La Posta: A Journal of American Postal History

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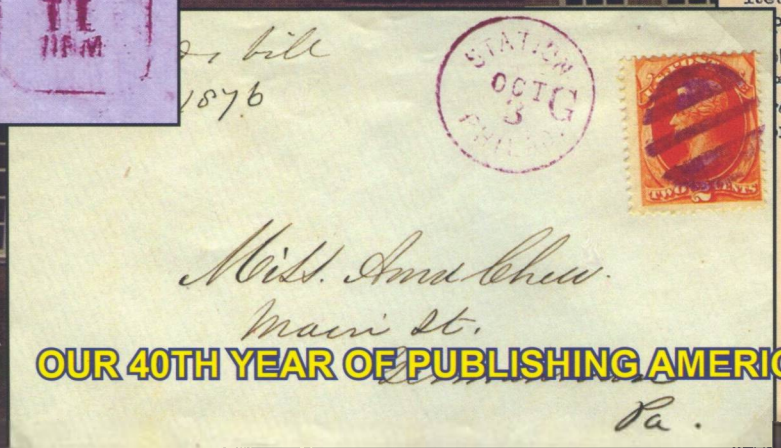

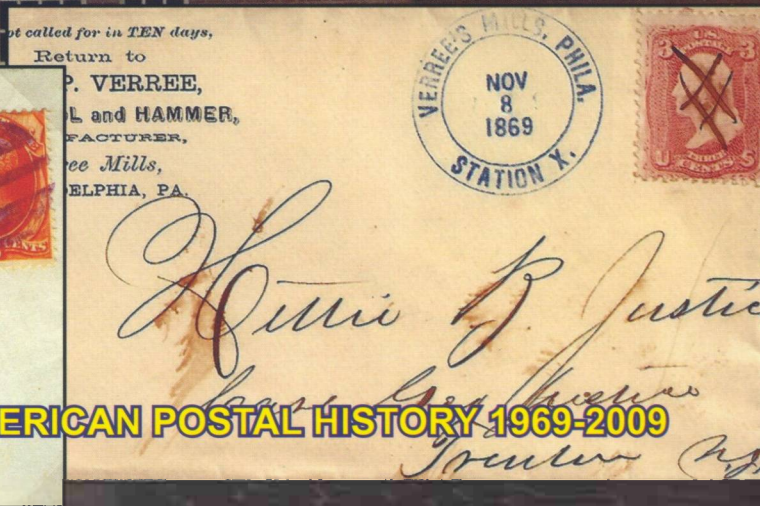

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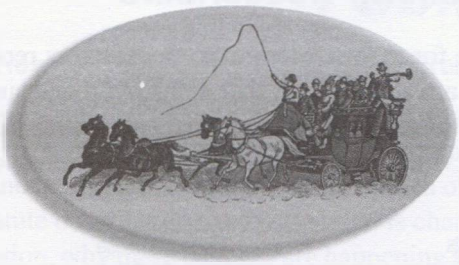

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COVER: Against a background photograph of Philadelphia's Independence Hall taken by Robert Swinney (rswinney@wharton.upenn.edu) Tom Clarke displays a few examples of the colorful postmarks used at Philadelphia's post office. Tom leads off this issue with an exposition on the use of colorful Phillie postmarks. Readers are urged to consult our online edition to fully appreciate of Tom's research.

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Publisher's Page

And Now for Something Entirely Different...

Joe Bageant is one today's most insightful students of life in contemporary America. Through his books, essays and lectures, Joe mixes a unique blend of humor and astute observation to explain what is changing in our nation, why these changes are happening and how the future will likely differ from what we have known in the past. Joe maintains a website at *http://www.joebageant.com/* and I heartily recommend it to anyone who enjoys reading American social commentary in the tradition of Will Rogers and Mark Twain.

In a recent essay titled "On Native Ground: the Art of Abidance and Staying Home," Joe struck a note with this writer that resonated deeply and offered some personal insight as to why our hobby of postal history has been so important to me. I contacted Joe and he graciously consented to my request to republish his short essay in *La Posta*. In the hope that Joe's words ring as true for some of you as they did for me, I am honored to share the Publisher's Page this issue with Joe Bageant.

On Native Ground
The art of abidance and staying home

By Joe Bageant

Driving Shanghai Road on the way to visit my childhood church in Unger Store, Morgan County, West Virginia, I crest the hill just above our old family farm. And spot something that makes me stop and turn off the truck motor, lest the moment be interrupted. Ahead of me in the Sunday morning sun stands an old farmer I've known all my life, Ray Luttrell, meditating on his hayfield. Standing on the very spot by the road where I've seen his late father Harry stand countless times, he is just looking at that hay field, motionless for many minutes.

Before him is his most familiar place on earth, his native ground. And I feel that for a moment at least I once again know that same home ground, again feel the personal sense of eternity in its very "itness." A tableau profoundly exclusive to that place and its people, so specific in its fabric of detail and history that it cannot exist anywhere else on earth.

When you are born and raised in one ancestral place, and, like Ray, accept that you'll probably die there, you know it intimately, specifically and forever. Just as those before you knew it. All your early memories, all the voices inside your head, they come from there, and you know it and its community in a way other people never will. The geographic arch and trajectory of a life can be so specific as to know its precise beginning and ending spot. Once while squirrel hunting Pap stopped in the woods at a pile of leaf buried stones that had once been a chimney and said, "Right there, right there was where I was born." And all his life he knew exactly where he would be buried. In the cemetery where I am headed, where we may find him today, should we care to dig deep enough, right next to Maw and his children.

The front porch of the crossroads store, post office and mill at Unger Store, West Virginia.

On this late April morning in 2009 the sun raises steam from the dewy lawn of Greenwood Methodist Church, high on the hillside bend in the road near Unger Store, West Virginia. Inside about fifty people, most of them above that same number in age, listen to the minister, a young woman in her thirties, tell about how the lord does provide. First comes the group recitation: "Be guided by God's word, that you may bear good fruit ..." Then as living proof of that good fruit, farmer Ray Luttrell's fresh faced 10-year-old granddaughter is called up front to be recognized for her recent accomplishment—a prize winning a school social science essay titled "Why We Are In Iraq." For that she earned a story and full color picture in the local newspaper, *The Morgan Messenger.*

This is followed by a lilting version of "Easter People Raise Your Voices." The window tinted rays of colored light flash on the spectacles of the congregation and choir. I count four people not wearing glass, which says something about the aging congregation. Toward the end comes the time when church members express any "Joys and Concerns," as the moment is called. A tall fellow about seventy stands up, looking firmly into the congregations' eyes, and in an accent similar to that of many who've retired here from Washington D.C., says, "Did you all know that California has passed a law against children using the words mother or father in the public schools? They must now use the word "parents." And the ACLU (American Civil Liberties Union) says it will sue any community that observes The National Day of Prayer. Wake up America!"

As background for foreign readers, America has had several National Days of Prayer since the Continental Congress called for the first one in 1775, and has been a national formal observance since Harry Truman signed a bill formalizing it in 1952. Since then America's most powerful evangelical forces have pretty much commandeered the holiday for their own political purposes, through the National Prayer Committee, focusing on events specifically for the evangelical committee. Hence the ACLU's objections.

When it comes to waking up America, the little church at Unger Store may not have been the best place for him to start. Only one woman nodded in agreement, and then a bit too fervently, leading me to think she might have been his wife.

Personally I am having serious doubts about California schools outlawing the words mother and father, which sounds too much like far right Internet propaganda. Yet, having known many California gay and lesbian parent activists, such a ridiculous agenda is not out of the question. And though I grew up observing the National Day of Prayer in the public schools, the observance has soured for me over the years. I'd guess however, that I am the only person in the churchhouse who feels this way.

Several expressions of concern and calls for friendship prayers follow, mostly regarding sick members, people about to undergo cancer surgery, a family that had suffered the death of an elder.

"Anyone have any joys they would like to express?" asks the minister. This elicits the heartfelt testimony of an 82-year-old woman: "I was 40 when I got saved. When I found Christ. So by now I've spent more than half my life in His service. It has been a happy life and a better life. And I don't need anything more in this life than what He has given me. But I would like to ask for one little thing, for Cindy Hill (the pianist) to play 'Oh How I love Jesus.' Would you do that Cindy?" And she sat down.

While Cindy played "Oh How I love Jesus" I thought about my father, grandparents, uncles and the other family members buried just outside those thick stained glass windows. The past became present, and I found myself looking around me for a girl, certainly an old woman by now, who I'd had a crush on in the little one room school house we attended then. Up front is Ray Luttrell again, this time in a green and gold choir robe. His son Dallas stands beside him in the choir, and in the pew in front of me I see the back of the Luttrell grandchild's head, the precisely parted white scalp hairline down the middle with its odor of peach scented shampoo.

The Doxology rolls around signaling the end of the service, perhaps for the first time in my life I hate to leave a church. It is so peaceful here. I see what we rarely see anymore—a humble willingness to abide by the forms that have held their society together for generations. Each person an individual, but by traveling together like a flock of arrows toward a mutual destiny, but always somewhere over home.

Because abidance in the form has been so continuous, it's hard to walk a few steps in any direction here without bumping into a reminder of previous abiders. Folks once here, but now gone. You remember its dead, and in doing so you have access to all they ever did that was right and all that was wrong—what worked or did not work for those people and that community — you know that. Even if you don't know you know it. In

that way, places own us and we belong to places. A community with no memory of its dead is no real community, because it has no human connectivity grounded in time—just interaction. It's merely a location populated by disassociate beings. A community's inherited memory from its dead provides its spiritual and moral animation, its posterity. Simply because we are humans, not aggregations of marketing or employment demographics, and are more than just a bunch of people who happen to be in the same place.

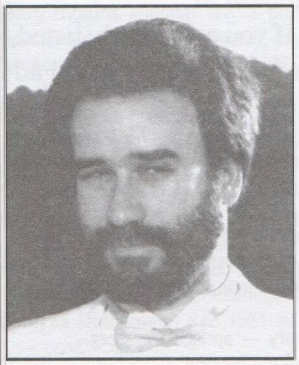
Not that most of us have a choice in the matter. We cannot escape most of what was already set in motion before our birth, such as being moved around by larger forces, for necessary employment, or alleged opportunity, or for "quality of life" as measured by consumption (a corporate yardstick if ever there was one). We find ourselves living in an unfamiliar land, ungrounded and psychically uncounseled by our ancestors through the living memory of a native community. Through deeper long term association with familiar people's lives and work, their grieving and their joy.

The solution to this void is simple, yet impossible to our minds. Stop moving. Reduce or eliminate mobility. Grow in situ. Send down roots through the pavement and send branches out through the people around us. Teach children the value of same. The fact that this sounds so untenable and absurd is proof of the industrialization of our comprehension and the commoditizing of our aspirations.

We can "think globally." But for better or worse, we exist locally. And some pain and loss come with existence, regardless of where we choose to exist. Americans in particular find it hard to grasp that there's no "better place" left to run toward, geographically or economically. No new frontier other than the present, upon which we can begin to build a more resonant and meaningful place in the world.

Which is what endures in Ray Luttrell and a few remaining others along Shanghai Road. Watching Ray makes me feel fortunate to be part of a known and knowable human chain of lives lived entirely in a distinct place, even if mine has not been. And I like to believe, vainly perhaps, that as long as they endure, I endure, even as do departed friends and ancestors endure in me. All I can do in testimony is windrow these words like hay, and with providence, they will be as orderly, and make as much earthly sense as Ray's long streaks of clover hay under next June's sun.

In Memory of Randy Stehle

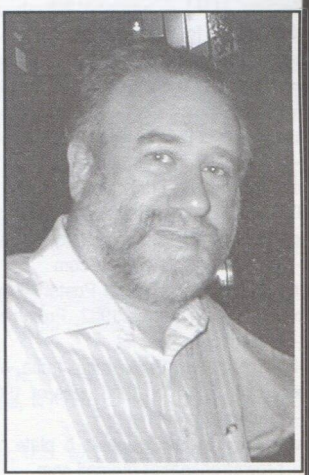


Randy in the mid-1980s.

It is my sad duty to report that our *La Posta* community has lost one of it's brightest young stars. Randy Stehle—a name familiar to all of our readers for over a quarter of a century—died suddenly on May 12th in San Francisco. Randy was a dear friend and colleague. Cath and I were lucky enough to get to know Randy and his partner on a personal basis through several shared outings over the years.

Randy Stehle attended the University of California at Berkeley, where he received a bachelor's degree in psychology. He then went on to graduate school at San Francisco State University, where he earned an MBA. He was a fourth generation San Franciscan, and life-long resident of the Bay Area.

He began collecting stamps at age nine and specialized in U.S. postal history since 1980. His particular interest was 19th and 20th century U.S. auxiliary markings and how they reflect the postal laws and regulations. Randy published an extensive series of columns on this subject beginning in 1985 for *La Posta*. He was one of La Posta's first associate editors and authored a number of very important series of articles on such subjects as 20th century non-standard cancels, rural free delivery in the West, and most recently the Los Angeles postal system. Randy also helped prepare the "California Doanes" checklist and was the state coordinator for these cancels.



Randy in 2006

We will always miss your wit and charm, dear friend. You were a prince!

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Gerald Heresko [Bristol, CT + other CT towns; 'Old Homeweek"] — BristolMums@msn.com
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John Hotchner [20th c aux, Xmas seals tied; Spec deliv; wreck&crash mail; some FDCs]—jmhstamp@ix.netcom.com
B. Clyde Hutchinson [US 1861 issue; CA postal history] — bch@llcllp.com
Stan Jameson [dealer] — empire65@tampabay.rr.com
Jerome Jarnick — jarnick@wowway.com
Stefan T. Jaronski [Ithaca NY; northeastern Montana; Confed. States military mail] — bug@midrivers.com
Cary E. Johnson [Michigan p.h.; Railway, Waterway & Streetcars] — cejohn@umich.edu
Gerald Johnson [3c 1851; auxiliary markings] — johnson66@charter.net
William H. Johnson [Florida p.history] — whjdds@aol.com
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Eric Knapp [Alaska postal history] — eknapp@gci.net
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Kent Kobersteen [US Scott CII, unusual commercial usages, unusual off-cover stamps] — kobersteen@gmail.com
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Charles LaBlonde [WWII mail to & from Switzerland & Red Cross] — clablonde@aol.com
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Lawrence Laliberte [Poughkeepsie, NY p.h.; Transport Airs on cover] — largin1@verizon.net
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Brian R. Levy [New Hampshire for Sale] — bellobl@aol.com
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Thomas Richardson [North Carolina P.H., APOs] — stamps@northstate.net
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Norm Ritchie [CO, UT, AZ & NM p.history + all US/Canada postmarks] — mnp123@comcast.net
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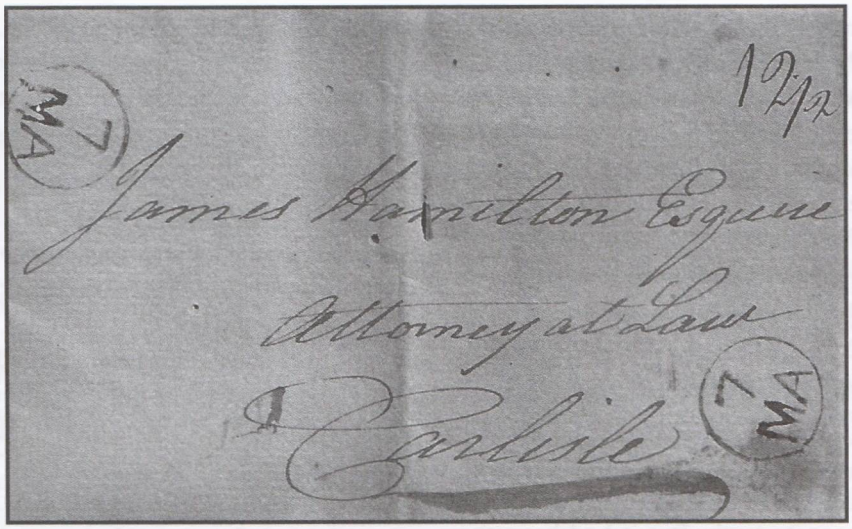


Figure 1 *Franklin Marks were drab and brownish "daters", used in Philadelphia and other towns from about June 1765 through 1798, continuously through every rate change and Act of those 30+ years.*

Philadelphia's Rare Colorful Cancels

by Tom Clarke

[This article is optimized for the color-rich *Yudu-La Posta* link found at the *La Posta* web site.]

From the outset in 1789, most of America was pulling together for the sake of the new country, and they generally obeyed directives (the non-tax kind) when received. Philadelphia in a sense *was* the US for the first decade, and so followed federal procedures, not the least of which were postal, to a fault. A rich history, Benjamin Franklin's association and abiding influence on the city, and Quaker principles made it do so.

In the early days of the USPO all was controlled pandemonium. The tiny handful staff was consumed with setting up postal routes and confirming contracts with stage companies and riders so mail could be carried the length and breadth of the slim new Republic.

Cancel Colors 1798-1854

The US had already grown one-third between 1789 and 1798, about 3,750,000 people into about 5,000,000. There was heightened need for postal uniformity so postal clerks could correctly interpret the incoming mail and speed it along. So, in 1798, postal officials began to flex bureaucratic muscles by suggesting designs for town and city postmarks, including the color of postmark ink. Philadelphia naturally hunkered down and followed suit, right? Wrong.

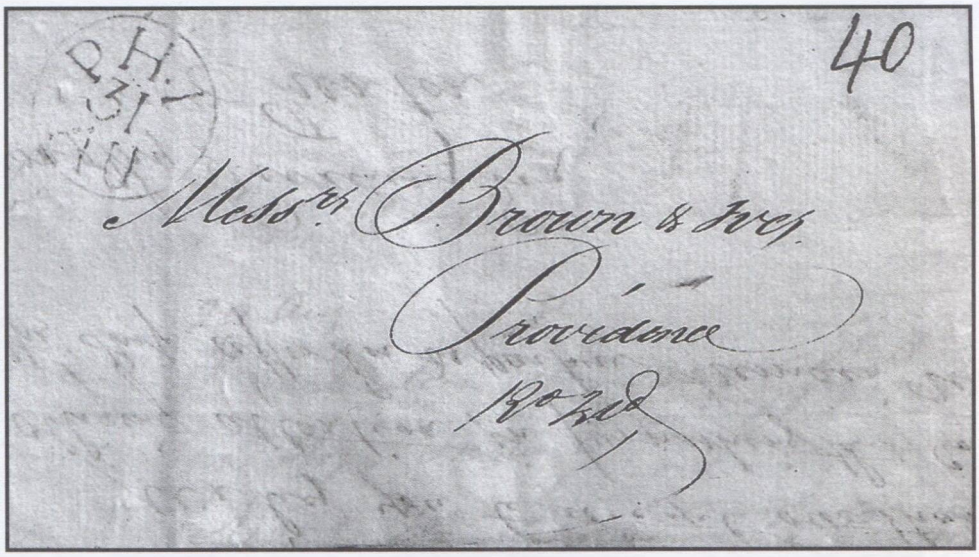


Figure 2 *One of the first letters to bear the new government approved dial hand stamps, from August 31, 1799. President Adams lived almost around the corner from the post office. The rich burgundy 40 cents rating almost matches Philadelphia's choice of red for its canceler for 40 years.*

Initially the fledgling GPO accepted the status quo of postal rules established by Parliament and as amended through the Articles of Confederation and early Federal Congresses. The ink shade of the common Franklin Marks used in Philadelphia and elsewhere was brownish-black. So, those postal bureaucrats (all 7 or so of them) decided in 1798 that black ink would suffice for USPO markings —greater contrast against light paper, easy to obtain, etc. However, in 1798, unlike other big towns of the day like New York, Boston and Baltimore, Philadelphia felt compelled to set a different standard for its domestic and incoming ship rate markers by using red or red-brown.

Philadelphia was the national seat of government, which might be reason enough. But it had been the inspiration, the Athens of America, from before independence, and it was currently the shining capital for the young American nation between since 1790. In addition, it was and will be the US's dominant economic powerhouse until Civil War times, falling to second position thereafter and into the 20th century. As for the ink used at Philadelphia, it was going to be and will remain red (-ish) for almost 40 years, until 1836.

Philadelphia Goes Blue

Though Philadelphia had a penchant for political conservatism, at the post office they were now allowing fancy boxed domestic markings, the rectangular octagon **PHILA. / date**, , #52, used from 1834-36, plus auxiliary cancels to complete the set. (See the example shown with the 'full-rigged ship below.) This common red 'truncated rectangle" or 'octagon' basically ended the reign of red ink, except for some fits and starts over the next 20 years, the period which forms the first half of this article's interest.

But it was a time for change, Andrew Jackson in Washington was stirring things up (resulting in a four-year depression on the horizon) and blue, not black, was on the lips of postal authorities in Philadelphia. The use of blue causes the first of our exceptions or inconsistencies to rear up. The official date for the ink changeover may have been Thursday, October 27, 1836, since that is the earliest known use of postal blue in Philadelphia.

However, the first of our inconsistent or exception (rather than mistaken) markings is the new cancel design but in RED. There are two known, dated Saturday, October 22 and Monday, October 24. The two day window of Tuesday and Wednesday, the 25th and 26th, in between the two colors are letter targets for sharp-eyed collectors to search out.

Col. James Page was the city postmaster from 1833 through 1841, so had he wanted to change ink colors he could have done so up to three years earlier. Thus, a reasonable guess is that the suggestion/instruction to change ink came from outside, from Washington.

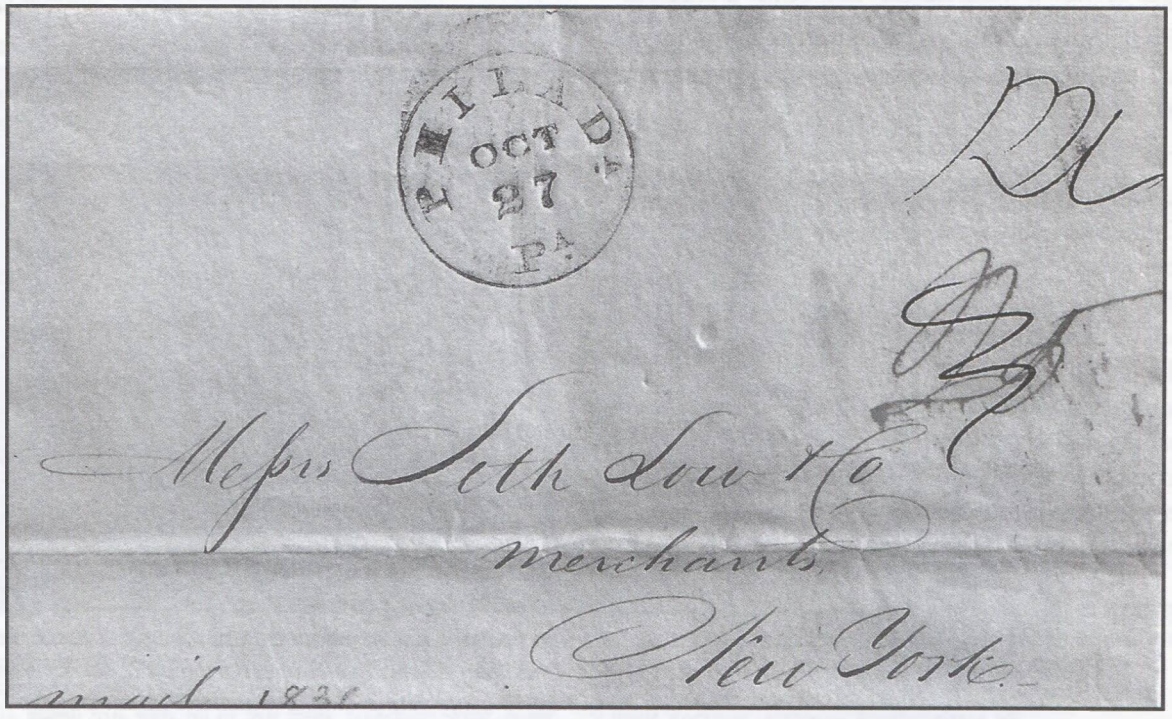


Figure 3 *A first day for the color, but not for the style, used a few days earlier in red (shown later in this article), for trial purposes or because blue ink had yet to arrive. Two of these 'first days' exist to date.*

Changelings?

