS, 1932 F FLAG ON COVER W/CC FOR SACRED HEART NOVITIATE. \$8
- 27 LOS NIETOS, 1932 F NONSTANDARD 4-BAR ON COVER (25-54 PER). EST. \$6
- 28 LOWLOCK, 1910 VG DOANE ON PPC (72-22). EST. \$12
- 29 LOWDENS PANCH, 1889 F DC ON COVER (74-08). EST. \$40
- 30 LOWER LAKE, 1915 VG 4-BAR PN PPC (58-). EST. \$4
- 31 LOWREY, 1913 F 4-BAR ON PPC (88-17). EST. \$20
- 32 LUFFENHOLTZ, 1907 VG DOANE REC'D & O/S ON PPC (04-09). EST. \$20
- 33 MAMMOTH LAKES/LAKE MARY RUR BR., 1967 VG DC ON PPC (67-68). EST. \$12
- 34 MANJOR, 1920 VG 4-BAR ON PPC (15/53). EST. \$5
- 35 MANTECA, 1927 VG AMERICAN MACHINE CO. FLAG ON COVER. EST. \$20
- 36 MAYHEWS, 1910 F 4-BAR ON PPC (91-22). EST. \$12
- 37 MERCED/ARMY AIR BASE BR., 1946 VG DC ON GPC (42-46). EST. \$12
- 38 METZ, 1910 VG ECU DOANE ON PPC (88-22). EST. \$8
- 39 MIAMI, 1909 F 4-BAR ON PPC (94-36). EST. \$12
- 40 MICHIGAN BAR, 1924 VG 4-BAR ON PPC (55-35). EST. \$6
- 41 MIDLAND, 1910 F 4-BAR ON PPC (08-14). EST. \$20
- 42 MIDWAY, 1916 VG 4-BAR ON PPC (08-18). EST. \$20
- 43 MILLS, 1910 VG 4-BAR ON PPC (98-43). EST. \$6
- 44 MILTON, 1908 VG 4-BAR ON PPC (71-42). EST. \$6
- 45 MIST, 1931 VG 4-BAR ON COVER (13-35). EST. \$6
- 46 MOHAWK, 1917 VG 4-BAR ON PPC (81-26). EST. \$12
- 47 MONETA, 1913 VG 4-BAR ON PPC (90-44). EST. \$5
- 48 MONTEREY, 1920 VG MACHINE ON PPC. EST. \$4
- 49 MONTEREY/PRESIDIO OF MONTEREY STA., ca1943 F MACHINE ON PPC. EST. \$5
- 50 MONTRIO, 1921 VG 4-BAR ON PPC (02-24). EST. \$5
- 51 MOORES FLAT, 1911 F DOANE ON PPC (57/14). EST. \$12
- 52 MOORES STATION, ca1890 G+ CDS ON TONED COVER (69/92). EST. \$50
- 53 MOORPARK, ca1917 VG NONSTANDARD 4-BAR ON PPC (00-). EST. \$5
- 54 MORRO BAY/MORRO PLAZA STA., 1965 VG DC 4-BAR ON PPC (61-66). EST. \$10
- 55 MOSS BEACH, 1910 F 4-BAR ON PPC (8TH MONTH OF USE). EST. \$8

WASHINGTON

- 56 ARZINA, 1910 F DOANE ON PPC (97-11). EST. \$20
- 57 EFFIE, 1910 F DOANE ON PPC W/TONED CORNERS (04-17). EST. \$20
- 58 LAKE CITY, 1910 VG 4-BAR ON PPC (10-12). EST. \$35
- 59 LARSON, 1910 VG 4-BAR ON PPC (08-18). EST. \$20
- 60 NEWCASTLE, 1905 F DOANE ON REGISTRY CARD (94-35). EST. \$6
- 61 NEWLAND, 1908 F 4-BAR AS FORWARDING MARK & O/S ON PPC (01-08). EST. \$20
- 62 PAGE, 1905 F DOANE ON PPC (03-58). EST. \$5
- 63 RICHMOND HIGHLANDS, 1924 VG 4-BAR ON PPC (12-48). EST. \$5
- 64 ROCK LAKE, 1911 VG 4-BAR ON PPC (07-12). EST. \$35
- 65 SEATTLE/STA. NO. 1, 1920 F DC REC'D ON GPC. EST. \$6
- 66 SINE, 1907 F DOANE O/S ON PPC (05-10). EST. \$30
- 67 SMYRNA, 1913 VG LIGHT 4-BAR ON PPC (11-64). EST. \$4
- 68 SNOHOMISH, 1909 F TYPE 11E (DATE ONLY) MS RFD #4 ON PPC. EST. \$5
- 69 SPOKANE FALLS, 1891 VF CDS ON COVER (72-91). EST. \$10
- 70 SULLIVAN, 1907 VG 4-BAR REC'D & O/S ON PPC W/FELT TIP MARK (06-15). EST. \$12
- 71 SUNDAL, 1917 F 4-BAR ON PPC (15-45). EST. \$6
- 72 TACOMA/MILIARY BR., 1917 VG DUPLEX ON PPC (16-17). EST. \$25
- 73 UNFRIED, 1916 VG 4-BAR ON PPC (10-17). EST. \$12
- 74 VANASSETT, 1909 F DOANE ON PPC (92-13). EST. \$12
- 75 VANCOUVER BARRACKS, 1886 VG CDS ON COVER (81/90). EST. \$75
- 76 WACO, 1909 F 4-BAR REC'D & O/S ON PPC (07-10). EST. \$15
- 77 WHEELER, 1913 G+ 4-BAR ON PPC (02/43). EST. \$6
- 78 WHITCOMB, 1911 VG 4-BAR ON PPC (10-34). EST. \$6


Railway Post Offices (RPOs)

- 79 CALISTOGA & S.F., 1937 VG (983-D-1) ON COVER. EST. \$12
- 80 CALISTOGA & VALLEJO, 1910 F (983-E-1) ON PPC. EST. \$8
- 81 CALISTOGA & VALLEJO JC, 1909 VG (983-F-2) ON PPC. EST. \$8
- 82 CALISTOGA & VAL JCT, 1916 VG (983-G-1) ON PPC. EST. \$8
- 83 DET & ALGONAC, 1910 VG (Q-3-e) ON PPC. EST. \$25
- 84 OAKDALE & MERCED, 1907 VG (989-D-1) O/S ON PPC. EST. \$8
- 85 PAJARO & SANTA CRUZ, 1904 VG ON PPC. EST. \$8
- 86 PHOENIX & LOS ANG, 1914 F (967-2-A-1) ON PPC. EST. \$25
- 87 SACTO & FRESNO, 1941 F (979-K-1) ON COVER. EST. \$5
- 88 SAN FRAN & PAC GROVE, 191X F (980-I-2) ON PPC. EST. \$8
- 89 S.F. & PAC GROVE, 1932 F (980-AA-1) ON GPC. EST. \$8
- 90 SAN FRAN & S.L. OBISPO, 1921 VG (980-K-3) ON PPC. EST. \$8
- 91 SAN FRAN & SANTA CRUZ, 1904 VG (991-E-2) ON COVER. EST. \$8
- 92 SEATTLE & SEWARD, 1924 VG (X-14-c) ON PPC. EST. \$12
- 93 TRUCKEE & LAKE TAHOE, 1909 PARTIAL (997-4-A-1) ON PPC. EST. \$6
- 94 WILLIAMS & LOS ANG, 1906 VG (964-Q-2) ON PPC. EST. \$8
- 95 WILLITS & SAN FRAN, 1908 VG ON PPC. EST. \$8

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United States Auxiliary Markings Found Only on Card-rated Matter

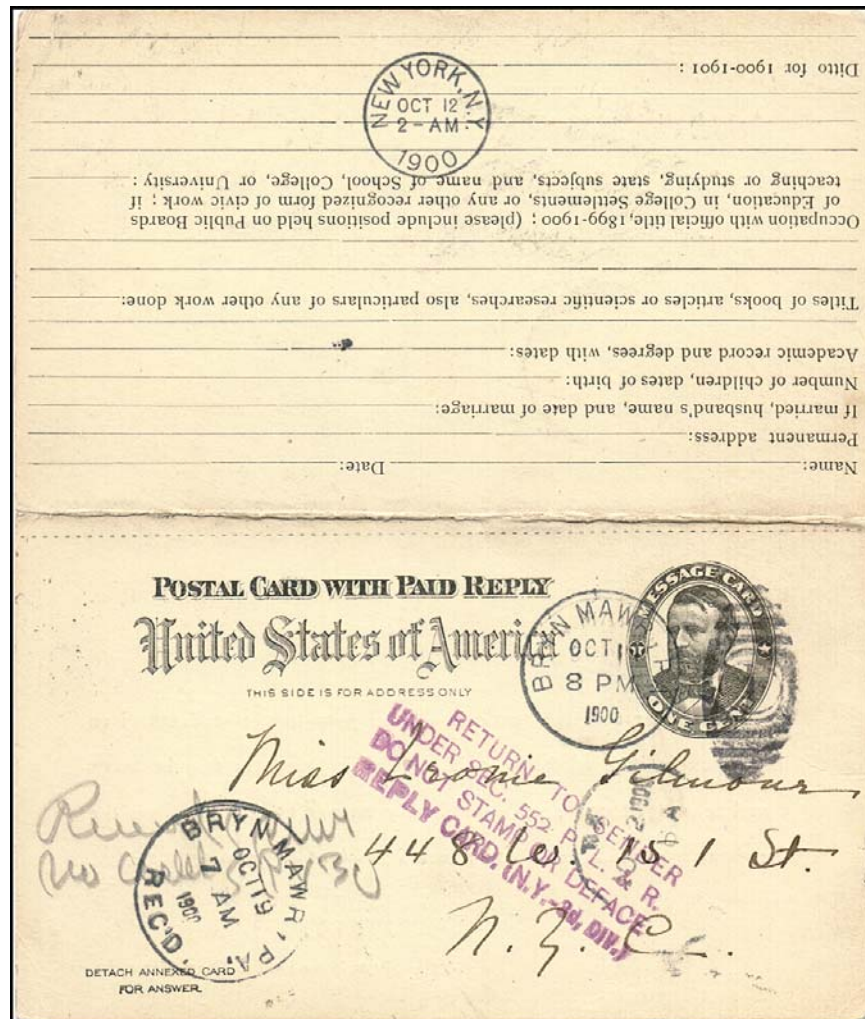


Figure 1 Message half of domestic M&R card, mailed October 11, 1900 from Bryn Mawr, Pennsylvania, to New York City, New York. Card returned as undeliverable with the auxiliary marking only used on M&R cards.

By: H. J. Berthelot

My primary medium of collecting is government-issued cards; however, I am also interested in privately-manufactured cards when they have affixed postal markings that I consider interesting or unusual. In the United States (U.S.), government-issued cards are known as “postal cards,” and since January of 1999 “stamped cards,” while privately-manufactured cards are called “post cards.” There were distinct legal differences between the two card types, however, over the years U.S. postal laws have evolved such that the two types are now rated and treated in the same manner. Collectively, the two types are referred to as “card-rated matter.”

Over the years, U.S. postal officials have used a myriad of auxiliary markings to denote mail items that were “given special attention due to some special circumstance.”¹ In the main, those auxiliary markings were applicable to all classes of mail matter.

U.S. auxiliary markings prepared solely for use on card-rated matter are as interesting as they are uncommon. This article will illustrate and discuss eight U.S. auxiliary markings: three markings were specifically prepared for use on message and reply cards (M&R cards), also known as “double” cards, or “paid-reply” cards; three markings were used only on single postal cards; and two markings were affixed solely to post cards.

MESSAGE AND REPLY CARDS

The U.S. issued its first M&R card, intended for domestic use, on October 25, 1892. The card seen in *Figure 1* was from the second domestic M&R card issue, released in 1898. Mailed on October 11, 1900 from Bryn Mawr, Pennsylvania, the card was addressed to New York City, New York. Since the New York Post Office was not able to deliver the card as addressed, a postal clerk struck the card in magenta ink, with the auxiliary marking

RETURN TO SENDER
UNDER SEC. 552 P. L. & R.
DO NOT STAMP OR DEFACE
REPLY CARD. (N.Y.-3d, DIV.)

then redirected the card intact to sender, the Secretary of Bryn Mawr College. As evidenced by the circular date stamp, the card was received in the Bryn Mawr Post Office on October 19th of that year.

This auxiliary marking had as its source Section 552 of the *Postal Laws & Regulations*² (PL&R), which provided:

Double postal cards, when unclaimed, will be returned to sender when the address of the sender can be ascertained; otherwise they will be sent to the Dead Letter Office. Care must be taken in indorsing and returning double cards, not to deface or destroy the unused (reply) half.

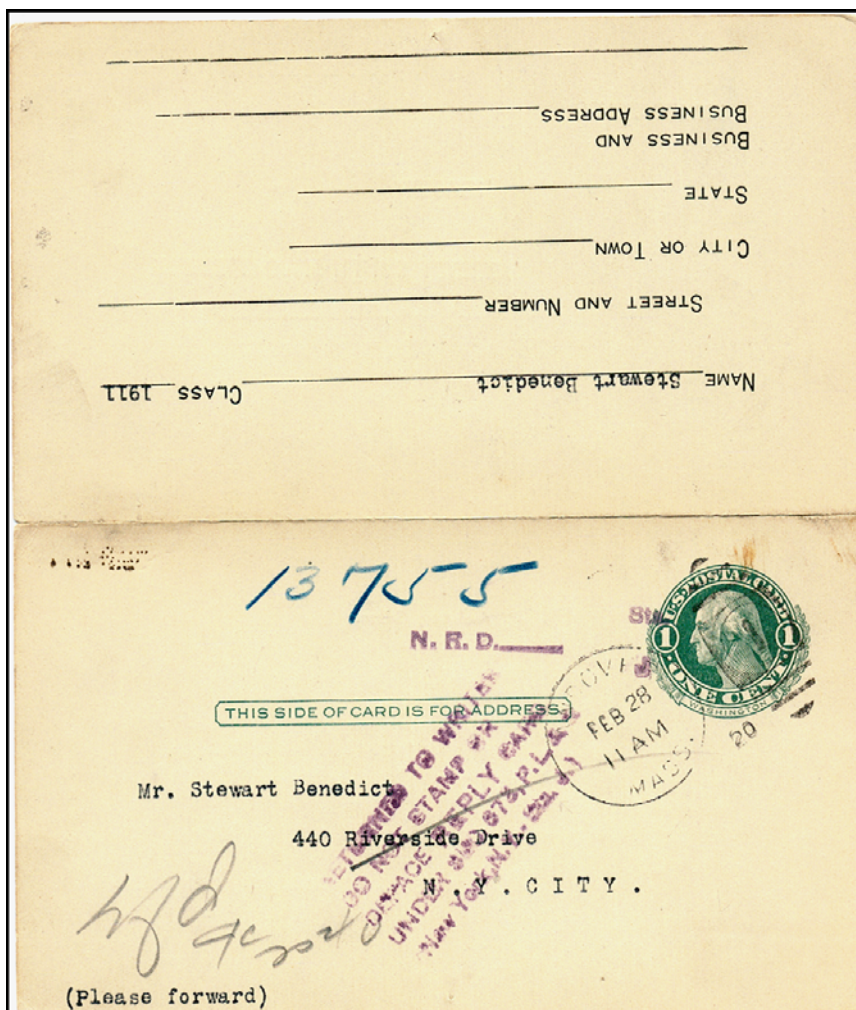


Figure 2 Message half of domestic M&R card, sent on February 28, 1920 from Andover, Massachusetts, to New York City, New York. Card returned as undeliverable with the auxiliary marking only used on M&R cards.

Another domestic M&R card, issue of 1910, is seen in *figure 2*. This card was sent on February 28, 1920, from Andover, Massachusetts, addressed to N. Y. City (New York). Since the New York Post Office was not able to deliver the card as addressed, a postal clerk applied, in magenta, the auxiliary marking

RETURNED TO WRITER
DO NOT STAMP OR
DEFACE REPLY CARD
UNDER SEC 673, P.L. & R.
(New York, N.Y. Sta. J.)

Another auxiliary marking, "N.R.D. _____ Sta. / J," was struck in magenta, and the number "13755" was written in blue crayon. The card then was returned to writer, the Trustees of Phillips Academy in Andover, whose address was on the message side.

On this card, the auxiliary marking referenced PL&R Section 673, emphasizing the word "reply" in bold print. While the wording in this PL&R³ was the same as the wording in the earlier PL&R, the format was different, providing in part:

2. Double postal cards, when unclaimed, will be returned to sender when the address of the sender can be ascertained; otherwise they will be sent to the Dead-Letter Office.

Care must be taken in indorsing and returning double cards not to deface or destroy the unused (reply) half.

Both "RETURN" and "RETURNED" markings were prepared and affixed specifically to remind / inform any postal official who subsequently handled the M&R card of the requirement under then current U.S. law that the unused half – the reply card – was not to be defaced or damaged in any manner, thus enabling the sender to use it at a later date.

Figure 3 Message half of domestic M&R card, posted internationally from Chicago, Illinois, to Friedrichshafen, Germany, on June 27, 1939. Card returned as short paid with the auxiliary marking only used on M&R cards.



The domestic M&R card seen in *figure 3* was from the 1915 issue. This card was posted June 27, 1939 in Chicago, Illinois, addressed to Friedrichshafen, Germany. Sender's attempt to mail the message half at the then current 1½¢ per two ounce international printed matter rate was rejected by a Chicago Foreign Office clerk, who redirected the card intact to sender after applying the auxiliary marking in magenta ink.

Return to Sender
Each Half of this Card must be
Prepaid 3 Cents.

Foreign Section 1

The sender, upon receiving the card and adding the required postage to each half of the M&R card, abraded the auxiliary marking and placed the card in the mail again on July 7, 1939. When the Post Office returned items for additional postage and the items were again placed in the mail, postal regulations allowed the original postage on the item to be considered in payment to its full face value. *[In those instances where reuse of the outside wrapper or original postage was not allowed, other auxiliary markings stated that determination. Such markings, not solely for postal cards, are outside the scope of this article.]*

The Universal Postal Union (UPU) had regulations regarding the use of M&R cards in the international mail. The U.S., as a member country of the UPU, had to abide by those regulations. Among the regulation requirements were: that each half of a M&R card sent to another UPU member country had to be fully prepaid; that the reply half had to be attached to the message half when received in the country of destination and; that the reply card could only be returned to the country of origin. To be sent at the reduced UPU surface rate, printed matter had "to be placed under band, or in an envelope (unsealed), or simply folded so as to permit easy examination by postal authorities to insure that it contained no manuscript, writing, figures or mark whatsoever."⁴ *[The underlined portion, emphasized by this author, was applicable to M&R cards that were mailed as printed matter.]*

I do not know why the Chicago Foreign Office clerk disallowed the message half of this M&R card to pass at the 1½¢ international printed matter rate; entirely in print, the message half met the UPU requirement for printed matter of the first weight unit. *[Maybe the sender had forgotten to add extra postage to the reply half (figure 4), and upon examination of the card, a Chicago Foreign Office clerk noted the error. Since there was no auxiliary marking specifically to address the underpayment on a particular half of a M&R card, and owing to time constraints, the clerk affixed the auxiliary mark-*

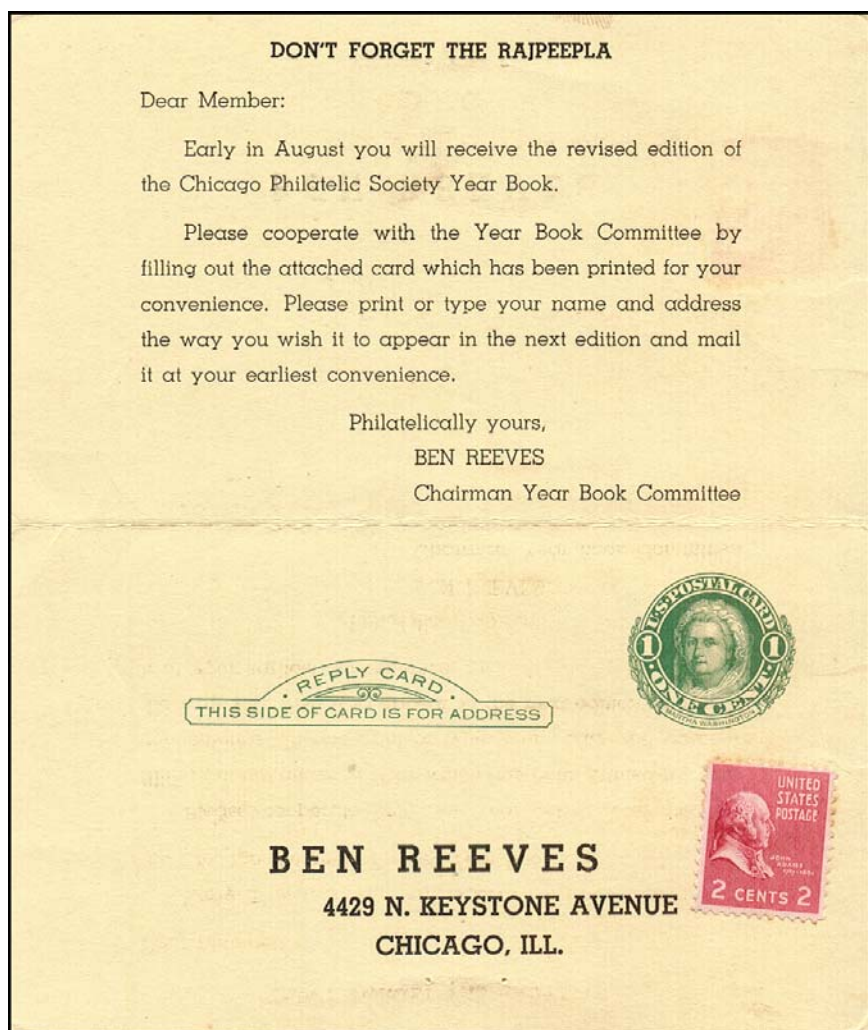


Figure 4 Reply half of M&R card seen in figure 3, showing the 2¢ John Adams stamp affixed by sender, as required by the auxiliary marking that returned the card.

ing shown to the message half and returned the card to sender. Upon receipt of the card, the sender complied with the notice, affixing the 2¢ John Adams stamp to the reply half and the 1½¢ Harding stamp to the message half.]

The New York Foreign Office also used this auxiliary marking⁵. [I have not seen a cover with this type auxiliary marking, nor read a report of the marking having been used at any other foreign office except those in Chicago and New York. Does any reader have a cover with this type auxiliary marking attributable to any other U.S. foreign office?]

SINGLE POSTAL CARDS

The “Unmailable” auxiliary marking is not a U.S. postal marking used only on card-rated matter. However, when used in a certain manner, the marking can become one that is only applicable to card rated matter. The 5¢ Lincoln postal card seen in *figure 5* exemplifies such a use. Mailed in Brooklyn, New York, on May 3, 1971, this card was sent locally to Montgomery Ward. The sender had glued to the card’s message side a form, cut from a magazine, requesting that company’s 1971 Lawn, Garden and Farm Catalog. A postal clerk at the office of mailing returned the card to sender as unmailable, stating the reason, “attachments to cards not permitted.” The clerk also lined-through the “postage due” notation beneath the “pointed hand” marking, since the return of the card was without additional charge.