A consideration to bear in mind for a color exceptions list is that it does not contain "changelings" caused primarily by unstable inks that oxidize over time. For instance, they may be innocently altered or acidified by smoke, UV radiation, or affected by rain, tea, wine, or flood water for that matter.

Philadelphia reds in the 1820s and 1830s can appear very yellowish or greenish. Improper storage due to wood and plastic fumes may play a hand in this category. They are honest changelings which probably occurred long before stamp collecting of any kind emerged (and are either collectable or not, depending on your collecting philosophy). But they don't qualify as exceptions to the rule or inconsistencies, they are merely accidental. The postmaster or clerk didn't consciously sneak in a vial of greenish ink onto his desk and thus threaten his livelihood.

Imprecise early 19th century ink manufacture could result in a variety of honest but eventual 'fugitive' shades of grey, yellow, green or brown. Most times it's a field decision whether a color variety is an honest changeling, not a true original color, or whether it is a true shade variety caused by different ingredients. Ink was locally purchased from any commercial source, whatever was on the shelf at the time.

On the other hand are colors that have been purposefully or fraudulently altered (as has happened at times with some stamps) by exposing them to chemicals, bleach, strong sunlight, This would mostly be aimed at affecting the stamp and not the cancellation. After exposure to a sufficient number of covers and letters, collectors get the hang of spotting the unusual from the ordinary, and from the fraudulent too, or there are organizations that can.

Accidental at best, changelings are not included here, where we describe

1) short to medium-term,
2) inconsistent / unexpected / irregular, and/or
3) purposeful true color substitutes of known cancel types.

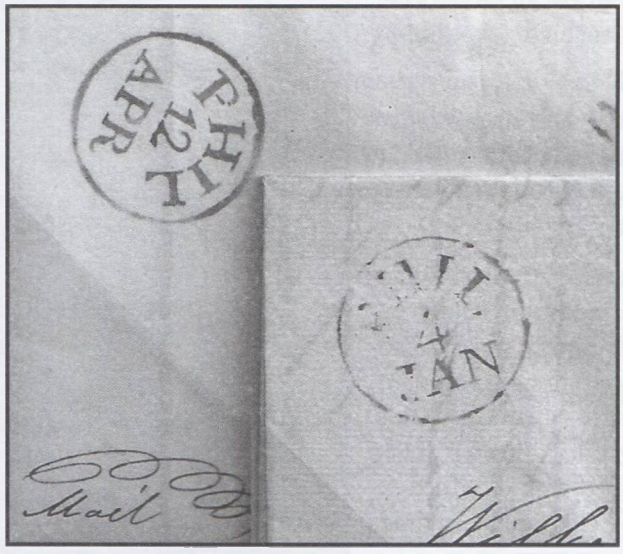


Figure 4 *"Fugitive inks" have built in deterioration factors. "Changelings" are inks that shift colors at times, innocently or as fraud. The 1833 grey-red shown here, compared to very nice Apr 12, 1834 bright red marking, could be a changeling –others can be yellowish or greenish, but is not considered an 'exceptional', sub-variety color type.*

Because they are short-lived, they are not common, and if there is a market for them, inconsistent and exceptional 'wrongly/ colored canceled covers can bring a premium.

The 'Why' of Exceptions

The question remains: why are there as many very interesting and rare exceptions to the basic cancel repertoire in the town of Philadelphia (domestic or ocean mail) as there are? In the 1830's to 1870's, what could cause cancel color errors and variations?

1) "Official exceptions", as in 1981-2 example below; call them experiments; perhaps a regulation issued by from a 2nd or 3rd assistant clerk at the Post Office Department was overlooked; or
2) local preference, a choice to be different from other towns;
3) to deflect an official complaint about mail that was difficult to sort;
4) a Postmaster's decision to set his office apart from 'rival' cities' offices;
5) a bad batch of ink, which a conservative community like Philadelphia would not want to waste; or
6) a mistaken supply order (with the former conservation principles in mind); or
7) an individual's "red letter day", the purpose of which is lost in distant personal history; or
8) local events of great importance, like the Centennial of 1876 (similar to the fancy "fez" killers of 1868, possibly associated with a Masonic convention); or
9) a clerk trainee's error and/or misuse of an outdated ink pad, etc....

The primary category is human nature. We have to credit individual clerks for their innocent or intended contributions to this inconsistency. However, another answer is definitely possible: the 'expediency' of officialdom.

Whether 19th or 20th century, as with any branch business, local postal administrators had certain leeway to experiment in small ways to save money, improve service, save steps and time, move mail faster, develop better public relations, or simply improve the product.

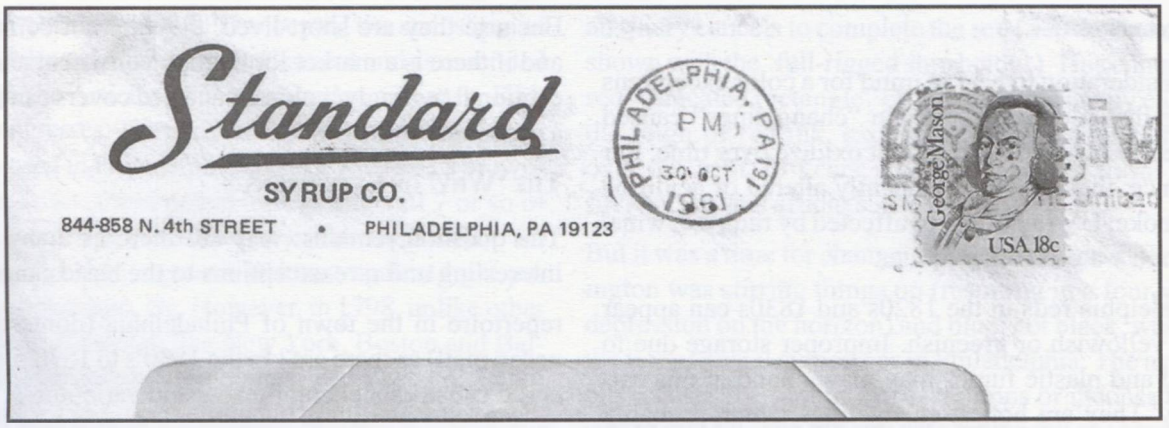


Figure 5 An example of the scarce purple-blue Mark II cancel experiment. Most examples show ink coagulation and clumping, and by August 1982 the ink had turned a darker blue-black.

Scarce, But Not an Exception

For example, some may recall a fairly recent bout the GPO had with colored cancels—though on hindsight it was a quarter century ago! In 1981-2 Washington carried out an experiment having certain cities test machine cancels in purple-blue.

In Philadelphia the test lasted one full year starting about October 1, 1981. It may have been an early experiment in machine mail recognition. Or, it may have been to test a modification on a specific Pitney-Bowes Mark II canceling machine.

Regardless of the postmaster's purpose, these scarce markings are not the sort of 'exceptional' markings considered here, but a purposeful official modification of standard practice with an end in mind. They are a 'type' in their own right, not an 'exception' by our definition.

This purposeful, official effort at testing was exploratory, so, though eye-catchers, blue Mark II cancels are *not* food for thought for this article. We are limited to the first category, human nature.

What about short-term 19th century machine cancels? Might they be purposeful and officially exploratory, and not mishaps or local trial runs? Absolutely, and their patent papers along with comparative research and common sense can confirm this. There is much less certainty when dealing with hand cancel devices, and whether they would fit the 'exceptions' category, since they (like inks) at times were purchased from diverse sources.

1840s Red - Blue - Black

With the technical out of the way, we return to the chronological. Listings of Philadelphia postmarks over the years in *La Posta* have mentioned the back and forth interplay of red and blue inks especially during the 1830s and 1840s.

Recall that at the same time, Britain was realizing tha black ink could be problematical. The Penny Black i 1840, was canceled with black ink, which did little t prevent stamp re-use, the bane of postmasters th world over. What to do? The answer was immediat if not well thought out. Change the color of the ink.

Red ink would be more eye-catching upon a blacl stamp but it took time to percolate this idea througl the system. A good half year passed before the re ink was distributed throughout the land of Royal Mail

Meanwhile a more inclusive solution was taking root Thinking laterally, the new idea was to change the colo of the stamp, to red while returning to black ink for it

Figure 6 Four passable examples of the British experience with postal colors: A (woefully torn) late use Penny Black from March 1841 using restored black ink; an October 1840 red ink example showing the improvement; the new Penny Red properly effaced (Sep 1841) with a black Maltese cross killer; and a Penny Blue with a light though still effective black killer strike, from 1843.

unparalleled maximum contrast. Black would also deface the two penny blue stamp most efficiently.

1843-45 Confusion

Philadelphia continued to use blue ink through the end of 1853, but there were various detours along the way (see Chart 1). Evidence shows that dark gray (supposed black?) was used for about a week in mid January 1839, and again in July 1847, though the greatest break with standard blue came in 1843-44 (and briefly into January 1845) with resurrected red.

***Figure** 7 The red-blue 'controversy' of 1843-44: nothing seems to explain the sudden shift to, and shift back again from blue to red to blue domestic canceler inks; this blue is from May 13, 1845 (after the blue's comeback), and the red is Sep 16 1843, otherwise identical hand stamps.*

Why resort to red again? Its reappearance occurs for no apparent reason: there was no rate change connection, there were certainly no stamp issues yet to attempt to lionize with new markers, let alone color inks, and at the time there was no change of postmasters.

Possible Political Shenanigans?

Had they simply run out of blue ink? Or might it have been a political ploy to 'catch people's attention'?

James Hoy Jr., had been postmaster for a brief while, filling out the unfulfilled term of his deceased predecessor. Hoy of course was a party loyalist rewarded for some service and so his term would parallel and conclude with the term of Whig President John Tyler (our first Vice President to become President, which earned for him the vicious tag, "His Accidency").

As a result, PM Hoy knew that his service would be less than a year in office, from June 26, 1844 to the next inauguration day, March 4, 1845. (As luck would have it, his successor's appointment wouldn't begin for an additional two months, May 5, 1845.) Was red ink Hoy's method of marking a short time career?

Because the color changeover dates fall loosely between October and January, 1844-45, many months after his elevation, we can see that PM Hoy did not act with haste to flex new gained authority. It was not done by edict, so perhaps it was Washington that made the request for, once again, unknown reasons.

1844 was not a good year for Philadelphia. A major race (nationality) riot had blackened the skies and Philadelphia's name in the country's newspapers. It was a thoughtless 'solution' to the lingering, immigrant 'Irish Problem', they said. Though green was not an option for cancelers, might red be a signal that all was not well in the city? A peculiar thought, but red is not known to be a conciliatory color.

With January 1845, blue returned as the sole ink color for the following nine years.

The final switch to basic black will come (arguably) on January 1, 1854. This wholesale color shift did not coincide with any changes in rate or cancel design, postage stamp issue, change of postmaster, riots, or with the ousting of one political party for the other in the White House. At this time Philadelphia PM John Miller was President Franklin Pierce's (1853-57) choice for postmaster the entire four years.

Since no instructive evidence has yet been uncovered to explain the choice of black, we will grasp at a straw with some reasoning a little further on as to why January 1 may well be the date of changeover, lacking better cover evidence, when we talk about ocean mail.

The Irritating 1850s

To a postal historian the 1850s are an overall aggravation. Two positives first: the challenge of time-consuming stamp identification and plating, thereby learning earliest stamp usage dates; and the aesthetic plea sure seeing the union of blue cancel and orange brown stamp. These can be very pretty, but until 1858, the dials *lack a year date.* Plus, we are at a point when people gave up folding their letters. What's more, with the rapid adoption of envelopes by 1851, we are lost date-wise unless by chance there is a docketing on the envelope or a rarely kept dated letter enclosed.

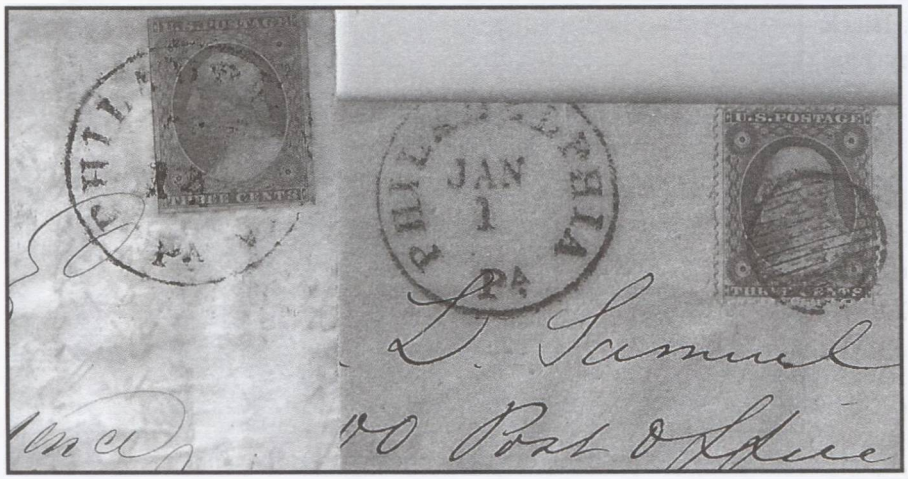


Figure 8 *The last blue domestic cancel type, this one from October 14, 1853, and last used theoretically on December 31, 1853; and the succeeding black cancel type, which may have began life on January 1, 1854. Though undated, this one is from New Year's Day 1857, because of perforations and a grid killer.*

Thanks to those few abstracts penned onto envelopes, the enclosures, and a scattering of folded letters, we can offer a latest date known for Philadelphia blue markings of only December 9, 1853. The earliest known date and for the new black markings is a late January 24, 1854—a significant and aggravatingly large date gap.

For this reason, the writer's heartbeat quickens whenever an 1850s blue or black Philadelphia cancel is found on a Scott #10 or 11 (or stampless) cover. Will it help to narrow the excruciatingly w-i-d-e date window for the color changeover date? Or, perhaps we can deduce it.

Maritime Exceptions - Too Soon

Maritime mail has had its own rules for color markings starting with British rule in the 1700's. These basic principles were adopted in the US: red and red-brown markings were used for outgoing postage due mail and black was used for post paid letters.

However, the Philadelphia experience was to use red-brown for its early numeral "4" and "6" due marks and from about 1800 onward, a reddish "SHIP" on incoming sea mail. For sea-bound mail, the standard domestic marker was to be used, which in other cities was black, but for Philadelphia would be red, though they are rarely present.

After a quarter century, both the 1820s and 1830s **STEAMBOAT.** and "full-rigged ship" markers on incoming mail were very red. What's more, 20 years further on, sea mail would still be.

The reason is that establishing Philadelphia's Foreign Exchange Office lagged behind New York's and Boston's by several years. But it finally opened for business in Philadelphia *on January 1, 1854*, allowing Philadelphian businesses and citizenry direct transmittal to and from Britain, and the Continent beyond. Bear the date in mind.

Figure 9 *A very red letter, the way Philadelphia preferred, from Demarara (British Guiana/Guyana), Dec 20, 1834, via the Brig* Delaware. *Though a 'classic' cover marking, there are more (ever many more) of these 'full-rigged ship' covers than of some of the inconsistent markings shown in this article.*

The traditional red-black ink practice had to be re-introduced in town, red for postage due, and black when postage had been prepaid, not to mention those many complexities of color for partial payments in- or out-going.

The date of the event begs a simple solution for the 'why' of the domestic color changeover; let alone the 'when' of the switch from blue ink to black for domestic mail. We should salute PM Miller (or the P.O.D. in D.C.) for forethought.

If sea mail treaty markings for Britain required black ink, there is thriftiness in reducing ink stocks from three to two, to just red and black on January 1, 1854.

Occam's Razor tells us it must be so. The nagging question as to when the ink color changed yet again lay at our feet: black ink for sea *and* domestic all at once, and save money into the bargain. This seeming fact reinforces the need to hunt for a confirming January 1st (a Sunday) or 2nd, 1854, Philadelphia black cancel on a domestic letter. And for that matter a Saturday, December 31, 1853, blue letter. Collectors, search your holdings!

To restate Philadelphia's color rules in a nutshell:

Black and red from 1710-70s, depending;
Red for domestic mail from about May 7, 1798;
Blue from October 24, 1836;
Red from about February 28, 1843;
Blue again from about October 16, 1844;
(though Red was added about 2/1/1851 for transatlantic due mail);
Black for domestic mail and transatlantic paid mail (or portions) after 1/1/1854, with
Red continuing for transatlantic postage due mail.

The Clerk's Counter Top

These 1850s changes beg further questions about the very makeup of a domestic window mail clerk's counter top. For instance, on occasion a mailer, out of courtesy or respect for the recipient, would want to prepay postage.

A clerk's working surface held not only an up-to-date canceling device but also a PAID and FREE stamp for those purposes, and sundry other, more rarely used, straight line devices like Registered and Forwarded, etc. Of course, there also had to be a pen and inkpot for inscribing rates of postage on letter fronts, not to mention the all-important hand stamp ink pad.

Considering this brings a fortuitous find. To get details for this article, a random glance through a large batch of 1850's free and paid letters showed that in no case are the words FREE and PAID stamped in any other color than the town mark's color (though a curious exception follows). Blue dials are accompanied by blue hand stamped PAID's, etc., and the same with the red.

Should any another state of affairs be expected? How about contrasting colors? Wouldn't they make for more enjoyable viewing? Yes, but this would make for more work and arm motion. With an extra, different color ink pad mistakes through fatigue should be common when tired clerks replenished from the wrong color pad, not to mention the heightened chance to develop the 19th century equivalent of carpal tunnel syndrome. At any rate, all markings came in the same color in the early 1850s and before.

Writing the Ratings

Following on this angle, we ought to mentioned the ratings that had to be individually inscribed in ink, however hurriedly, onto the majority of letters, namely every item that was sent postage due. Remember that only in 1855 was postage to be pre-paid.

Till now, these ink scribbles were never considered, really, as most were so monotonously similar. Could they be a quick scrawl with whatever came to hand? *Absolutely not.* The facts in hand show that there had to be a policy requiring clerks' ratings.

While doing the hands-on investigation of ink pad colors with a hundred plus examples, it became obvious that in the 1840-early 50s era, every red dial stamped cover bore a blue manuscript rate and during the blue ink phases, red ink rates were penned onto letters. Such consistency doesn't happen by accident.

These conditions have been subconsciously observed for 150 years. Has this been discussed in print before? It's a prosaic topic, and a sandwich probably would seem more compelling. But, nevertheless, a regulation to uniformly gain the results observed, which must have been national in scope; perhaps something like:

> 'Ink in inkwells will be changed to the 'opposite' color when the cancel stamping pads are converted to the new, official standard.'

Nothing for the *News Hour* , but a bona fide factoid to discuss at the dinner table.

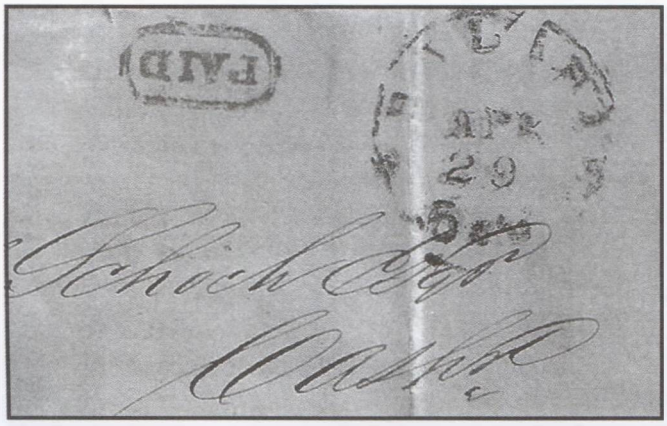


Figure 10 *Here's an exception of about four month's duration (February to June 1851) or longer. 'Opposite' color hand stamps appearing together. Of course, the PAID marking is in essence equal to a handwritten rating, so maybe this procedure qualifies as no mistake after all, just an early 1851 rule change.*

Now, 1851 Exceptions

The hands-on cover inventory and inspection proceeded with several dozen FREE-PAID covers of the late 1840's and 1850. They properly conformed to the inferred rule: 'same color ink stamped on letters". But quickly, several scoff-law rebels met the eye.

A February 5 cover and others through June 7, six out of six postpaid letters bear the common blue **PHILAD^{A}. Pa. / 5 cts** marker (#73-3), and show an eye-popping red PAID. These rule breakers are very out of place. Are they rare? Not at six out of six. Why the change?

Why disregard of the rules for more or less four months? A newly hired clerk? However, considering the rules, what's substantial difference is there between a red, manuscript paid (as the opposite of a blue dial) and a red hand stamped PAID? Had there been a new directive or interpretation that multi-colors could be used from early 1851?

The first of these six PAID examples is different and is annotated "printed circular" in the lower left, yet on February 22, 1851, it incorrectly received a 5 cents due hand stamp beside a *red* PAID mark.

Quickly, someone up the line double checked the item, found the error, and placed a crayon "3" on the cover. It was handed back for the proper cancellation and *three* blue 3 cents/PAID blue circular dials modified it. If not a new clerk, certainly a frustrated one.

The other five of the six color combination covers that stretch into June suggest it wasn't a newbie clerk error after all. Or, is it that proctoring new clerks closely and maintaining standards was no longer important? Was the multi-color combination a personal preference? Hardly so, otherwise someone wouldn't have caught the circular error mentioned, and, this *was* the Philadelphia P.O. which was strict adhering to the rules.

The letters are ordinary mail pieces otherwise, headed for New York, New Jersey, and central Pennsylvania. The new three cent rate would go into effect on June 30. Could this fact in any way have affected the clerk's choice or a rules change? A sort of 'loosening up' before the big day?; probably not, because the current postmaster was a twenty-year veteran of the post office, William JP White, who had been in charge since 1849, when Zachary Taylor was inaugurated.

Still More for 1851

Still another remarkable, improbable example appeared during this general analysis.

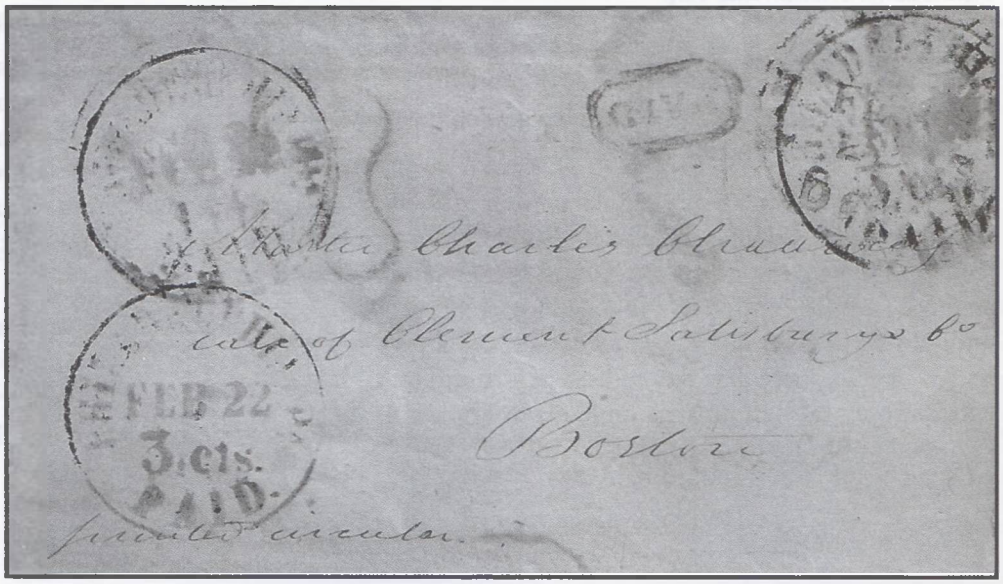


Figure 11 *A fascinating two-type AND combination cancel, though the red PAID is light. It shows a mistaken 5 cts blue cancel upper right, over-stamped by one of three circular mail devices. The foreman who caught the error added a crayon red 3 to help explain the fact that in the lower left the sender had clearly written "printed circular".*

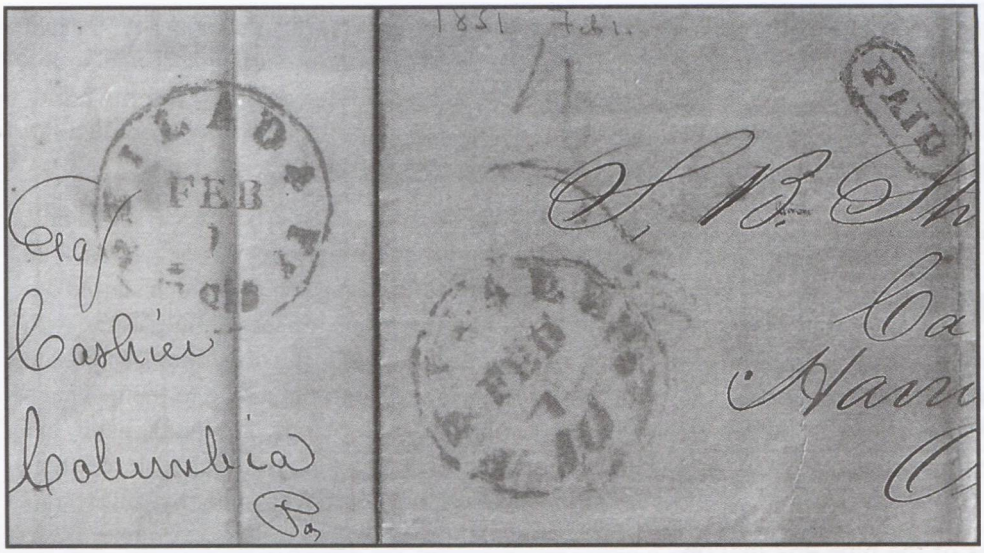


Figure 12 *These 5 and 10 cent ordinary (in blue) cancels shouldn't be. Red was disused except for circular mail or limited overseas use. Both are dated Feb 1, 1851 (bought six years apart) and are unique, and must indicate a trainee in charge. Note the PAID is off color, showing mixed inks.*

A 'red 5', February 1, inconsistent, rule-breaking, shouldn't-be cover was purchased about a year ago. Looking through 5 and 10 cent rated covers, the writer saw a shocker. Unbelievably, its fraternal twin stood out, *another* 'red' that shouldn't be. It was a **PHILAD^{A}. Pa. / *10* (italic)** cover. It had been bought six years before on eBay, set aside and forgotten.

Shock upon shock, it too was dated February 1, 1851 ! Figure the chances.

Was the initial theory correct, that a hypothetical newbie had indeed had a wild first month, maybe starting out that very day, on February 1. But why would he be allowed to use the wrong color ink and get away with it for four or more months?

Maybe, a rules change took affect on February 1, a nice beginning date (a Saturday). Maybe the clerk, brand new or a veteran, got the rules mixed up, that instead of using red now for auxiliary markings he had misheard that *all* hand stamps should be in red. Philadelphia has done *that* before.

The writer's view is that there was in fact a new interpretation of the rule sent down, and red ink pads were distributed, in an effort to relieve clerks handwriting rates. But following the old manuscript rules, now auxiliary hand stamps like FREE and PAID had to be opposite colors. Back on February 1, someone had confused the announcement. Does anyone have a February 2, 1852, FREE or PAID cover that shows dual colored hand stamps? Something to look for.

What remains are the 'twin' covers as exceptional exceptions, both very rare if not unique, and worthy of note.

New Rates

Monday, June 30, 1851, was indeed a red letter day. To the joy of business and the letter writing public, letter rates again declined, from five to three cents, yet postal revenues were to increase through increased patronage and volume.

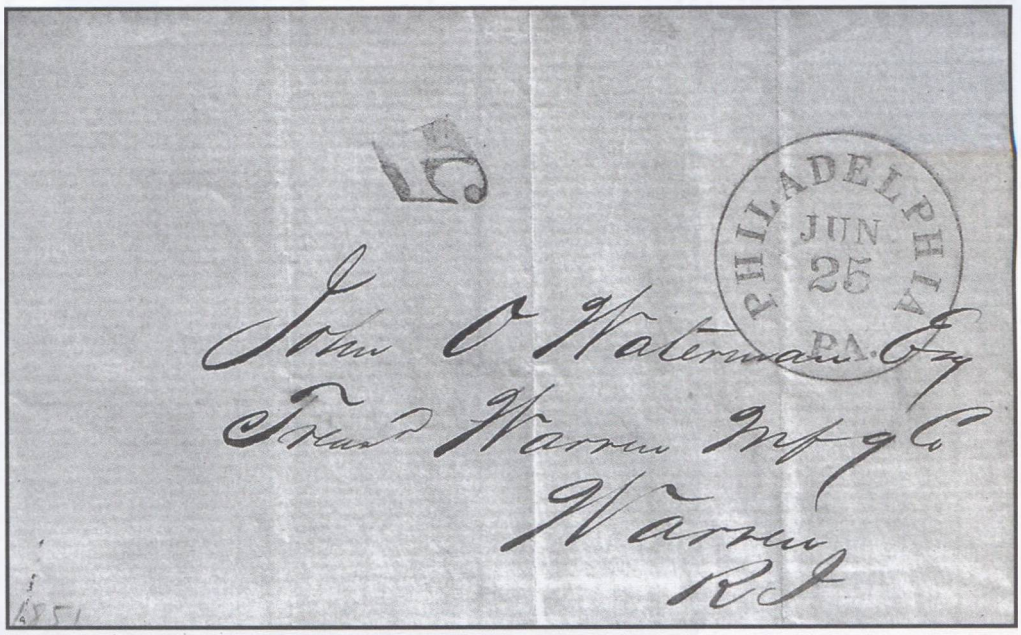


Figure 13 *A possibly first day use of this classic cancel from June 25, 1851, five days before the rate reduction to three cents and sale of #10's at Philadelphia.*

In the week prior to the introduction of the new postage labels, a new dial, **PHILADELPHIA / PA.** (cat #62), was put into use in Philadelphia. Examples of June 25th and 27th are known. The use of a cancel device presumably before its time seems odd for conservative Philadelphia. But remember the three existing copies of the 1836 red **PHILAD^{A}. / P^{A}.** spoken of above.

Maybe pre-emptive usage was not so much against the regs as it was simply practical. If the dial had arrived, why not use it, even if (as in 1836) the blue ink hadn't been delivered yet, or (as in 1851) the new three cent stamps wouldn't come through the door for another several days.

Well struck cancel examples of the blue #62 dial on orange and orange-brown A10's are things to behold (glad to mention this again), and early examples on late stampless items as shown above are almost as impressive.

New Rate, New Color

But, to get back to color competition in Philadelphia, it's the three cent markers that show grit. Before the rate change of 1851, circulars, like the multi-canceled circular mentioned above, received a blue integral marking, instituted in 1847. The design was the **PHILADELPHIA P^{A}. / 3** (flat) **cts / PAID**. (#67a), the commoner of three similar types. However, after July 1, 1851, this same device was to be used with red ink to loudly declare that now it was being used to signify first class UNPAID letters at the new lower rate.

Neither of the pair shown are rare cancel types, just pawns in the postal game of clarifying usage so the authorities could be guaranteed of their rightful remuneration. There must be no errors when collecting postage and properly routing letters.

After the blank ink shift in 1854, the cancel scene falls into a slumber for the remainder of the 1850s. The prevailing black cancel type (#63b), which started out as a blue (#63a) in October 1852, continues mute, with no year date, and as such, makes collectors clench teeth when they struggle to put a date to them. That's where color experts and platers can lend a hand, but their avocations seem so arcane that little of their knowledge filters out, except to super specialist collectors and auction cataloguers. A hint to dating these Philadelphia markers lies in the serifed and non-serifed numeral and letter slugs used for the day and month. For this article, color change has to wait until the Civil War concludes and life returns to a bustling normal north of the Mason-Dixon Line in the late 1860s.

Post War

Following the Civil War, in Philadelphia and elsewhere, domestic markers came back to life with dabs of blue for the first time in a dozen years. But this will not reestablished it as the new standard. Here and in other cities blue returned only for a visit in 1868 - 69. Apparently, the relationship was good enough to warrant a shorter, second visit a few years later in the spring and summer of 1872. These blues are uncommon yet are used by almost every type cancel available during those years.

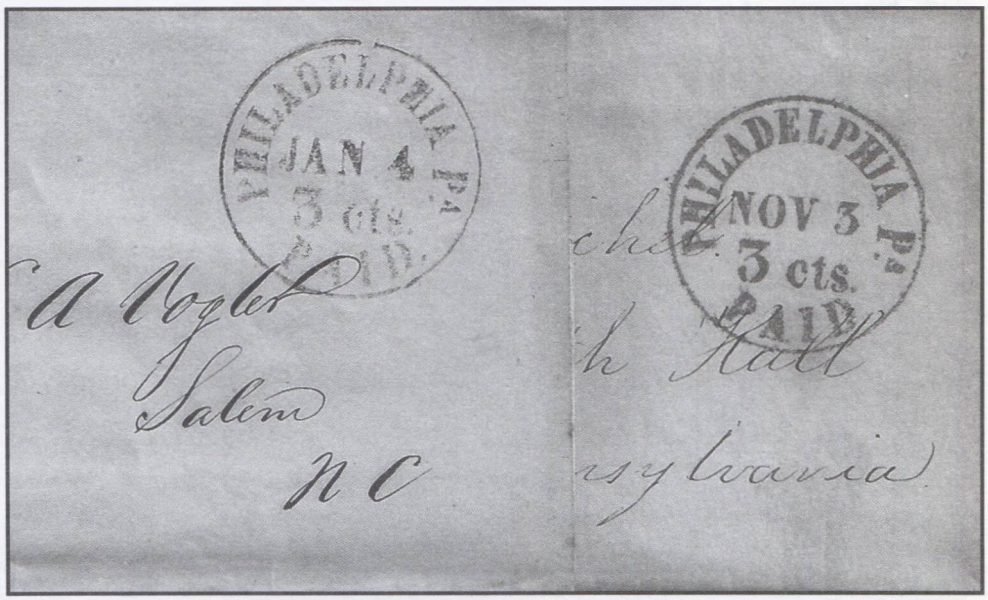
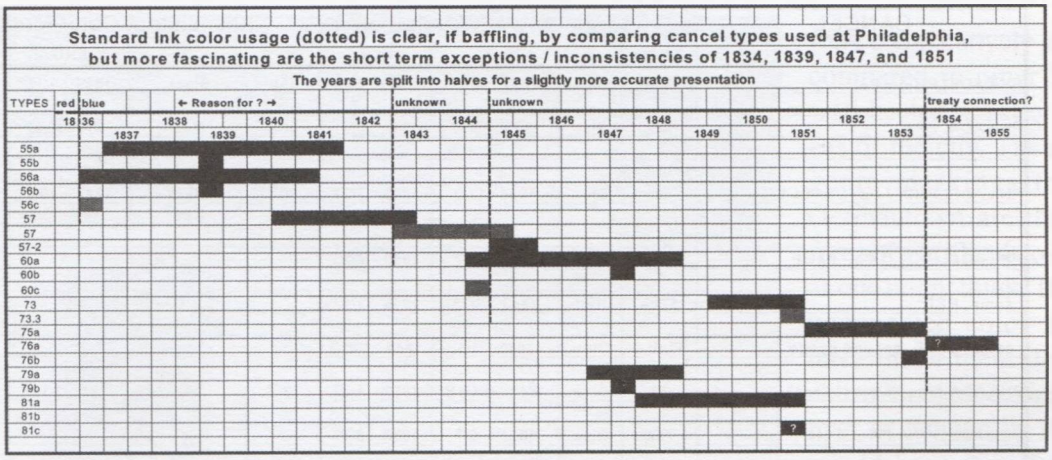


Figure 14 *A nice example of the use of color to indicate two distinct mail rates: the blue used from 1847 to mid 1851 for circular mail, and the red after mid-1851 to designate first class mail.*

Chart 1



Why return to blue, a personal preference on the postmaster's part? No, since this was not just a Philadelphia phenomenon. Cincinnati, for one, indulged in blue, probably in the first half of 1872.

Certainly it was not a window clerk's doing much less a carrier's, though some or all of them applied blue or blue-black markings to some extent.

Possibly when doing a major housecleaning in Washington a couple barrels full of ink powder from the 1850s was found and post war thriftiness required that it be put to good use? Was there was a brainstorming experiment in longer lasting ink?

Figure 15 *A nice strike of a blue Cincinnati duplex marker surely during the Summer of 1872, or close to it. Perhaps a collector of another city's markings can offer more of an explanation why.*

Or, maybe, in the writer's dream scenario, a 19th century 'green' businessman or entrepreneurial bureaucrat got a heavy discount on massive quantities of indigo from the defeated South's vast indigo supplies in Carolina and Georgia. If true, a sweet win-win proposition for the victorious as well as those not so.

Blue Carriers

Carriers had opportunity to mark their own pick up mail, and used blue at the same time domestic clerks used it. This underscores the fact that inking was a shared activity throughout the post office, and that each area, at least by 1868, each was not doing whatever it wanted. Carriers had become semi-window clerks. But did they mark their mail en route, or inside the main building Carrier Room as they returned from their four to six daily rounds? From the irregular looks of some of their markings, it seems they may have applied cancels outside, in a hurry, possibly stamping on their thighs or in a post office wagon at full trot.

Overview and Charts

Disregarding for a very brief moment maritime mail, where lots of color was used, let's see what areas are available for our exception /inconsistency color poll. We've mentioned ordinary domestic, extraordinary color markings from 1836 to 1855.

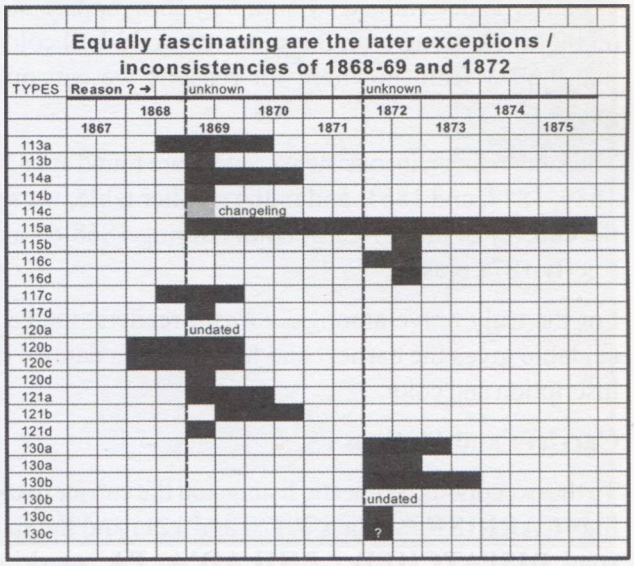


Chart 2

CANCEL	Standard Markings				Inconsistent Color Markings			
	TYPE		EKU	LKU	TYPE		EKU	LKU
PHILADELPHIA / PA	55a	Blue	1837 4/25	1841 7/3	55b	Black	1839 1/12	1839 2/18
PHILADA. / PA.	56a	Blue	1836 10/27	1841 6/11	56c	Red	1836 10/22	1836 10/24
					56b	Black / grey	1839 1/13	1839 1/21
PHILADELPHIA / Pa. ("D" at 12)	60a	Blue	1844 11/9	1848 7/27	60b	Black	1847 10/4	
					60c	Red	1844 10/3	1844 10/16
PHILADELPHIA, / Pa. BLUE	57ad	Blue	1840 11/7	1843 2/28				
same, RED	57ba	Red	1843 3/28	1845 1/23				
same, BLUE, second usage	57ab-2	Blue	1845 1/6	1845 10/12				
PHILADA. Pa. / 5 cts (space)	73	Blue	1849 10/7eB	1851 4/29	73-3	Red	1851 2/1eB	
PHILADELPHIA PA. / 5 cts	75a	Blue	1851 9/7	1853 8/29				
PHILADELPHIA PA. / 5 (large)	76a	Black	1854 1/1+	1855 3/11	76b	Blue	1853 10/13	1853 12/3
PHILADA. Pa. / 10cts	79a	Blue	1847 2/6	1848 11/30	79b	Black	1847 12/16	
PHILADA. Pa. / 10 (italic)	81a	Blue	1848 5/12	1851 5/10	81b	Red	1851 2/1	
					81c	Black	n.d.	
PHILAD'A/PA. wide gutter	113a	Black	1868 8/27	1870 4/15	113b	Blue	1869 1/1	1869 4/22
PHILAD'A. PA./--- narrow gutter	114a	Black	1869 4/6	1870 10/16	114b	Blue	1869 1/23	1869 6/11
PHILAD'A. PA./--- wide gutter	115a	Black	1869 5/6	1875 12/13	115b	Blue	1872 7/24	1872 9/18
PHILAD'A PA./ ( ) tight ltrs, w/ time	116d	Black	1872 7/27	1872 9/23	116c	Blue	1872 3/28	1872 8?/12
DISPATCHED/... narrow "...D'A.PA."	117c	Black	1868 9/1	1869 12/x	117d	Blue	1869 1/1	1869 6/5
CARRIER/ ( ) "P.M."	120a	Black	nd		120c	Blue, "PM"	1868 5/8	1869 11/21
"Del --th"	120b	Black	1868 4/9	1869 11/21	120d	Blue, "Del"	1869 3/5	
CARRIER/x, "Del #"	121a	Black	1869 5/15	1870 1/22	121d	Blue "Del" #	1869 4/24	
"Del --th"	121b	Black	1869 10/15	1870 9/22				
PHILADELPHIA/PA. wide P A	130a	Black	1872 6/2	1873 7/31	130a	Blue	1872 5/20	1872 8/24
PHILADELPHIA/PA. normal PA	130b	Black	1872 6/8	1873 11/8	130b	Blue	nd	
PHILADELPHIA/PA. wide letters	130c	Black	1872 2/19		130c	Blue	1872 6/4	

Chart 3

See the two spreadsheet charts that visualize the color variation as determined by authority (best appreciated on the web), along with the short term odd-ball colors that appear from nowhere for reasons we can only guess.

The human-error, inconsistent cancels, are found at 1834, 1839, 1847, and 1851, and in the smaller table, we see the entirety of the off-color colors during 1868-69 and briefly 1872 eras.

For the truly brave among *La Posta* readers, the cancel table gives the earliest and latest known dates with inscription and color.

Carriers and Stations

To the exceptional domestic listing add the carrier markings **CARRIER** / — or **x** (#120 and 121) and the railroad **DISPATCHED / PHILAD'A. PA.** marking (#117). It too fell into the blue trap in the winter and spring of 1869.

Stations markings are a little easier to locate than carrier markings, but some are indeed rare in any color. Rarity, it should come as no surprise, generally depends on the length of time a cancel or service was in use. Like the Centers for Disease Control, we might refer to scarcity of cancels and stamps as diseases per so many million people, or in our case per 100 or 1,000 cancels over x period of time. Thus, the late blue markings are uncommon as they were not in use for long. Nor were carriers' territories large, compared to the Main Post Office's, minuscule in fact, and carrier marker production quite limited.

The same principles apply to postal stations. They were only coming into their own in the 1870s though their numbers were growing. However, by the time blue ink was used in the late '60s and 1872, many stations still hadn't begun operation. Most remain basic black.

Figure 16 *The unexpected adoption of purple / lavender for sea mail in the Spring of 1867 (until late 1870) is perplexing. Was it the result of a mistaken supply requisition that had asked for magenta? Magenta eventually will be used heavily in 1875-76-77. Possibly with some left over, Germantown Station, among all the other stations, will choose magenta for 1875-77 to visually help celebrate the Centennial. They are striking, as was the intent no doubt. (Norman Shachat colln)*

Of the stations that indulged their patrons by ordering color ink pads to express local or professional pride, one station in particular, Germantown, stands out. It was famous locale for a few Revolutionary battles and some famous early names in American history. It obviously took pride in its 'station' in life. In particular, the Centennial of the United States would celebrate with an extravaganza in the largest city park in the world at the time, Fairmount Park. That wasn't too far from Germantown itself, so the station master planned for a small splash of splendor for the occasion. In this it was unique from late 1876 to early 1877.

The lavender/ purple ink that the ship mail section used in 1867-69 probably influenced Germantown's choice. A separate order could have easily been placed for what was probably government supplied ink (similar to the hypothesized indigo ink supply following the Civil War).

The markings are eye-poppers. Germantown was a fairly large and wealthy part of Philadelphia City, as it still is today, and its mailings were comparatively large compared to other less well-heeled, smaller areas of the city. The magenta markings from Germantown are therefore not as difficult to find as one might think. Their unexpected color may have made them desirable to hold onto, since a man or woman in 1876 would be just as fascinated by their striking hue and we are today.

Only one other station is know to have used colored ink, and that bizarrely enough is the tiny village of Vereeville. The owner of Verree's Mills was certainly proud to want to put his business and burg on the map by drawing attention via his cancels.

This example is rare so the butchered cover edge has little meaning. For local historians, finding items like this one are a dream come true, more so with the dash of color. But then, maybe mill owner / postmaster Verree had no chance. He may have had to take leftovers from the main office, namely that blue they'd been trying to use up for 20 years. Maybe.

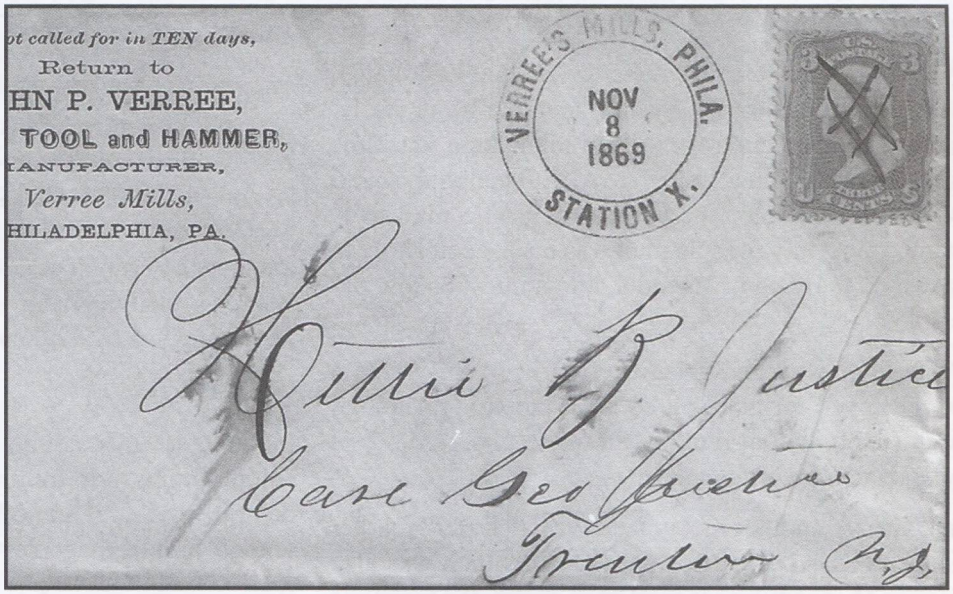


Figure 17 *A tiny hamlet, mostly a mill and associated houses, almost still in primeval forest, yet there was a post office and a blue cancel. But it was 1869, a 'blue' year for Philadelphia.*

Maritime Mail

A major member group on the exceptions list is the lavender /purple ink cancels we've mentioned, and more, plus a few mysteries to discuss.

Ocean and inter-coastal mail forms a deep cavern that only a few dare to descend to for specialization. When books about it appear, they are large tomes eagerly bought up. They're filled with chart data and byzantine passageways of rates and partial rate calculations. Happily, there are always many illustrations with pointing arrows and sums printed nearby to help illustrate how the item got from there to here or vice versa. The number and variation of markings from Philadelphia and abroad could make most collectors fume. Many are happy to just read about the mystery cover in the back of the *Postal History Journal*, nod with the logical explanation as printed, and move on.

***Figure 18** Striking, deep magenta sea mail receiver on the back of an 1870 Yorkshire letter. What was it's relationship to the identical domestic receiver device, and the duplexed drop letter canceler?*

Drop, Receiver, or Maritime Marker?