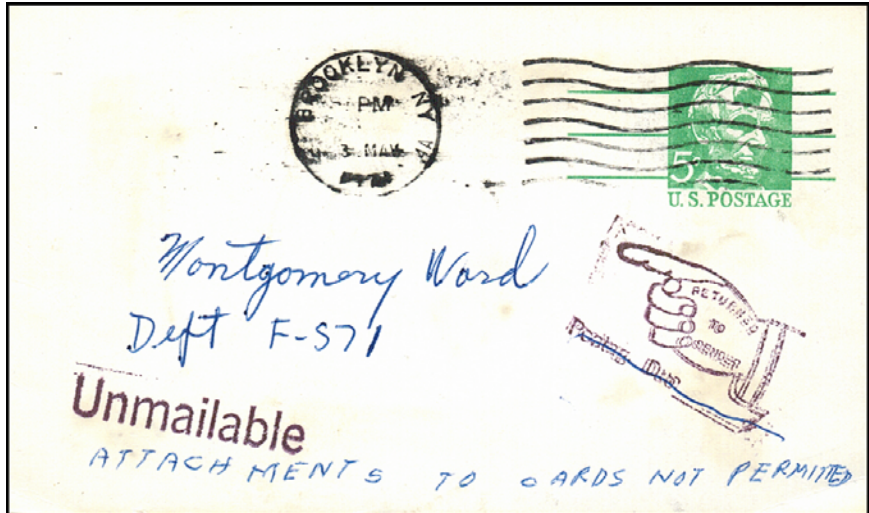


Figure 5 Domestic postal card, mailed locally on May 3, 1971 in Brooklyn, New York. Card returned to sender as unmailable, with manuscript notation under auxiliary marking that made the marking applicable only to cards.

The UPU has size restrictions for card-rated matter sent in the international mail. In brief: cards whose dimensions exceed the UPU’s maximum size are allowed transmission, but charged letter-rate postage; cards whose dimensions are less than the UPU’s minimum size are not allowed transmission. Such cards, if they have a return address, usually are returned to the sender. [I point out that it is not uncommon to find U.S. cards duly postmarked and transmitted internationally, even though they were less than minimum size.]

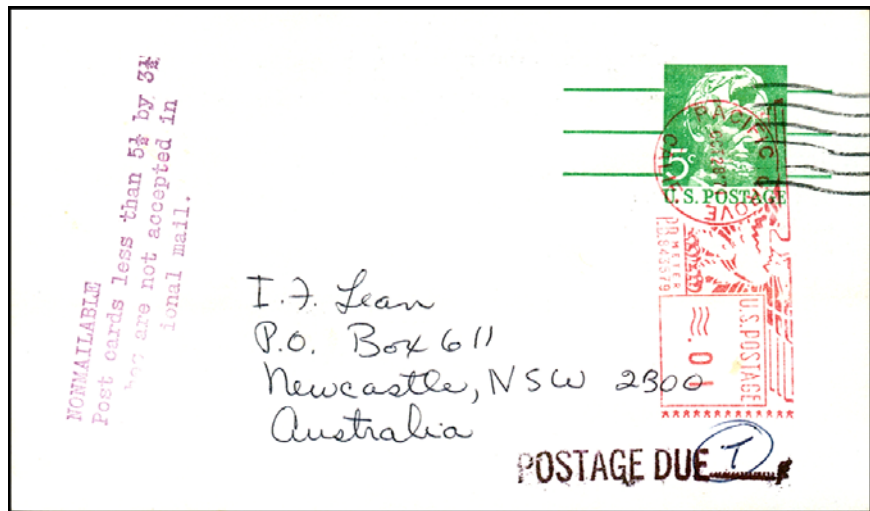
On July 1, 1971, new procedures enacted by the 16th UPU Congress went into effect. As relates to card-rated matter, the changes were: international M&R card service was discontinued; international postage rates were increased (in the U.S. the increase was from 8¢ to 10¢ per card, surface mail) and; cards sent internationally had to have minimum dimensions of 5½ inches by 3½ inches (140 mm by 89 mm).

The postal card illustrated in *figure 6*, from the 1968 issue, was intended for domestic use. On July 1, 1971, the charge for U.S. card-rated matter sent surface mail internationally increased from 8¢ to 10¢. Thus, this card, mailed on October 28, 1971 with an added 1¢ meter imprint from Pacific Grove, California, to Newcastle, Australia, was insufficiently paid 4¢. Denoted postage due at the post office of mailing, the card was also handled by a Foreign Office clerk, who affixed the auxiliary marking the international mail.

NONMAILABLE

Post cards less than 5½ by 3½
inches are not accepted in

Figure 6 Domestic postal card, mailed internationally from Pacific Grove, California, to Newcastle, Australia, on October 28, 1971. Card ultimately deemed unmailable, as evidenced by the auxiliary marking only used on single postal cards.



Both the postage due and the “NONMAILABLE” markings were struck in magenta ink. The card was then redirected to sender, whose return address was printed on the message side, as not being acceptable for international mailing. [I point out that while the “nonmailable” marking specifically refers to “post cards,” the UPU regulations were applicable to all card-rated matter and the Post Office used this type auxiliary marking on post cards as well as on postal cards.]

The postal card seen in figure 7, from the 1975 issue, was intended for domestic use. This card was posted August 6, 1976, in Los Angeles, California, addressed to Turrumurra, Australia. Since the charge for U.S. card-rated matter sent internationally by surface mail had increased on March 2, 1974 from 10¢ to 12¢, this card was insufficiently paid 3¢. At the post office of mailing, the card was initially struck with the pointed hand, “Returned to Writer” and the “RETURNED FOR CENTS / ADDITIONAL POSTAGE” markings. However, once it was realized the card’s dimensions were less than the UPU minimum-size requirement, a postal clerk deleted the “RETURNED FOR ADDITIONAL POSTAGE” marking with a blue crayon, and in lieu thereof affixed the marking to the card.

UNMAILABLE
UNDERSIZE

All three markings on this card were struck in magenta ink. Since writer’s return address was printed on the message side, the card was redirected to him.

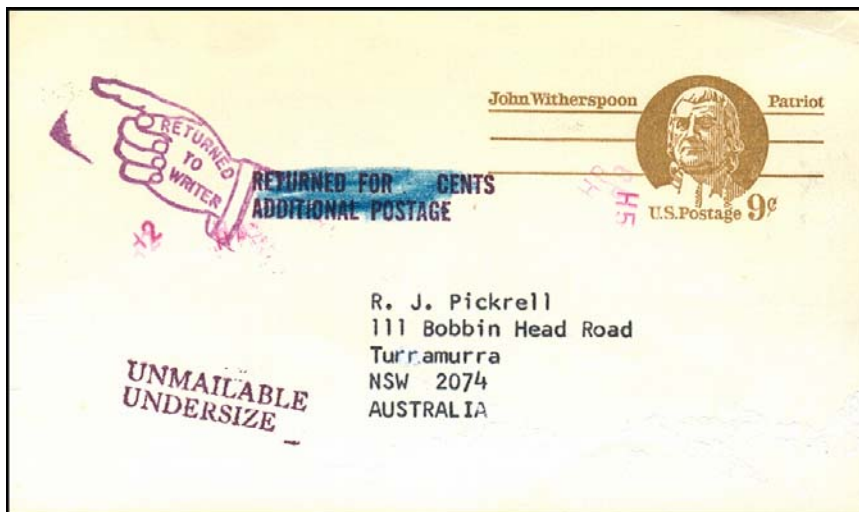


Figure 7 Domestic postal card, posted internationally from Los Angeles, California, to Turrumurra, Australia, on August 6, 1976. Card ultimately deemed unmailable, as evidenced by the auxiliary marking only used on single postal cards.

The NONMAILABLE and UNMAILABLE auxiliary markings were intended to inform the sender / writer that the cards were not acceptable, owing to their size, for use in the international mail. As the reader will note, the wording used on the former marking was the more informative.

The postal regulations as well as the auxiliary markings refer to both “sender” and “writer”; the same is true for the words “unmailable” and “nonmailable.” In each case, the words are synonymous.

POST CARDS

The post card illustrated in *figure 8* is from the 1904 St. Louis World’s Fair. Note the top line on the card was printed, in large type, “Post = Card”; on the second and third line, respectively, was printed “CARTE POSTALE – POSTAL CARD” and “THIS SIDE FOR THE ADDRESS ONLY.” On its “picture side,” the card had a lithographed scene entitled “The Cascades.”

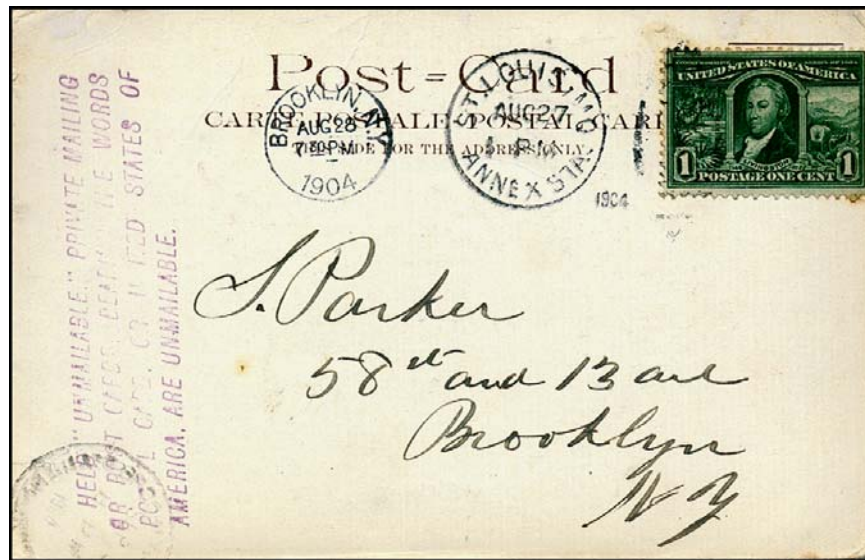


Figure 8 St. Louis World’s Fair post card, sent on August 26, 1904 from St. Louis, Missouri, to Brooklyn, New York. Card held unmailable because of prohibited words printed on the card, as was evidenced by the auxiliary marking only used on post cards

Mailed August 26, 1904, at the St. Louis, Missouri Annex Station, the card was addressed to Brooklyn, New York. Two scenarios are possible for the card:

1. In this scenario, during processing of the card, a postal clerk at the St. Louis Annex Station noticed the prohibited wording and applied to the left side of the card, reading from bottom to top, the auxiliary marking, in magenta ink

HELD “UNMAILABLE.” PRIVATE MAILING
OR POST CARDS BEARING THE WORDS
POSTAL CARDS OR UNITED STATES OF
AMERICA, ARE UNMAILABLE.

Notwithstanding the clerk’s determination that the card was “unmailable,” it was forwarded to addressee, received in the Brooklyn Post Office on August 28th, as evidenced by the Brooklyn circular date stamp, and delivered without further comment.

2. In this scenario, based on a 2004 article in U.S. Stamp News⁶, the auxiliary marking was affixed not in the St. Louis Annex Station, but in the Brooklyn Post Office. While the card was being processed into the Brooklyn Post Office, a postal clerk noticed the prohibited wording and affixed the above noted auxiliary marking “to ensure the addressee was aware of (the) prohibition” regarding the use of certain words and phrases on post cards.

Beginning in July of 1898, the Post Office authorized privately printed (post) cards to be transmitted through the U.S. Mail at the one-cent rate if they conformed in size and substance to government-issued (postal) cards. Later U.S. regulations⁷ provided that:

Cards issued by private persons, bearing on the address side the words “United States” or “United States of America” are in likeness or similitude of the regular United States postal card and therefore unmailable at any rate of postage.

Also, under UPU regulations, applicable to the U.S. as a UPU member nation, use of the phrase “carte postale” was prohibited on privately printed cards.

The post card shown in *figure 9*, sent from Washington, D.C., on December 27, 1906 to New York City, New York, was a belated Christmas greeting. The card’s “picture” side had a winter scene and the words “A Merry Christmas!”



Figure 9 Post card mailed on December 27, 1906 to New York City, New York, from Washington, D.C. Sender’s writing on the address side rendered the card liable to letter rate postage, as evidenced by the auxiliary marking specifically prepared for use on cards.

The printing in the upper left-hand corner on the card’s address side leads me to speculate that the card was privately printed somewhere in Europe. While that printing contained the prohibited phrase – “carte postale” – mentioned above, the clerk processing the card probably was more focused on the sender having written in the left-hand portion of the address side. The clerk applied the double-line auxiliary marking, in magenta

Unmailable as a post-card
Due 1 Cent as a letter.

Since sender did not have a return address, the card was forwarded to addressee and the deficiency presumably collected upon delivery of the card.

Prior to August 1, 1907, U.S. regulations⁸ prohibited any writing on a card's address side, except the name and address of the recipient and the words "to be called for," or "any proper description of the person or place addressed." Cards found in violation of the regulation were assessed letter-rate postage. From July 1, 1885 to November 2, 1917, the U.S. domestic letter rate was two cents per ounce. Since sender had originally affixed a one-cent stamp to the card, the clerk forwarded the card postage due one cent to the addressee, thus accounting for the required two-cents postage.

If any reader has other variations of these markings, or other auxiliary markings that were used solely on card-rated matter, I greatly would appreciate a copy of the marking. Any comments regarding this article would also be appreciated. Please contact me at: hankberthelot@yahoo.com.

ENDNOTES:

¹"Auxiliary markings," as defined by the Auxiliary Markings Society, are "postal markings applied to covers by handstamp, machine cancellation, a stick-on label, manuscript markings, or by mechanical or electronic methods such as addressograph or computer, indicating that the covers were given special attention due to some special circumstance." *Auxiliary Markings*, Issue 2, April 2004, page 7.

² 1893 *PL&R*, Section 552, second paragraph.

³ 1902 *PL&R*, Section 673.

⁴ Henry Beecher and Anthony Wawrukiewicz, *U.S. International Postal Rates, 1872 – 1996*, page 83.

⁵ Readers who wish to see and read about the New York variety of this marking are referred to Alex Gundel's article, "An Auxiliary Postal Marking That Can Appear on Double Cards Only," *Postal Stationery*, Vol. 38, No. 4, October-December, 1996, Whole No. 295, pages 157 – 160.

⁶ Readers who wish to see and read about U.S. post cards that were printed with prohibitive wording are referred to Charles A. Fricke's article, "Unmailable At Any Rate (Unless, of Course, Otherwise)," *U.S. Stamp News*, November 2004, pages 16 – 17.

⁷ Section 457, *United States Postal Guide*, January 1907, page 816.

⁸ 1893 *PL&R*, Section 273.

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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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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 II June 1899-August 1909

By Randy Stehle

The second part of this series will cover the period from June 1899 to just before the Wilmington and San Pedro consolidations of August 1909. The first part of this series was presented in *La Posta* Volume 40, Number 1 (March 2009), and covered the period from the establishment of the Los Angeles post office in 1850 to just before the University and Garvanza annexations in June 1899. Los Angeles continued to experience unprecedented growth during the period covered in this part of the series. The population of Los Angeles doubled between 1890 and 1900, where it stood at a little over 100,000 people. It tripled from 1900 to 1910, when it then was almost 320,000 people. *Table 1* shows the historical population of Los Angeles from 1890 to 1910. The figures from 1890, 1900 and 1910 came from the decennial national censuses. The 1893 figure came from the Los Angeles Herald newspaper without attribution. The figures for 1905, 1906 and 1907 came from Los Angeles school censuses. While many municipalities conducted school censuses at this time, most of them only counted school-age children. For some reason, Los Angeles counted all of its residents during these censuses. Not only was the population growing exponentially, the size of the area of Los Angeles was also growing, but at a slightly slower rate. During this period from 1900 to August 1909, the area increased about 87%, from 40.80 to 76.44 square miles.

Year	Population	Percent Increase for
1890 (1)	50,395	
1893 (2)	55,000	
1900 (1)	102,479	103.35%
1905 (3)	201,000	
1906 (3)	230,000	
1907 (3)	290,000	
1910 (1)	319,198	211.48%

Notes:

- 1) The figures for 1890, 1900 & 1910 are from the national decennial censuses.
- 2) The figure for 1893 is from the Los Angeles Herald newspaper.
- 3) The figures for 1905, 1906 & 1907 are from the Los Angeles school censuses.

Table 1 Historical population of Los Angeles.

The University and Garvanza Annexations of June 1899

The residents of the University area had previously voted against annexation in October 1895. There were two special interest groups that opposed it then, the liquor and gambling elements. Things had not changed much in the intervening three and a half years. A 160-acre entertainment facility named Agricultural Park was located in the University area. It opened in 1872, and was initially used as a fairground. A race track was added later, where everything from bicycles to dogs to horses and even camels competed. It bordered the University of Southern California, and attracted big crowds on Sundays. Los Angeles did not allow gambling within its city limits, so the gambling lobby did what they could to defeat the bid for annexation. There were also stricter restrictions on alcohol sales within the city limits, so the liquor lobby also fought against annexation.

There was concern that these two special interest groups would import their own voters to sway the election their way. Voters could be challenged at the polling place, and detectives for the Good Government Society kept an eye on the proceedings. The special election was held on May 24, 1899. Of the approximately 400 ballots cast, only 255 turned out to be bona fide voters. The residents of the University area voted 139 for annexation and 16 against. The residents of Los Angeles voted 1,799 for annexation and 1,478 against. By a margin of 344 votes, the University annexation was approved, effective June 12, 1899. The population of Los Angeles increased by somewhere between 1,200 to 2,000 people, depending on what source is cited. The new area contributed only 1.77 square miles to Los Angeles.

As a postscript, Agricultural Park became a public park in 1910. It was renamed Exposition Park, and is still in operation. Shortly after the name change, the race track was turned into a rose garden.

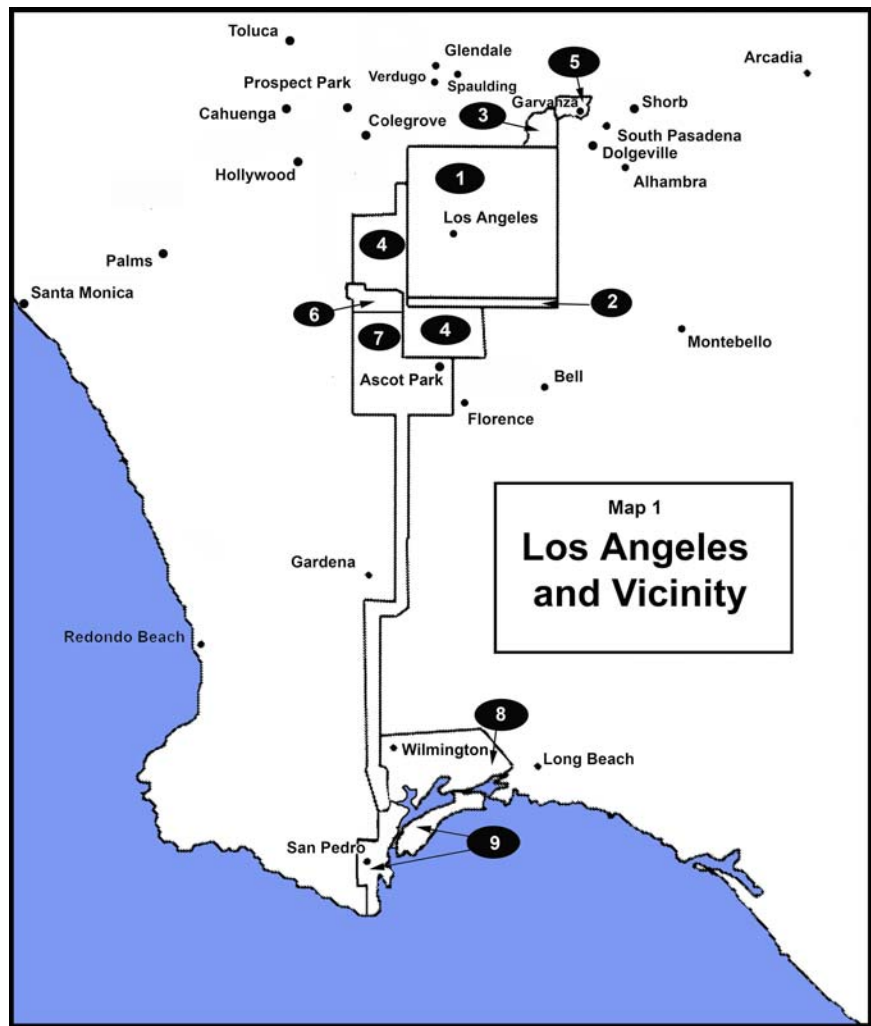
The special election for the annexation of the Garvanza area was less dramatic than the University area. There were two different special interest groups that opposed adding the Garvanza area to Los Angeles. The Garvanza district was traversed by the Santa Fe Railway, who had several economic reasons to be against annexation. First, there was a city tax on railroad mileage. Second, street car fares would be reduced to five cents if the area was incorporated into the city limits of Los Angeles.

The other special interest group was the Democratic Party. They realized that the voters of the Garvanza district were mostly Republicans. They failed to notice this in time to have any real effect on the election, though.

The special election was held on May 23, 1899. The residents of the Garvanza area voted 69 for annexation and 8 against. The residents of Los Angeles voted 793 for annexation and 624 against. By a margin of 230 votes, the Garvanza annexation was approved, effective the same day as the University annexation, June 12, 1899. The population of Los Angeles increased by

800 people, while it gained just 0.69 square miles in area. The total area of Los Angeles now stood at 43.26 square miles.

Table 2 shows the territorial growth of Los Angeles from the original Spanish land grant through the first eight annexations and consolidations. The Garvanza annexation is number five, while the University an-



The Growth of Los Angeles From the Original Spanish Land Grant through August 1909

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
7	26/12/1906	Shoestring	Annexation	18.64	61.90
8	08/28/1909	Wilmington	Consolidation	9.93	71.83
9	08/28/1909	San Pedro	Consolidation	4.61	76.44

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

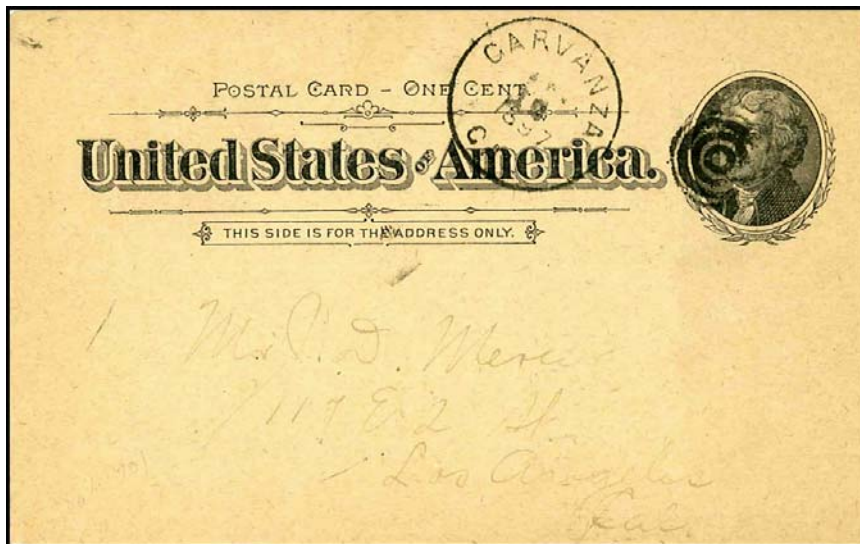


Figure 1 Postal card mailed from Garvanza on April 13, 1897, when it was still an independent post office.

nexation is number six. Please refer to *map 1* to see where they are located. This series will only cover the period that encompasses annexation number seven. Addition numbers eight and nine are included to show the ultimate goal of the Shoestring annexation.

The Garvanza post office was established in 1887. Even though the area in which it was situated was annexed to Los Angeles in the spring of 1899, it was not converted to a station for almost another two years. On June 30, 1901, it finally became a station of Los Angeles. This situation was identical to what happened to the Highland Park post office. The Highland Park annexation occurred in October 1895, but the post office was not converted to a station until June 1, 1901. The author has not discovered a reason for this delay.

Figure 1 shows an example of a Garvanza cancel when it was still an independent post office. The government postal card was cancelled on April 13, 1897, and is addressed to Los Angeles. *Figure 2* shows an example of a Garvanza Station cancel. It is dated January 5, 1906, and is also addressed to Los Angeles. The word "Station" is abbreviated as "Sta.". This is the earliest reported Garvanza Station cancel. This cancel continued to be used as late as 1917. This station closed in 1921, though no cancels have been reported from its last four years of operation.

The Establishment of Rural Free Delivery Service in Los Angeles

The Rural Free Delivery system was inaugurated on October 1, 1896, with the establishment of five routes in West Virginia. On February 1, 1897, the first routes were established in California with three routes at Campbell. The system was designed to provide convenient mail service for rural residents, and was most effective in areas with high rural population density.

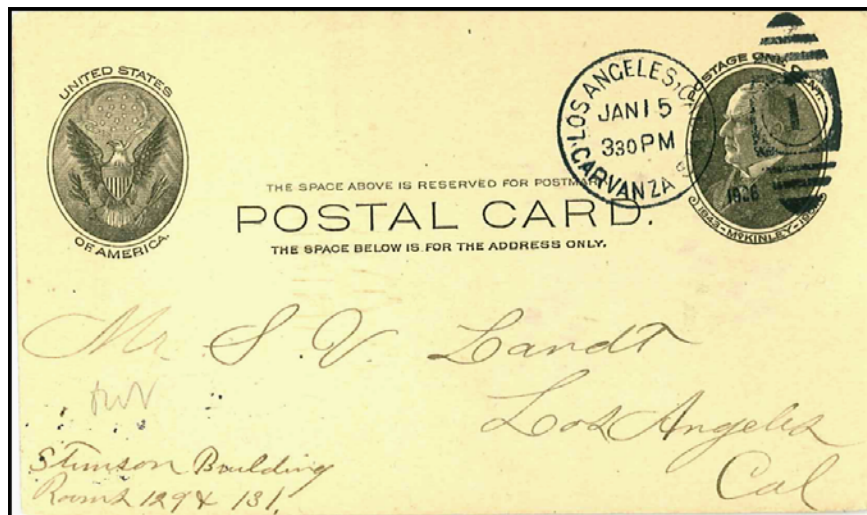
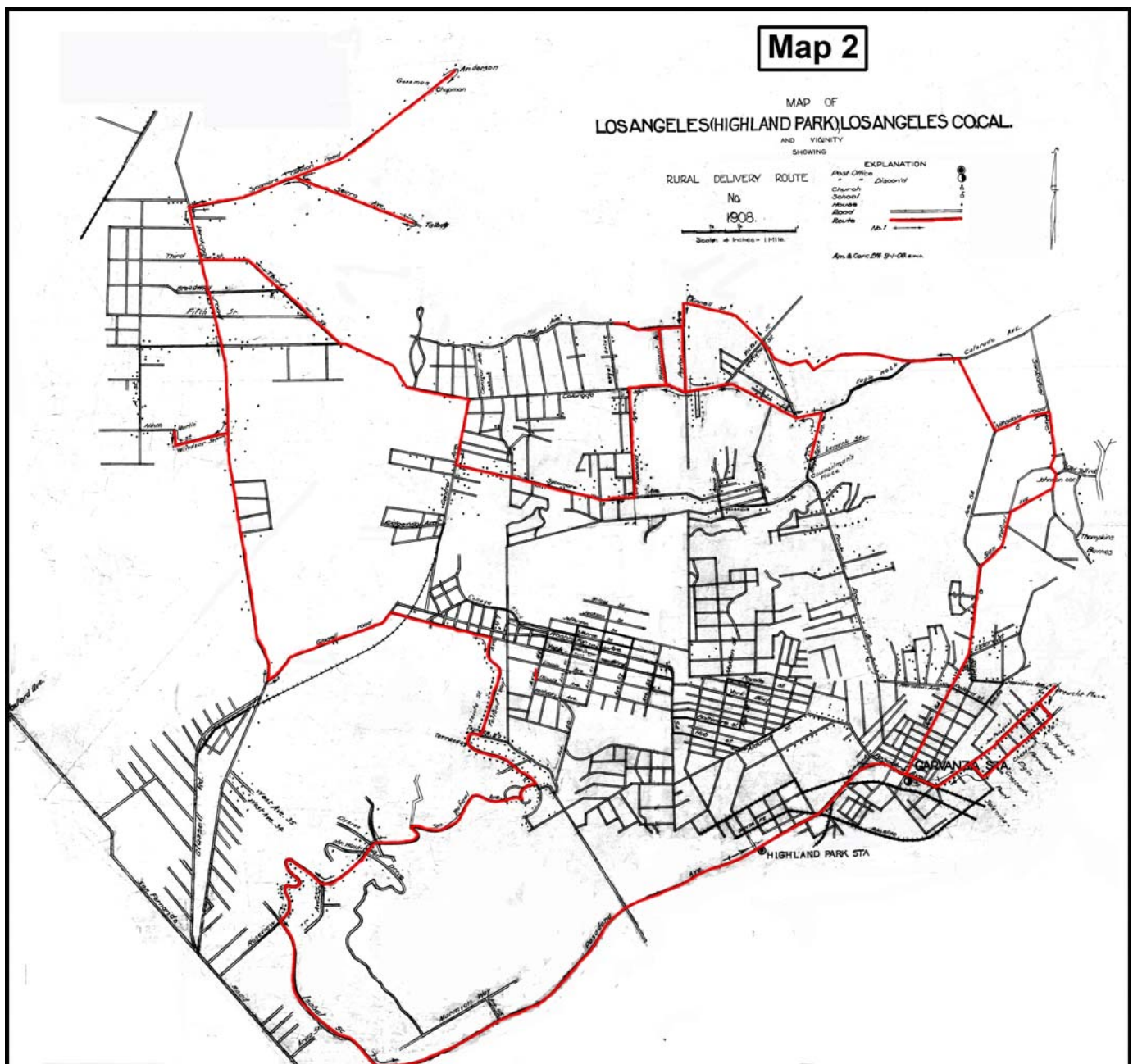


Figure 2 Earliest reported usage of a Los Angeles Garvanza Station cancel, dated January 5, 1906.

When the residents of a rural area wanted to get an RFD route, they would have to petition the POD. They would have to supply such information as population and road conditions in their application for this service. If the POD thought their application warranted further consideration, a special agent would be sent to gather information for the proposed route. There were a number of criteria to consider in the evaluation of a new route. The POD wanted the routes to serve at least 100 families and be no longer than twenty-five miles in length. The roads should be passable year round, and the route should avoid backtracking as much as possible. The routes also could run through an incorporated city. The POD wanted all the patrons on the rural route to erect Department-approved mail boxes.

Table 3 shows all the Los Angeles RFD routes established through the end of 1909. The first route was established on April 1, 1902, originating from Garvanza Station. It was designated as route 1. Map 2 shows the Garvanza RFD route. It is from the collection of postal maps held by the National Archives, and was the only pre-1910 Los Angeles RFD map they had. It was drawn in 1908, and is entitled "Map of Los Angeles (Highland Park) Los Angeles Co., Cal. and Vicinity Showing Rural Delivery Route No. 1". The scale is four inches to the mile. The map measures 19" by 23", which makes it hard to show in detail within the pages of this journal. Even though the map title implies

it is a Highland Park Station RFD route, this station never had a rural route originating from it. Garvanza Station, shown in large letters at the southeastern portion of the map, did have a rural route originating from it. Highland Park Station is shown just to the southwest of Garvanza Station. The map shows the names of all the streets and locations of every house along the route, all well as other items such as railroad tracks, churches and schools. The map key also shows symbols for both an open post office and a discontinued one. The symbol for a discontinued post office is a circle with black and white semicircles. This is how Garvanza Station is designated, which is proper as



Post Office/Station	Route No.	Established			Discontinued			Route Description		
		Year	Month	Day	Year	Month	Day	Length in Miles	Area (mi ²)	Population
Los Angeles										
Garvanza Sta.	1	1902	4	1						
Sta. K	2	1902	9	1				23	20	650
Sta. K	3	1903	9	1						
University Sta.	4	1904	10	15						
Sta. A	5	1905	8	15				16		286
Sta. L	6	1905	11	1						
	7									
Sta. A	8	1906	10	13						
Sta. R	9	1907	8	24						
Hollywood Sta.	10	1908	1	1						
Sta. P	11	1908	1	1						
	12	1909	1	2						
	13	1909	9	1						
Hollywood	1	1902	4	1	1907	12	13	22	21	700
Hollywood	2	1906	9	7	1907	12	13			

Notes:

- 1) Hollywood was incorporated into the city free delivery system of Los Angeles on January 1, 1908. Initially it became a station of Los Angeles, converting to a branch on July 1, 1908.
- 2) When Hollywood route 1 was discontinued, it became Los Angeles route 10.
- 3) When Hollywood route 2 was discontinued, it became Los Angeles route 11.
- 4) The first routes for both Los Angeles and Hollywood were established on the same date.

Table 3 Los Angeles Rural Free Delivery routes established through 1909

Garvanza was discontinued on June 30, 1901. The symbol for an open post office is a solid black circle with a white ring around it. This is how Highland Park Station is designated. The problem is that this post office was discontinued on May 31, 1901, a month earlier than Garvanza. The lower left hand corner of the map indicates it was amended and corrected effective September 1, 1908, with the initials "R.W.D." after it. It appears as if the POD let an error creep into this map. By the way, this map originally sold for ten cents. The southern portion of the rural route was predominately within the city limits, while the northern portion was mostly in an unincorporated part of Los Angeles County.

Figure 3 shows an example of an RFD cancel from this route. This post card was cancelled on November 12, 1904, and was addressed to Chicago. There is a number one in the cancellation bars, though it is hard to see as it is on a dark green Franklin stamp. The number one stands for rural route one. It is cancellation type 2F, according to the RFD type scheme developed by Harold Richow in his book, *Encyclopedia of R.F.D. Cancels*.

The POD began issuing canceling hand stamps to rural carriers effective August 1, 1900. These first devices are classified as type 1 by Richow. These continued to be distributed to rural carriers until February 1902. The type two devices were given to rural carriers from March 1902 through June 1903 both as replacement equipment and for newly established routes. That is why the Garvanza Station RFD route used a type 2 device. Effective July 1, 1903, the POD stopped issuing these devices to rural carriers, even though some continued to be used for many years after this

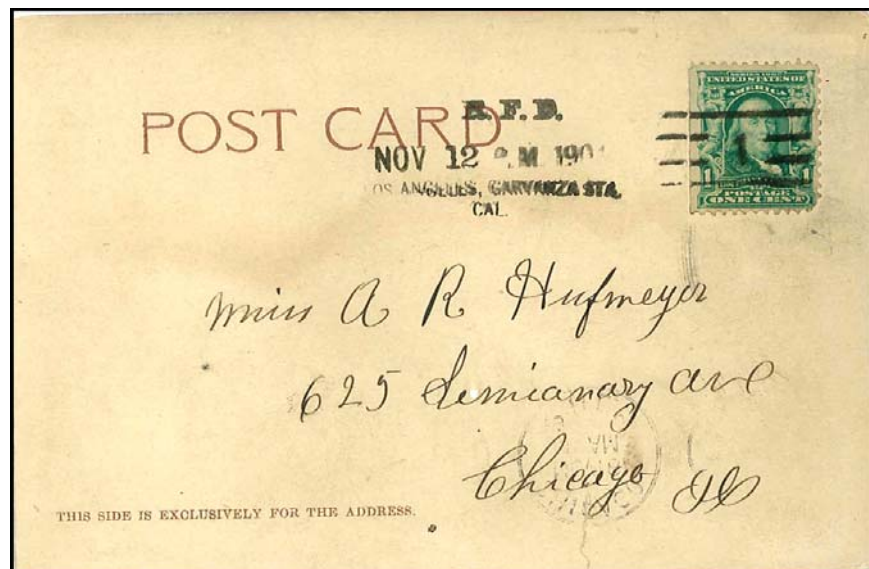


Figure 3 Post card mailed from Los Angeles, Garvanza Station RFD route one, dated November 12, 1904.

Post Office	Population in 1900	Postmaster Compensation at June 30		Discontinued			Supplied From					Re-established		
							Post Office	Route No.	Route Established					
		Year	Amount	Year	Month	Day			Year	Month	Day	Year	Month	Day
Montebello	N/A	1905	\$101	1907	6	29	Los Angeles	6	1905	11	1	1913	1	24
Verdugo	137	1901	\$127	1902	9	30	Los Angeles	1	1902	4	1			

Table 4 Post offices discontinued due to the expansion of the Los Angeles Rural Free Delivery system through 1909.

date. Rural carriers were now instructed to only cancel mail sent by patrons on their route to addressees who lived further on down their route with a purple indelible pencil. Some rural carriers instead chose to purchase devices from private suppliers at their own cost. Even though rural carriers were not supposed to cancel any mail that had to be routed through a station in order to be delivered, many of them did.

The only other Los Angeles RFD route that would have received an official POD device was Station K, which was established on September 1, 1902. There is a single report of such a usage. The third Los Angeles RFD route was established on September 1, 1903, and would not have received any canceling device from the POD. In fact, the only other originating Los Angeles RFD marking reported is from route seven. It is a manuscript cancel from 1906.

Thirteen RFD routes were established in Los Angeles through September 1909. Most of the information shown in *table 3* comes from the *Postal Bulletin*. The route description information was only given for some of the earlier routes. The information given for route two is fairly typical of other California routes. The length of the route is twenty-three miles covering an area of twenty square miles, and serving 650 people. On January 1, 1908, the area of Los Angeles was 61.90 square miles. On this same date, the area covered by its eleven RFD routes was approximately 100 square miles. The area covered stretched from Toluca in the northwest to Glendale and Verdugo in the north. It also stretched from Montebello in the east to Florence and Bell to the southeast, to almost Palms in the west.

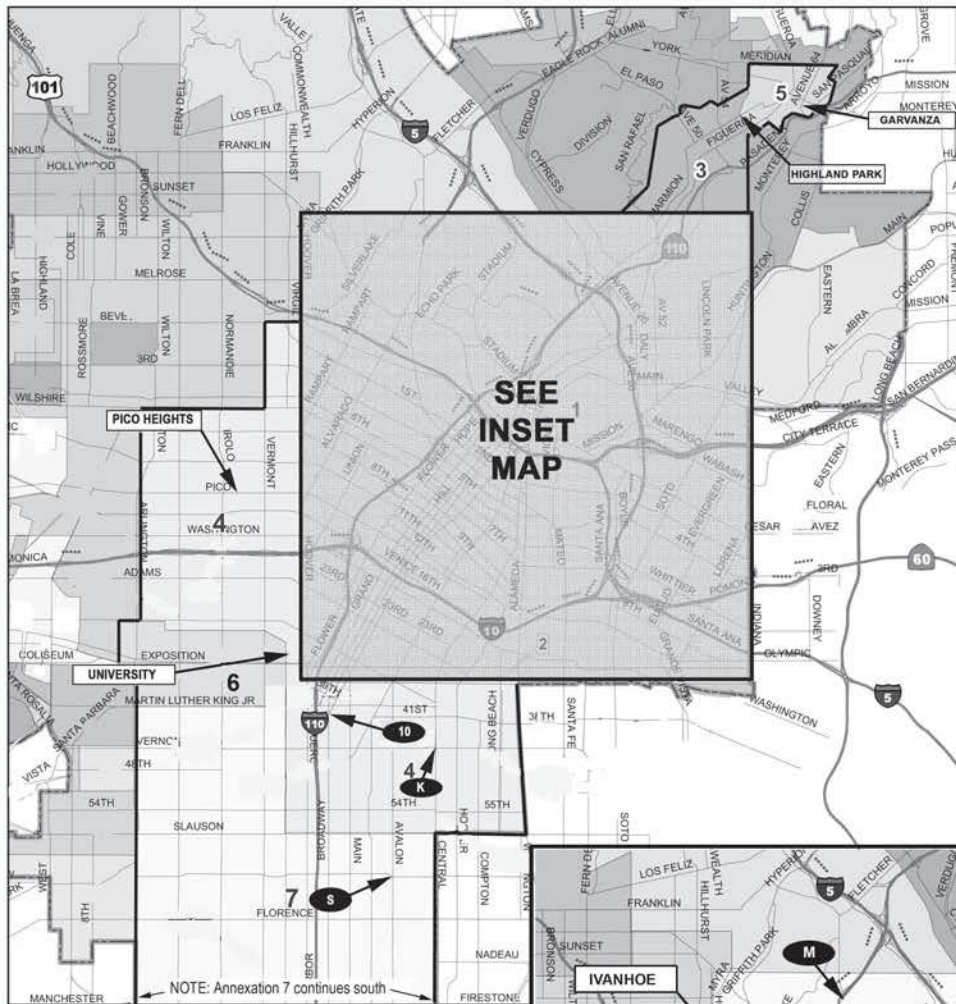
There were 38 routes in Los Angeles County on August 21, 1907, including nine from Los Angeles (which would add routes ten and eleven a few months later). Unlike Santa Clara County to the north, a county-wide RFD system was never implemented in Los Angeles County. Under this system, some of the existing RFD routes would be modified or discontinued, while other ones would be established. The routes are sometimes numbered cumulatively, as was the case in Santa Clara County. For instance, if Los Angeles County has instituted a county-wide system, the routes would have been numbered one through 38.

Table 3 also shows the two routes established at Hollywood. The first route was established on the same day as Los Angeles' first RFD route, April 1, 1902. It was similar in size to Los Angeles RFD route two, at 22 miles in length covering 21 square miles and serving a population of 700 people. When Hollywood became a station of Los Angeles at the beginning of 1908, its routes one and two became Los Angeles routes ten and eleven, respectively.

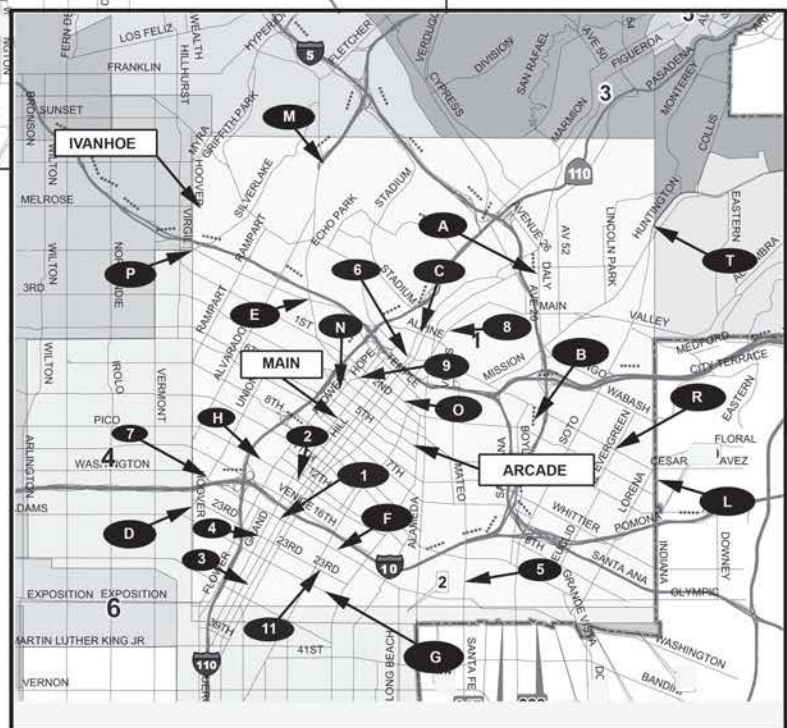
Table 4 shows the post offices discontinued due to the expansion of the Los Angeles Rural Free Delivery system through 1909. Only two post offices fall into this category, Montebello and Verdugo. They were both small offices, with just over \$100 in PM compensation when they were discontinued. Prior to Montebello's closing in 1907, RFD route six (which was established in 1905) had served the residents in its area. The POD saw no reason to have a post office and an RFD route in the same area, so Montebello was closed. By 1913, the population of the area had increased beyond the capacity of the RFD route, so the Montebello post office was re-established. Verdugo also had a RFD route established before it was discontinued, but in its case it was only by five months. The Verdugo post office was never re-established.

Los Angeles' Station Locations Just Before the Annexation of December 26, 1906

The number of Los Angeles stations at the end of 1906 had increased to 34. Please refer to *map 3* to see the location of these stations. *Map key 3* lists the Main post office and these stations, their street addresses and the date they moved to their locations. There were no new stations established in the areas added in the Garvanza and University annexations of June 1899, though. Station S was established on August 1, 1906, just outside of the city limits. It was located just south of addition four, in an area that would be annexed less than five months later. A law had been passed in 1896, allowing the establishment of stations outside of the city limits, as long as the distance was no more than five miles. This rule, and the history behind it, will be discussed in great detail later in this article.



Map 3
LOS ANGELES
MAIN POST OFFICE
& POSTAL STATIONS
DECEMBER 1906



Station/Annexation	(Re)Established or Moved			Location
	Year	Month	Day	
Garvanza - 5	1899	6	12	
University - 6	1899	6	12	
Main Post Office				S. Grand @ 7th St.
1	1906	8	17	1900 S. Main St.
2	1906	8	17	2200 W. Pico St.
3	1907	CD		3291 S. Main St.
4	1905	7	15	244 W. 23rd St.
5	1901	7	1	1401 Mateo St.
6	1903	2	1	427 N. Main St.
7	1907	CD		W. Washington & S. Burlington Aves.
8	1905	8	30	1300 N. Main St.
9	1907	CD		712 W. 3rd St.
10	1906	8	1	154 E. 40th St.
11	1906	12	15	121 E. 23rd St.
A	1906	8	17	109 N. Daly St.
B	1906	CD		1956 E. 1st St.
C	1903	5	1	206 New High St.
D	1907	CD		1110 W. 24th St.
E	1903	10	5	1656 Temple St.
F	1905	8	17	1912 S. San Pedro St.
G	1906	6	30	2602-1/2 Central Ave.
H	1907	CD		1312 S. Figueroa St.
K	1906	8	17	1060 E. Vernon Ave.
L	1905	7	15	1st & Indiana Sts.
M	1905	7	1	Allesandro & D Sts.
N	1906	8	17	415 S. Broadway
O	1905	8	15	252 S. Spring St.
P	1906	8	17	400 N. Hoover
R	1906	8	17	400 N. Evergreen Ave.
S	1906	8	1	64th St. & South Park Ave.
T	1907	CD		4442 Turquoise St.
Arcade Sta.	1904	11	15	529 S. Central Ave.
Garvanza Sta.	1906	8	17	105 Ave. 64 South
Highland Park Sta.	1906	8	17	112 W. Ave. 57
Ivanhoe Sta.	1906	8	17	3623 Sunset Blvd.
Pico Heights Sta.	1906	8	17	1305 El Molino St.
University Sta.	1906	8	17	3724 Wesley Ave.
Shoestring - 7	1906	12	26	Approved by court 8/28/08

Note:

1) CD = Los Angeles city directory.

Map key 3 Los Angeles stations at December 31, 1906.

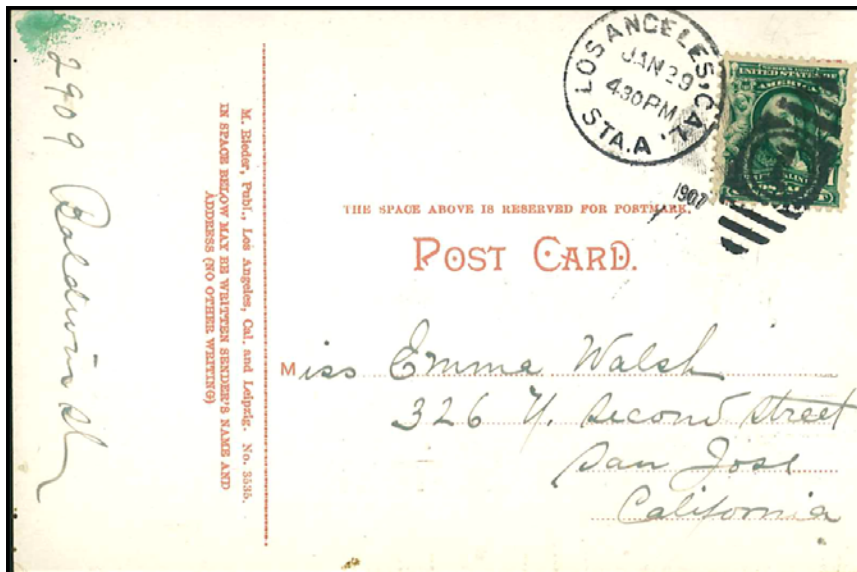


Figure 4 Post card mailed from Los Angeles Station A on January 29, 1907.