The rich, magenta maritime back stamp marker below, with only date and time (#125), is either one of a pair or trio of markers with three distinct purposes. Or, perhaps there was one device that at times was used by the domestic, maritime and receiving departments, simultaneously or independently.

As an origin canceler, the rectangular "dial" along with a cork killer has long been considered a basic carrier marker for canceling local drop mail. As a maritime receiver it welcomed ship mail to Philadelphia. And it was used as one of the earliest domestic mail back stamps too. Only for ship mail was it used colorfully in magenta, purple and lavender, and a questionable example in red.

Primarily it was the carrier drop marker. Why would it be purloined for use as a colorful incoming sea mail back stamp, too, at roughly the same time? Surely it was needed by a/the carrier(s).

In addition, another recognized local "carrier" marker is the **PHILAD'A PA. / ( )** (#116), which was also used as an incoming sea mail back stamp. It's maritime back stamp life lasted from 1869 to 1872, at which point foreign mail back stamping apparently ended.

The third member of four colored maritime back stamps was obviously never an origin marking but was one of the first Philadelphia back stamp for incoming domestic mail. It was the large 1869 **PHILADA P.O. / RECEIVED** (#125). As with its siblings, it is found doing extra duty on maritime mail in color.

The last one, also only used as a domestic receiver and maritime back stamp is the **P.O.PHILA / [NO letter]** (#S 2) station device. It was used at several large stations: B, C, F, and G, and also in the Maritime Room, but as such it naturally lacked a station letter below.

Was processing incoming mail, regardless of source, joined into one department about 1867? Wouldn't it be more practical to use one format, not four in quick succession, in the same color? It's a puzzle.

Were these markers handed back and forth between the drop letter, standard desk, and ship mail departments, or were there multiple examples bought for each of the three separate functions? Only further dated examples and data comparisons will be able to help us determine their inter-relationships.

Received Back Stamps

Since we mentioned received back stamps above, we'll deal with them here, then return to Maritime mail. Philadelphia began a few years late with receiving date stamps, including the **PHILADA P.O. / RECEIVED** and the **P.O.PHILA / [letter]** mentioned above and others, compared to other more precocious towns. In the beginning both black and blue inks were used, of course, in 1868 and 1869, mimicking the ink used for the domestic cancelers.

Then in late 1875, in time for the Centennial, just as with Germantown, a brief period of magenta back stamps occurred. There were also blue and purple/ lavender examples of back stamps, but collector Norm Shachat lately pointed out that these markers may have a source in common with the incoming ocean mail back stamps in striking magenta, blue and purple, as mentioned previously. For their understanding, time will tell.

Overseas Rainbow+

In the late 1860s, not blue but a rainbow of different colors sprang forth for outgoing sea mail from Philadelphia (and no doubt other cities), with inks of red, orange, purple, magenta, violet / lavender and black.

Why was the elegant purple/ violet/ lavender color chosen to (temporarily) replace red in 1867-69? Was it a request from Great Britain, the major benefactor

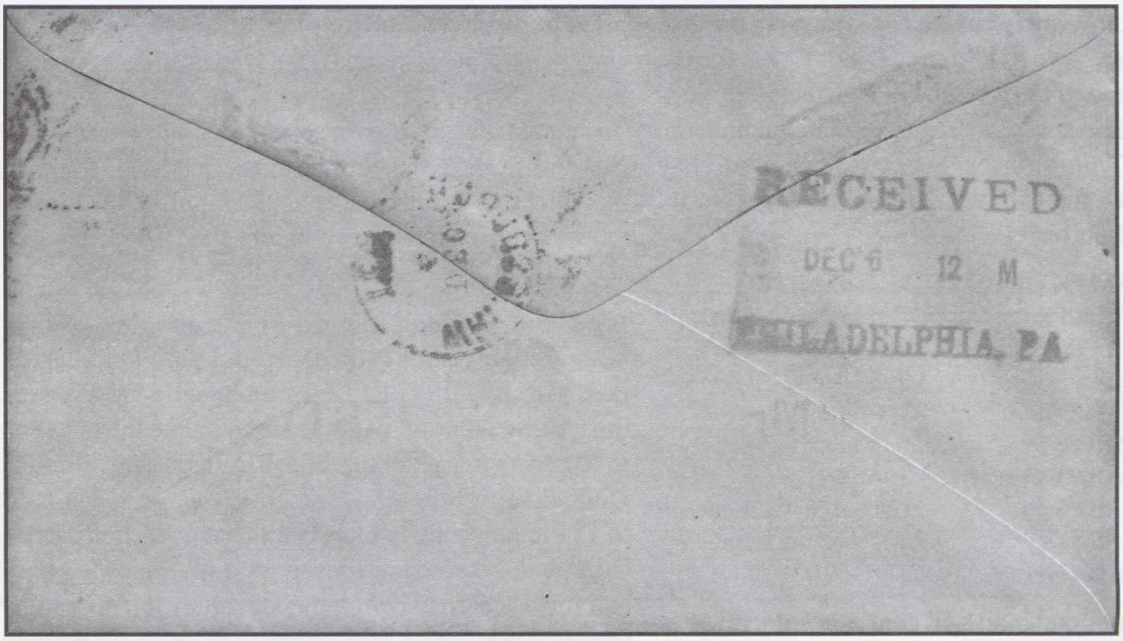


Figure 19 *A very scarce (though in use three years, 1875-78) straight line received in magenta.*

Orange, definitely an attention-getting color, to be used on outgoing transatlantic mail from 1869 to 1881.

of our ocean mail? Perhaps a response to a complaint from the New York office, where most Philadelphia mail now headed for embarkation, because there was some sort of confusion recognizing red markings? Perhaps it is simply that all major towns were supplied lavender purple ink in 1867 by the GPO for a straight out trial.

A dozen years later, after adoption of domestic black in 1854 (and red for foreign bound mail) for markings, the color palette had become:

- Purple / Magenta / Violet ink, to due battle with red ink from 1867 to 1869 and from 1872 to 1874;
- Blue again in 1869 and 1871 to 1872; and finally,

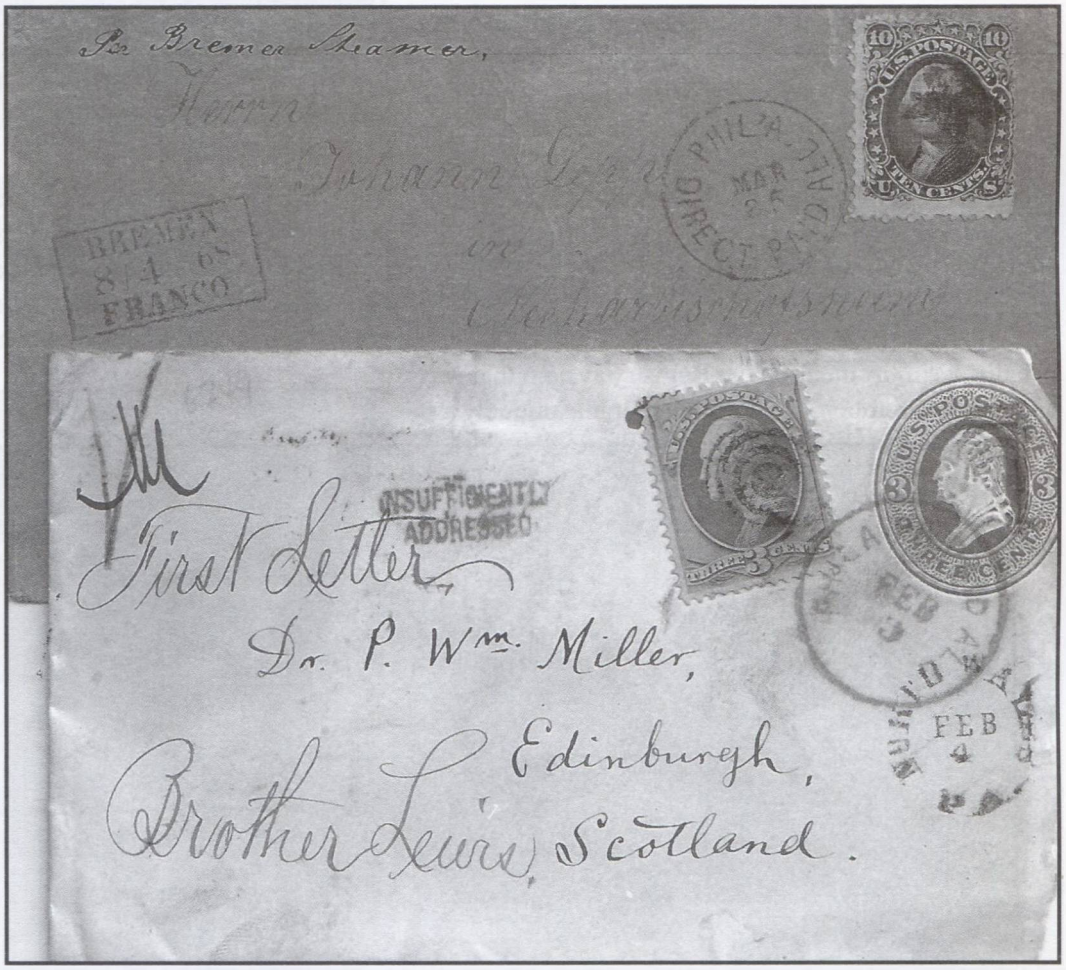


Figure 20 *Two outward bound letter, the top to Baden, Germany, the bottom one to Scotland. The latter was returned for a better address, or had it added. The orange information stamp seems to match the orange PHILA PA PAID ALL (#675), earliest known use, Feb 3, 1875; the PHIL'A / DIRECT PAID ALL (#657) of Mar 25, 1868, is unique so far in magenta.*

Specifically, below are listed the usage dates (a moving target, of course, given continuous new finds) for the eye-candy lavender/ purple out-bound cancels, by cancel type. This is a complete listing to date taken from the updated *Catalog of Philadelphia Cancels*: They are sought after for exhibits because of their attractiveness (and their rarity /cost.)

#606	PHILA.AM.PKT./PAID 32	11- 8-67 to 11-24-67
613	19/PHILA.BR.PKT.	11-18-67 to 12-10-67
616	PHILA.BR.PKT./PAID 32	11-12-67 to 12-11-67
620	PHILA/3	7- 5-67 to 12-27-69
621	PHILA/6	3- 5-69 to 11-23-69
630	PHILA/PAID/( )	1-10-68 to 5-23-69
631	PHILA/PAID/3	10-25-69
632	PHILA/PAID/6	12-20-67 to 12-28-69
633	PHILA/PAID/12	12-24-67 to 12-10-69
634	PHILA/PAID/24	12- 2-67 to 4-16-69

Post war ocean-bound mail will continue colorful after the General Postal Union convention of 1874-75 and until 1881, when the Universal Postal Union superseded it.

By going international, some American rules regarding rates, schedules, and colors had to be trimmed to meet worldwide standardization. In a parallel way, something that had nothing to do with color, but substance, was the change in the name of the town. After 1875, cities would have to be spelled out fully on maritime cancelers. No longer PHILAD'A or PHILA. PHILADELPHIA was what the world required.

Registry, etc.

Finally, we must mention the Registry system that was set up on November 1, 1845. Philadelphia uniquely applied large blue "R's" (until mid-1851) to indicate an enclosed-valuables letter. This was later accompanied by a small blue "R". Then a policy misinterpretation suspended the "R" use for several months until roughly November 1851, when they again debuted. However, this time they returned as red "R's" until 1855. Surely red was chosen to ensure a louder shout for the special service that was expected and the care needed.

After the "R's" fell into disuse, manuscript "R's" or "Reg." abbreviations filled the void for a few years. A rare blue REGISTERED from about 1857 was seen this year at auction, with the same in black from 1863 to 65, reverting again to a blue REGISTERED through 1868. Finally, blue circular markings appeared in 1868 to 1870, then back to black for the early to mid-1870s. What is the rhyme and reason for this see-sawing back and forth is hard to comprehend: simply the ink supply on hand? Registry colors differed, no doubt on purpose from normal face canceling.

Keep in mind that with the closing of the Civil War in 1865, and the resulting boom times in the North and Mid-west, mail volume increased geometrically. It is possible that there was less and less time to devote to arcane rules regarding color and tint for this rapidly expanding, important service.

Thus, in 1878, a watershed was reached when magenta and at times purple became the lasting standard for the Registry Division in Philadelphia and other towns. This choice continued through the use of double circle "daters" which started in the 1890s through the 1970s.

* * * *

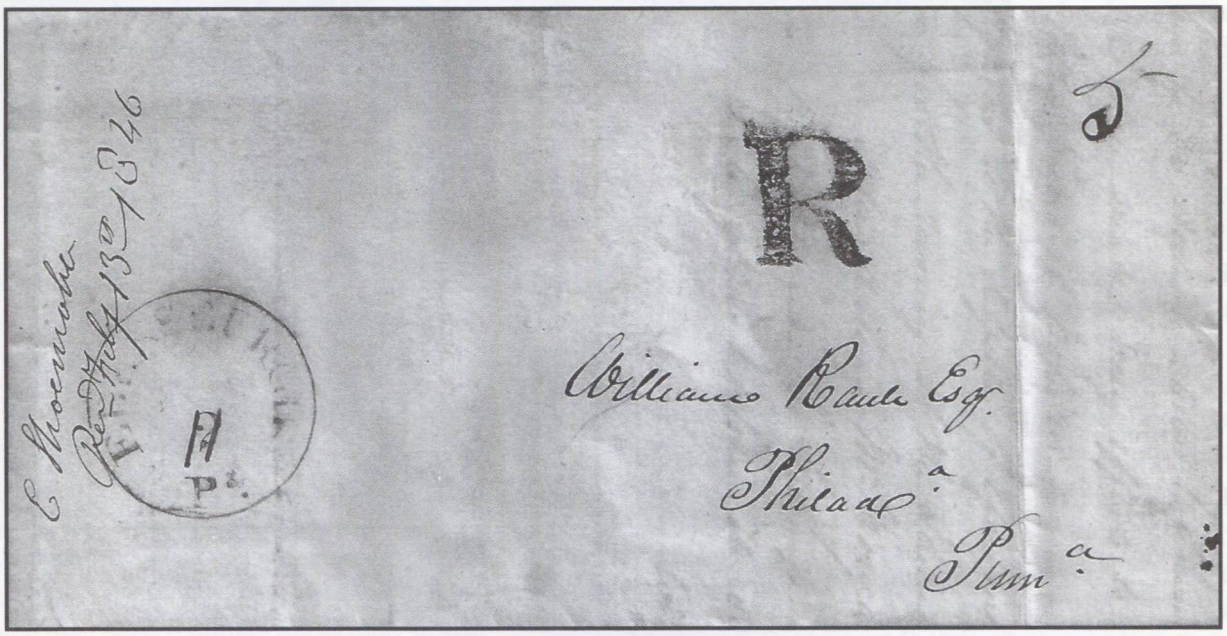


Figure 21 *A fresh blue 'R' (#X 40) of Feb. 13, 1846 (about 3 months old), incoming from Ebensburgh PA*

Figure 22 A partly struck red 'R' (#44) from Elkton MD to a faded Philadelphia address, use 1853-5

Figure 23 June 18, 1865 early blue REGISTERED, with remarkably a blue large dial; as a black domestic dial it was superceded in 1864; here is proof one of the several devices transitioned to the registry office.

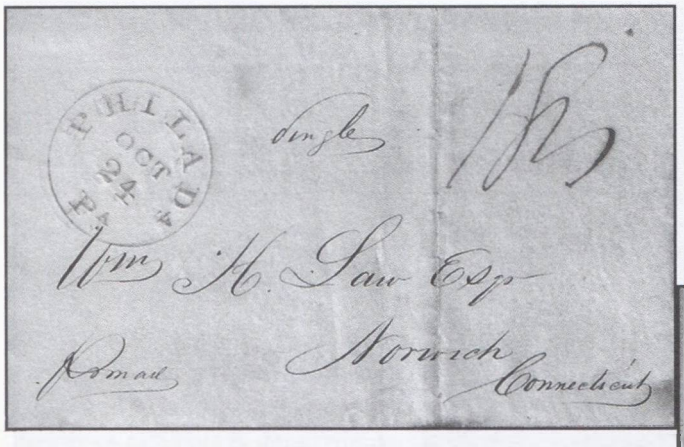
Hopefully, interested reader-collectors will check to see if they can add to the early and late usages, especially if they can add new cancel types to the ranks of the colorful cancels and early and late dates listed and displayed below.

Main Domestic 'Exceptions' List

Listed and illustrated below are the main domestic inconsistent /exceptional color hand stamps.

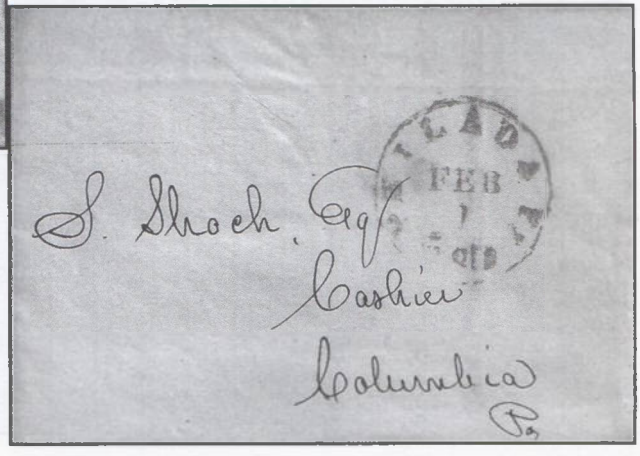
REDS

First, are the three early reds that bucked conventional inking standards. By rights, they should be blue. These are the earliest known Philadelphia atypical markings.



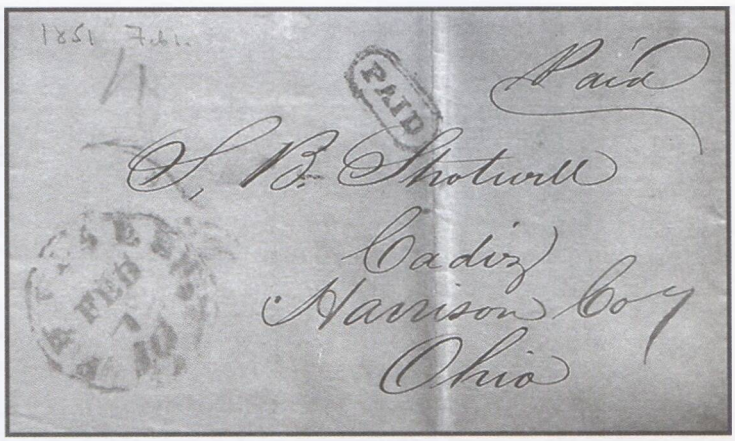
1. **PHILAD^{A}. / P^{A}.** October 24, 1836, One of two known red examples of this cancel type. The Oct 22 was a Saturday use, this a Monday use. Was this merely a test, awaiting the arrival of a batch of blue ink, or a premature usage of a device by a new clerk? (# 56c)

⇦

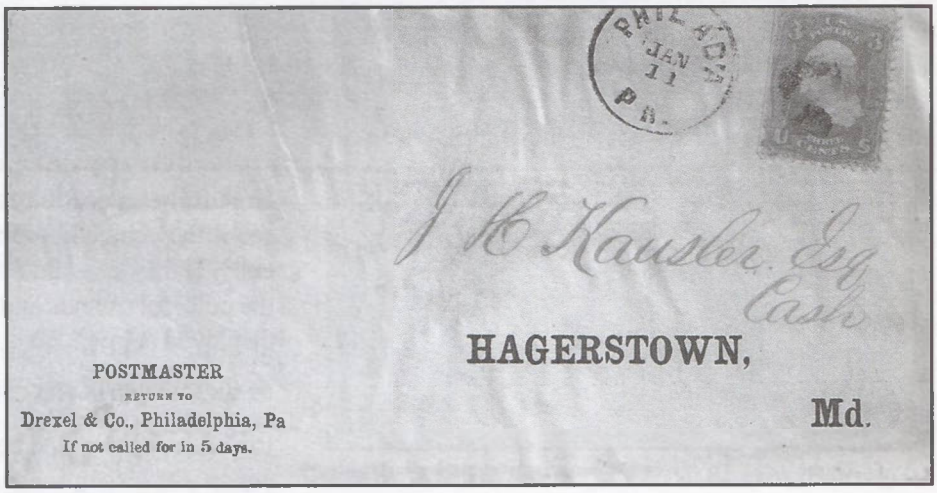


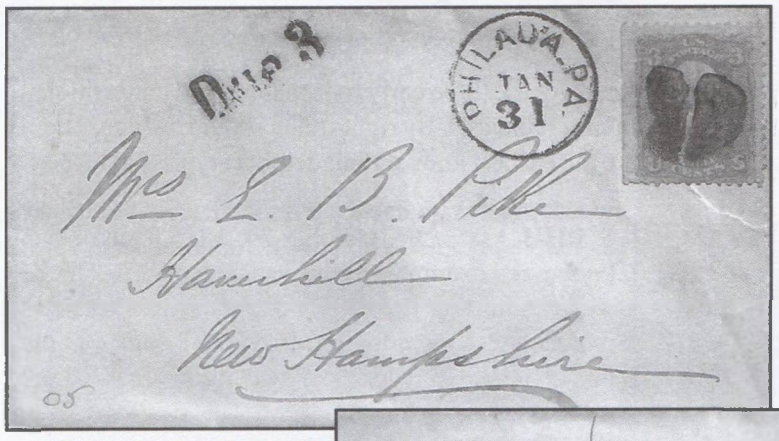
2. **PHILAD^{A}. Pa. / 5 cts** February 1, 1851. It is a unique error marking by a harried clerk, who must have been distracted for some time because of the next item. (# 73-3) ⇨

3. **PHILAD^A. Pa.** / ***10*** (italic) February 1, 1851. Unique error marking canceled on the same day as the previous, doubtless by the same clerk. (# 81b)



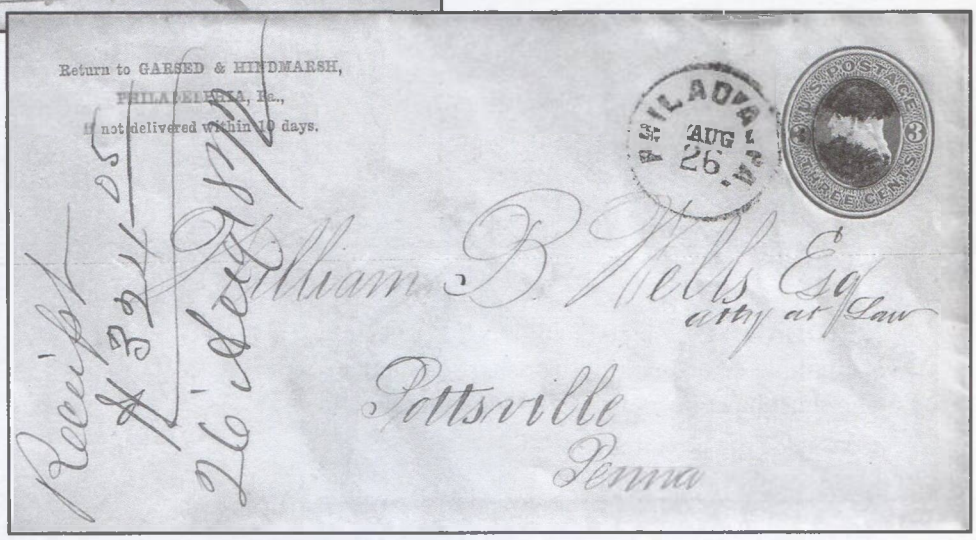
3. **PHILAD'A / PA.** Jan 1, 1869 to Apr 22, 1869 Accompanied at times with fancy cut corks, (# 113b)

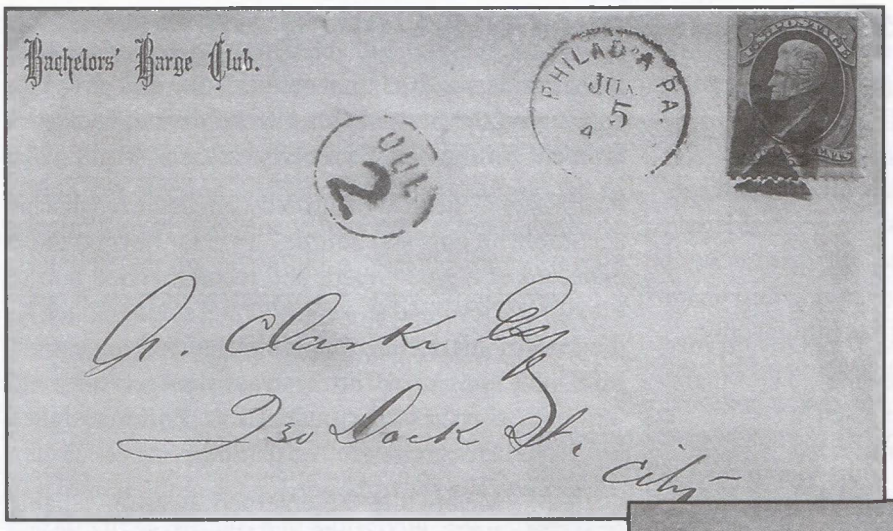




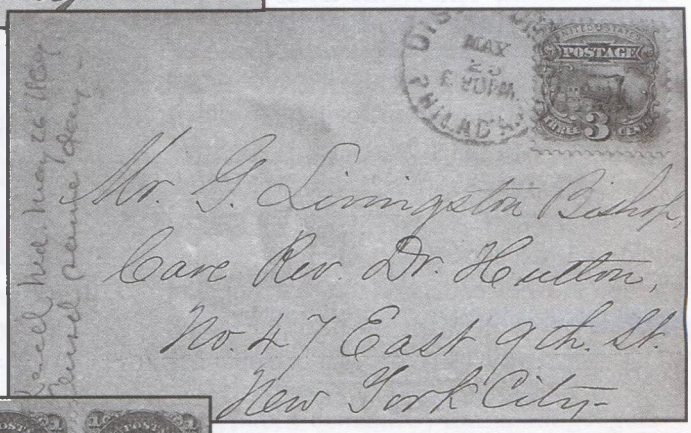
4. **PHILAD'A_PA** (narrow gutter) January 23, 1869 to June 11, 1869 Mostly plain cork killers, and known to have a 'green' changeling (114c) dated March 3, 1869. (# 114b)

5. **PHILAD'A_PA** (wide gutter) July 24, 1872 to September 18, 1872, the successor to the previous canel, just updated with a wider diameter. Both are known with fancies. (# 115b)

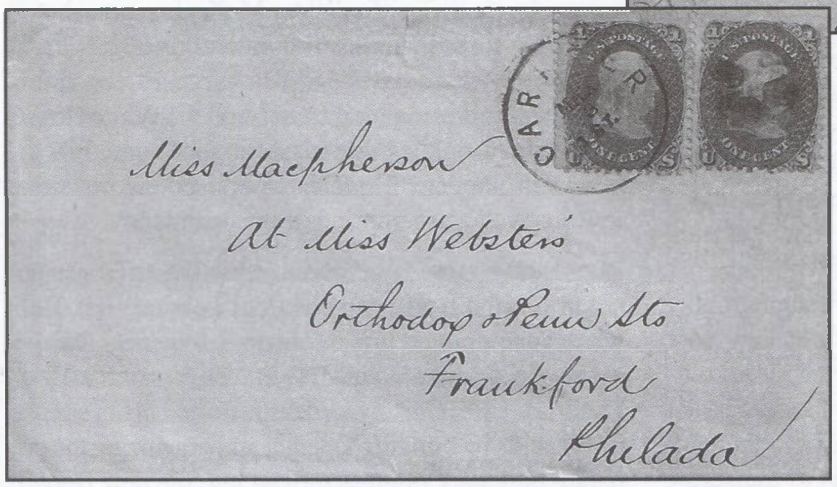




6. **PHILAD'A PA.** / —— March 28, 1872 to August? 12, 1872 An interesting carrier / drop letter cancel, sometimes used as a back stamp receiver, even on sea mail (in magenta). (# 116c)

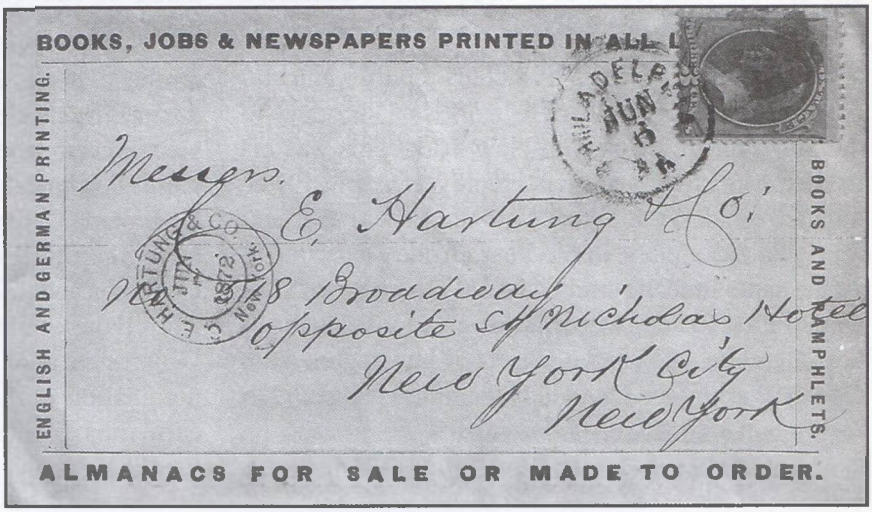


7. **DISPATCHED / PHILAD'A. PA.** January 1, 1869 to June 5, 1869 The popular train cancel mostly used on New York bound mail. It's paired cancel with the wide "D'A.PA." came into use after the 1868-9 blue phase had ended. (# 117d)



8. **CARRIER** / – May 8, 1868 to Nov 21, 1869 Another popular cancel is this carrier, at times confused with similar cancel used at Albany NY, Chicago, Easton PA, and Washington DC. (# 120c)

9. **PHILADELPHIA / PA.** May 20, 1872 to Aug 24, 1872 A decent, difficult to find blue cancel; this cancel series had barely begun when the short blue period began in 1872. This is dated thanks the Hartung & Co. as June 3, 1872. (# 130)



The Postmasters General of the United States

XLII. George Bruce Cortelyou, 1905-1907

by Daniel Y. Meschter

Very much like Robert Wynne before him, from telegraphy to Consul-general to Great Britain, George Bruce Cortelyou followed a circuitous path from school teacher to prestige and wealth.

George Cortelyou was born in New York City on July 26, 1862, son of a New York businessman. The American Cortelyous are the descendents of a university-trained teacher who emigrated from Utrecht, The Netherlands to New Netherlands in 1652.

George B. Cortelyou

George Cortelyou finished his secondary education at the Hempstead Institute in preparation to enter Massachusetts State Normal School in Westfield, MA (now Westfield State College) where he graduated in 1882. He began teaching in Cambridge and took courses at the New England Conservatory of Music at the same time. This apparently lasted only on one year before he returned to New York[1].

It has not been found what motivated George Cortelyou to take up stenography and court reporting in 1883. A high level of proficiency in shorthand was essential to general law and verbatim reporting. Unless he had some prior skill in taking shorthand, it can be assumed he began by enrolling in some business school to learn the basics before he associated himself with James E. Munson. Munson was noted as a court stenographer who earlier was the official reporter of the New York State Supreme Court. Cortelyou perfected his art during several years with Munson and even went so far as to take a course of instruction in medical technology at New York Hospital to equip him to transcribe medical testimony correctly.

After several more years as a court reporter and stenographer, Cortelyou went to work as a secretary to the Surveyor of the Post of New York. This was his first exposure to government employment. In 1891 he transferred to Washington, D.C. and spent the next four years as a clerk in the Post Office Department. At the same time, he studied law at Georgetown University Law School where he received a bachelor of law degree in 1895 and a master of law degree from George Washington University the following year. His law degrees were the final qualification that gave him entrée into the highest echelons of the national government for the next fourteen years.

Postmaster General William Wilson recognized that his accomplishments and abilities were far beyond those expected of a postal clerk and recommended him to President Cleveland as a confidential stenographer. At the end of his term, upon Cleveland's suggestion, McKinley appointed Cortelyou assistant secretary and then secretary when J.A. Porter resigned as secretary in April 1900.

Meanwhile, he emerged as an invaluable White House official. His efficiency and tact in dealing with the bureaucracy and the media made him indispensable to the President, especially during the war with Spain. Gould quotes a journalist's description of Corteluyou as "always at the President's side; acting as an intermediary between him and the public[2]." He was a forerunner of the modern White House Chief of Staff, managing the myriad of details that occupy a president's daily life. When McKinley was shot at the Pan American Exposition in Buffalo, New York, Cortelyou immediately took charge of the dying President's care, maintained order in the White House, and oversaw public relations during the eight days the president lingered. He then supervised the transition to Roosevelt's assumption of the presidency.

Roosevelt retained Cortelyou in his White House position for about five months until February 16, 1903 when he appointed him Secretary of the new Department of Commerce and Labor Congress created on February 14th. Cortelyou demonstrated his organizational skills by bringing together and organizing the disparate bureaus Congress moved into the new Department.

As the 1904 election approached, however, Roosevelt decided he needed Cortelyou's skills to organize his election campaign more than as the head of a department. Fortunately, Cortelyou had organized the new Commerce Department to the point it was ready for a new Secretary to take the reins. On this basis, Cortelyou and Roosevelt reached an understanding that Cortelyou would resign the Commerce and Labor Department as of June 30, 1904 following Roosevelt's nomination at the Republican National Convention earlier that month and accept the chairmanship of the Republican National Committee and become

Roosevelt's campaign manager. For his part, Roosevelt agreed to appoint Cortelyou to the first cabinet level vacancy. Somewhat awkwardly, that vacancy occurred when Postmaster General Henry Payne died a month before the election and Roosevelt was compelled to appoint Robert J. Wynne in his stead, subject, again, to an understanding he would step aside for Cortelyou when Roosevelt organized his new administration.

Things worked out just about as Roosevelt planned. He was elected president on November 8th after which Cortelyou assisted him set up his new administration. Wynne resigned as Postmaster General effective March 4th to accept appointment as Consul-general to Great Britain, and Cortelyou was returned as Postmaster General the next day. One of Cortelyou's first acts in office was to appoint Frank Hitchcock First Assistant Postmaster General. Hitchcock was well-known to Cortelyou, having been the Secretary's Chief Clerk in the Commerce Department when Roosevelt appointed Cortelyou to organize that department. Hitchcock had much to look forward to.

In addition to the Postmaster General's usual routine, Cortelyou naturally turned his attention to organizational improvement, emphasizing effective measures, simplification, and standardization of regulations and procedures. Having just come from organizing the new Department of Commerce and successfully managing Roosevelt's election campaign, it was only to be expected he would look at that Post office Department as a new challenge.

After only nine months in office he was prepared to move forward with a plan of organization he outlined in his first annual report[3]. The *New York Times* summarized the situation he found when he took office and the steps he could take under his own authority[4]:

"The Post Office Department embracing nearly 300,000 employees, had for many years been managed under a heterogeneous and accretive process of administrative growth until by its unwieldiness and manifold repetition of routine forms of business the conditions were absolutely intolerable to a clean cut business man like Mr. Cortelyou.

With the first of the present month the department, under a general order from the Postmaster General, realigned itself on a logical distribution of the various businesses. The divisions and businesses that were akin in their functions and subjects were assembled together under the control of the Postmaster General and his four assistant."

Since Cortelyou was still working out his plan, his report lacked very many specifics. One result, however, was the creation of a Congressional Committee on Post office Reorganization that submitted its report in December 1907. Without access to the committee's report itself, it is not known how much of its deliberations included George Cortelyou. Two of its recommendation, however, had long term impacts. One was that the administration of the Post Office Department should be separate and free from political influences. In other words the department would become independent from the rest of the government apparatus and, by extension, the Postmaster General divorced from the president's cabinet. The other recommendation was the creation of a Director of the Posts in charge of the service function of the department while the Postmaster General is given responsibility for financial affairs. It would be years, of course, before these recommendations would become manifest; but their foundations were laid.

Other than his work on reorganization, George Cortelyou worked to improve the rural free delivery service including deleting the word "free," making it simply the "rural delivery" service. He also responded to an increasing public demand by formulating regulations for rural carriers to pick up and deliver parcels, thus anticipating a general parcel post service in a few more years, expanding both the rural parcel and foreign parcel post arrangements already in place.

Almost out of a clear blue sky, as it were, he began tightening regulations to prevent the use of the mails for illegal, fraudulent, and immoral purposes. The use of the mails in connection with lotteries had already been brought under control, or so most people believed; but the problem of sending immoral and obscene literature though the mails had last arisen during John Wanamaker's tenure and would again.

Cortelyou was especially sensitive to personnel management and advocated development of policies for appointment and promotion based upon ability and contribution to the Post Office Department's mission. This was a step forward in the Civil Service. Like most postmasters general, he was proud of having been able to reduce the postal deficit to the lowest point in many years.

Finally, in concluding his 1906 Annual Report, Cortelyou wrote, "In April 11905 upon the recommendation of the department, the present policy regarding fourth-class postmasters was announced, namely that the incumbents would be returned during satisfactory ser-

vice[5]." The effect of this was to end the policy whereby postmasters usually were appointed as a reward for political activity following summary removal of incumbents. It incidentally made it possible for especially rural and small town postmasters to remain in office sometimes almost indefinitely.

Cortelyou served as postmaster general exactly two years to March 3, 1907when an impending financial crises motivated President Roosevelt to move him over to Treasury for the rest of his terms. Cortelyou proved very effective as Treasury Secretary in stemming an imbalance in the flow of currency and recommending legislation to Congress.

As the Roosevelt term of office approached its conclusion, there was talk of a Cortelyou candidacy for president after his success in the matter of the Panic of 1907. It also was recognized how deeply he had influenced the institutional development of the presidency with respect to its press relations, public image, and flow of official documents. However, as soon as Roosevelt threw his support to Taft Cortelyou withdrew his name from consideration and realized his Washington career was at an end when Taft indicated he would have no place for him in his administration should he be elected.

These events cleared the way for Cortelyou to consider invitations to enter private business in New York which had always been his preference as a place to live. He retired from the government in March 1909 and was selected to head of the New York Consolidated Gas Company. Through a series of acquisitions he reshaped Consolidated Gas into the Consolidated Edison Company that by 1935 controlled virtually all of the power and lighting services in the Great New York City area.

In 1935 George B. Cortelyou retired to his estate at Huntington, Long Island where he died in 1940.

(Endnotes)

1 See Vesler; Gould Lewis A., "George Bruce Cortelyou," article in *American National Biography; New York Times* (obit), October 24, 1040 for biographical sketches of George B. Cortelyou.

2 *American National Biography, op cit.*

3 Annual Report of the Postmaster General, December 10, 1905, Serial 4957

4 *NYT,* December 11, 1905.

5 Annual Report, December 9, 1906, Serial 5116.; summarized in *NYT,* December 10, 1906.)

Boxed Straight-line Markings Used at US Postal Sub-stations

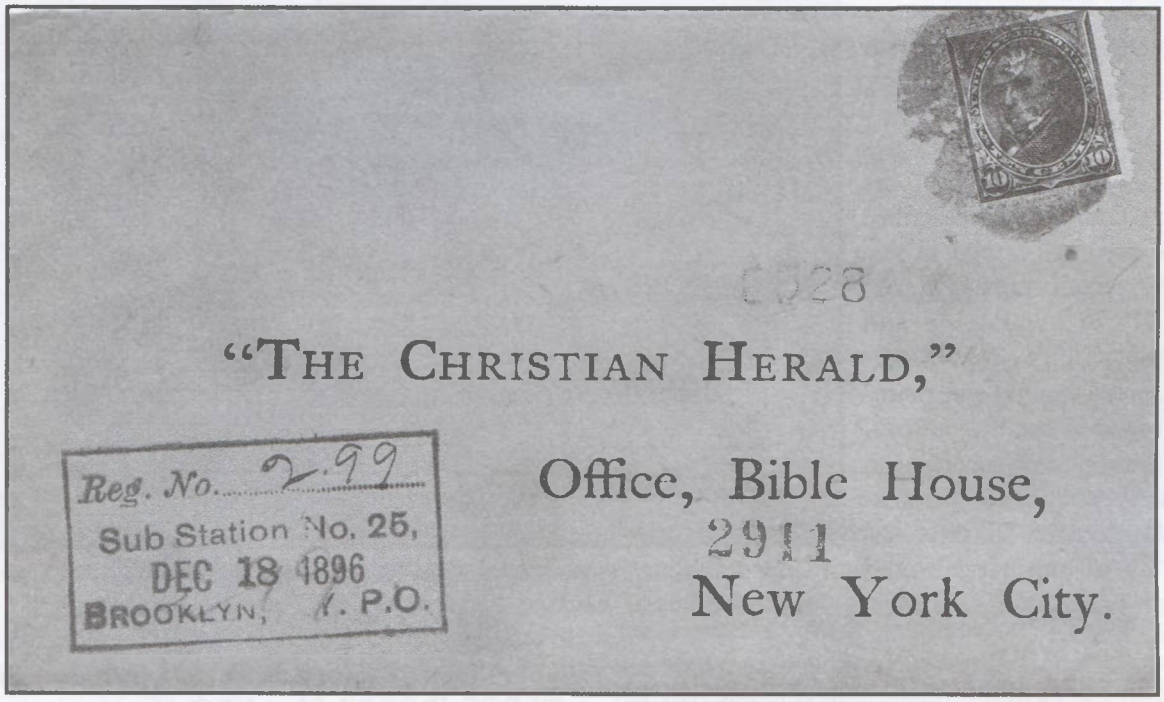


Figure 1 *The boxed SL marking applied at Brooklyn, NY, Sub-Station No. 25, includes a space for a registered number.*

By Dennis H. Pack

Postal sub-stations grew out of Postmaster General John Wanamaker's dream to have "an office on every corner" that would "sell money orders, register letters, and receive letters and parcels for the mails".[1] Between 1890 and 1902, these post offices were designated as sub-stations, and *sub* or *sub-station* appeared in many of their postal markings.

This article, the third in a series of four about sub-station postal markings, focuses on boxed straight-line markings, and updates the census of boxed straight-line markings reported used at sub-stations. All of the boxed straight-line markings reported from sub-stations were intended for use on registered mail.

Introduction

By 1890, registered mail was well established for sending valuable items through the mail. Twelve million pieces of mail were registered nation-wide in 1890,[2] 14 million in 1895,[3] and 18 million in 1900.[4] There are no figures available on how many of these were registered at sub-stations, but it must have been quite a few since registration markings are the most common sub-station postal marking.

Postal regulations specified that all mail except periodicals "deposited at any post office must bear a postmark giving name of office, name or abbreviation of the State, . . . and on first class matter, the date of the deposit," and the stamps were to be defaced by canceling them with black ink.[5] The postmaster, or sub-station superintendent, maintained a registration book where the name and address of the sender, the name of the addressee, the destination of the registered item and the registration number were recorded. The registration number was to appear on the item, which was to be plainly marked REGISTERED.[6]

Most sub-stations used special handstamps that satisfied most of the requirements for marking registered mail. The boxed straight-line marking in *figure 1* is typical. It gives the name of the office where the cover was mailed, along with the city and state. It tells when the cover was mailed and includes a space for the registration number, but it does not include *REGIS-*

TERED. The stamp was cancelled by a cork or other device. In the captions for the illustrations, *straight-line* is abbreviated *SL*.

Boxed Straight-line Markings

Boxed straight-line markings are a design variety of the straight-line markings described in the previous article in this series. The box frames the content of the handstamp and draws attention to it. In this article, boxed straight-line markings reported used at sub-stations are organized according to the number of lines of information they contain. The three categories of reported boxed straight-line markings are listed below.

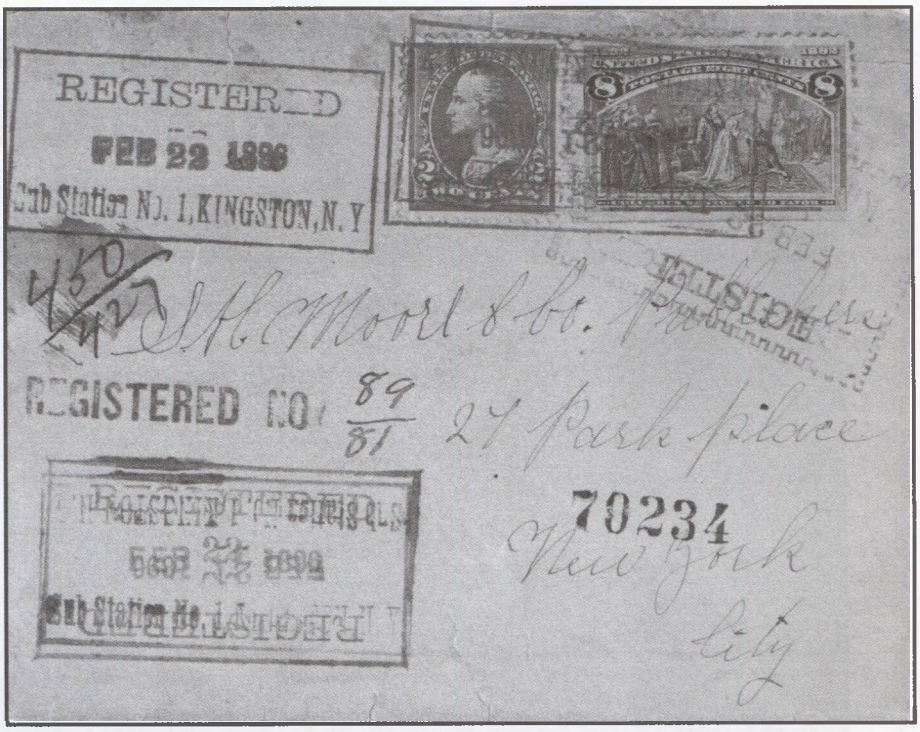


Figure 3 *The only reported cover from Kingston, NY, Sub-Station No. 1, with a boxed three-line SL marking.*

- Three lines of information that include REGISTERED.
- Four lines of information that include REGISTERED.
- Four lines of information that include a spacw for a registered article number.

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

Three lines of information that include REGISTERED (BOXED SL 3 REG).

Figure 2 *The sub-station boxed three-line SL marking.*

The boxed straight-line marking with three lines of text that include REGISTERED appears in *figure 2*. It is reported used at Kingston, New York, Sub-Station No. 1, which was established May 1, 1895, on Union Avenue near the West Shore Railroad crossing.[6] *Figure 3* shows the only reported cover bearing this marking.

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

Figure 4 *Example of a sub-station boxed four-line SL marking.*

There are two designs in this category, which is the most common boxed straight-line marking. The design in *figure 4* is reported from Sub-Station No. 33 in Boston, Massachusetts. The sub-station was established at 4 Inman Square in Cambridgeport May 1, 1898, and moved to 1378 Cambridge Street June 15, 1901. The cover with this marking in *figure 5* bears the return address of the Cambridge Stamp Company in Cambridgeport.