The rest of the increase in the number of stations occurred in the original Spanish land grant area. *Figure 4* shows a post card with a duplex cancel from Station A. It was mailed on January 29, 1907, addressed to San Jose, CA. Like most of the duplex devices in use at this time, it abbreviated "Station" as "Sta.". *Figure 5* shows a post card with a duplex cancel from Station B. It was mailed on November 2, 1905, addressed to Cassopolis, MI. The post card was routed through the Main Los Angeles post office on its way to its destination. The International machine cancel found at the bottom



Figure 5 An example of a station cancel being routed through the Main Los Angeles post office on its way to its destination.

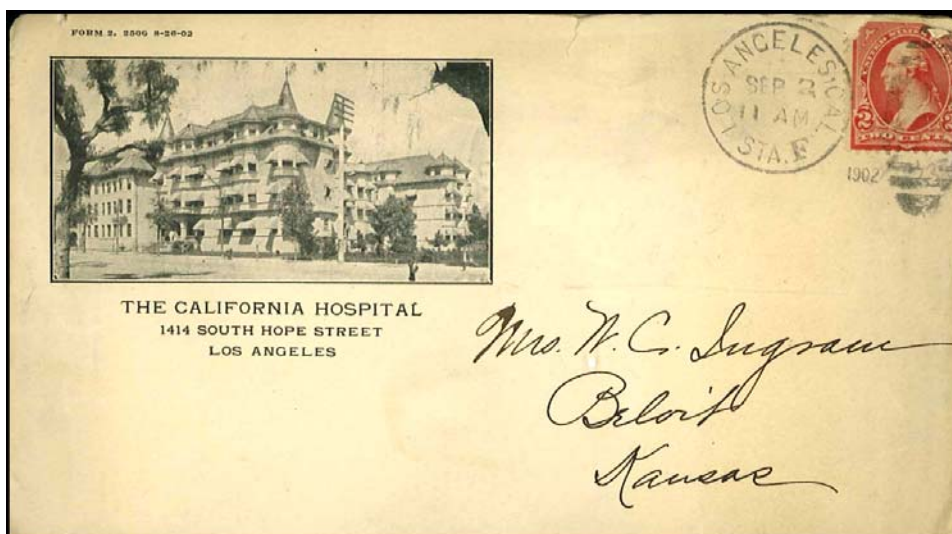


Figure 6 Cover mailed from the California Hospital from Los Angeles Station F on November 12, 1901.

of the card shows that it took only one and a half hours to get from Station B to the Main post office. The "T" at the bottom of the wavy line killer stands for "transit".

Figure 6 shows a cover mailed on September 2, 1902, from Station F to Beloit, KS. It has the corner card of the California Hospital, located at 1414 South Hope Street in Los Angeles. *Figure 7* shows a cover mailed on November 12, 1901, from Station G to Ontario, Canada. At this time, the rate for first class postage to Canada was the same as the domestic rate due to a postal treaty.

The type of regular cancels used at this time for Los Angeles' named stations was quite standard. (This discussion excludes special service cancellations such as registered, M.O.B., etc.) *Table 5* shows all the named stations and the type of cancels they used through the end of 1906. (Only Eddy Station has no postmarks reported.) All of the other ones simply used a cancel that had the station's name along with

some version of Los Angeles. This would not be the case within a few years, as we shall see in the discussion of cancel types used from 1907 through August 1909.

Figure 8 shows a post card mailed in August 1906 from Arcade Station to Centerville, CA. The cancellation type is typical for all named stations during this period. Figure 9 shows another example of this cancellation type. This post card was mailed on

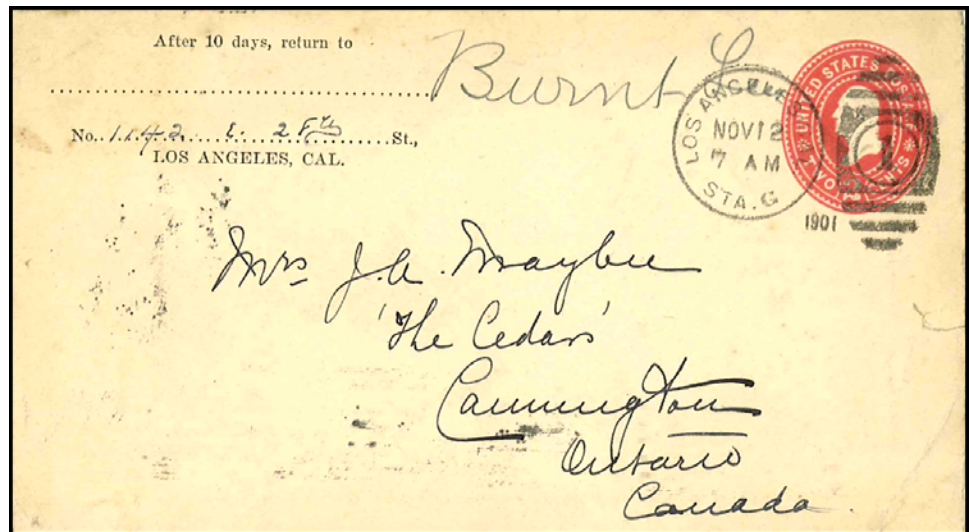


Figure 7 Cover mailed from Los Angeles Station G on November 12, 1901, when the first-class postage rate to Canada was the same as the domestic rate.

First-Class Mail Cancel Used With Designation in Cancel		
Name	Branch	Station
Arcade Sta.		X
Eddy Sta. (1)		
Garvanza Sta.		X
Highland Park Sta.		X
Ivanhoe Sta.		X
Pico Heights Sta.		X
South Park Sta.		X
University Sta.		X

Note:

1) No postmarks reported.

Table 5 Cancellation types used at Los Angeles named stations through December 1906.

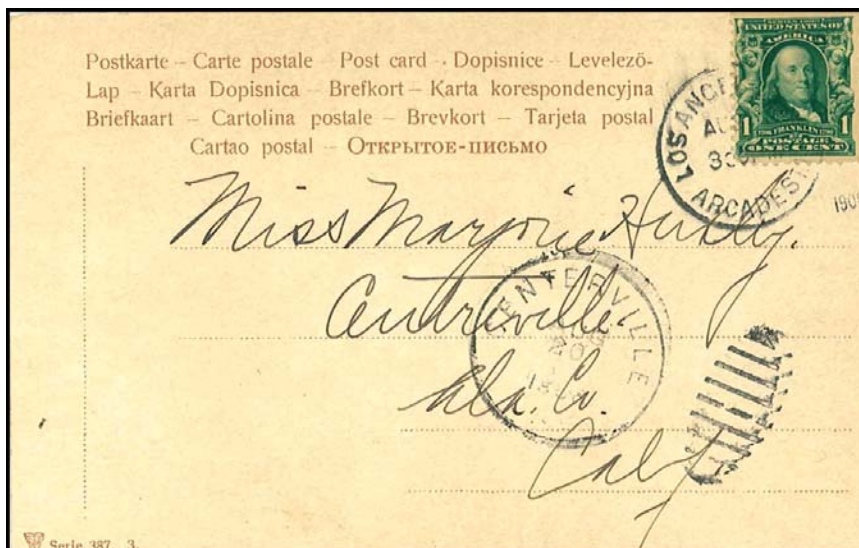


Figure 8 Typical duplex cancel used at Los Angeles Arcade Station from August 1906.

October 24, 1907, at 3:30 p.m. from Pico Heights Station to Venice, CA. It was received at Venice, CA the next morning at 8:00 a.m. Venice, CA is due west of Los Angeles, located just south of Santa Monica.

The Main post office was located at South Grand at Seventh Street at the end of 1906. An image of the post office at this location is shown in figure 10. This photograph was taken in 1907.

The Shoestring Annexation of December 26, 1906

The major intent of the Shoestring annexation was the desire of Los Angeles to have a deep water harbor. The subject of where this harbor was to be located was a source of contention for over twenty years in the late 19th century. Both Santa Monica and San Pedro

vied for this honor. In 1869, Southern Pacific purchased the right of way to run a line from Los Angeles to Wilmington. (See map 1 for the locations of the cities mentioned in this section.) Wilmington's post office was established in 1864, just the second city in Los Angeles County to do so. A few years later, Southern Pacific extended this line to San Pedro, which had the largest seaport in Southern California. In 1875, the town of Santa Monica was founded. It was the intent of several Los Angeles capitalists to turn Santa Monica into a seaport. They built the Los Angeles and In-

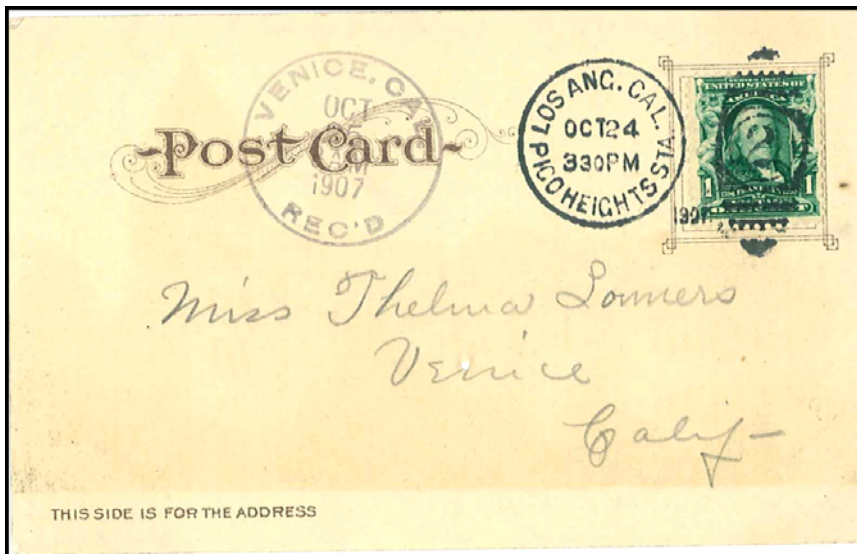


Figure 9 Another typical duplex cancel used at Los Angeles Pico Heights Station on October 24, 1907. It was delivered the next day to Venice, CA, located a few miles south of Santa Monica.



Figure 10 Image of the Main Los Angeles post office taken in 1907 when it was located at South Grand at Seventh Street. (Los Angeles Public Library Collection)

dependent Railroad, which connected Los Angeles to the newly constructed wharf at Santa Monica. The competition from this new seaport helped cut the excessive freight rates and fares Southern Pacific had been charging on its San Pedro route. In 1878, unable to compete with its larger rival, the Los Angeles and Independent Railroad was sold to Southern Pacific. The wharf at Santa Monica was left to fall into decay, and was eventually torn down, to the benefit of Southern Pacific's operations at San Pedro.

In 1891, a new rival emerged to challenge the monopoly Southern Pacific had at the harbor in San Pedro. A group named the Terminal Company, consisting of St. Louis capitalists, bought up a succession of seemingly worthless sand dunes. They then proceeded to construct a railroad from Los Angeles to the deep water port at San Pedro. This incensed Colis Huntington, the president of Southern Pacific Railway. He wanted his own harbor where everything was under his control, and he would have no competitors. He also wanted the government to build it for him. He re-established the railroad line to Santa Monica and lobbied Congress to vote to establish a harbor there.

Between 1891 and 1897, Congress appointed three commissions to determine the best location for the sea port, with all three of them recommending San Pedro. Two harbor bills were introduced in 1896. The one favoring San Pedro had a price tag of \$392,000, while the one favoring Santa Monica was \$3,098,000. Despite Huntington's lobbying efforts, in 1897 Congress passed the bill to build the seaport at San Pedro. Due to delays orchestrated by Huntington, the breakwater was not started until 1899. It was finally completed in 1910, one year after both Wilmington and San Pedro were consolidated into Los Angeles. (This series cuts off just prior to these two consolidations.)

In late October 1906, the Los Angeles City-County Consolidation Commission met to open a rigorous campaign to annex San

Pedro harbor. Since additions to the existing territory of Los Angeles had to be contiguous, this commission proposed a strip one-mile wide and sixteen miles long from Los Angeles to the city limits of San Pedro and Wilmington. The odd shape of this proposed annexed area got the nickname shoestring, which stuck. It was sometimes also referred to as the kite tail. Please refer to map 1 to see the area covered by this annexation (addition number seven). This proposed annexation could not include the towns of Wilmington or San Pedro, though, as they were both incorporated. An incorporated city could not be added to Los Angeles

without an amendment to the State constitution. The intent of the annexation of the Shoestring area was to accomplish this goal. They were successful, and the California constitution was amended in 1909 to allow consolidation with an incorporated city. By August of that year, both San Pedro and Wilmington became part of Los Angeles.

The usual pros and cons of the proposed territory becoming part of Los Angeles were espoused by people on both sides of the issue. The principal arguments for annexation, from the perspective of the residents of the new territory were: free fire and police protection, improvement of streets and highways, free schools, additional parks, a better lighting system and an increase in property values. Arguments against annexation from the perspective of the residents of Los Angeles included the added expense of police and fire protection and street care. The taxes collected from the shoestring area, though, were supposed to cover most of these expenses. The strip did have its own water supply, so the Water Commission had no objections to it.

There were a number of other issues raised by the unusual shape of the strip. It cut through several school districts, though it was determined that these districts can include territory not in the city limits. The city of Gardena voiced the loudest opposition to annexation. It was the largest city between Los Angeles and San Pedro touched by the strip. Besides the school district issue, there was the fear that there would be an increase in taxes. They were reassured that the tax increase would amount to only a quarter of one percent.

Another objection was the placement of the strip boundary in relation to two interurban railroad lines, the Los Angeles and Redondo (the name was later changed to Redondo Beach), and the Los Angeles and San Pedro. The proposed boundary of the strip was just ten feet outside of the tracks of these lines. As such, the existing roundtrip fare of 35 cents from Gardena to Los Angeles would not be reduced to the five-cent fare afforded to travel within the city limits. Part of the proposed annexed area was an eight-square-mile area directly south of the existing city limits. This area would get the reduced five-cent fare rate. Even with this loss of revenue, the railway companies favored the boundaries of the strip portion of the proposed annexed area, as it protected their higher fares in that area. By having their track located outside of the city limits, they avoided having to pay city taxes on these lines. Also, they could negotiate better deals with the small towns on their route rather than deal with

Los Angeles. The favorable treatment afforded the railroad eliminated the opposition of one of the stronger special interest groups.

A strong argument used to sway the residents of the San Pedro area was based upon Congressional harbor appropriations. The larger the volume of a harbor, the more money it got. Combining the volume of Los Angeles with that of the San Pedro area would yield increased benefits to both parties. A Los Angeles Times editorial from November 1906, said that "Los Angeles needs the harbor, and the harbor needs Los Angeles. United they make this a city from the mountains to the sea, the greatest city of the Pacific Coast."

There was also a reason why Los Angeles wanted to hold the annexation vote as soon as possible. They were afraid that Long Beach would annex a strip of land in order to attach itself to San Pedro.

The main opposition to annexation came from Ascot Park. This horse racing track had just opened the year before. Ascot Park was located just outside the southern city limits of Los Angeles in an unincorporated area. Los Angeles had strict anti-gambling laws that would stop betting on the races. In the days just before the election, the Los Angeles Times published the following regarding the efforts of the Ascot Park people to defeat annexation: "The word went 'down the line' Sunday night and ward heelers and other political touts, who almost had overlooked the importance of the election were pressed into service...All the pikers and dopesters and the chambermaids of the racing stables jumped into the fray. The bartenders and the gamblers and the followers of the 'ponies' stood ably by, and with a few professional workers to direct them, they began to work for the defeat of the plan. They blew civic pride to the winds, if they had any. They saw only one result of an affirmative majority – the closing of the race track, or at least, the stoppage of pool selling."

The special annexation election was held on November 12, 1906. One fourth of the registered voters participated in it, which was considered a large turnout for this type of election. The residents of Los Angeles voted 6,639 for annexation and 915 against. The residents of the proposed annexed area voted 208 for it and 202 against it. (The voters in Gardena voted fifty for it and twenty-one against it.)

In December 1906, the Ascot Park people filed an injunction preventing the certification of the special election. They cited the Act of 1889 that prevented the annexation of agricultural land. They claimed that

the shoestring portion of the annexation passed through farm land. They agreed to withdraw the injunction if they could finish out the present racing season which began on November 30, 1906, and ended on March 31, 1907. Los Angeles refused their request. This injunction was dismissed by the courts in January 1907.

Even though there was nothing else to prevent the election from being certified, the Secretary of State had not filed the necessary papers. The Los Angeles City Attorney could not compel the Secretary of State to do this, nor could he get a reason for this foot dragging.

In late May 1907, with the election still not certified, the city of Wilmington brought a lawsuit to invalidate the annexation vote. They claimed that the annexed area hampered the expansion of their city to the west. Like the Ascot Park injunction, Wilmington cited the Act of 1889 in their lawsuit. They argued that two of the provisions of the Act of 1889 were violated by the annexation. First, they claimed that the special election was not legally called. Second, they claimed that there was injury to some of the residents of the strip. This claim was expressed as:

...it might well be that a majority of the voters of the territory to be annexed would reside in the large and more populous end of the strip lying immediately adjacent to the city limits, while those residing in the strip many miles distant from the city, and who could not be benefited by being incorporated therein, would be brought within the city limits against their will, and solely by force of the votes of those residing near and who would be benefited by such annexation.

As the court proceedings dragged into August and September 1907, the manager at Ascot Park announced that there would be no winter racing, and that in effect, there would be no wagering there anymore. In anticipation of this, the Pacific Electric railway started construction of a shorter line to the original Santa Anita Race Track in Arcadia. This track had opened in 1904, and was ready to take over Ascot Park's business.

By June 1908, no decision had been made regarding the lawsuit. Complaints were coming in from the strip concerning the fact that they paid taxes but received no fire or police protection, city water or street lights. One resident told the Los Angeles *Times* "My two daughters keep a store at Sixty-second and Main Streets. [A few blocks from Ascot Park] We can get no street lights there. Within the last six months that store has been robbed twice. The burglars simply drive up to the store, break the window, gather in a wagonload of goods and drive away." By this point even the railroad were willing to grant five-cent car fares to those adjacent to the strip if the court approved it. There was talk if the court ruled against the annexation, that a second strip three times as wide would be proposed.

On August 28, 1908, fifteen months after the lawsuit was initiated, the Supreme Court of California ruled in favor of Los Angeles. Their decision said in part, "...the larger city had the right to expand in any manner to best conserve its interests." The Los Angeles *Times* announced that "Los Angeles is now a harbor city."

The official date used for the annexation was December 26, 1906, despite the fact that the area was not officially part of Los Angeles until twenty months later. This did not stop the establishment of stations in this area, though. This addition was the largest one by area since the original Spanish land grant. It added 18.64 square miles to the area of Los Angeles, an increase of a little more than 43%.

At the same time as the area of Los Angeles was growing, so were its annual postal receipts. The receipts for the fiscal year ended June 30, 1899, were \$228,417.61. No figures for the next six years were readily available. *Table 6* shows the receipts of the Los Angeles post office for fiscal years 1906 through 1908, and the third quarter of fiscal 1909. The annual receipts for fiscal 1906 were \$929,098.54, for a quarterly average of \$232,274.64. The receipts for the quarter ended March 31, 1909, were \$311,813.24. This represents an increase of approximately 34% for a period of a little less than three years.

Fiscal Year Ended June 30 or Quarter Ending	Annual Receipts	Quarterly Average	Increase
1906	\$929,098.54	\$232,274.64	
1907	\$1,037,766.62	\$259,441.66	11.70%
1908	\$1,089,493.04	\$272,373.26	4.98%
March 31, 1909		\$311,813.24	14.48%

Table 6 Receipts of the Los Angeles post office.

The Conversion of Independent Post Offices to Stations - The Act of January 3, 1887, and Experimental Village Delivery

As mentioned in the last part of this series, when Los Angeles finally qualified for free city delivery on October 1, 1883, it had to meet the one requirement of having a population of at least 20,000 people or at least \$20,000 in postal receipts in the prior fiscal year. This law went into effect in 1879. Free city delivery had been a huge financial success for the POD. In the fiscal year ended June 30, 1886, the excess of revenue generated on local mail exceeded the cost of the service by a staggering \$1,526,937.27. There was free city delivery at 181 cities then, but only nineteen cities showed a profit. The largest profit came from New York City, at \$1,263,339.52. The second largest profit came from Philadelphia, at \$336,275.68. The third and fourth largest profits came from Chicago and Boston, at \$176,234.07 and \$172,381.18, respectively. By 1886, though, the number of additional cities qualifying for this service had slowed to a trickle.

In an effort to bring this service to more cities, the POD modified their qualification requirement. The Act of January 3, 1887, now allowed cities to qualify for free city delivery if they had a population of 10,000 or more people or at least \$10,000 in postal receipts in the prior fiscal year. It was a good thing that the Act had passed, as the rate of new cities qualifying for the service had slowed so much, that only eight additional cities were added in the fiscal year ended June 30, 1887. In the first year of the new law, 169 additional cities qualified for free city delivery, for a total of 358 cities. At the end of five more years, 252 more cities qualified, for a total of 610 cities.

Following the success of this new requirement, the PMG, in his fiscal year 1889 Annual Report to Congress, advocated for a more liberal requirement so even more cities would qualify for this service. He recommended lowering the requirement to 5,000 people or \$8,000 in annual receipts. Congress did not follow his recommendation, though, for financial reasons. The Act of May 24, 1888, set the workday of postal employees at eight hours. Any time in excess of this would be paid at overtime rates. Congress felt that the expansion of free city delivery under this new law would cut further into the profits generated by the existing service.

The subject of the eight-hour law came up when Los Angeles PM Dunkelberger retired in 1907. He spoke about the good old days back in 1884, when there were only eight letter carriers and the population was 30,000 people. He said that back then the letter carriers delivered all their mail no matter how long it took. He went on to say that they carried lanterns when it got dark, and woke up people in order to give them their mail.

Now knowing the position of Congress on this issue, the PMG took a different approach in his recommendation for the expansion of free city delivery in his Annual Report for fiscal year 1890. He suggested that free city delivery be implemented at a selected number of small towns and villages. He wanted to do this on an experimental basis at some third and fourth class offices, in order to assess the financial viability of expanding it nationwide. On October 1, 1890, Congress appropriated \$10,000 for this experiment.

The POD selected cities for this experiment based on a number of criteria. It wanted cities with a variety of populations and geographic and climatic conditions. The city selected with the largest population was Monroe, MI, with 5,258 people. The city with the smallest population was Gig Harbor, WA, with just 321 people. On February 1, 1891, service commenced at the first twelve cities. By the end of fiscal year 1891, there was service at 46 cities (which would be the total number of cities in the experiment). The net profit for the first partial year of the experiment was \$850.50. The service had paid for itself.

This new service was greeted with enthusiasm at these 46 cities. One postmaster's comments typified this feeling. He wrote the PMG, "I find the experimental free delivery system a grand success; it pleases the patrons greatly and lightens my labors at the window enough to compensate for increased reports." For a variety of reasons, some cities did not show a profit their first year. One such city was Gig Harbor, WA. Their postmaster wrote the PMG, "The large sawmill and a shingle mill suspended operation, and in consequence, 140 people left this place; it will soon re-open for business, and activity resume..." Considering the population of Gig Harbor was only 321, a loss of 140 people is very significant.

With this experiment producing a profit, the PMG's Annual Report for fiscal year 1891, recommended lowering the qualification to get free city delivery to cities with a population of at least 5,000 people and postal

receipts of at least \$5,000. He stressed how “increased business resulted from increased facilities”. He stated that 161 additional cities would then qualify for the service. This would have brought free city delivery to such cities as Berkeley, CA, which had a population of 5,101 people. Congress did not take any action on this recommendation, preferring to see how the experimental village delivery exercise turned out.

In the next fiscal year, the experimental village delivery service turned a profit of \$3,600. The two-and-a-half-year experiment ended with fiscal year 1893. The PMG, in his Annual Report for this year, wrote a summation of the experiment. He stated that there was a temporary increase in revenue at first, but after the novelty wore off, residents started going to their post office for their mail. He recommended that, “The extension of this service to small towns throughout the country, which would involve an expense of \$10,000,000 a year be stopped.” Congress passed on his recommendation, allowing the experiment to continue for another three years. It finally ceased on June 30, 1896, being deemed “a failure”.

To partially offset the inability of cities to qualify for free city delivery if they had populations less than 10,000 people or annual postal receipts less than \$10,000, Congress passed a new law. The appropriations bill of June 9, 1896, among other things, would allow the establishment of stations, including the conversion of an independent post office, outside the city limits of their parent office under certain conditions. The two conditions that had to be met were: the converted station must be no more than five miles from the outer boundary of the city’s limits, and it must have a population of at least 1,500 people.

At this time, a town could only get for free city delivery if it met the qualifications on their own, or if they could become a station of a city that had this service. The proposed 5,000 people or \$5,000 annual receipt requirement never became law, although national village delivery started in 1914. This meant that if a city did not want to wait for free city delivery until their population reached 10,000 at the next national or state census, or annual postal receipts reached \$10,000, their only choice was to lose their independent status and become a station of another city.

These various Acts and the subsequent changes to the *PL&R*, set the stage for the conversion of eight independent post offices to stations and branches of the Los Angeles post office. There was no distinction between a station and a branch in 1896 when the law was passed. From available evidence, it appears that around July 1, 1908, the POD decided that a station is located within the city limits of its parent office, while a branch was located outside of the city limits.

Table 7 shows a list of independent post offices that were initially converted to Los Angeles stations (and then to branches), or converted directly to branches, in order to get free city delivery service. This table covers the period from 1908 through August 1909. These post offices can be found on *map 1*. As can be seen from this table, none of them would have qualified for free city delivery service on their own. The most populous city (as of the 1910 national census) was Alhambra, with a little more than 5,000 people. Its population had increased over 620% since the last national census in 1900. In all likelihood, by 1920 Alhambra would have met the 10,000-person requirement. The problem was that they did not want to wait that long to qualify for free city delivery, nor did any of the other seven cities shown on *table 7*.

Branch	Population in 1900 (3)	Population in 1910	FYE 6/30/07 PM Compensation	Established			Location	Distance From Los Angeles City Limits
				Year	Month	Day		
Alhambra Br.	808	5,021	(1)	1909	2	1	11 W. Main, Alhambra	2.4 miles
Colegrove Br.	100	200	\$619	1908	1	1	208 E. Santa Monica Ave., Colegrove	1.3 miles
Dolgeville Br.	N/A	750	\$895	1909	2	1	Palm Ave., Dolgeville	1.2 miles
Glendale Br.	200	2,746	(1)	1909	2	1	710 W. 4th, Glendale	2.6 miles
Hollywood Br.	250	1,400	(1)	1908	1	1	124 S. Cahuenga, Hollywood	2.5 miles
Prospect Park Br.	82	100	\$439	1908	1	1	1540 Edgemont	2.5 miles
Shorb Br.	128	100	\$235	1909	3	16	Mission Rd. & Raymond Ave., Shorb	1.5 miles
South Pasadena Br.	1,001	4,649	(1)	1908	1	1	1005 Mission, South Pasadena	0.8 miles

Notes:

- 1) Gross receipts from post offices is not available in published form. The Official Register does give postmaster compensation figures. Postmaster compensation at fourth class offices is a fair approximation of the gross receipts from that office. Postmaster compensation at second and third class offices is a fixed amount that does not approximate gross receipts.
- 2) The Federal census is taken every ten years. The one done in 1900 was the last one prior to the conversion of these independent post offices to branches of the Los Angeles post office.
- 3) All the post offices discontinued on 12/31/1907 (Colegrove, Hollywood, Prospect Park & South Pasadena) initially were converted to L.A. stations. Their station periods all ran from 1/01/1908 through 6/30/1908, when they all became branches.

Table 7 Independent post offices converted to Los Angeles branches in order to get free city delivery service from 1908 to August 1909.

The other way a city could qualify for this service was to have at least \$10,000 in annual receipts. The four smaller towns on this table were fourth class offices, and their PM compensation figures are all less than \$900 in fiscal year 1907. This information is not readily available for the four larger offices on this table. Postmaster compensation at second and third class offices is a fixed amount that does not approximate gross receipts. The annual receipts from Alhambra, Glendale, Hollywood and South Pasadena must all have been less than \$10,000, or they would not have given up their independent status in exchange for free city delivery. All eight of these offices did not want to wait until their annual postal receipts reached the proper level to qualify for free city delivery on their own, any more than they wanted to wait until they met the population requirement.

This left only one other way to get free city delivery at these eight offices—conversion into a branch of Los Angeles. All of these offices met the first part of the requirement by being less than five miles from the Los Angeles city limits. The distance from the city limits of Los Angeles varied from a low of 0.8 miles for South Pasadena to 2.6 miles for Glendale. Only three of them (Alhambra, Glendale and South Pasadena) met the second requirement of having a population of

at least 1,500 people. The author has found no explanation why the rest of them were allowed to become stations and or branches if they had less than 1,500 people. Contemporary news accounts related how these cities wanted to become stations or branches of Los Angeles just to get free city delivery.

As mentioned above, the POD reclassified all existing stations which were located outside the city limits of their parent office to branches effective July 1, 1908. Four of the stations shown on *table 7* fall into this category: Colegrove, Hollywood, Prospect Park and South Pasadena. The other four post offices on this table were converted directly to branches, as they were established after June 30, 1908.

The postal units shown on *table 7* used some canceling devices that were the same standard design as those shown on *table 5*. The only difference was the added designation of “branch” in addition to “station”, depending on the date of usage. A new category of cancel was introduced for some of these postal units. *Table 8* shows the cancellation types used at Los Angeles named stations established after 1906. The dates of usage are for the period from 1907 through August 1909.

Name	First-Class Mail Cancel(s) Used			
	With Designation in Cancel		Without Designation	
	Branch	Station	Yes	No
Alhambra Br.				X
Colegrove Sta.		X		X
Colegrove Br.	X			
Dolgeville Br.			X	
Glendale Br.				X
Hollywood Sta.		X		
Hollywood Br.		X		
Prospect Park Sta.		X		X
Prospect Park Br.		X		X
Shorb Br.			X	
South Pasadena Sta.		X		
South Pasadena Br.	X			X
Spaulding Br. (1)			N/A	N/A
Sunset Hills Sta. (2)		X		
Villeimet Rur. Sta. (3)				

Notes:

- 1) Never was an independent post office or had the branch designation as part of its cancellation device. It was located outside of the Los Angeles city limits.
- 2) Never was an independent post office. It was located inside of the Los Angeles city limits.
- 3) No postmarks reported.

Table 8 Cancellation types used at Los Angeles named stations established after 1906. The dates of usage are from 1907 through August 1909.

Some of the branches and stations did not have their designation as part of their canceling device. For instance, Dolgeville Branch and Shorb Branch never used a cancel that had the word "branch" in it. In fact, in the case of these two branches, they used the same cancel in their branch period as they did in their independent post office period. A number of other branches and stations also never used their designation in their cancels. The difference was that this group used a different cancel in their station/branch period than they did when they were an independent post office. The postal units that fall into this category are: Alhambra Br., Colegrove Sta., Glendale Br., Prospect Park (both station and branch) and South Pasadena Br.

The cancellations used at South Pasadena will illustrate the variety of postmark designs shown in *table 8*. *Figure 11* shows a South Pasadena duplex cancel on a registry receipt card dated July 19, 1906. It was mailed during the independent period of this office. After South Pasadena became a station of Los Angeles on January 1, 1908, it began using the cancellation shown in *figure 12*. This post card was mailed on March

20, 1908, and is postmarked "Los Angeles, Cal./So. Pasadena Sta.". On July 1, 1908, all the stations located outside of the city limits were converted to branches. *Figure 13* shows a post card mailed on October 3, 1908, postmarked "Los Angeles, Cal./S. Pasadena Br.". Shortly after this, South Pasadena Branch began using a cancellation that did not have any designation in it. An example of this is shown in *figure 14*. This postal card was mailed on March 25, 1909, and appears to be from an independent post office. Some stations and branches used the same non-designated cancellation in both their independent and station/branch periods. Others, like South Pasadena used a brand new non-designated cancellation type.

An example of a Hollywood cancellation from its independent period is shown in *figure 15*. This post card was mailed on March 16, 1907, about ten months before it became a Los Angeles station. An example of a cancellation used at Hollywood Station is shown in *figure 16*. It is struck on a cover from the Pacific States Telephone and Telegraph Company. This attractive American machine flag cancel is dated May 25, 1908, about five weeks before it became a branch of Los Angeles.

A duplex cancel from Prospect Park's branch period is shown in *figure 17*. It is dated June or July 19, 1909. Prospect Park became a station of Los Angeles on January 1, 1908, and was converted to a branch on July 1, 1908. Standard duplex cancels are known from both these periods that show the branch/station designation. The cancellation shown in *figure 17* was also used in both periods. This cancellation is different than the one used during Prospect Park's independent post office period.

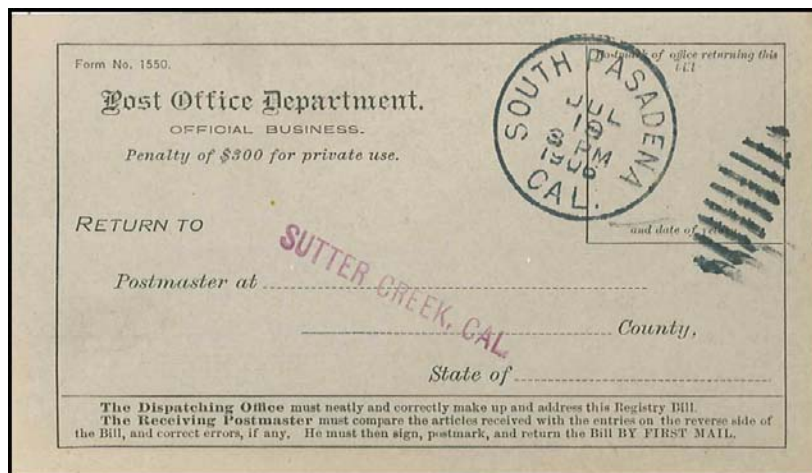


Figure 11 Registry receipt card used at South Pasadena when it was an independent post office, dated July 19, 1906.

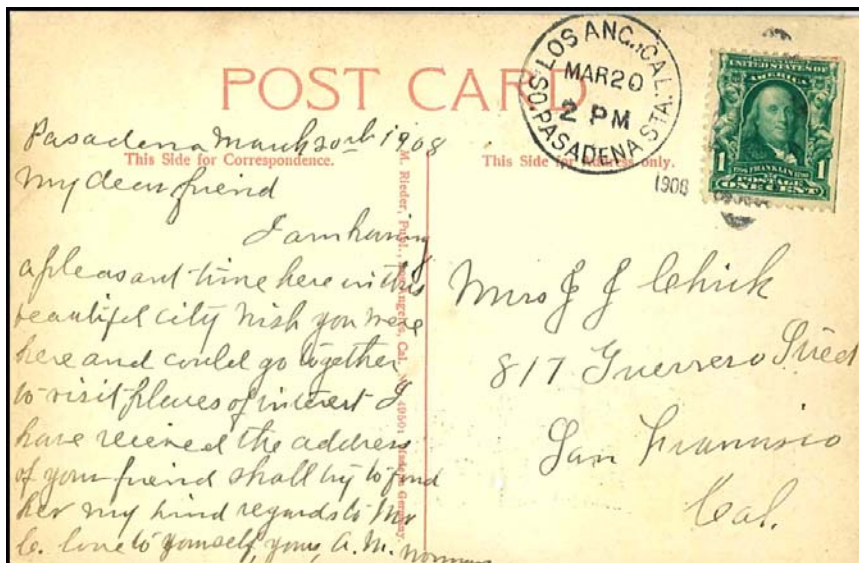


Figure 12 This was the first cancellation used at Los Angeles' South Pasadena Station after it was converted to a station of Los Angeles on January 1, 1908.

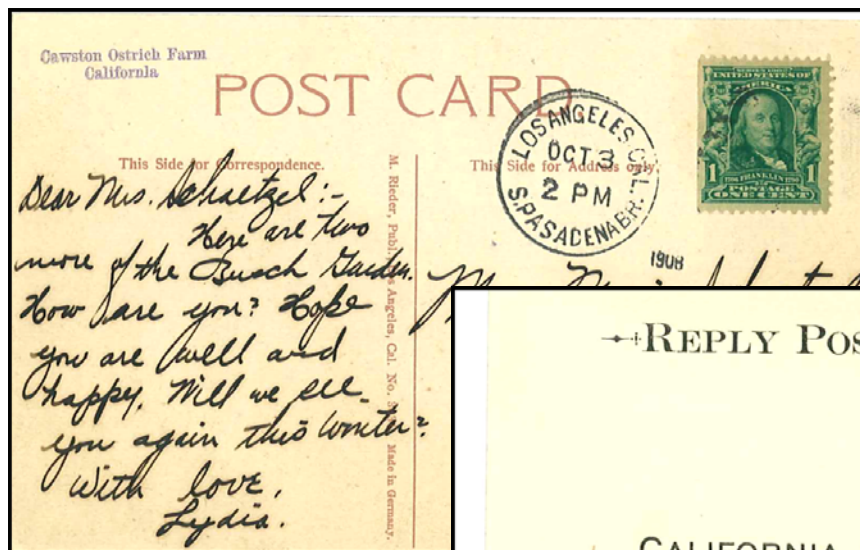


Figure 13 An example of a Los Angeles South Pasadena Branch cancellation used after all the Los Angeles stations located outside of its city limits were converted to branches on July 1, 1908.

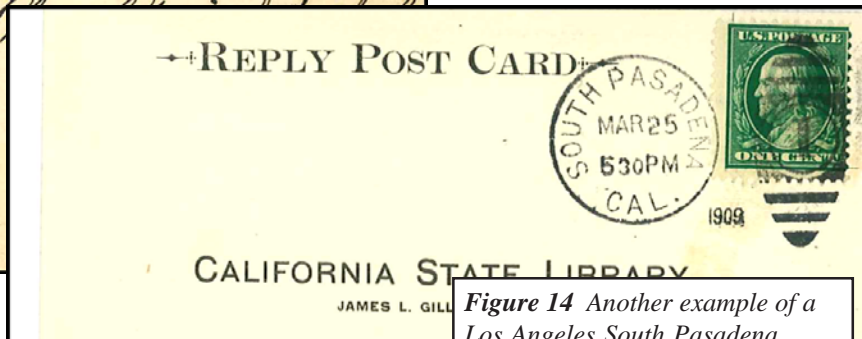


Figure 14 Another example of a Los Angeles South Pasadena Branch cancellation, dated March 25, 1909. Like some other Los Angeles branches from this period, it did not have the branch designation as part of its cancellation.

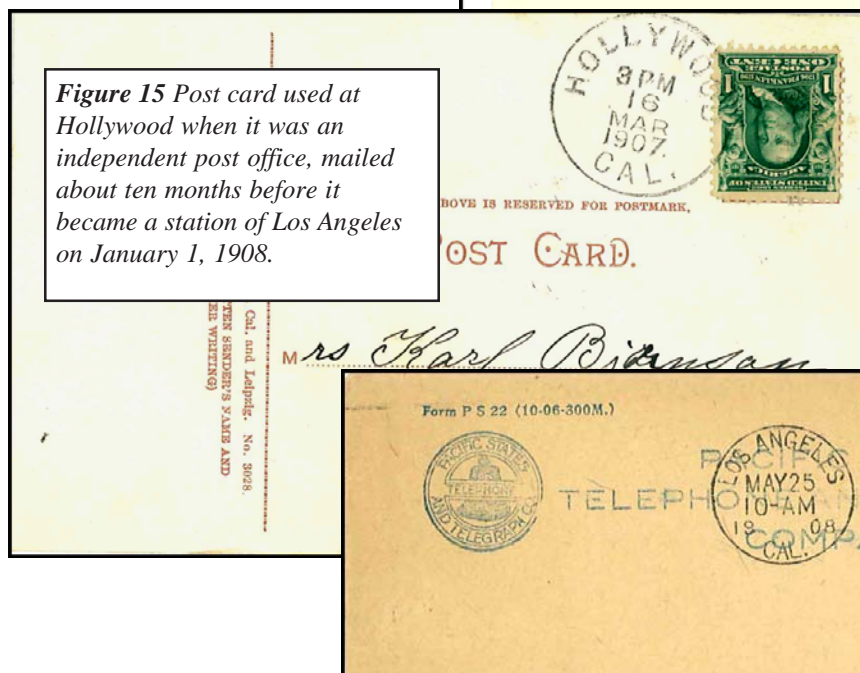


Figure 15 Post card used at Hollywood when it was an independent post office, mailed about ten months before it became a station of Los Angeles on January 1, 1908.

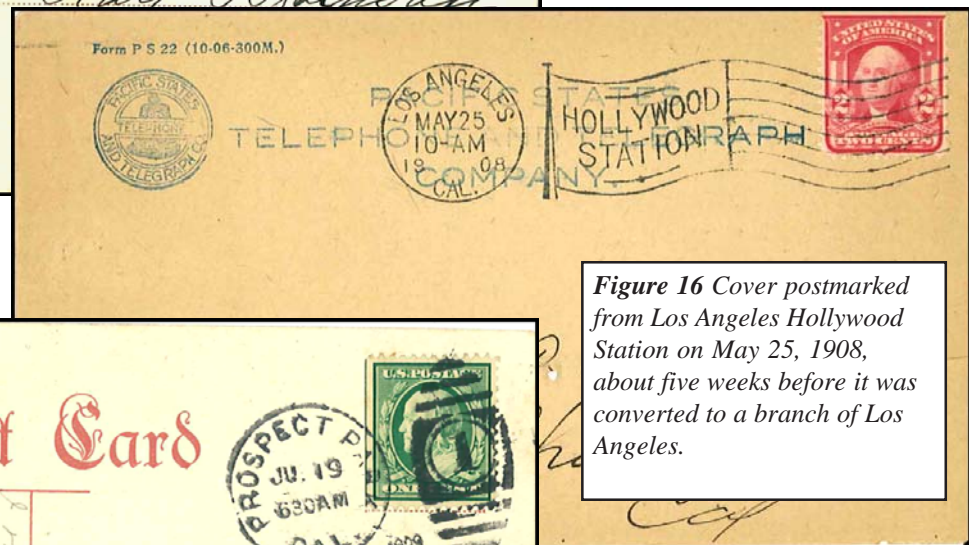


Figure 16 Cover postmarked from Los Angeles Hollywood Station on May 25, 1908, about five weeks before it was converted to a branch of Los Angeles.



Figure 17 Duplex cancel from Los Angeles Prospect Park Branch in the early summer of 1909. In addition to this cancellation, which did not have a branch designation, a standard duplex cancellation was in use that did have "Branch" in it.

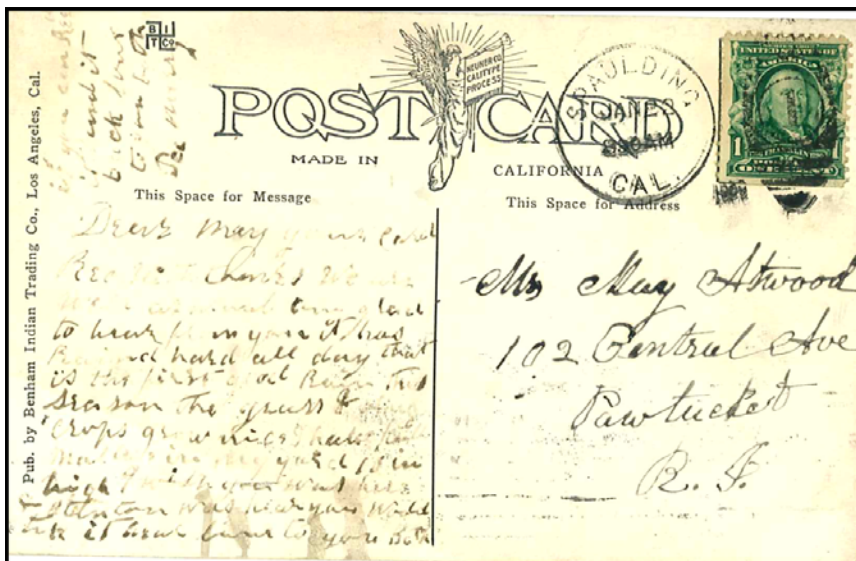


Figure 18 Post card mailed from Los Angeles Spaulding Branch on January 22, 1909, less than two months after it was established. It was located outside the city limits and was never an independent post office.

Figure 18 shows a duplex cancel from Spaulding Branch. Spaulding was never an independent post office. It was established on December 1, 1908, when Station 8's name was changed to Spaulding. The location of the station moved from just northwest of downtown Los Angeles (see map 3) to about a mile southeast of Glendale. As such, it was now about two miles outside of the Los Angeles city limits (see map 1). Since it was outside of the city limits, it was now a branch. The cancellation shown in figure 18 is the only reported type from Spaulding. No cancellations with a version of "branch" have been reported from here. This post card was mailed on January 22, 1909, less than two months after it was established.

When the Hollywood post office became a station of Los Angeles on January 1, 1908, it qualified for free city delivery service. Similar to the discontinuance of post offices when RFD routes were established, the addition of city free delivery routes sometimes led to the closing of some post offices. Such was the case of Cahuenga. It was discontinued on the same day as Hollywood was. The new free city delivery route now took in the area served by the Cahuenga post office, which made it redundant. A cancellation from the office is shown in figure 19. This post card was post-

marked December 15, 1904, with a type 2 Doane cancel. It was routed through the Main Los Angeles post office on its way to Madison, WI.

Los Angeles' Station Locations Just Before the Consolidations of August 28, 1909

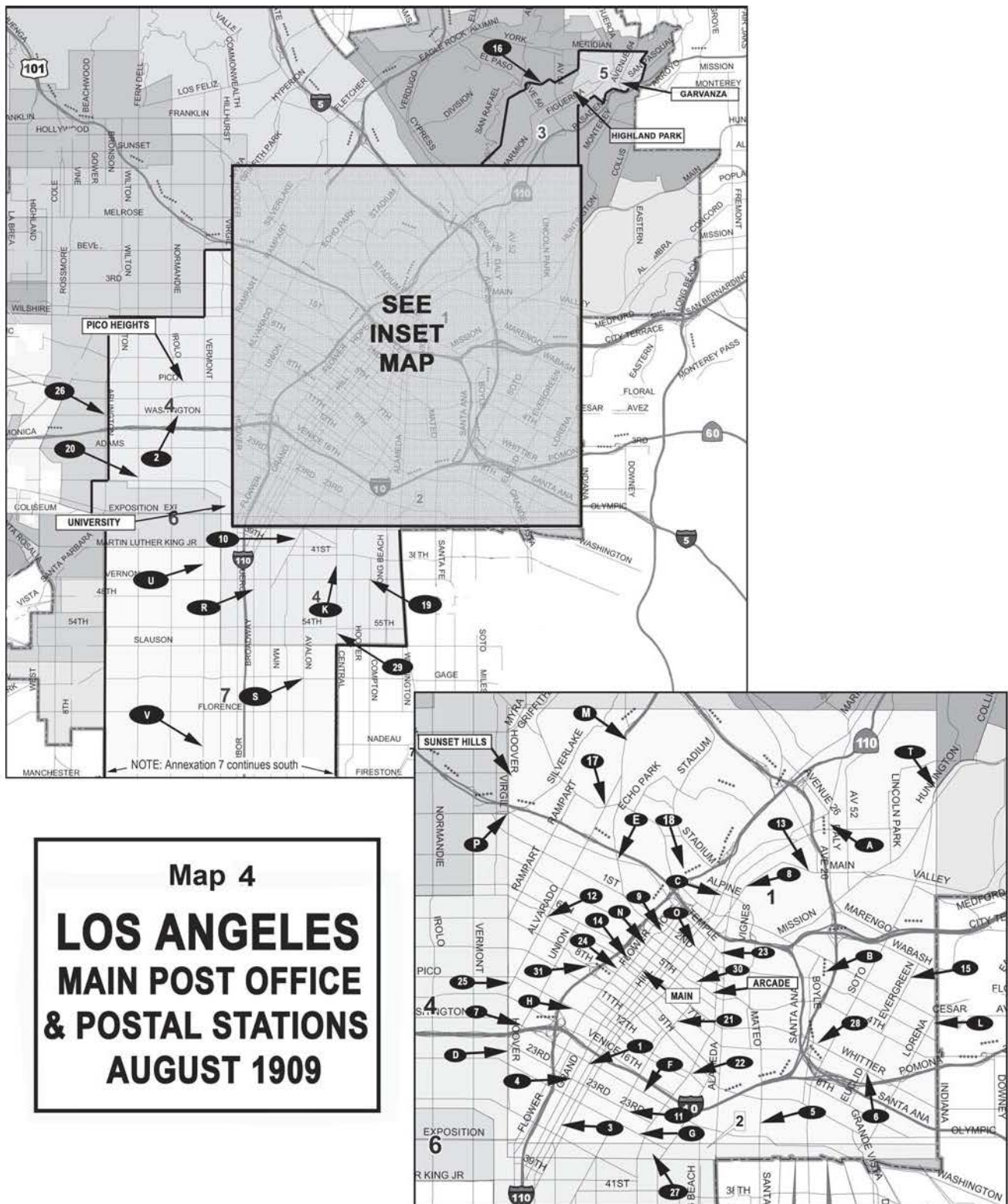
The number of Los Angeles stations at the end of August 1909 stood at 54. This was an increase of 20 stations since the end of 1906. Please refer to map 4 to see the location of these stations. Map key 4 lists the Main post office and these stations, their street addresses and the date they moved to their locations.