The other design of boxed straight-line marking with four lines of information that include REGISTERED was used at New York City's sub-stations. The *Postal Bulletin* announced the establishment of sub-stations numbers one through 189 in New York City between 1890 and April 1, 1902, the date that all sub-stations were changed to numbered stations.[7] The census of sub-station markings reports this marking used at 58 numbered New York City sub-stations, about 30 per-

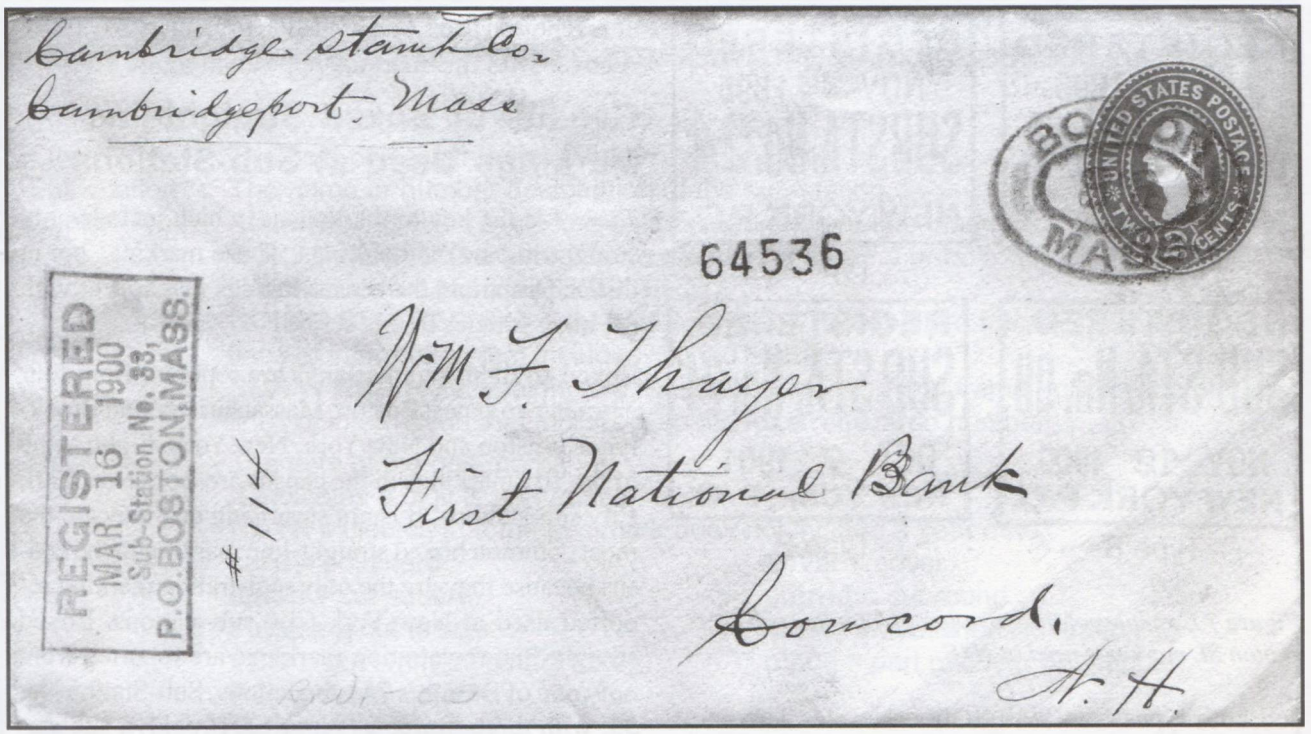


Figure 5 *Boxed four-line SL marking applied to a registered cover at Boston, MA, Sub-Station No. 33.*

cent of the total. *Figure 6* shows a cover addressed to Germany with a boxed straight-line marking from Sub-Station No. 22.

There are two types of New York City's boxed straight-line markings, which, in one instance, are reported from the same sub-station. *Figure 7* shows the two types

Figure 6 *This attractive cover bearing a boxed SL four-line marking applied at NYC Sub-Station No. 22 was sent to Germany.*

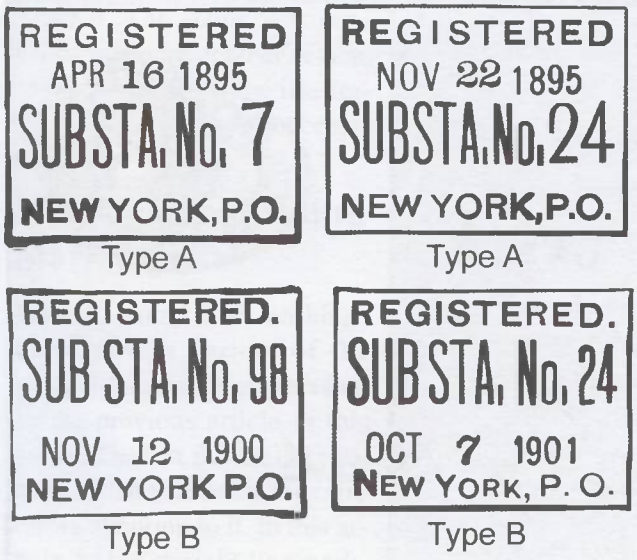


***Figure 7** Examples of the two types of four-line sub-station SL markings used at NYC.*

and both types from Sub-Station No. 24. There are other differences in the sub-station numbers in markings from Sub-Station No. 24, but it is the location of the dates that determines the type. The date is above the sub-station name and number in Type A, and below the sub-station name and number in Type B. The sub-station numbers in markings from Sub-Station No. 24 are of different sizes, but it is the location of the dates that determines the type. Type A markings are reported used February 5, 1890, to December 23, 1903; Type B June 28, 1898, to December 12, 1905.

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

This is the only category of reported boxed straight-line markings used at sub-stations that includes a space for the registration number. This marking, shown in *figure 8*, is similar to the straight-line markings reported used at Brooklyn sub-stations in the previous article in that it doesn't include REGISTERED.

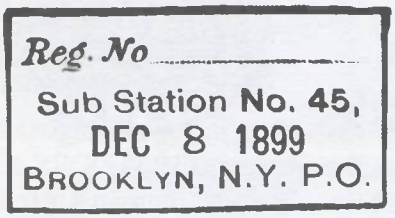


***Figure 8** Example of a sub-station boxed four-line SL marking with a space for a registered number.*

It is reported used April 5, 1894, to January 31, 1900. A cover with this marking appears in *figure 1*.

Census of Boxed Straight-line Markings Used at Sub-Stations

Table 1 is the key to the listings, which include only straight-line boxed markings. Those markings not in this census are in the census listings that appear with the other articles in this series.

Boxed straight-line markings are reported from four cities in two states: Boston, Massachusetts, and Brooklyn, Kingston and New York, New York. Eighty-nine of the 101 markings in the census are from New York City sub-stations. It is not surprising that they are the most common boxed straight-line marking in the census because they are the only registration marking reported used at New York City sub-stations. Boxed straight-line registration markings are reported from only one of Boston's 76 sub-stations, Sub-Station No. 33, with three examples reported. Brooklyn sub-stations used both straight-line and boxed straight-line registration markings, some at the same sub-stations. Eight boxed markings are reported from Brooklyn. Only one registration marking is reported from Kingston, New York, Sub-Station No. 1.

Table 2 gives the number of the reported boxed straight-line markings of each category and type by year. As previously mentioned, Kingston Sub-Station No. 1 was established in 1895. The only reported use of its boxed straight-line marking is in 1896. Boston Sub-Station No. 33 was established in 1898. Its boxed straight-line markings are reported dated 1900, 1901 and 1902. Boxed straight-line markings are reported used at Brooklyn sub-stations every year between 1894, the year the first numbered sub-station was established in Brooklyn, and 1900. Brooklyn's straight-line markings without a box, described in the previous article, are reported dated 1896-1902.

The boxed straight-line markings used at New York City sub-stations are spread over the entire period. Type A markings with the date above the sub-station name and number are reported used from 1890, the year the first numbered sub-stations were established, to 1903. Type B markings, with the date below the sub-station name and number, are first reported in 1898. Their reported use continues until 1905, three years after *sub* was dropped from their name. The column in *table 2* labeled *NY UN* contains markings reported before the types were listed and for which no illustrations are available.

Table 1 - KEY TO SUB-STATION BOXED STRAIGHT-LINE MARKING CENSUS LISTINGS

State	The state where the sub-station is located.
City	The post office with administrative responsibility for the sub-station.
Sub-Station	The name or number designation of the sub-station.
Cancel Type	Abbreviations used to describe the boxed straight-line markings: **BOXED SL 3 REG** a straight-line marking in a frame or box with three lines of information that include REGISTERED. **BOXED SL 4 REG** a straight-line registration marking in a frame or box with four lines of information that include REGISTERED. **SL 4 W REG NO** a straight-line registration marking in a frame or box with four lines of information that include a space for a registered number.
Date	The date of the postmark. **X** indicates a digit is unreadable. **NOYR** indicates that the postmark does not include a year date.
Format	**card** = post card. **cover** = cover. **cutsq** = cut square. **cutrnd** = cut round. **cutsize** = cut to size. **illus** = a published illustration. **PCG** = government postal card. **piece** = part of cover or wrapper.
Source	**PC** = private collector. **SLR** = seller or dealer. **CD10NY1724** is a page from the Postmark Collectors Club[7] of the Willett-Thompson collection. **CD10** = compact disk number ten **NY1724** = the New York listing, page 1724.

	BOXED SL 3 REG	BOXED SL 4 REG				BOXED SL 4 REQ W NO	
Year	Kingston	Boston	NY UN	NY Ty A	NY Ty B	Brooklyn	Total/Yr
1890				2			2
1891				3			3
1892				2			2
1893				3			3
1894			1			2	3
1895				5		1	6
1896	1		1	4		1	7
1897				7		1	8
1898			1	2	2	1	6
1899				1	1	1	3
1900		1	1	3	4	1	10
1901		1	1	4	7		13
1902		1		3	9		13
1903				1	6		7
1904			2		10		12
1905					3		3
TTL	1	3	7	40	42	8	101

Table 2 – Boxed SL markings by category, type and year.

Census of Boxed Straight-line Markings Used at Sub-Stations

State	City	Sub-Sta	Pmk Type	Pmk Date	Format	Source
NY	Kingston	01	BOXED SL 3 REG	22-Feb-1896	cover	SLR
MA	Boston	33	BOXED SL 4 REG	16-Mar-1900	cover	SLR
MA	Boston	33	BOXED SL 4 REG	01-May-1901	cover	SLR
MA	Boston	33	BOXED SL 4 REG	13-Feb-1902	cover	SLR
NY	New York	042	BOXED SL 4 REG	01-Jul-1896	cover	SLR
NY	New York	095	BOXED SL 4 REG	19-Aug-1904	cover	SLR
NY	New York	097	BOXED SL 4 REG	29-Oct-1900	cover	SLR
NY	New York	120	BOXED SL 4 REG	24-Apr-1901	cover	SLR
NY	New York	006	BOXED SL 4 REG	08-Aug-1894	cover	SLR
NY	New York	022	BOXED SL 4 REG	14-Feb-1898	cover	SLR
NY	New York	038	BOXED SL 4 REG	25-Jan-1904	cover	SLR
NY	New York	006	BOXED SL 4 REG A	10-Feb-1890	cover	SLR
NY	New York	006	BOXED SL 4 REG A	24-Mar-1893	cover	SLR
NY	New York	007	BOXED SL 4 REG A	21-Dec-1896	cover	SLR
NY	New York	007	BOXED SL 4 REG A	16-Apr-1895	cover	SLR
NY	New York	008	BOXED SL 4 REG A	18-Feb-1892	cover	SLR
NY	New York	010	BOXED SL 4 REG A	22-Apr-1892	cover	PC
NY	New York	010	BOXED SL 4 REG A	23-Jul-1891	cover	PC
NY	New York	010	BOXED SL 4 REG A	15-Jan-1891	cover	PC
NY	New York	010	BOXED SL 4 REG A	22-Jul-1891	cover	SLR
NY	New York	010	BOXED SL 4 REG A	05-Feb-1890	cover	SLR
NY	New York	011	BOXED SL 4 REG A	18-Aug-1896	cover	PC
NY	New York	011	BOXED SL 4 REG A	06-Nov-1897	cover	PC
NY	New York	012	BOXED SL 4 REG A	19-Nov-1896	cover	PC
NY	New York	013	BOXED SL 4 REG A	15-Mar-1897	cover	PC
NY	New York	014	BOXED SL 4 REG A	15-Nov-1895	cover	PC
NY	New York	015	BOXED SL 4 REG A	15-Jun-1897	cover	SLR
NY	New York	015	BOXED SL 4 REG A	01-Jul-1895	cover	SLR
NY	New York	016	BOXED SL 4 REG A	29-Oct-1901	cover	PC
NY	New York	016	BOXED SL 4 REG A	10-Oct-1901	cover	PC
NY	New York	017	BOXED SL 4 REG A	11-Apr-1895	piece	SLR
NY	New York	018	BOXED SL 4 REG A	29-Jul-1893	cover	SLR
NY	New York	020	BOXED SL 4 REG A	09-Nov-1900	cutsize	CD10NY1725
NY	New York	021	BOXED SL 4 REG A	24-Jan-1899	cover	PC
NY	New York	021	BOXED SL 4 REG A	14-Jun-1902	cover	SLR
NY	New York	022	BOXED SL 4 REG A	29-Dec-1893	cover	SLR
NY	New York	022	BOXED SL 4 REG A	17-Dec-1897	cover	PC
NY	New York	022	BOXED SL 4 REG A	21-Oct-1898	cover	SLR
NY	New York	024	BOXED SL 4 REG A	22-Nov-1895	cover	SLR
NY	New York	034	BOXED SL 4 REG A	14-Dec-1896	cover	SLR
NY	New York	045	BOXED SL 4 REG A	05-Mar-1900	cover	SLR
NY	New York	048	BOXED SL 4 REG A	12-Apr-1897	cover	PC
NY	New York	053	BOXED SL 4 REG A	18-Sep-1898	cover	SLR
NY	New York	058	BOXED SL 4 REG A	13-Mar-1902	cover	PC
NY	New York	058	BOXED SL 4 REG A	12-Mar-1897	cover	SLR
NY	New York	065	BOXED SL 4 REG A	18-Jan-1900	cover	PC
NY	New York	066	BOXED SL 4 REG A	09-Nov-1897	cover	SLR
NY	New York	079	BOXED SL 4 REG A	23-Dec-1903	cover	SLR
NY	New York	085	BOXED SL 4 REG A	17-Jun-1901	cover	SLR

NY	New York	086	BOXED SL 4 REG A	08-Apr-1901	cover	SLR
NY	New York	102	BOXED SL 4 REG A	14-Mar-1902	cover	SLR
NY	New York	002	BOXED SL 4 REG B	24-May-1904	cutsize	CD10NY1724
NY	New York	011	BOXED SL 4 REG B	04-Jun-1902	cover	SLR
NY	New York	022	BOXED SL 4 REG B	06-Jun-1902	cover	SLR
NY	New York	023	BOXED SL 4 REG B	08-Sep-1904	cutsize	CD10NY1725
NY	New York	023	BOXED SL 4 REG B	20-Jun-1900	cover	SLR
NY	New York	024	BOXED SL 4 REG B	07-Oct-1901	cover	SLR
NY	New York	024	BOXED SL 4 REG B	05-Sep-1900	cover	SLR
NY	New York	028	BOXED SL 4 REG B	19-Dec-1904	cover	SLR
NY	New York	028	BOXED SL 4 REG B	14-Feb-1903	cover	PC
NY	New York	031	BOXED SL 4 REG B	04-Oct-1901	cover	SLR
NY	New York	035	BOXED SL 4 REG B	11Sep-1903	cover	SLR
NY	New York	040	BOXED SL 4 REG B	18-Jan-1901	cover	PC
NY	New York	043	BOXED SL 4 REG B	09-Sep-1904	cover	SLR
NY	New York	051	BOXED SL 4 REG B	20-Jul-1904	cover	PC
NY	New York	051	BOXED SL 4 REG B	11-Jun-1904	cutsize	CD10NY1726
NY	New York	056	BOXED SL 4 REG B	28-XXX-1899	cutsize	CD10NY1726
NY	New York	075	BOXED SL 4 REG B	18-Feb-1903	cover	SLR
NY	New York	076	BOXED SL 4 REG B	19-Oct-1903	cover	SLR
NY	New York	077	BOXED SL 4 REG B	08-Apr-1902	cutsize	CD10NY1727
NY	New York	095	BOXED SL 4 REG B	30-Aug-1904	cover	SLR
NY	New York	095	BOXED SL 4 REG B	XX-Dec-1904	cover	SLR
NY	New York	097	BOXED SL 4 REG B	30-Nov-1900	cover	PC
NY	New York	098	BOXED SL 4 REG B	12-Nov-1900	cover	SLR
NY	New York	098	BOXED SL 4 REG B	01-Nov-1905	cover	PC
NY	New York	099	BOXED SL 4 REG B	26-Apr-1902	cover	SLR
NY	New York	104	BOXED SL 4 REG B	12-Jul-1899	cover	SLR
NY	New York	104	BOXED SL 4 REG B	16-Aug-1902	cover	SLR
NY	New York	104	BOXED SL 4 REG B	25-Apr-1902	cover	PC
NY	New York	104	BOXED SL 4 REG B	02-May-1902	cover	PC
NY	New York	104	BOXED SL 4 REG B	07-Sep-1898	cover	SLR
NY	New York	104	BOXED SL 4 REG B	28-Jun-1898	cover	PC
NY	New York	118	BOXED SL 4 REG B	07-Jul-1903	cover	PC
NY	New York	121	BOXED SL 4 REG B	11-Oct-1901	cover	SLR
NY	New York	134	BOXED SL 4 REG B	24-Jun-1902	cover	PC
NY	New York	138	BOXED SL 4 REG B	19-Jun-1900	cover	SLR
NY	New York	141	BOXED SL 4 REG B	16-May-1903	cover	PC
NY	New York	143	BOXED SL 4 REG B	13-Jun-1902	cover	SLR
NY	New York	148	BOXED SL 4 REG B	14-Jun-1904	cover	SLR
NY	New York	150	BOXED SL 4 REG B	24-Dec-1901	cover	PC
NY	New York	153	BOXED SL 4 REG B	01-Apr-1904	cover	PC
NY	New York	164	BOXED SL 4 REG B	12-Dec-1905	cover	PC
NY	New York	177	BOXED SL 4 REG B	04-Apr-1905	cover	SLR
NY	Brooklyn	002	BOXED SL 4 REG W NO	15-May-1895	cover	PC
NY	Brooklyn	002	BOXED SL 4 REG W NO	05-Apr-1894	cutsize	CD10NY0324
NY	Brooklyn	008	BOXED SL 4 REG W NO	21-Nov-1894	cover	PC
NY	Brooklyn	015	BOXED SL 4 REG W NO	07-Feb-1898	cover	SLR
NY	Brooklyn	020	BOXED SL 4 REG W NO	18-Oct-1897	cover	PC
NY	Brooklyn	020	BOXED SL 4 REG W NO	31-Jan-1900	cover	SLR
NY	Brooklyn	025	BOXED SL 4 REG W NO	28-Dec-1896	cover	SLR
NY	Brooklyn	045	BOXED SL 4 REG W NO	08-Dec-1899	cover	SLR

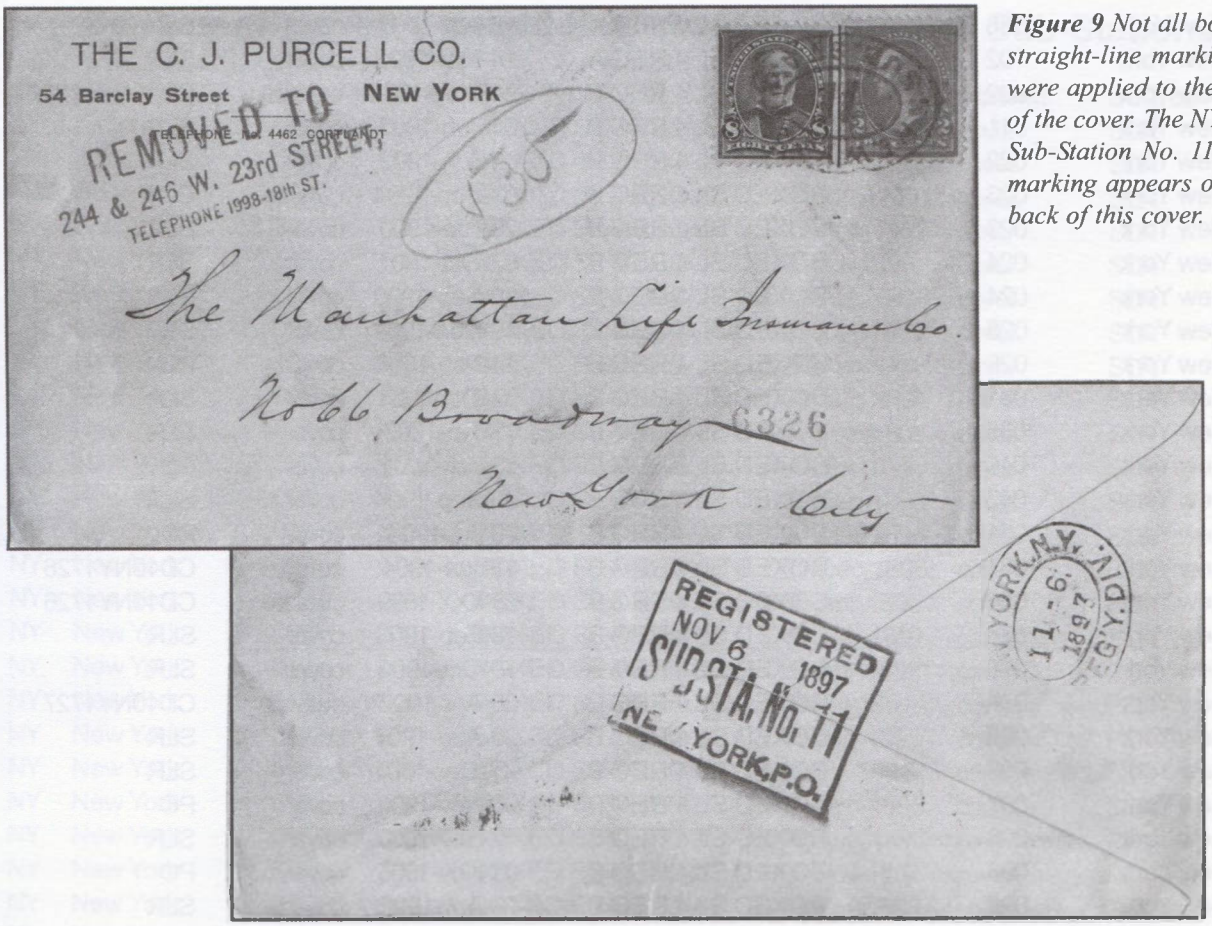


Figure 9 *Not all boxed straight-line markings were applied to the front of the cover. The NYC Sub-Station No. 11 marking appears on the back of this cover.*

Sub-Sta. No.	Type A	Type B	Total
1-25	28	7	35
26-50	3	6	9
51-75	2	4	6
76-100	3	8	11
101-125	1	8	9
125-150	0	6	6
151-189	0	3	3
	37	42	79

Table 3 – NYC boxed SL markings by sub-station number and cancel type.

Table 3 lists the reported New York City markings by sub-station number and type. Almost half of the markings are from sub-stations 1-25, and all but seven of these are Type A. The Type B markings are most commonly reported from higher numbered sub-stations, which is to be expected because these sub-stations were established later than those with lower numbers.

Conclusion

The number of boxed straight-line markings has increased ten-fold since the census of sub-station markings was first published in 2002.[9] That census reported two boxed straight-line markings from Brooklyn, and eight from New York City. The increase could not have been possible without the assistance of *La Posta* readers. My sincere thanks to all those who have e-mailed scans or sent photocopies of sub-station postal markings from their collections or stocks.

I consider the boxed straight-line markings to be greatly under-reported, especially those from New York City and Brooklyn. I invite and encourage everyone to add their sub-station postal markings to the census. Owners of markings are not identified in the census. Please e-mail me at packd@hbci.com or write to me at

Dennis Pack
1915 Gilmore Ave,
Winona, MN 55987.

Photo copies or scans of the markings are very much appreciated.

The next article is the last in this series. It features those sub-station postal markings and items not included in previous articles, including circular date stamps (CDS), double circular date stamps (DCDS), double-oval cancels, and official envelopes. It also updates the portion of the census of sub-station postal markings containing these markings.

END NOTES

[1] New York *Times*, September 1, 1889, p. 9.

[2] *Report of PMG*, 1900, p. 963.

[3] *Report of PMG*, 1895, p 29.

[4] *Report of PMG*, 1900, p. 962.