The Shoestring annexation (addition seven) now had three stations. It still had Station S, which was established before this area was annexed, as shown on map 3. In addition, Stations U & V had been established in the northern part of this area. No stations had been established south of Station V in the strip portion of the Shoestring annexation.

No stations had been established in the Garvanza annexation area (addition five) or the University annexation area (addition six). In fact, the University area had no stations at all within its boundaries. It was served by University Station, located a block east of it. The Garvanza area was only served by Garvanza Station.



Figure 19 Post card canceled on December 15, 1904, at Cahuenga when it was an independent post office. It closed on December 31, 1907, when Hollywood's free city delivery route made this office redundant.



The Highland Park annexation area (addition three) had added Station 16. This area now had two stations, number 16 and Highland Park Station.

The Southern and Western annexation area (addition four) had the greatest growth in the number of stations outside of the original Spanish land grant area.

Stations K and 10, as well as Pico Heights Station, were all present at the end of 1906 (see map 3). Five new stations had been added: R, 2, 19, 20 and 29.

Thirteen additional stations were added to the area of the original Spanish land grant (addition one). Several new types of cancellations were being used during this period in this area. *Figure 20* shows a post card mailed

Station/Annexation/Consolidation	(Re)Established or Moved			Location
	Year	Month	Day	
Shoestring - 7	1906	12	26	Approved by court 8/28/08
Main Post Office				S. Grand @ 7th St.
1	1906	8	17	1900 S. Main St.
2	1909	CD	17	1832 W. Washington Blvd.
3	1907	CD		3291 S. Main St.
4	1905	7	15	244 W. 23rd St.
5	1901	7	1	1401 Mateo St.
6	1909	CD		901 Euclid Ave.
7	1907	CD		W. Washington & S. Burlington Aves.
8	1905	8	30	1300 N. Main St.
9	1907	CD		712 W. 3rd St.
10	1906	8	1	154 E. 40th St.
11	1906	12	15	121 E. 23rd St.
12	1908	CD		2100 W. 7th
13	1909	CD		1798 N. Main
14	1907	5	16	653 S. Broadway
15	1907	6	1	800 N. Evergreen Ave.
16	1910	CD		298 York Blvd.
17	1907	9	16	2170 W. Sunset Blvd.
18	1907	9	16	3400 Dayton Ave.
19	1909	CD		1479 E. Vernon Ave.
20	1907	9	16	1790 W. Jefferson Blvd.
21	1907	9	16	900 S. San Pedro St.
22	1907	9	16	1201 S. Central Ave.
23	1909	CD		251 E. 1st St.
24	1909	CD		800 S. Broadway
25	1909	CD		2126 W. Pico Blvd.
26	1909	CD		2500 W. Washington Blvd.
27	1909	CD		2829 S. San Pedro St.
28	1910	CD		752 S. Chicago St.
29	1910	CD		5506 S. Central Ave.
30	1910	CD		203 E. 5th St.
31	1910	CD		1028 W. 9th St.
A	1906	8	17	109 N. Daly St
B	1906	CD		1956 E. 1st St.
C	1903	5	1	206 New High St.
D	1907	CD		1110 W. 24th St.
E	1903	10	5	1656 Temple St.
F	1905	8	17	1912 S. San Pedro St.
G	1906	6	30	2602-1/2 Central Ave.
H	1907	CD		1312 S. Figueroa St.
K	1909	CD		4332 S. Central Ave.
L	1905	7	15	1st & Indiana Sts.
M	1905	7	1	Allesandro & D Sts.
N	1906	8	17	415 S. Broadway
O	1905	8	15	252 S. Spring St.
P	1906	8	17	400 N. Hoover
R	1909	CD		4754 Moneta Ave.
S	1906	8	1	64th St. & South Park Ave.
T	1907	CD		4442 Turquoise St.
U	1907	9	16	4277 S. Vermont Ave.
V	1907	9	16	8032 S. Vermont Ave.
Arcade Sta.	1904	11	15	529 S. Central Ave.
Garvanza Sta.	1906	8	17	105 Ave. 64 South
Highland Park Sta.	1906	8	17	112 W. Ave. 57
Pico Heights Sta.	1906	8	17	1305 El Molino St.
Spaulding Br.	1908	12	1	1714 Merrill Ave.
Sunset Hills Sta.	1908	12	1	3623 Sunset Blvd.
University Sta.	1909	CD		719 W. Jefferson Blvd.
Wilmington - 8 & San Pedro - 9	1909	8	28	

Note:

1) CD = Los Angeles city directory.

Map key 4 Los Angeles stations at August 27, 1909.

on February 2, 1909, addressed to Ellsworth, IL. It is canceled with an International machine cancel at Station C. The "1" in the wavy lines indicates it was from machine number one. The "C" in the wavy lines indicated that this piece of mail was collected, as opposed to being in transit or having been received from another post office, branch or station.

Figure 21 shows a post card mailed on April 21, 1909, addressed to Danville, IL. It is postmarked with a Barry machine cancel at Arcade Station. There is a "1" in the bars just to the right of the date, though it is hard to see. Like the International machines, this also stands for the machine number.

Addendum

Los Angeles Stations - A Further Examination of Which Ones Were Located in Businesses

In the first part of this series, it was determined that all the numbered stations with available information were located in businesses. Some of the lettered stations were also located in businesses, though none of the named stations were. Table 9 shows all the stations of Los Angeles during the period from 1899 through 1905 (except for Eddy Station, which has information from 1906). The year 1905 is the cutoff date for this table as this was the last year that the Los Angeles

city directories showed clerks and superintendents in the station listings. These listings gave the addresses of the stations as well. In order to figure out in what type of business a station may be found, one needs to know the name of the person in charge of the station. The main part of the city directory can then be consulted to see if the person in charge had the same address as the station, and if so, what kind of business they ran.

Just as in part 1 of this series, all the numbered stations were located in businesses. The most popular business was a grocery store, with four different stations operating in them. Two of them

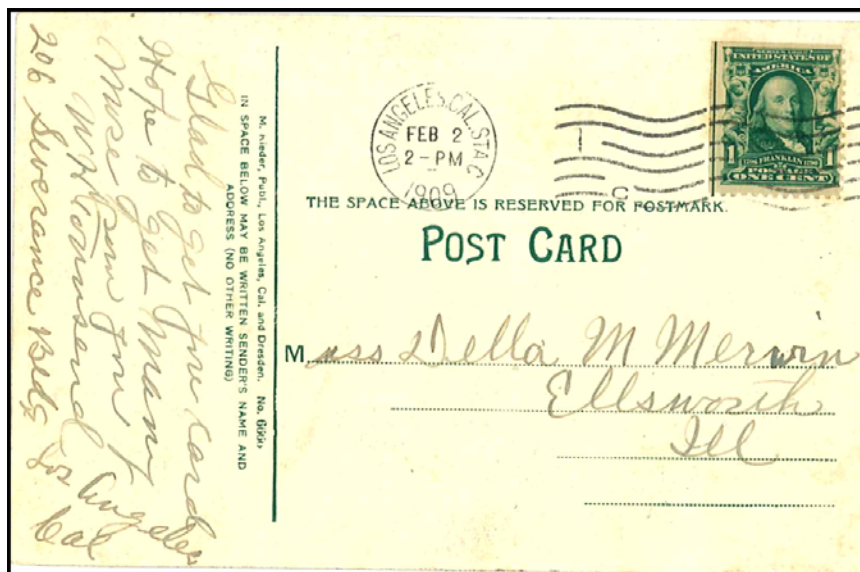


Figure 20 Post card mailed from Los Angeles Station C postmarked by an International machine cancel on February 2, 1909.

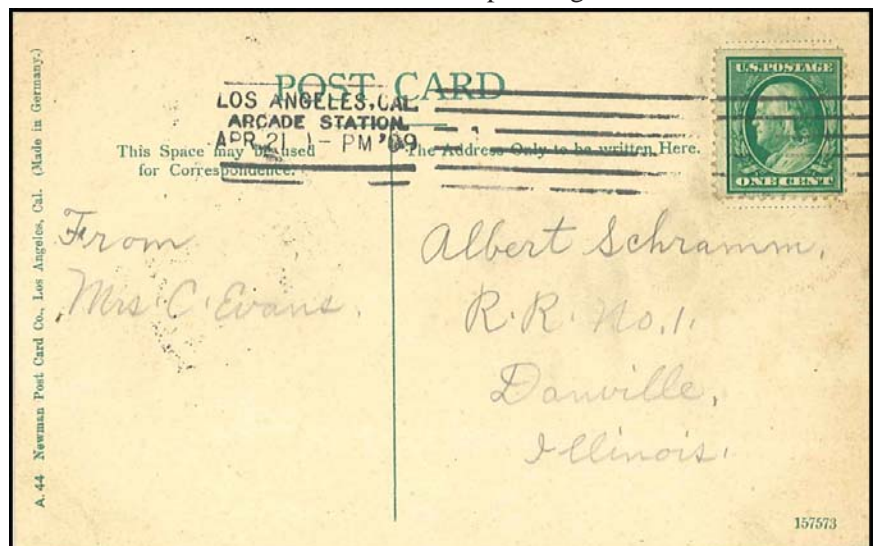


Figure 21 Post card mailed from Los Angeles Arcade Station postmarked by a Barry machine cancel on April 21, 1909.

Station	City Directory Year(s)	Business
A	1899-1905	Not located in a business; was located in a drug store prior to 1899.
B	1899-1905	Not located in a business
C	1899-1905	Not located in a business
D	1899-1903	West End Pharmacy
D	1904-1905	Not located in a business
E	1899-1903	Drug store
E	1904-1905	Not located in a business
F	1901-1905	Not located in a business; was located in a grocery store prior to 1900.
G	1899-1903	Drug store
G	1903	Smith Bros. Grocery per Los Angeles Public Library photo collection.
G	1904-1905	Not located in a business
H	1899-1901	Wood, coal, hay, grain, notions & real estate
H	1902-1903	Grocery store
H	1904-1905	Not located in a business
K	1899-1903	Groceries, feed & fuel
K	1904-1905	J.F. Lehman Furniture Co.
Eddy Sta. *	1906	Grocery store
Garvanza Sta.	1901-1902	No listing
Garvanza Sta.	1904-1905	Not located in a business
Highland Park Sta.	1901-1903	No listing
Highland Park Sta.	1904-1905	Not located in a business
Ivanhoe Sta.	1904	No listing
Ivanhoe Sta.	1905	A.A. Colby Grocery
Pico Heights Sta.	1899-1903	Not located in a business; Clerk is a clergyman (was at Sta. J)
Pico Heights Sta.	1904-1905	Dry goods store
South Park Sta.	1905	Kroesen Bros. Real Estate
University Sta.	1899	Not located in a business
University Sta.	1901-1904	Not located in a business; Clerk is an agent for S.P. Co.
University Sta.	1905	Bakery
1	1901	Drug store
1	1902-1904	Clothing store
1	1905	W.K. Lockwood grocer
2	1901-1905	Broadway Dept. Store
3	1899-1903	Consumers' Grocery
3	1904-1905	Thayer & Co. Books
4	1902-1903	People's Store
4	1905	H.L. Swift Stationary
5	1899-1901	Groceries, tinware, wood, coal, hay & grain
5	1902-1903	Grocery
5	1904-1905	L.A. Dutor Groceries
6	1899-1903	No listing
6	1904-1905	Viole & Lopizich Druggists & agents for Anyvo Co.

* The 1905 Official Register listed Joseph Eddy as a Los Angeles postal clerk. Mr. Eddy's name was in a section of the listing that had mostly contract station clerks. The 1906 CD (which covers 1905) listed Joseph Eddy as a grocer living at 2501 Long Beach Ave., which was the address for Eddy Station. Therefore, this short-lived (exactly 12 months) station was named after him. There are no postmarks reported from this station.

Notes:

- 1) City directories were published around October of the preceeding year.
Therefore, a 1904 CD listing would actually be for the year 1903.
- 2) No numbered stations listed in the 1899 CD.
- 3) No P.O. listings in 1900 CD.
- 4) Only numbered stations 1 & 2 listed in the 1901 CD.
- 5) 1903 CD listings are the same as 1902.
- 6) City directories only showed clerks and superindendents for 1899-1905.

Table 9 Businesses that had postal stations in them as listed in them as listed in the Los Angeles city directories from 1898 through 1905.

were named after their owners, while one of them used the more generic "Consumer's Grocery". The fourth one sold a wide variety of items in addition to groceries: tin ware, wool, coal, hay and grain. Station 3 was located in Thayer and Company Books for a few years, while Station 4 was located in H.L. Swift Stationary in 1905. Station 1 was located in a small clothing store in the 1902 through 1904 city directories. Station 4 was located in a much larger retail store, the People's Store. This establishment was founded in 1881, and was bought out by the May Company in 1923. The Broadway Department Store was the home of Station 2 starting in 1901. This store was founded in 1896, and survived for the next 100 years until it was acquired by Federated Department Stores in 1996.

Two stations were located for a few years in drug stores. Station 1 was in such a business, while Station 6 was located in the drug store run by Viole and Lopizich per the 1904 and 1905 Los Angeles city directories. John Lopizich was a prominent citizen of Los Angeles, having arrived there in the early 1880's. He established the Viole-Lopizich Drug Company, which closed in 1924. They advertised that they spoke French, Spanish, Italian, Arabic and Greek. He was one of the first Croatian men to receive a druggist's diploma and operate a drug store. In 1904, he founded the International Savings and Loan Exchange Bank. This bank was acquired by the Bank of Italy in 1917, the forerunner of Bank of America. He was knighted in 1924 by the King of Italy for his work among the Italian people.

The lettered stations during this same period were moving in another direction. By 1905, only one of them was still located in a business. Stations B and C, which were never located in a business prior to 1900, continued their stand-alone ways in the 1899-1905 period. Stations A and F, which were located in businesses prior to 1900, now were the sole occupants of their locations. Four other lettered stations were located in businesses in the 1899 through 1903 city directories. Three of them were located in drug or grocery stores. One was located in a store that sold wood, coal, hay, grain and notions, as well as real estate. All four of them were not located in businesses in the 1904 and 1905 city directories. Only Station K was located in a business from 1899 through 1905. It was in a store that sold groceries, feed and fuel through 1903, before moving to the J.F. Lehman Furniture Company in 1904.

The named stations took another direction as well. There were only two of them open during the period covered by part one of this series, Pico Heights and University Stations. Both of them were not located in businesses prior to 1900. The 1905 city directory had Pico Heights Station located in a dry goods store, while University Station was located in a bakery. Two of the larger stations, Garvanza and Highland Park, were never located in a business. The three other named stations were located in businesses. Eddy Station was located in a grocery store owned by its clerk, Joseph Eddy. Ivanhoe Station was located in the A.A. Colby grocery store, while South Park Station was located in the Kroesen Brothers Real Estate office.

The issue of whether postal employees or private citizens ran these stations was discussed in part one of this series. The salaries of the clerks and superintendents who ran these stations were examined. The conclusion was that stations with starting salaries of \$100 were most likely run by private citizens, while POD employees ran the other stations. This trend continued for the period 1899-1905. All six numbered stations had starting salaries of \$100. These salaries were increased \$100 a year for each year a clerk served there. They were all located in businesses.

Three of the named stations, Eddy; Ivanhoe and South Park, had starting salaries of \$100 and were all located in businesses. These stations were also most likely run by private citizens. Most of the other lettered and named stations had beginning salaries of \$300-\$500 that increased by \$100 a year (and sometimes \$200 a year). The larger stations had starting salaries of \$1,000 effective with fiscal year 1903. Some of these stations which were run by clerks were located in businesses, while others were not. Unlike the pre-1900 period, stations run by superintendents were not located in businesses.

The next and final part of this three-part series will cover auxiliary markings used at the Main Los Angeles post offices and its stations and branched through August 1909. The focus will be on the directory clerks who had to deal with the growth of Los Angeles both in terms of territorial and population growth, plus all the transients who visited the area.

Exhibits

The master list of all the dates of establishment, discontinuance dates and changes in location for the Los Angeles stations from June 1899 to August 1909 are shown in exhibit 1. This list is drawn from both official and unofficial sources.

Miscellaneous statistics showing the growth of the Los Angeles postal system are presented as exhibits 2 through 5. Exhibit 2 shows the increase in city carrier districts, the number of letter and package deposit boxes and the number of stations. These figures all came

from the Los Angeles city directories. Exhibit 3 shows the number of letter carriers and clerks from 1899 through 1909. This information came from both the *Annual Reports of the PMG* and the *Official Registers*. Exhibit 4 shows selected years and periods for the sale of stamps at both the Main Los Angeles post office and its branches and stations. These figures came from the *Los Angeles Times*. Exhibit 5 shows a summary of post offices discontinued due to the growth of the Los Angeles postal system from June 1899 through August 1909.

Station	(Re)Established or Moved			Location	Discontinued			Remarks
	Year	Month	Day		Year	Month	Day	
1	1899	7	1	1452 San Fernando St.				
1	1902	2	1	1446 San Fernando St.				
1	1904	10	13	1449 San Fernando St.				
1	1905	5	8	2602 Central Ave.	1905	12	1	NCT Sta P
1	1906	8	1	1904 S. Main				
1	1906	8	17	1900 S. Main St.				
2	1901	4	1	403 S. Broadway	1905	8	15	NCT Sta. N
2	1906	8	1	Pico & Alvarado Sts.				
2	1906	8	17	2200 W. Pico St.				
2	1909	CD		1832 W. Washington				
3	1901	7	1	252-254 S. Spring St.	1905	8	15	CT Sta. O
3	1905	11	1	144 S. Spring St.				
3	1907	CD		3291 S. Main St.				
4	1901	7	1	127-145 N. Spring St.				
4	1902	4	3	2102 W. 7th St.	1903	7	8	
4	1905	7	15	244 W. 23rd St.				
5	1901	7	1	1401 Mateo St.				
6	1903	2	1	427 N. Main St.				
6	1909	CD		901 Euclid Ave.				
7	1905	7	15	2315 S. Vermont Ave.				Established in lieu of South Los Angeles P.O. & Vernondale P.O.
7	1907	CD		W. Washington & S. Burlington Aves.				
8	1905	7	15	1311 N. Main St.				
8	1905	8	30	1300 N. Main St.				
9	1905	7	15	3rd & Figueroa				
9	1906	7	24	311 S. Figueroa St.				
9	1907	CD		712 W. 3rd St.				
9	1909	CD		800 W. 3rd St.				
9	1910	CD		712 W. 3rd St.				
10	1906	8	1	154 E. 40th St.				
10	1909	CD		138 E. Santa Barbara Ave.				
11	1906	12	15	121 E. 23rd St.				
11	1909	CD		5259 S. Main				
11	1910	CD		5384 S. Main				
12	1906/1907			2100 W. 7th				
13	1907	5	16	1517 or 1519 Brooklyn Ave.				
13	1908	CD		10th & Grattan				
13	1909	CD		1798 E. Main				
14	1907	5	16	653 S. Broadway				
15	1907	6	1	800 N. Evergreen Ave.				
16	1908	CD		1746 W. Adams				
16	1910	CD		298 York Blvd.				
17	1907	9	16	2170 Sunset Blvd.				
18	1907	9	16	3400 Dayton Ave.				
19	1907	9	16	4501 Compton Ave.				
19	1909	CD		1479 E. Vernon Ave.				
20	1907	9	16	1790 W. Jefferson				
21	1907	9	16	900 S. San Pedro				
22	1907	9	16	1201 S. Central Ave.				
23	1909	CD		251 E. 1st St.				
24	1909	CD		800 S. Broadway				
25	1909	CD		2126 W. Pico				
26	1909	CD		2500 W. Washington				
27	1909	CD		2829 S. San Pedro				
28	1910	CD		752 S. Chicago				
29	1910	CD		5506 Central Ave.				
30	1910	CD		203 E. 5th St.				
31	1910	CD		1028 W. 9th St.				
A	1902	7	1	SW cor Downey Ave. & Daly St.				
A	1906	8	17	109 N. Daly St.@ Downey				
Alhambra Br.	1909	2	1	11 W. Main, Alhambra				

Station	(Re)Established or Moved			Location	Discontinued			Remarks
	Year	Month	Day		Year	Month	Day	
Arcade	1904	11	15	529 S. Central Ave.				Ind 7/01/07; "Annex" added 11/05/30; moved to RR depot w/NCT Terminal Annex 5/27/40
B	1904	CD		1508 E. 1st St.				
B	1905	9	28	1962 E. 1st St.				
B	1905	CD		2131 E. 1st. St.				
B	1906	CD		1956 E. 1st St.				
C	1902	4	1	215-17 Franklin St.				
C	1903	5	1	NE cor Franklin & New High St.				
C	1906	8	17	206 New High St.				
Colegrove Sta.	1908	1	1	230 Santa Monica Ave.				
D	1902	7	1	1217 W. Washington St.				
D	1907	CD		1110 W. 24th St.				
Dolgeville Br.	1909	2	1	Palm Ave., Dolgeville				
E	1902	12	1	1656 Temple St.				
E	1903	10	5	1654 Temple St.				
Eddy	1905	7	1	25th St. & Longbeach Ave.	1906	6	30	NCT Sta. G
F	1899	10	24	1910 S. Main St.				
F	1905	3	8	1912 San Pedro St.				
F	1905	8	17	1910 S. San Pedro St.				
G	1906	6	30	2602-1/2 Central Ave.				Consolidation of Sta P & Eddy; disc 10/15/52 NCT Green
Garvanza	1901	7	1	64th Ave. @ Pasadena Ave.				Was Garvanza P.O. est 5/11/87; disc 6/30/01
Garvanza	1906	8	17	105 Ave. 64 South				
Glendale Br.	1909	2	1	710 w. 4th St., Glendale				
H	1903	3	1	636 W. Pico St.				Disc 11/30/21
H	1907	CD		1312 S. Figueroa St.				
Highland Park	1901	7	1	5701 Pasadena Ave.				Was Highland Park P.O. est 3/08/95; est 6/01/01 per Salley
Highland Park	1906	8	17	112 W. Ave. 57				
Hollywood Sta.	1908	1	1	124 S. Cahuenqa				
Ivanhoe	1904	7	1	3623 Imogen St.				
Ivanhoe	1906	8	17	3623 Sunset Blvd.				Disc 12/01/08 NCT Sunset Hills Sta
K	1901	11	20	4401 Central Ave.				
K	1906	6	1	S. Vernon @ Washington				
K	1906	8	17	1060 E. Vernon Ave.				
K	1909	CD		4332 S. Central Ave.				
L	1905	7	15	1st & Indiana Sts.				Ind Sta; disc 11/01/51 NCT Lugo
L	1909	CD		3511 E. 1st St.				
M	1905	7	1	Allesandro & D Sts.				Was Bairdstown; disc 2/01/49 NCT El Sereno
M	1909	CD		1839 Allesandro				
N	1905	8	15	403 S. Broadway				Was Sta 2; disc 2/20/50 NCT Subway
N	1906	8	17	415 S. Broadway				
O	1905	8	15	252 S. Spring St.				Was Sta 3; disc 8/15/28
P	1905	12	1	2602 Central Ave.	1906	6	30	Was Sta 1; Disc 6/30/06 & Trans to G
P	1906	8	1	Temple & Hoover Sts.				Disc 2/11/35
P	1906	8	17	400 N. Hoover				
P	1909	CD		302 N. Hoover				
Pico Heights	1900	11	1	2767 Pico St.				
Pico Heights	1906	8	17	1305 El Molino St.				
Prospect Park Sta.	1908	1	1	1430 Edgemont				
Prospect Park Sta.	1910	CD		1540 Edgemont				
R	1906	8	1	Brooklyn & Evergreen Sts.				Disc 10/15/52 NCT Ramirez
R	1906	8	17	400 N. Evergreen Ave.				
R	1909	CD		4776 Moneta Ave.				
S	1906	8	1	64th St. & South Park Ave.				Disc 12/01/08 NCT Spaulding
S	1909	CD		1700 E. Slauson Ave.				
Shorb Br.	1909	3	16	Mission Rd. & Raymond Ave.				
South Park	1904	10	1	5432 South Park Ave.				
South Park	1905	1	31	5450 South Park Ave.	1906	12	4	NCT Sta. 11
South Pasadena Sta.	1908	1	1	1005 Mission Rd.				
Spaulding Br.	1908	12	1	1714 Merrill Ave.				
Sunset Hills Sta.	1908	12	1					Was Ivanhoe Sta.
T	1906	8	1	Rubio St. & Longbeach Ave.				
T	1906	9	22	Emerald St. @ Ruby St.				
T	1907	CD		4442 Turquoise St.				Disc 6/30/07
T	1910	CD		4415 Turquoise				
U	1907	9	16	4277 S. Vermont Ave.				Disc 6/30/13
University	1905	CD		3701 Wesley Ave.				
University	1906	8	17	3724 Wesley Ave.				Disc 6/30/13
University Sta.	1909	CD		719 W. Jefferson				
V	1907	9	16	S. Vermont Ave. @ Palm Ave.				Disc 8/01/52 NCT Ascot
Villeimet Rur. Sta.	1907	5	6		1907	6	30	
V	1909	CD		8032 S. Vermont Ave.				

NOTES:

- 1) CD = L.A. city directory. These directories were published in the early Fall of the preceeding year. Therefore, a 1910 city directory reflects the situation around August 1909.
- 2) NCT = name changed to.
- 3) No P.O. listings in 1900 city directory.
- 4) Independent stations can receive & dispatch registered mail directly without passing through the main office.

Exhibit 1 Los Angeles stations established and discontinued from June 1899 to August 1909.

City Carrier Districts:

Year	Number
1901	73
1902	75
1903	75
1904	75
1905	75

Letter Deposit Boxes:

Year	Number
1901	410
1902	410
1903	450
1904	450
1905	518
1906	N/A
1907	588

Package Deposit Boxes:

Year	Number
1901	21
1902	21
1903	34
1904	34
1905	41
1906	N/A
1907	57

Stations:

Year	Number
1901	13
1902	16
1903	16
1904	18
1905	21
1906	34
1907	34
1908	50
1909	54

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, a 1910 listing was really for 1909, and so on.
- 3) No post office information given in the 1900 city directory
- 4) Not all figures were given for every year the city directory was published.
- 5) City carrier district numbers were not given after the 1905 edition.
- 6) Letter and package deposit box numbers were not given after the 1907 edition.

Exhibit 2 Miscellaneous statistics for the years 1901 through 1909 reflecting the growth of the Los Angeles post office:
Number of city carrier districts, number of letter and package deposit boxes and number of stations.

Year Ending June 30	City Carriers			Clerks	
	Regular	Increase	Substitute	Number	Increase
1899	62		9	48	
1901	73	17.74%	15	63	31.25%
1903	93	27.40%	29	118	87.30%
1905	138	48.39%	29	179	51.69%
1907	196	42.03%	N/A	237	32.40%
1909	236	20.41%	N/A	346	45.99%

Notes:

- 1) The federal government 's fiscal year ended on June 30 during the period under study.
- 2) Figures for carriers for the years 1899 to 1909 come from the Official Register.
It was only published in odd-numbered years. Figures for substitute carriers were only given for the years 1899-1905.
- 3) 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 1899-1909.

Period	Receipts	Percentage Increase
1904	\$599,000.00	
1905	\$719,083.04	20.05%
1906	\$850,579.00	18.29%
March 1908	\$87,176.04	
March 1909	\$110,359.74	26.59%

First period sales topped a million dollars:

YE 7/31/07	\$1,007,535.88 (1)
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Note:

- 1) 17th in national rank in terms of annual stamp sales

Exhibit 4 Los Angeles Main post office and stations stamp sales.

Post Office	Date Discontinued			Reason Discontinued
	Year	Month	Day	
Alhambra	1909	1	31	Outside of Los Angeles city limits - Converted to a branch to get free city delivery service.
Cahuenga	1907	12	31	Establishment of free city delivery service at Hollywood when it became a branch of L. A.
Colegrove (1)	1907	12	31	Outside of Los Angeles city limits - Converted to a station to get free city delivery service.
Dolgeville	1909	1	31	Outside of Los Angeles city limits - Converted to a branch to get free city delivery service.
Garvanza	1901	6	30	Garvanza annexation of 6/12/1899 - Converted to a station.
Glendale	1909	1	31	Outside of Los Angeles city limits - Converted to a branch to get free city delivery service.
Highland Park	1901	5	31	Highland Park annexation of 10/18/1895 - Converted to a station.
Hollywood (1)	1907	12	31	Outside of Los Angeles city limits - Converted to a station to get free city delivery service.
Montebello	1907	6	29	Establishment of RFD Route 6 on 11/01/1905.
Prospect Park (1)	1907	12	31	Outside of Los Angeles city limits - Converted to a station to get free city delivery service.
Shorb	1909	3	15	Outside of Los Angeles city limits - Converted to a branch to get free city delivery service.
South Pasadena (1)	1907	12	31	Outside of Los Angeles city limits - Converted to a station to get free city delivery service.
Verdugo	1902	9	30	Establishment of RFD Route 1 on 4/01/1902.

Notes:

- 1) The following post offices were discontinued on 12/31/1907: Colegrove, Hollywood, Prospect Park & South Pasadena. They were all initially converted to L.A. stations. Their station periods all ran from 1/01/1908 through 6/30/1908, when they all became branches.

Exhibit 5 Summary of post offices discontinued due to the growth of the Los Angeles postal system from June 1899 to August 1909.

1847, an Interesting Year

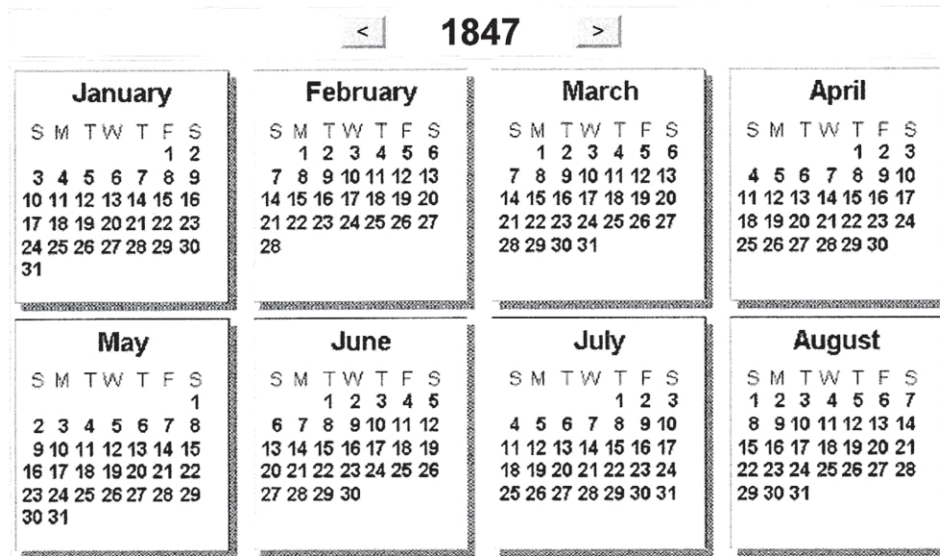


Figure 1 An 1847 partial calendar showing months when interesting events in George's life would take place, as well as fascinating events that were whirling about America and looking toward a remarkable future.

by Tom Clarke

No, we won't discuss the first US stamp issue. We will mention a few events of interest to Americans in the second quarter of that year and a postal history connection.

At the end is the transcript of a letter written on May 2, 1847. It is addressed from Harrisburg PA to Dr. I. B. Lathrop of Springville, Susquehanna County, PA, on the NY state border. The cancel in a very fine but a very lightly struck blue HARRISBURG / May / 3 / Pa., accompanied by an integral straight line PAID 5 (large).

If by chance the writer was born in Springville, would he be sufficiently affluent to receive what appears to be a fine education? Was Dr I. B. Lathrop the area medical man or a minister? Springville is in the "Endless Mountains" region of Northeastern Pennsylvania and today has 2250 citizens, most of whom work in quarrying, trans

port, office and professional occupations. But in the early 19th century, its people, probably no more than 300, harvested maple sugar, the area's first major product. Lumbering followed along with the ancillary industries of making furniture, artistic scrolls and designs, and wooden toys.

That's the woodsy, outdoor world our letter writer, George Lathrop, was living in (just visiting?) before he headed to the southern side of the state to seek his

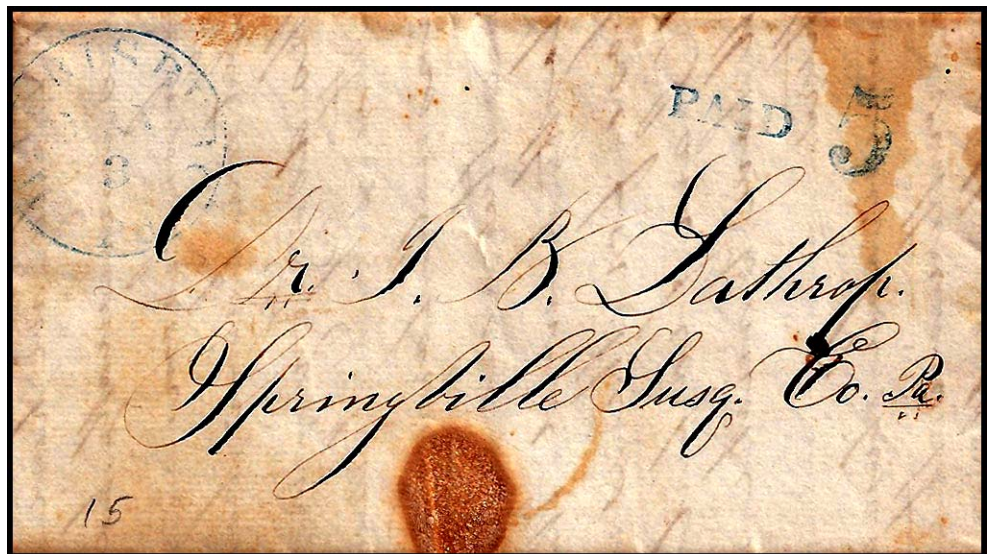


Figure 2 This letter sent to northern Susquehanna County in Pennsylvania contain lots of clues to a variety of interesting aspects of life in 1847, just weeks before the issue of the first US postage stamps.

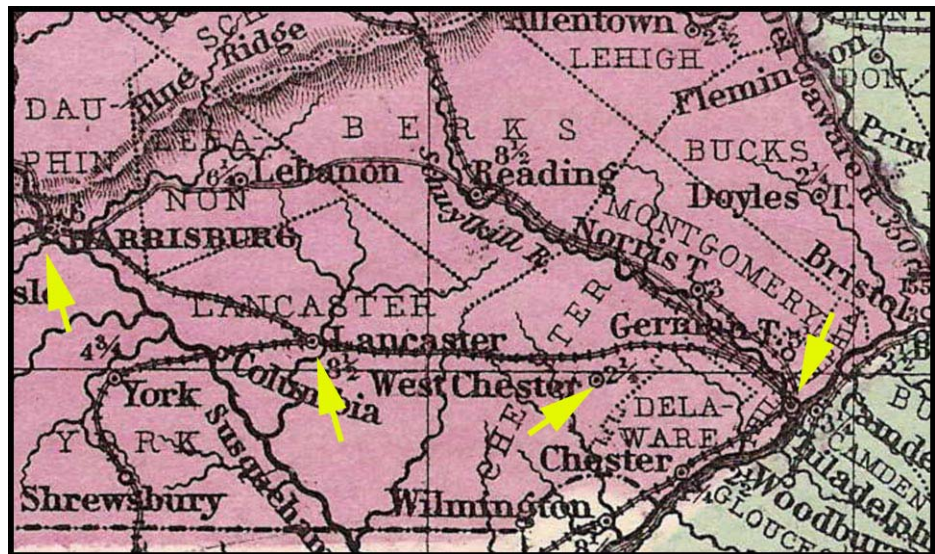
fortune. Perhaps he was an 18 year old, and he decided to sell books. He doesn't indicate where the books came from. The fact that he claims he must sell 5000 of them over the summer may imply he was selling a family member's library estate (but that's a huge number for any period), or had connections with one of the prominent Philadelphia publishing houses to sell theirs on commission. But 5000? We'll take him at his word.

His family it seems is close and mutually loving and caring, even as far as the cousin's line. He is well educated, and though he does not use the familiar 'thee' and 'friend' so as to mark him a Quaker, he may have had a quality Quaker education, or simply one equally comprehensive from a private academy (public education was not fully born). How do we know this? The spelling and grammar is almost flawless, which is fairly rare for that period.

He uses periods at the end of each sentence—for the first two pages, after which he becomes fatigued and on page three lapses into using dashes to separate his thoughts. He admits that it's near supper time (which may well mean lunch in modern terms, a more British usage). A continuous habit is his lack of the rules of hyphenation at the end of a line. He breaks words wherever he wants. In addition, he pick up another bad habit along the way: spelling 'folks' with an unnecessary 'a'.

He may come from farming stock, since we can infer that Lancaster PA is his home. Dr. Lathrop, his cousin, perhaps himself plucked from the farmland around Lancaster, is far from home in northeaster Pennsylvania in mountain country. George had just been there, maybe he had lived with the Doctor for awhile, but it still is an out of the way region.

If Lancaster, "Pennsylvania Dutch" country, was the family seat, then George had come back to the heady aroma of cow manure, still apparent when driving through. But George is a bookman now. If an elder brother were in line to inherit the hypothetical farm, our writer might have to find an alternate occupation.



Map 1 This 1847 map shows the southeastern portion of Pennsylvania, and the towns essential to this letter: Philadelphia, Lancaster, Harrisburg, and West Chester (arrows), and their small populations in thousands (the numbers). Railroad lines indicate town connections, thus the "shrinking" of the 19th world.

Or, he may just want to earn enough money over several years to put money down on his own farm or store or medical education.

Getting there

He is impressed by the steam engines of the day and speedy transportation is his lifeline. It took from 1 PM to 3 PM to travel to Harrisburg from Lancaster, so he took the "Pha & Harrisburg Rail Road" train northwest for about an hour and a half. The accompanying 1847 state map shows the route (and by the fractional numbers, their tiny populations) (*map 1*). He later mentions how popular a route it must be, since he estimates (probably wildly) that 1000 people rode the cars that day.

Still we get his drift, since 'steam cars', though dangerous, were exploding in popularity. People were finally able to break the 20-mile radius that bound most people their entire lives, birth to death. In a twinkling, they could now visit long lost family and friends or go on undreamed of holidays.

George's own words sum up the reason many remained home before (and even after) rails were laid. His stage (and part canal) trip from Springville PA was awful, he tells his cousin, Dr. Lathrop. "I could not visit at any distance from home without a great inconvenience". Because of his later railroad experience, George becomes a convert. (And perhaps, he will never visit cousin I B in rugged Springville again.)

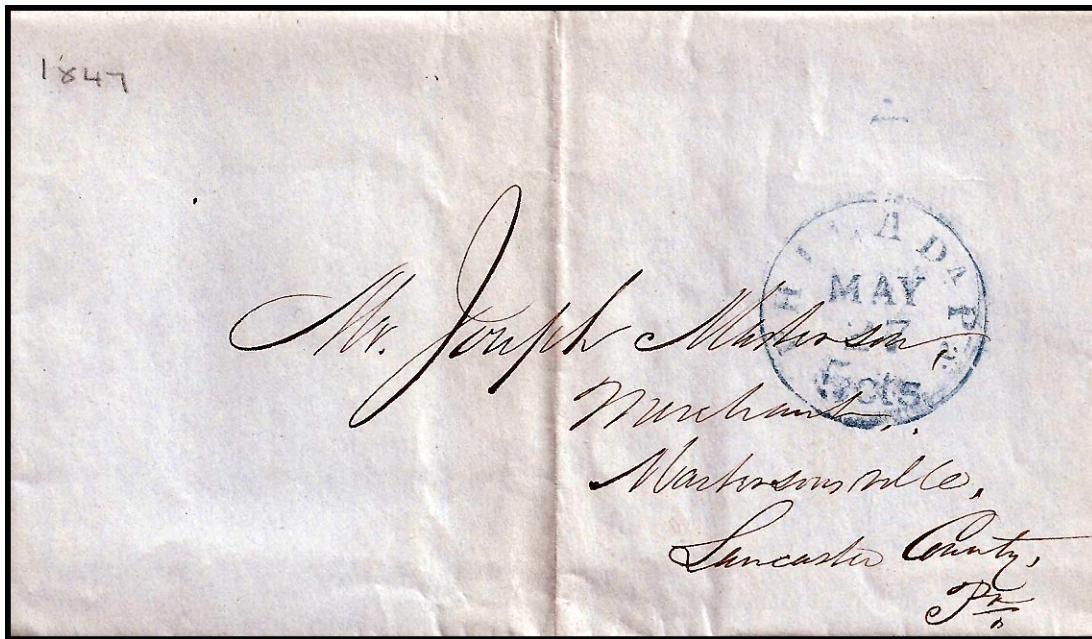


Figure 3 This letter was entered and canceled at the Post Office when it was housed at the Merchants Exchange (1833/4-1853/8). While our bookman was (probably) rooming at the Rail Road Hotel in May 1847 he may have brushed the shoulder of the sender of this message as he entered to ask if any letters for him had arrived.

After 3-4 days George reports that he will head back toward Lancaster from Harrisburg via Middletown, which was surely a stop on the P & H RR, since it's in a direct line with Lancaster (though not shown on the map). There he'll spend only one or two days –how many books can you sell to a village (very old though it is) of about 1000?

From Lancaster he'll be off again, eastward to West Chester and be “ready for operations”. To get to West Chester, though, he'd need a stage coach, especially if he is lugging a portion of his stock in trade. Afterward, he will return to Philadelphia, some two weeks later (roughly May 23).

Residing temporarily in Philadelphia, he will be within weeks of the release of the first US postage stamps at the Main Post Office. Unfortunately, he will depart about June 3rd he estimates, so we can only wonder when he will see his first brown Franklin or black Washington.

The new prepaid, gummed labels must have been talked about in some of the many Philadelphia newspapers, but the writer has yet to see an actual reference. Assuming George would stay at the bargain Rail Road Hotel again (at 50 cents per day), he would be three to four blocks walking distance of the Post Office, then housed at

the Merchant's Exchange Building, located on the north side of Walnut Street at the corner of Third Street.

One thing that claims his utmost attention is his constant reminders to write him as he does his varied friends and relatives. He requests letters be addressed to whichever town post office he will reach along the way, so he is careful to calculate the days here and there. He mentions specifically to his Doctor Cousin



Figure 4 The Merchants Exchange, seen here in a 1910 era picture postcard, was where up and coming George Lathrop wanted his mail addressed when in Philly. The Post Office progressively moved toward West Philadelphia, but in 1847 it couldn't be any further east (near the Delaware River) than when it occupied offices at the Exchange.

to address the letter in care of the well-known “Exchange Office”, where George will find his mail and be able simultaneously to try to hobnob with the elite businessmen of the day who congregate there.

Money Talks

Let’s not forget his earnings for his labors. He very proudly quotes a clear profit of \$24 last week, out of the \$40 earned “since my return”, an unspecified period. He tantalizes his former teaching-cousin, Austin, by suggesting he come work for him. Austin had once taught in Philly, though his position is now filled by another ‘gentleman’. Still, Austin might want to leave the farm to which he returned and be paid by entrepreneur George at \$20 per week plus expenses!



Figure 5 Two of these \$10 gold coins as potential salary for George’s cousin, Austin, would equal in purchasing power today about \$400 (though the gold content, as of early March 2009, is worth more than \$900).

Using our handy web computer for the relative worth of historic money sums, we see he earned \$624 last week clear, \$804 since his return, and Austin should like to revel in the \$402 George would pay him per week. Not bad at all for comparative young wage earners today.

Farm Prices

In April and May, 1847, weather conditions over much of the eastern half of the country changed from mild and dry to wet and cold. This is the general impression from a variety of regions, including New Jersey and New England and as far west as Fort Snelling MN, after googling “weather+1847”. The conditions in May, in particular, seem to have headed south. At Ft. Snelling, the military weather log read in part, “May once again presented a major relative contrast to April with frequent rains, clouds, and much cooler than average temperatures. Fourteen days had rain, totaling 4.96 inches, ten of these over the last fifteen.”

And so too in Pennsylvania, where our bookseller mentions what not only a farmer, but most any citizen, the majority of whom were farmers, would find inter

esting: Philadelphia butter at 25 cents per lb. (\$6.50 in today’s money) and wheat at \$1.50 a bushel (about 60 pounds of wheat). In today’s money this would be \$39.00, yet according to the *Christian Science Monitor* for March 2, 2009: “On Monday, the price of March spring wheat on the Minneapolis Grain Exchange shot up to \$24 a bushel, the highest price ever”. If today it is sky high, George was witnessing galactic high prices.

Weather and Events

The weather was just as uncooperative in 1846-7 as it is sometimes today. “The last three weeks have been very cool & dry. Last night & today we have had a smart rain. The season is unusually backward. Fruit trees are now only in bloom”, that is, a month behind schedule.

Another piece of supporting evidence of the unpredictable weather is this excerpt from a man in Richmond VA:

The weather is mild at present but has been astonishingly cold ... for spring, and yesterday morning there was quite a heavy frost. Of course all the fruit is killed, peaches, cherries, apples and even early vegetables and the strawberries. This and the want of ice will be a great privation to us during our long (sic) summer.

(Nice to see a NY real estate web site utilizing postal history! —see Reference list)

But all was not well in the far west either, weather wise. Had anything extraordinary affected the 1840’s climate? A 19th century version of *el nino* or *la nina* perhaps? The previous September, 1846, a freak early winter storm reaked havoc in California, which had just been acquired by force of arms from Mexico.

The bad weather trapped a helpless group of settlers, men women and children, until Spring 1847 atop a high peak, under 12 feet of blizzard snow. The Donner Party was caught with little food, and you will probably remember a ghoulish history teacher describing with mock glee in his/her eyes the party’s need to cannibalize their dead brethren’s bodies to stay alive.

The event was recorded in the diary of one Patrick Breen, a party member, between November 20, 1846 and March 1, 1847. Interesting that after their rescue, the survivors went to Sutter’s Fort, in New Helvetia, California in March and then moved on after they recuperated. But just 10 months later, in January 1848, gold would be discovered in the mill race of Sutter’s

wood mill—a nice three pound yellow stone. Had they only settled there permanently and enjoyed future riches.