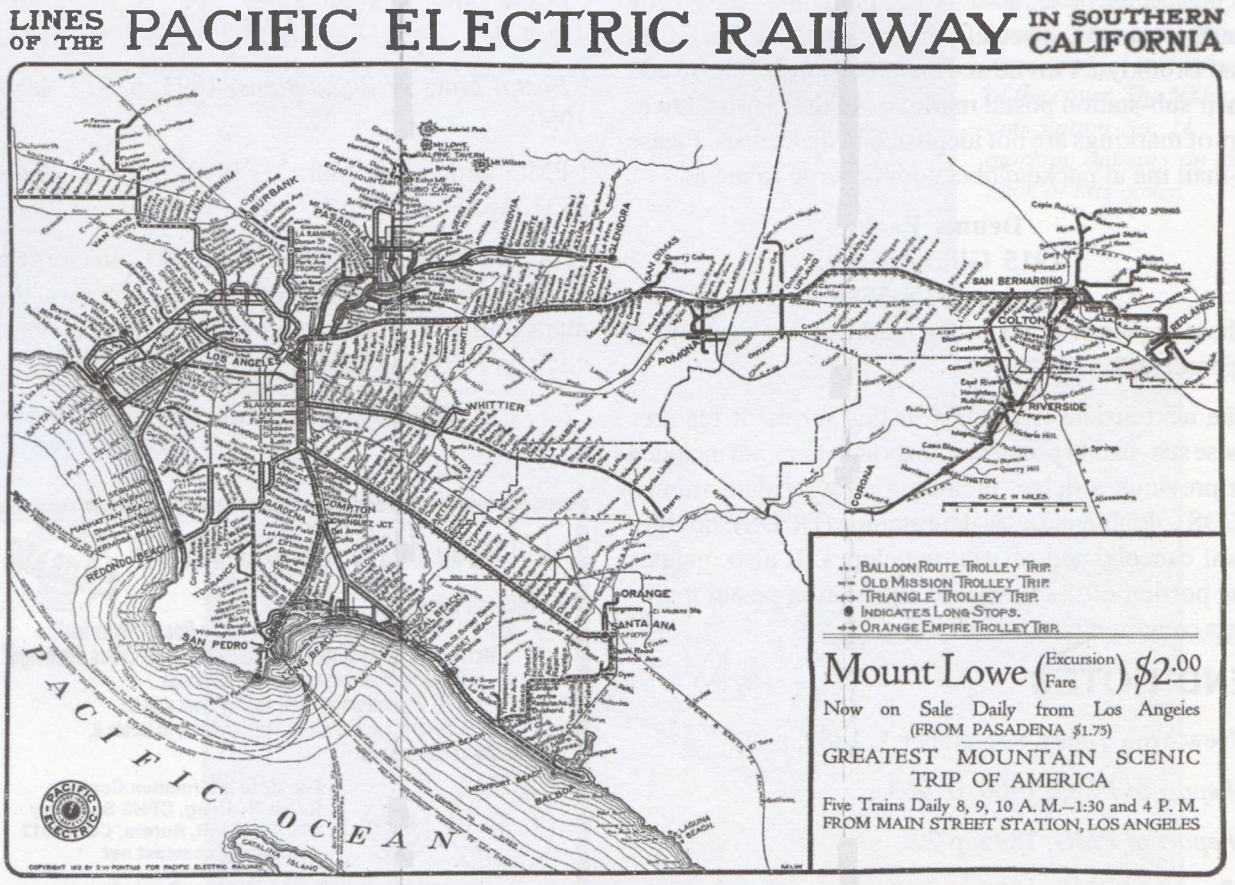
[5] *Postal Laws & Regulations*, 1893, p. 207, sections 471-473.

[6] *Postal Laws & Regulations,* 1893, p. 377, section 1050.

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

[8] For information about the Postmark Collectors Club and how to order CDs of the Willett-Thompson Postmark Collection, go to http://www.postmarks.org and click on RESOURCES.

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



Pacific Electric Railway Post Offices 1900-1950

By Rod Crossley

Edited by Margaret Rice

(This article is adapted from my book *Railway Post Offices of California and Nevada* published in 1991 by La Posta Publications)

As a Southern Pacific train flying through the night approaches a small California town, the door on the Railway Post Office car opens and a clerk's head appears. The clerk extends the catcher arm from the side of the car to grab the town's outbound mail pouch from the mail crane; at the same time he throws the town's incoming mail pouch from the car which lands with a thump on the station platform, another exchange of the U.S. Mail was completed. This was one of the ways that the Railway Mail Service Post Offices handled the mail during its nearly 100 years of existence in California. Their RPO clerks also worked the mail on streetcars, cable cars, interurban lines, river boats and narrow gauge railroads through out the state.

The majority of mail into Los Angeles at the turn of the century was handled by the Railway Mail Service operations on incoming Southern Pacific and Santa Fe trains. The postal clerks on these trains sorted and pouched the Southern California mail prior to arriving at the city's railroad stations where it was forwarded by the station's Transit Clerks to Los Angeles General Post Office or another location for distribution. The Los Angeles General Post Office that was located at 8th and Spring Street in 1901 moved to North Main and Temple in 1910. The Post Office in 1898 established a **Transfer Clerk** to handle the mail passing through the Southern Pacific Arcade Station. The operation moved to the new SP Central Station in 1915 and moved again to the new Los Angeles Union Station in 1939. The **Transfer Clerk** at Santa Fe's La Grande Station, established in 1901, was upgraded to the **Los Angeles Terminal RPO** in 1912 and moved to the new Postal Terminal annex building next to Union Station in 1940. A Mail Messenger Service under contract to the Los Angeles Post Office handled

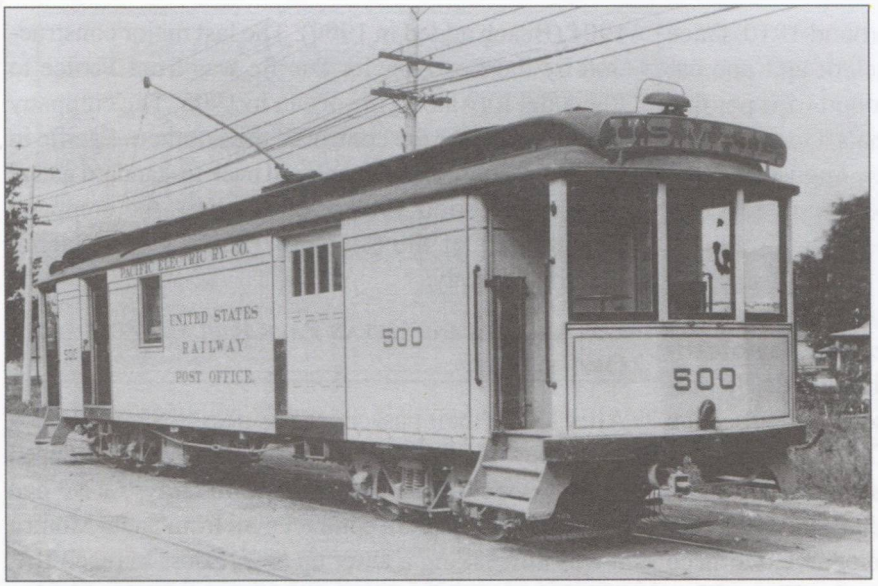


Figure 1 *The former Los Angeles & Pasadena Electric Railway Company number 5 on Pasadena Ave. near Highland Park around 1905. The Pacific Electric has painted the car white and converted it to standard gauges. (From the collection of Jeff Moreau)*

the movement of the closed pouches between the various post offices and railroad stations. As the Los Angeles streetcar and interurban lines developed the Post Office used the system to deliver mail to many of the towns in the Los Angeles Basin.

Los Angeles and Pasadena Electric Railway Company

The Pasadena and Los Angeles Electric Railway built the first true interurban line in Southern California in 1895. Their narrow gauge line ran from Pasadena to Los Angeles via South Pasadena and Garvanza. It was extended that same year to Altadena where a connection was made with the Pasadena and Mt. Wilson Railway known in those days as the "Mt. Lowe Railway". The company was sold in 1897 to the Los Angeles and Pasadena Electric Railway which soon began express service between the two cities and applied to the Postal Service for a mail contract that was issued in October 1900. The railroad came under the control of Henry Huntington in 1899 and was integrated into his Pacific Electric Railway of California in 1902. In 1904 the PE standardize the line and changed some of the routing in Los Angeles.

Altadena and Los Angeles Railway Post Office

The **Altadena and Los Angeles RPO** was established in October 1900 and ran from Altadena through Pasadena to the Los Angeles General Post Office. The southern terminal moved from

Figure 2 *Altadena & Los Angeles RPO, 1905.*

ALTADENA & LOS ANGELES R. P. O.
(Los Angeles & Pasadena Electric Rwy. Co., 16.51 m's.) Rt. 376007. (Los Ang.)
Clerk: Hall, Fred. W., Acting.

a111	°91	°73	°65	†57	a7	b117	b81	a47	Oct. 25, 1900.	a14	b82	b88	a6	a8	§32	°32	°54	°70	e94
						5 30		10 00	L. Altadena, Cal.....A	9 34		5 16							
						5 30		10 09	Sta. A Pasadena, Cal.	9 20		5 02							
					6 30	5 45	2 36	10 15	G. P. O. Pasadena, Cal.	9 14	1 54	4 54	7 54						
					6 38	5 53	2 38	10 23	South Pasadena, Cal...	9 01	1 41	4 41	7 41						
					6 43	5 58	2 43	10 28	Garvanza, Cal.....	8 55	1 35	4 35	7 35						
					6 47	6 02	2 47	10 32	Highland Park, Cal....	8 51	1 31	4 31	7 31						
5 40				1 00	12 00	7 00		3 00	10 45	Sta. A Los Angeles, Cal	8 39	1 19	4 19	7 19	7 49	10 09			2 19	4 59
5 51	4 11	2 11	1 11	12 11	7 11			3 11	10 56	Sta. C. Los Angeles, Cal	8 27	1 07	4 07	7 07	7 37	9 57	9 57	12 07	2 07	4 47
5 58	4 18	2 18	1 18	12 18	7 18	6 33	3 18	11 03	A G. P. O. Los Angeles .L	8 20	1 00	4 00	7 00	7 30	9 50	9 50	12 00	2 00	4 40
						Tr. 47 South.			From	Tr. 117 South.			From						
						° a S. F. & L.A. tr.9.			Los Angeles	° a Alb. & L.A. tr. 2.			Los Angeles						

the Post Office to 6th and Main at around 1910. Once the route became established one clerk and one car were able to handle three 31 mile round trips per day that started and ended at Pasadena's General Post Office. The RPO was discontinued on August 8th, 1912 and was replaced by the **Mount Lowe and Los Angeles RR.**

Los Angeles Pacific Company

The Pasadena and Pacific Railway Company of Arizona was incorporated in 1894 to build electric railways in Southern California. They soon purchased the Los Angeles and Pacific Railway Company, who operated a standard gauge steam passenger line from downtown Los Angeles north along Sunset Blvd., west along Santa Monica Blvd. through Colegrove, Morocco (later Beverly) to Santa Monica. As the City of Los Angeles did not allow standard gauge freight operation on streets in residual areas the company converted the line to narrow gauge in 1896. In 1897 the P&P constructed their West 16th Street line to the city limits (later called Vineyard) then northwest on a private right-of-way to Beverly (Hills after 1911) where a connection was made with the line to Santa Monica. These two lines soon become the tourist attraction advertised nationwide as the Balloon Route, "The only Double Track to the Ocean". In 1898 the name of the company was changed to the Los Angeles Pacific Company. The new company built south from Santa Monica through Ocean Park then along the coast until they reached Venice in 1901. It was during this time the company built their general shop at Sherman and a line through Hollywood. The company started construction in 1902 on the West 16th Street at Vineyard going west on a private right-of-way through Palm to Venice in 1902. 1903 saw construction starting on the new line at Ivy Jct. (later Culver City) going toward the ocean at Playa del Ray. This line was soon expanded down the coast though Manhattan (Beach added in 1927) and Hermosa Beach reaching Redondo in 1904 (Beach added in 1909). The last major construction by the Los Angeles Pacific was from Venice to Playa del Ray along the ocean in 1905. The company then came under the control of the Southern Pacific in 1906 who converted the railroad back to standard gauge during the period 1907-1908. In 1911 the company became part of the Southern Pacific's new Pacific Electric Railway.

Los Angeles and Ocean Park Railway Post Office

After losing their passenger business to Santa Monica to the new electric line, the Southern Pacific reduced train service to one passenger train daily. As SP had the closed pouch mail contract mail from Santa Monica it was now taking a letter up to 24 hours to reach LA. This was unsatisfactory to the citizen's of Santa Monica and they petitioned the post office to improve the service by using the new electric line. On October 25, 1900 the US Postal Service established the **Los Angeles and Ocean Park RPO** over the narrow gauge track of the Los Angeles Pacific Company. The RPO made two round trips a day from 4th and Broadway in Los Angeles to Ocean Park via Colegrove, Sherman

LOS ANGELES & OCEANPARK R. P. O.
(Los A. Pac. Rwy. Co., (Electric) 20.43 m's.) Rt. 376010. (Los Ang.)
Clerk: Holland, John W.

a132	b502	a500	Oct. 25, 1900.	a501	b503	a127
1 05	5 20	8 50	L Los Ang. 4th & B'dy ..A	8 00	5 00	12 45
	5 25	8 55	Station C, Los Angeles	7 55	4 55	
	5 54	9 24	Prospect Park, Cal.....	7 30	4 30	
	5 59	9 30	Colegrove, Cal.....	7 25	4 25	
	6 08	9 44	Sherman, Cal.....	7 15	4 15	
1 48	6 20	9 54	Sawtelle, Cal.....	7 00	4 00	11 59
1 55	6 30	10 02	Santa Monica, Cal	6 50	3 50	11 50
2 05	6 40	10 10	A Oceanpark, Cal.....L	6 40	3 40	11 40

Tr. 503 East. | From
b Riv. & L.A. tr. 20 | Los Angeles

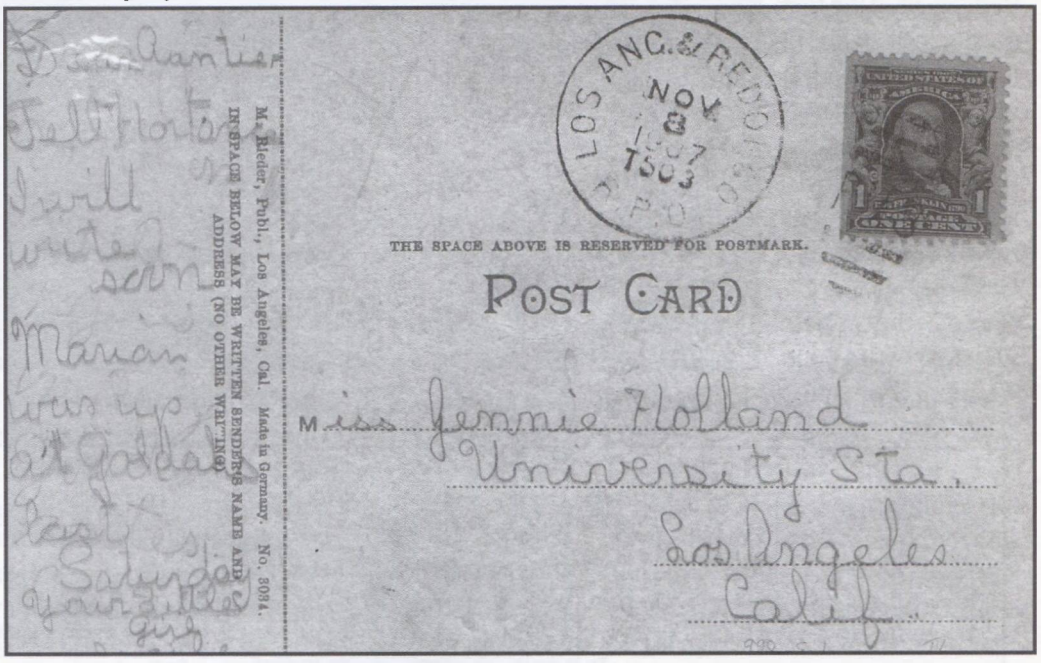


Figure 3 Los Angeles and Redondo RPO, 1907

LOS ANGELES & OCEANPARK R. P. O.
Los. A. Pac. Rwy.Co., (Electric) 21.14 m's. Rt. 376010 part. (Los A.)
CLERK: Holland, John W.

b360	b308	b502	a500	Jan. 1, 1905.	a501	b503	b355	b403
1 05	6 35	4 40	8 50	lv Los Ang. 4th & B'dy. ar	8 00	4 10	12 45	6 45
		5 05	9 15	... Ivanhoe Sta., Cal ...	7 35	3 45		
		5 10	9 26	...Prospect Park, Cal...	7 30	3 40		
		5 15	9 32	.....Colegrove, Cal.....	7 25	3 35		
		5 26	9 44	.....Sherman, Cal.....	7 15	3 25		
1 47	7 17	5 38	9 54	.....Sawtelle, Cal.....	7 00	3 12	11 58	6 58
1 55	7 25	5 48	10 02	...Santa Monica, Cal...	6 50	3 03	11 45	5 45
2 00	7 39	5 56	10 10	ar...Oceanpark, Cal...lv	6 40	2 55	11 35	5 35

Tr. 500 West.	From
b Playa del Rey, Cal	Oceanp'k
b Manhattan, Cal	"
b Hermo'a Beach, Cal	"
b Redondo, Cal.	"

and Santa Monica. When the electric line from Venice to Playa del Ray was completed the post office extended the RPO to Redondo on February 1, 1906. The new **Los Angeles and Redondo RPO** made three trips per day starting at 4th and Broadway then via Hollywood, Beverly, and Santa Monica to Venice. At this location, one of the runs turned back, while one went to Play del Ray with the other going all the way to Redondo. When the post office changed the name of Redondo to Redondo Beach the Railway Mail Service corrected the name of the RPO servicing the city effective January 20, 1909.

Pacific Electric Railway of California

On November 14, 1901 Henry Huntington and his associates formed the Pacific Electric Railway Company of California. Huntington transferred to the new company several standard and narrow gauge electric railroads he purchased including the Los Angeles & Pasadena Electric Railway and the Pasadena & Mt. Lowe Railroad. The new company began construction in March 1902 from 9th and Main Street in Los Angeles of their two-track standard gauge line to Long Beach with the first through passenger service on July 4, 1902. At the same time the company was upgrading and building new lines to Pasadena and Monrovia. When Henry Huntington began building his Southern California interurban railway empire he chose the corner of 6th and Main in downtown Los Angeles as its center point. Construction began in 1903 on the combined terminal and office building in what was then a residential area. When the 10-story complex was completed in 1905 it was the tallest and largest building in the city. As the cars from both Pasadena and Long Beach entered the building from Main St. it was not long before the congestion of this traffic convinced the Pacific Electric to add to the structure. The rails from Main Street were extended on an elevated platform behind the building in 1910. At the same time construction was started on a surface terminal below the new-elevated structure which was entered from East 7th Street. The elevated structure was extended to San Pedro St. in 1916 allowing cars to pass through the station. The Los Angeles Post Office began delivering mail bags for their closed pouch routes to the new terminal as soon as train service started. In 1903 Henry Huntington controlled all of the Streetcar and Interurban operations in the city, but was soon sharing control with E. H. Harriman of the Southern Pacific who had purchased the other outstanding shares of the Pacific Electric.

The Los Angeles Inter-Urban Railway Company and the Pacific Electric Land Company

To prevent any influence in his construction plans from the new partner, Huntington formed two new companies in 1903 of which he was the major stock holder. The new companies were the Los Angeles Inter-Urban Railroad and the Pacific Electric Land Company. The LAIU quickly started construction of new interurban lines in several directions. In January 1904 at Dominguez Junction on the Long Beach Line, a line to San Pedro was started that reached the city in July 1905. At North Long Beach (later Willows) that same month construction started along the ocean towards Balboa. The LAIU reached Huntington Beach in June 1904, Newport Beach in August 1905, and Balboa on the 4th of July 1906. The LAIU started construction in January 1904 to run east from Covina Jct. on the Pasadena Line toward San Bernardino some 50 miles away. The line reached Covina in June 1907 where the PE Land Co extended it to San Dimas in 1910. There the line was extended over the Southern Pacific Lone Hill Brach to Pomona. In Pomona a connection was made with the Ontario and San Antonia Heights Railway line to Upland. The company also began construction in 1906 to widen the Long Beach Line from 2 tracks to 4 tracks from 9th St. to Watts.

Los Angeles and Newport Beach RPO

When the Pacific Electric reached Huntington Beach the Postal Service established the **Los Angeles & Huntington Beach RR** in November 1904 which was replaced on March 19, 1906 by the **Los Angeles and Newport Beach RPO** operating out of the SP Arcade Depot. The route did not service Long Beach or San Pedro as these towns were supplied by the San Pedro, Los Angeles and Salt Lake Railroad **Los Angeles and East San Pedro RPO.** Although the PE had reached Balboa in 1906 it would be March of 1908 before RPO service was extended into town.

Pacific Electric Railway Company

The Pacific Electric Railway Company, America's largest interurban system, was started when Henry Huntington sold his remaining interest in the Pacific Electric Railway Company of California to the Southern Pacific in 1910. As part of the sale the Southern Pacific obtained control of several other Huntington electric properties which were: Los Angeles and Redondo Railway Company; Los Angeles Inter-Urban Railway Company; The Riverside and Arlington Railway Company; the San Bernardino Valley Traction Company; and the Redlands Central Railway Company. In September 1911 the Southern Pacific combined these five companies along with the Pacific Electric Railway of California and the Los Angeles Pacific Company to form their Pacific Electric Railway Company. The Ontario and San Antonio Heights Railroad Company was added in 1912 thus completing the new interurban company.

Los Angeles and Balboa Railway Post Office

When the **Los Angeles and Newport RPO** was extended to Balboa on March 4, 1908, the new RPO provided daily mail service to San Pedro and Long Beach as well as to Balboa. There were three round trips over the line during the day stating with a morning run to San Pedro, an early afternoon trip to Long Beach, quickly followed by a run to Long Beach and Balboa. By 1915 the service had been increased to four round trips per day, one to San Pedro, two to Long Beach and one to Balboa via Long Beach. The Balboa car did not return to the main line but followed Ocean Blvd through Long Beach and the Belmont Shores area before returning to the Newport line at Alamitos Heights. During World War 1 the Postal Service discontinued the RPO on June 2, 1917 and replaced it with the **Los Angeles and Balboa C P.**

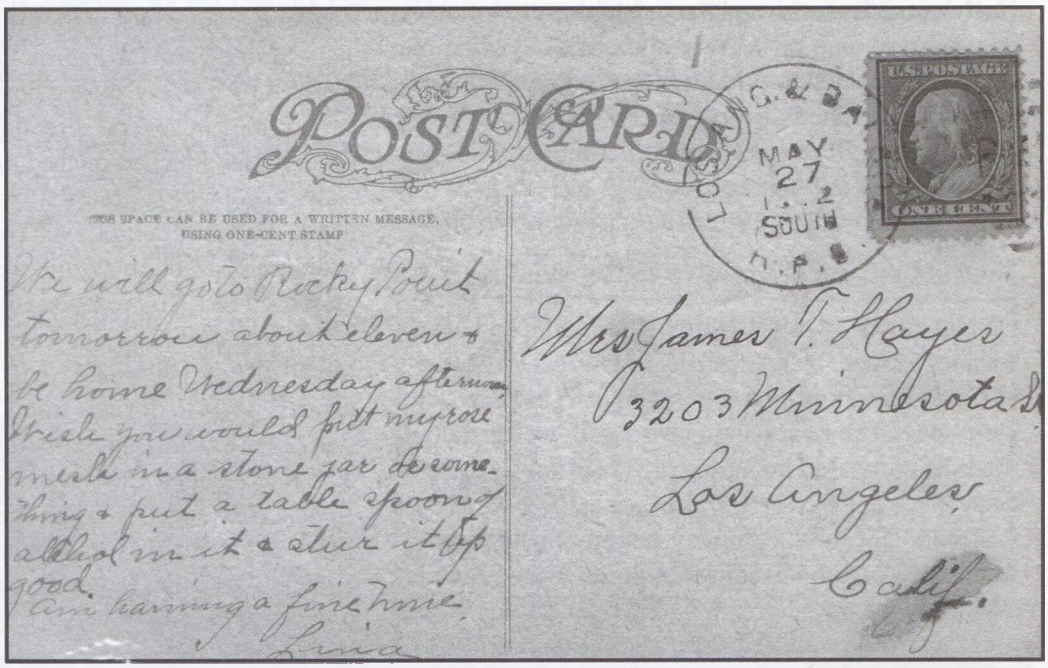


Figure 4 Los Angeles & Balboa RPO, 1912

LOS ANGELES & BALBOA R. P. O.