While George was selling his books in the towns of Southeastern Pennsylvania, a corrupt version of the Donner experience (parts of Breen's Diary) was published in the *California Star* newspaper. We can wonder what George, Austin and other family members thought of the horror, and if any of them one year later were among the thousands headed for gold country to get a piece of the action.

This was an early version of the media sensationalism that abounds today. The year 1847 marks the beginning of weather reports sent via telegraph (invented in 1844). A glimpse at the web shows various books and articles about historical weather and climate use the year 1847 in their titles. The prestigious Smithsonian Institute (founded the year before) in its Annual Report for 1847 mentioned that "the extended lines of telegraph will furnish a ready means of warning the more northern and eastern observers to be on the watch for the first appearance of an advancing storm."



Figure 6 The banner of the *California Star* (still publishing), wherein will appear the *Breen Diary* in May 1847. The headline shown rejoices in the defeat of Mexico, though the treaty is still 12 months away. Yerba Buena in a few months will be renamed San Francisco.

If George and any family members were seduced into the California adventure, in addition to honest newspaper reporting, maybe we should also blame a combination of bad weather, newspaper sensationalism, Samuel F B Morse's invention, the Smithsonian Annual Report, and the very railroads themselves, along whose lines many telegraph lines were placed.

And now, the letter transcription:

Harrisburg May 2nd 1847

Esteemed Cuz. I take this opportunity to address you a hasty note, hoping it may find you in a better state of health than when I left. My health is good. I am busily engaged in the book business. Thus far I have been very successful. I have realized about \$40 clear of all expense since my return. I cleared, in five days last week \$24 dollars. I left Lancaster to day at 1 o'clock arrived here at 3. I shall perhaps remain here 3 or 4 days. I have to pay 50 cts per day for board & lodging, at the Rail Road Hotel on Market St. No. 1. Very reasonable—50 cents less than I anticipated. After I leave here I shall stop a day of two at Middletown then return & spend the Sabbath in old Lancaster. My intention is then to take the night line for W. Chester, so as to be there on Monday morning, ready for operations. I wish, and shall expect you to write, to me in answer to this. Address "Exchange Office Philadelphia" for I expect to be in P. in about two weeks from this if will. I shall look for a letter at W. Chester from Cuz. Austin. I wrote to him a week or so since and wish him to address W. C. Chester Co. I have not heard yet from my foalks since I left. I wrote home as soon as I returned; I have been looking for a letter for the last week but have not yet received one. Will you be so kind as to state to them as well as your people that you have recd a note from my hand. Tell Austin he had better stayed there and sold books for me—he would have //////////////// realized perhaps more than he will make from the farm. If he could have sold as many per month as I can I would give him \$20 per Mo. and bear his expences. I have now in hand 5000 books to dispose of—I would like to get rid of them during the summer. I left home rather suddenly—more so than I anticipated when I was last at your house. The traveling was so very disagreeable that I could not visit at any distance from home without a great inconvenience. I had seen all my friends in Spr'e hence I deemed it a matter of disinterestness to "loiter about" so for a week or ten days. "Time is Life - 'tis money - 'tis precious" its minutes should be well employed, and then its hours will be. An old Proverb is: "take care of the minutes and the ours will take care of themselves." My next letter, if that should ever be, will be to Charles. I will write to him as soon as I leave Philadelphia, which may be about a month from this. I returned to L. via Pottsville, Reading, Philadelphia. My fare that way wasnot quite as much as the way Austin & I returned. Tell Austin that a Philad'a gentlemen has taken his school.

Harrisburg May 2nd 1847.
 Esteemed Cousin, I take this opportunity to
 address you a hasty note, hoping it may find
 you in a better state of health than when I left.
 My health is good. I am busily engaged in
 the book business. Thus far I have been very
 successful. I have realized about \$40 clear of
 all expense since my return. I cleared, in five
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 from Cousin Austin I wrote to him a week
 or so since and wished him to address
 "W. C. Chester Co. I have not heard yet from my
 folks since I left. I wrote home as soon
 as I returned; I have been looking for

Figure 7 The first page of George Lathrop's letter to his cousin I B. The writing is mature and masculine if a bit scribbly, and proves his fine level of schooling, at least in grammar and spelling.

Eatables of all kinds command here a high price. Butter 25 cts @ lb. Corn 90 @ 95 wheat 1.50. The wheat crop looks very unpromising. Many fields, if every freak of Nature is favorable, will not yield over half a crop. The last three weeks have been very cool & dry. Last night & today we have had a smart rain. The season is unusually backward. Fruit trees are now only in bloom. When you write, let me know how you all are & how your foalks do — How my foalks are.—The travel on the Pha & Harrisburg Rail Road is now unusually large. I presume 100 passengers were in the cars this day when I came up — mostly bound W[ilmington?]. I must close for the supper bell has rang, and I am fearful if I finish this page I shall have to make my supper of the leavings of others.

Excuse this miserable, disconnected scroll— it was written in the bar room where it was “gobber-gobber” and with a poor pen &c.

Fail not to write— Give my respects to Mary & Mrs. Bolles, also to your father, mother, brothers, & sister—share the same with yourself— Yours truly with respect

Geo. Lathrop

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Money Value comparisons - <http://www.measuringworth.com/uscompare/>

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

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

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

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

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

Ralph Royce and the Philippine Bombing Raid of 1942

By Richard W. Helbock

During the early months of 1942—with America's public confidence badly shaken by the attack on Pearl Harbor and subsequent Japanese advances in the Pacific—an audacious bombing raid was carried out by Lieutenant Colonel Jimmy Doolittle against Japan. The April 18th raid, which featured an attack by modified Air Corps B-25 bombers launched from a Navy aircraft carrier, inflicted only limited structural damage but profoundly boosted American morale by demonstrating that the Japanese home island could be attacked.

The public viewed the Doolittle Raid as a first step in the revenge required paying back the Japanese for their unprovoked Pearl Harbor attack. A feature film titled *Thirty Seconds over Tokyo* was released in 1944. Starring Spencer Tracy as Jimmy Doolittle, it immortalized the raid as a turning point in the Pacific war in American popular culture. (*figure 1*)



Figure 1 Doolittle's raid gave America a much needed boost in confidence. It was immortalized in popular culture in this 1944 film starring Van Johnson and Spencer Tracy.

Far less known was a similar bombing raid against Japanese positions led by General Ralph Royce just one week before the Doolittle Raid. On the morning of April 11th a group of ten B-25's and three B-17's took off from Darwin in far northern Australia for the 1,500-mile flight to Mindanao, the large southern island of the Philippines. At the time, American forces led by General Wainwright were still holding out against the Japanese from their fortified caves on Corregidor near Manila. Wainwright had requested that MacArthur send a squadron of bombers to attack Japanese positions on Luzon in the hope that they might break the blockade long enough to permit movement of supplies from Cebu to Corregidor. MacArthur—only recently evacuated to Australia himself—still clung to some hope that assistance could be provided to the “beleaguered garrisons”

The Royce Raid was seen as an effort to try to break the Japanese stranglehold and demonstrate that American forces left behind in the Philippines were not forgotten. In terms of audacity and daring, the Royce Raid was on a par with the Doolittle Raid.

Ralph Royce

Ralph Royce was born in Marquette, Michigan, in 1890. He won an appointment to the U.S. Military Academy at West Point and graduated with the Class of 1914. Originally assigned to 26th Infantry, Royce served with that unit in Texas but transferred to the Signal Corps in 1915 in order to attend the Signal Corps Aviation School in San Diego. After his graduation in May 1916, Lieutenant Royce was assigned to the First Aero Squadron at Columbus, New Mexico (*figure 2*). The squadron was attached to General Pershing's Mexican Punitive Expedition in pursuit of Pancho Villa and thus became the first aviation unit used in American military action.

American forces joined the Allies in Europe in 1917 and in August the 1st Aero Squadron under command of Major Ralph Royce began flying support missions for the First and Third Corps at Château-Thierry. Royce served as an inspiration to his pilots often leading reconnaissance flights directly into the strength of enemy resistance. He was awarded the Croix de Guerre and promoted to the temporary rank of lieutenant colonel in September 1918.



Figure 2 Young lieutenant Ralph Royce joined the 1st Aero Squadron at Columbus, New Mexico as shown in this 1916 photo. The squadron was the first aviation unit to be used in American military action as it pursued Pancho Villa in Mexico.

Following the war Royce was assigned as assistant air officer at Fort Sam Houston, Texas, in 1919. This position was followed by a series of administrative and training roles at several U.S. air bases. In 1928 he graduated from the Army's Command and General Staff School at Fort Leavenworth, Kansas.

Major Royce was assigned command of the 1st Pursuit Group stationed at Selfridge Field, Michigan, in 1930. In a notable and well-publicized exercise, Royce personally led a flight of 18 planes on a winter test flight from Selfridge to Spokane, Washington (*figure 3*). Billed as the "Arctic" or "Polar" flight, the purpose was to test aircraft and equipment in cold weather condition and the successful round trip reportedly encountered temperatures as low as 45-degrees below zero. Royce was awarded the William McKay Trophy—a very prestigious award presented for the "most meritorious flight of the year" by a member of the Air Corps.

The 1930s brought Ralph Royce a variety of interesting assignments including the general staff of the War Department, attendance at the Army War College, a summer flight to Alaska, base commander at Selfridge, and a tour in the

Philippines where he served as adviser to the Chinese air force.

In 1941 Colonel Royce was assigned to London as military attaché for air and promoted to brigadier general. He was transferred to Australia the following year and planned the operation that evacuated General MacArthur and his family from the Philippines in March. At that time he was serving as Chief of the Air Staff, United States Army Forces in Australia (USAIF). When it was decided that an audacious raid was to be conducted against Japanese positions in the Philippines, there was little doubt that it would be led by General Royce.

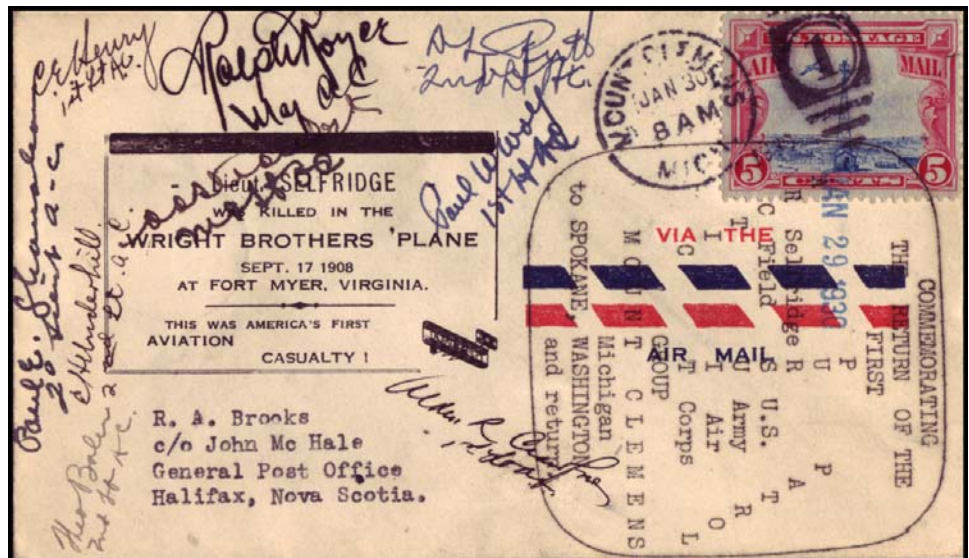
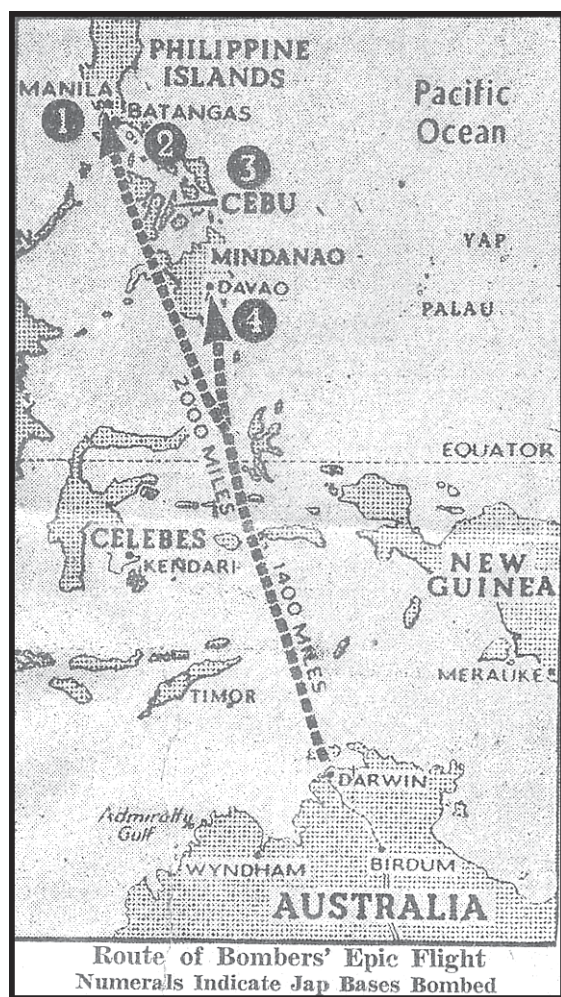


Figure 3 Major Ralph Royce led the 1st Pursuit Group of 18 planes on a winter flight from Selfridge Field, Michigan, to Spokane and back as a test of cold weather capabilities. It earned Royce the prestigious Mackay Trophy for 1930. Royce and his pilot officers signed this commemorative cover.



The Raid

In the early morning hours of April 11th, ten North American B-25's equipped with auxiliary fuel tanks and three Flying Fortress B-17's took off from Darwin for the 1500-mile flight to Mindanao (figure 4). General Royce was in overall command of the mission with Colonel John Davies leading the B-25's and Captain Frank Bostrom the B-17's (figure 5). All planes arrived safely at Del Monte air field and the B-25's were quickly dispersed to nearby auxiliary fields.

Only six fighter planes remained serviceable in Mindanao. They were used to provide protection for the bombers as they landed and took off, but despite heroic efforts to keep them airworthy, they proved inadequate to the task. Enemy bombing raids on Del Monte destroyed one of the B-17's and severely damaged the other two. As a result only two sorties were com

pleted by the B-17's: one against Nichols Field on Luzon and the other against shipping targets in Cebu harbor.

The concealment of the B-25's at auxiliary air strips proved a sound decision. They were able to conduct over twenty sorties during which they sank at least one, and possibly two, Japanese transports and shot down three enemy aircraft.

General Royce and his men returned safely to Australia bringing with them 44 passengers, most of whom were air corps personnel and civilians. There were no casualties and only the one B-17 destroyed by Japanese bombers at Del Monte was lost. Tactically, the raid had to be judged as only a minor success, but from a public relations standpoint it was trumpeted as a resounding victory. Here, for example, is the text of a report filed by Don Caswell, special to the Vancouver Sun:

'Those Japs Still Don't Know Whatever Hit Them'

MELBOURNE, Australia, April 16. Brig. Gen. Ralph Royce said today that about 110 tons of bombs were dropped on the Philippines in the "two-day picnic" attack of 13 American bombers and added, "I'll bet those damned Japs still don't know where we hit them."

Royce, leader of the mission which challenged Japan's hold on the Philippines, said that during the two-days assault he communicated with Lieut. Gen. Jonathan M. Wainwright, commander of the besieged garrison at Corregidor fortress in Manila Bay, several times.

The American airmen who staged the 4000-mile round trip attack were the heroes of Australia

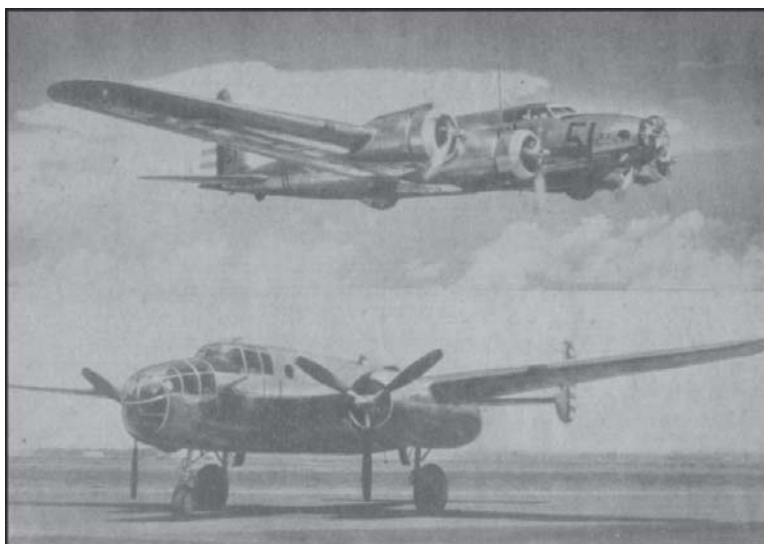


Figure 5 The Boeing B-17 Flying Fortress (above) and the North American B-25 two-motor bomber (below).

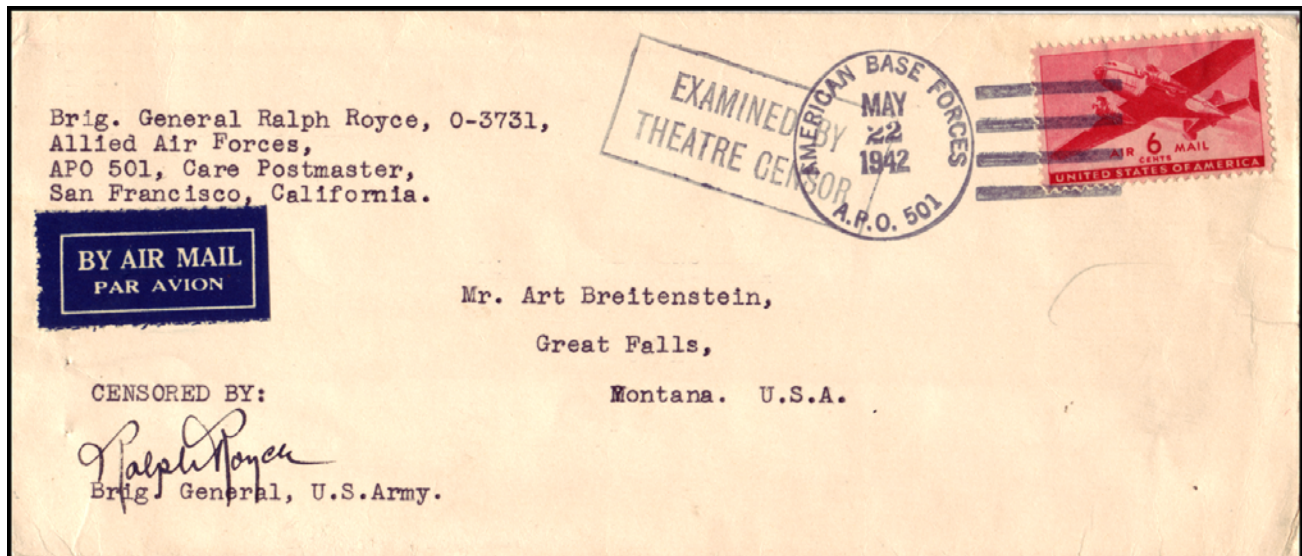


Figure 6 A self-censored air mail cover from General Ralph Royce who was then Chief of the Air Staff, U.S. Army Forces in Australia (USAFIA).

today, but they were impatient to get back into action for another crack at the Japs.

Seated serenely in his hotel here and talking as if he had just returned from a weekend jaunt, Gen. Royce told how the three Flying Fortresses and 10 North American B-25 bombers under his command smashed four key enemy objectives in the Philippines.

HEAVY AAFIRE

At Manila they attacked Nichols airfield, struck at the port of Batangas in southern Luzon, Cebu and Davao at from 2000 to 5000 feet, under ferocious enemy fire.

Fighting off fighter plane attacks, they sank four transports, probably sank a fifth, damaged there (sic) large vessels and probably several smaller ones, destroyed five enemy planes, and damaged many. Hangars, airdrome runways, docks, warehouses and Japanese troops concentrations were bombed.

The whole plan of attack was drawn up by Gen. Douglas MacArthur—a mission of vengeance for Bataan and of hope and cheer for the defenders of Corregidor, Gen. Royce said.

Around Corregidor in Manila Bay, he added, the bombers hunted for Japanese cruisers and destroyers, but found none.

The gunner of one of the bombers piloted by Lieut. Col John H. Davies told how Davies dived down upon a Japanese seaplane, calling to the gunner over the earphones: "I'm going down to get that guy."

"And down he went," said the gunner, "and I blew him to hell."

The raiders brought back 44 passengers, including the liaison officer of the Chinese army, Capt. Jesus Villamor, heroic ace of the Philippine Air Corps, and 15 members of the United States Army Air Corps. Among civilian passengers were Frank Hewlett, United Press staff correspondent who covered the Bataan peninsula campaign at the front and then went on to Corregidor, and Nat Floyd, New York Times and Manila Bulletin.

General Royce was awarded the Distinguished Service Cross for successfully leading the raid. He was appointed Chief of the Air Staff, U.S. Army Forces in Australia (USAFIA) in a May 1942 realignment of command (figure 6). Later in 1942 Royce returned to the U.S. to assume command of Maxwell Field, Alabama. He held several other important command positions throughout the war and retired at the rank of major general in June 1946.

Less than three weeks after the Royce Raid, General Wainwright surrendered the Corregidor garrison marking the beginning of the humiliating Bataan Death March and the imprisonment of several thousand American and Allied service personnel. The heroic actions of Royce and his raiders were thus overshadowed by the tragic events in the Philippines—a subject that quickly became inappropriate for discussion in the American press. Fortunately—for the press and American morale—by this time Jimmy Doolittle had successfully bombed Japan's home islands.

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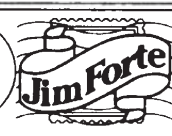


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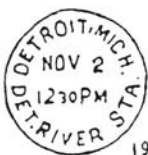


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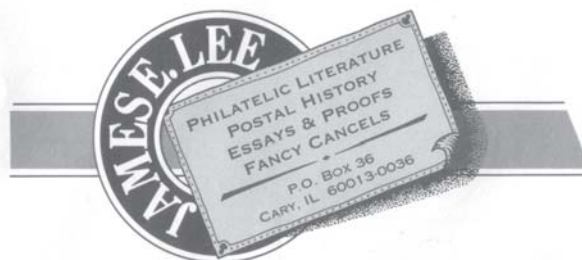
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The aim of EXPONET is to provide a permanent presentation of high quality philatelic exhibits, and to facilitate on-line study for visitors throughout the world. Our intention is to make exhibit-viewing available to everybody, regardless of distance,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

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1. Hall of Fame - Exhibits which have achieved high awards at national and international shows will be classified in the Hall of Fame.
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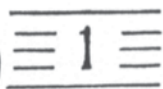
EXPONET was founded by private individuals:

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.

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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]

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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 41-1]

SPOKANE FALLS / SPOKANE, WA. 1872-date wanted: Territorial, registered, postage due, certified, commercial airmail, foreign destinations, unusual station cancels, usages, and postal markings. Send description or photocopies/scans to Larry Mann, 655 Washington PL SW, Mukilteo, WA 98275 Larrymann02@aol.com [40-2]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [40-2]

NOTE:

**EXPIRATION DATE SHOWN
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**AD DEADLINE FOR NEXT
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July 5, 2009

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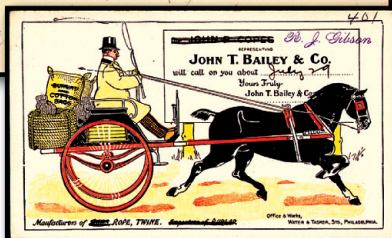
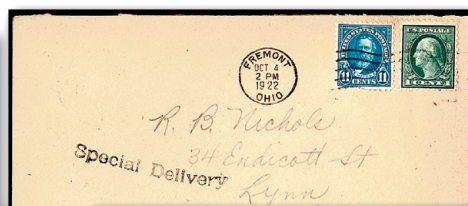


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