Pacific Electric Rwy. Co. (Electric). Rt. 376007 Los Angeles to Newport Beach; 376031 Newport Beach to Balboa. (Los Ang.)
Through run 41.99 m's. Short run, Los Angeles to San Pedro, 22.71 m's. Short run, Los Angeles to Longbeach, 20.35 m's.
CLERK: Sanborn Charles H. Relief Clerk: Estes, Frank H.

a1	a25	†199	*19	*187	*43	Apr. 1, 1908	*44	*198	*24	†200	*28	*48	†56	b34	c6
6 10	10 20	7 30	4 10	12 45	7 05	lv ..... Los Angeles, Cal. ..... ar	8 55	4 00	7 20	11 20	10 58	2 18	3 38	7 23	8 53
6 24	10 34	7 45	4 27	1 00	7 20	..... Station S.	8 37	3 46	7 06	11 02	10 41	2 01	3 21	7 05	8 37
6 28	10 38	7 50	4 32	1 05	7 25	..... Watts, Cal.	8 35	3 43	7 05	11 00	10 37	1 57	3 17	7 03	8 33
	10 40	7 53	4 35	1 08	7 28	..... Willowbrook	8 32	3 40	7 02	10 57	10 34	1 54	3 14	*4	*2C
8 05	4 50	1 26	8 15	10 48	7 58	4 42	1 13	7 35	..... Dominguez Jct. (n.o.)	8 24	3 32	6 55	10 50	10 25	1 45	3 05	8 10	3 27
8 17	5 02	1 37					7 47	..... Wilmington, Cal	8 12									3 15
8 25	5 10	1 45					7 55	ar ..... San Pedro, Cal. lv	8 05									3 10
				11 00	8 15	4 55	1 30	..... Longbeach, Cal		3 15	6 38	10 33	10 10	1 30	2 50			
8 28						5 15		..... Bay City, Cal			6 18					7 56		
8 33						5 20		..... Sunset Beach, Cal.			6 13					7 52		
8 45						5 30		..... Huntington Beach, Cal			6 00					7 40		
8 55						5 40		..... Newport Beach, Cal			5 50					7 30		
9 00						5 45		ar ..... Balboa, Cal. lv			5 45					7 25		

16' apartment car (fw). * Daily ex. Sundays and holidays. ‡ Sundays and holidays. ‖ Holidays only.

a50	b46	a28	a16	a8	Additional Trains:	a6	a19	a31	a49	b53
5 47	4 47	12 17	9 17	7 17	lv ..... Longbeach, Cal ..... ar	6 33	9 58	12 58	6 28	6 28
5 50	4 50	12 20	9 20	7 20	ar. S.P., L. A. & S. L. Depot lv	6 30	9 55	12 55	6 25	6 25

Tr. 43 South.	From	Tr. 199 South.	From	Tr. 19 South.	From	Tr. 198 North.	From
* Bay City, Cal	Dom. Jct	‡ Bay City, Cal	Dom. Jct.	* Wilmington, Cal	Dom. Jct.	* S. F. & L. A. tr. 25	Los Ang.
* Sunset Beach, Cal	"	‡ Huntington Beach	"	* San Pedro, Cal	"	* Altadena & L. A. tr. 81	"
* Huntington Beach	"	‡ Newport Beach, Cal	"				
* Newport Beach, Cal	"	‡ Sunset Beach, Cal.	"	Tr. 44 North.	From	Tr. 24 North.	From
* Balboa, Cal	"	‡ San Pedro, al	"	* S. L. C. & L. A. tr. 8	Los Ang.	* Will. & L. Ang. tr. 2	Los Ang.
		‡ Wilmington, Cal	"			* S. L. C. & L. Ang. tr. 2 via Yermo.	"
Tr. 197 South.	From	‡ Balboa, Cal	"				
* San Pedro, Cal	Dom. Jct.						

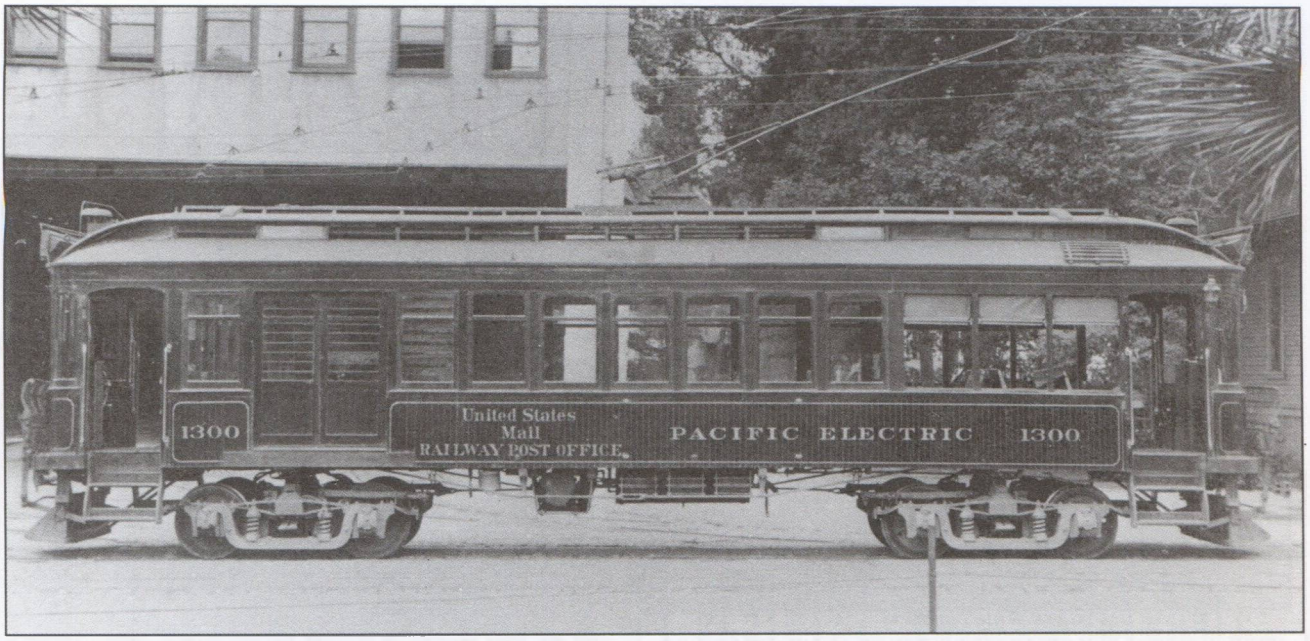


Figure 5 *The former Los Angeles & Redondo Railway Company express car that PE rebuilt into an RPO/Passenger car at the Pasadena Car House in 1914. The car lost it's RPO appointment in 1917 and was scrapped in 1933. (From the collection of Jeff Moreau)*

Los Angeles and Redondo Beach Railway Post Office

In 1911 the RPO changed its starting point to the Buena Vista Freight station located across the street from Los Angeles Post Office Station C and moved to the Hill Street Station in 1915. The **Los Angeles and Redondo Beach RPO** between 1917 and 1922 was the only RPO operating on the Pacific Electric. Its starting point was at the Hill St Station until the early 30's when it moved to the SP Central Station until 1939 then to the PE Terminal. Over the years the level of service remained at 3 trips per day, but the routing of the mail cars was changed several times. One of the strangest routing was the one listed in the 8th Division Schedule of Mail Routes #460 dated December 11, 1940. The car left 6th and Main at 3:15am for Redondo Beach via Vineyard, Beverly Hills, Venice and Alla. At Redondo Beach the RPO car turned east on the old Los Angeles & Redondo Route to Hermo-sillo. There it turned south on the old Los Angeles Traction line to Torrance and Harbor City. At Harbor City the car retraced its route to Hermosillo, where it turned east through Gardena to Watts before going north. The RPO arrived back at 6th & Main at 7:15 am having covered the route's 67 miles in 4 hours. When the Pacific Electric

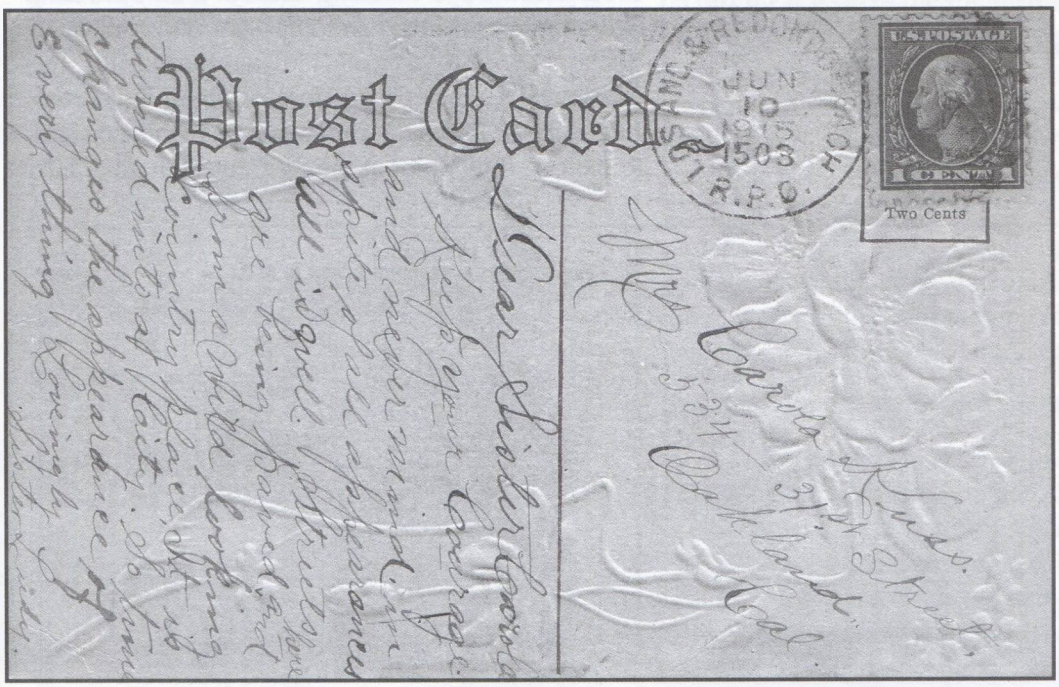


Figure 6 Los Angeles & Redondo Beach RPO, 1915.

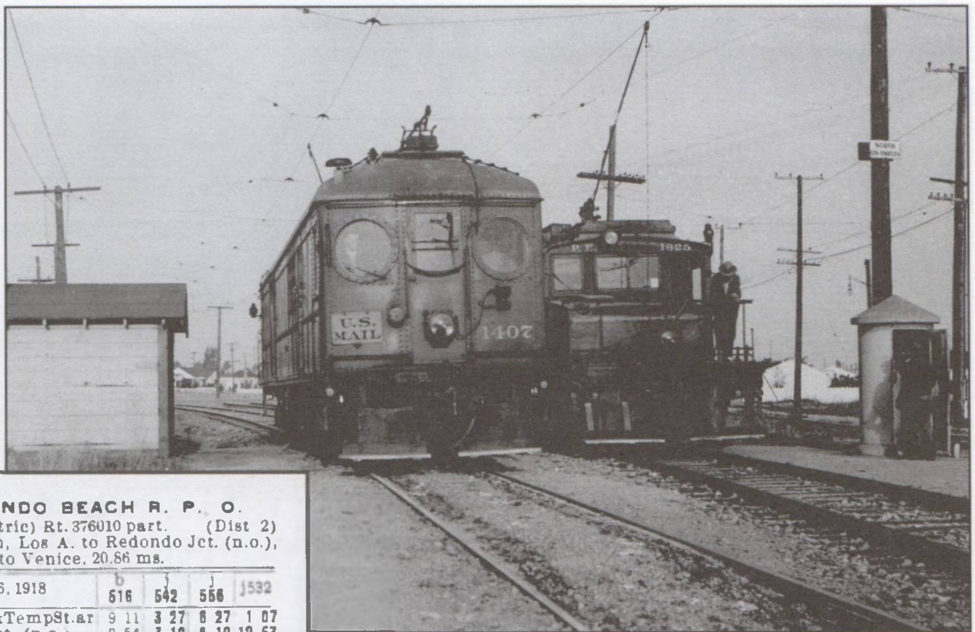


Figure 7 The Los Angeles & San Pedro RPO inbound from Long Beach at South Los Angeles Junction in the 40's. The 1407 is the former SP (Oregon & California) passenger car 202 that PE rebuilt in 1937. (From the collection of Jeff Moreau)

LOS ANGELES & REDONDO BEACH R. P. O.
Pacific Electric Ry Co., (Electric) Rt. 376010 part. (Dist 2)
Through run 31.96 ms. Short run, Los A. to Redondo Jct. (n.o.), 23.63 ms. Short run, Los Angeles to Venice, 20.86 ms.

j521	j 549	j 529	b 505	Mar. 26, 1918	b 616	j 542	j 556	j532
9 45	3 57	11 45	6 15	lv LosA. Hill&TempSt. ar	9 11	3 27	6 27	1 07
10 03	4 11	11 59	6 29	Sanborn Jct. (n.o.)	8 54	3 10	6 10	12 53
10 13	4 20	12 08	6 38	Hollywood Sta., Cal	8 43	3 01	6 01	12 42
10 25	4 32	12 20	6 50	Sherman, Cal.	8 30	2 48	6 48	12 28
10 29	4 36	12 24	6 54	Beverly Hills, Cal	8 25	2 45	5 45	12 24
10 37	4 44	12 32	7 02	Sawtelle, Cal.	8 18	2 38	5 38	12 16
10 50	4 57	12 45	7 15	Santa Monica, Cal.	8 04	2 24	5 24	12 02
10 57	5 04	12 52	7 22	Oceanpark Sta.	7 57	2 17	5 17	11 55
11 01	5 08	12 56	7 26	Venice, Cal.	7 53	2 13	5 13	11 51
		1 04	7 33		7 49	2 07		
				Playa del Rey (n.o.)				
		1 04	7 33		7 49	2 07		
		1 06	7 35		7 47	2 06		
			b305	Redondo Jct. (n.o.)	b308			
	j335	1 08	7 47		7 38	2 04		
	4 53	1 11	7 53	El Segundo, Cal	7 33	1 59		
	4 59	1 16	7 59	Manhattan, Cal	7 27	1 53		j340
	5 04	1 21	8 04	Hermosa Beach, Cal	7 21	1 47		5 21
	5 11	1 31	8 11	ar Redondo Beach, Cal. lv	7 15	1 41		5 15

b511	j	j	ADDITIONAL TRS:	b564*
	1 57	12 50	lv LosA Hill&Temple ar	8 54
	2 13	1 06	Sanborn Jct. (n.o.)	8 37
	2 25	1 18	Hollywood Sta.	8 26
8 20			Santa Monica	7 47
8 31			ar Venice, Cal lv	7 36

15' apartment car.
* Runs 15 min. earlier on Sat.

TR. 505 WEST.	From	TR. 542 EAST	From
j. ‖Soldiers Home Br.	Sawtelle	j Los Ang Term RPO	Los Ang
b. ‖Palms, Cal	Venice	j ‖Los Angeles, Cal	Hill St.
b ‖Culver City, Cal	"		
b Manhattan, Cal	RedondoJ	TR. 556 EAST.	From
b Hermo'a Beach, Cal	"	j Ash. & L. A. tr. 10	Los Ang.
b Redondo Beach, Cal	"	j Og. & Cal. tr. 4 States via *Caliente, Nev*	"
b El Segundo, Cal	"		
TR 529 WEST.	FROM		
j ‖Culver City, Cal	Venice		
TR. 549 WEST.	From		
j ‖Palms, Cal	Venice		

abandoned their line from Culver City to Redondo Beach in 1941 the RPO operated between Los Angeles and Venice with two trips via Santa Monica Blvd and the other through Culver City. The **Los Angeles & Redondo Beach RPO** was discontinued on August 31, 1947 being replaced by the **Los Angeles and Santa Monica C P**.

Los Angeles and San Pedro Railway Post Office

The Railway Mail Service established the **Los Angeles & San Pedro RPO** on August 1, 1922 to reestablish mail service to San Pedro and Long Beach. There were three round trips operated over the route, two of them first went to Long Beach then across to Wilmington and San Pedro. The other car left the main line at Watts and serviced Gardena, Hermosillo, Torrance, and Harbor City before reaching San Pedro. Leaving San Pedro the cars retracted their steps back to their starting point at the SP Central Station, later

CLASS A.
Time Table Notes

Trains and P. E. busses operate on week day schedules Feb. 22 and Nov. 11.
① RPO 11 returns as continuous loop service in RPO 12-13-14-16 to Los Ang. via Gardena, Torrance and Harbor City.
② Tr. 21 operates via Hollywood Blvd. and Fairfax (n.o.).
③ R. R. accom. No space authorized.
④ Exchange with Venice made at Ocean Park Car House.
¶Pac. Elec. Ry. bus in lieu R. R. service. ●Motor Vehicle Service.

TRAIN 11.
§Mar Vista, Cal ....b Venice §Return Tr 12 ....b Redondo
Pac Pallisades, Cal...b S Monica

TRAIN 12-13-14-16
§AMF Los Angeles, Cal....b L A P E Term RPO ....b L A
●§Lomita, Cal.......b Harbor Cy §S F & L A 51...........b L A
§Og & L A SD 14.........b L A Tr Clerk, Union Depot....b L A

TRAIN 21.
Pac Palisades, Cal ....j S Monica

TRAIN 22.
P E Term RPO ....j L A

TRAIN 32.
●§AMF Los Ang..j Beverly Hills Pac Elec Term ....j L A
§Alb & L A WD 8...........j L A S F & L A 55 ....j L A
El P & L A WD 4............j L A §SF, SJ & LA 75 ....j L A
Og & L A SD 6..............j L A

15

★LOS ANGELES & REDONDO BEACH R. P. O.
Pacific Electric Ry. Co. (Electric). Tr. 22, 19.41 m's. Trs. 11 and 32, 32.30 m's. Tr. 12-13-14-16, 31. 71 m's. Tr. 31, 21.13 m's. Tr. 21, 21.20 m's. Rt. 308111. (Dist. 2)

821e	+♂ ¶9e	+♂ ¶1j	31j	② 21j	①④ 11b	Oct. 27, 1940	①16b	22j	④ 32j	+♂ ¶2j	+♂ ¶6e	+♂ ¶4j	822e
4 10			3 45	10 15	3 15	lv..(●)†L. A. (*6 & L.A. Sts*)..ar	7 15	1 25	7 25				7 00
	1 50	10 50				lv...L. A. (*Hill St. Depot*)...ar				11 34	7 07	8 04	
4 40			4 15		3 37	Vineyard (no)		12 55	6 52				6 27
5 10				11 20	3 55	Beverly Hills, Cal.		12 44	6 41				
	2 20	11 20	4 25			Culver City, Cal.					6 36	7 34	6 20
5 45				11 47	4 30	lv.... Santa Monica, Cal. lv		12 17	6 20				
5 50				11 52	4 35	Ocean Park, Cal.		12 11	6 06				
6 05				11 59	4 40	Venice, Cal.		12 05	6 00				6 05
			4 33		5 02	Alla, Cal. (no)			5 40				
	2 47	11 47	4 48		5 22	Manhattan Beach, Cal.			5 24	10 38	6 08	7 08	
	2 53	11 53	4 54		5 29	Hermosa Beach, Cal.			5 17	10 32	6 02	7 02	
	2 59	11 58	5 00		5 35	ar... Redondo Beach, Cal. ...lv			5 10	10 26	5 56	6 56	
					①	Gardena, Cal.	6 38						
						lv..... Hermosillo (no) lv	6 33						
							14b						
						Torrance, Cal.	6 26						
							6 17						
							13b						
						Harbor City, Cal.	6 14						
						Torrance, Cal.	6 05						
						lv..... Hermosillo (no) lv	5 55						
							12b						
						Moneta, Cal.	5 51						
						lv... Redondo Beach, Cal. ...lv	5 40						

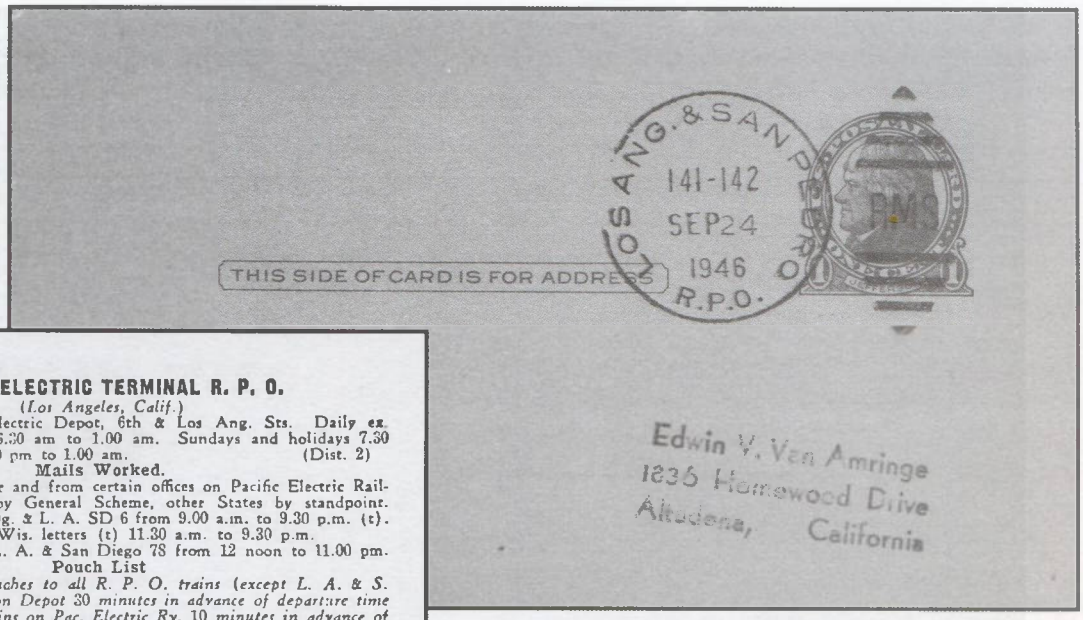


***Figure 8** Los Angeles & San Pedro RPO, 1945*

PACIFIC ELECTRIC TERMINAL R. P. O.

(Los Angeles, Calif.)

Located at Pacific Electric Depot, 6th & Los Ang. Sts. Daily ex. Sundays and holidays 6.30 am to 1.00 am. Sundays and holidays 7.30 am to 12 noon and 1.00 pm to 1.00 am. (Dist. 2)

Mails Worked.

Letters and papers for and from certain offices on Pacific Electric Railway lines; California by General Scheme, other States by standpoint. Also States letters for Og. & L. A. SD 6 from 9.00 a.m. to 9.30 p.m. (t). Also Iowa, Minn. and Wis. letters (t) 11.30 a.m. to 9.30 p.m.

Also letters (t) for L. A. & San Diego 78 from 12 noon to 11.00 pm.

Pouch List

P. E. Term. also pouches to all R. P. O. trains (except L. A. & S. Dgo. 70y) leaving Union Depot 30 minutes in advance of departure time and to all R. P. O. trains on Pac. Electric Ry. 10 minutes in advance of departure time. (Except does not pouch on L. A. & S. Pedro 147 and L. A. & Redondo Bch. 11 is locked out at 1.00 a.m.).

AMF Los Ang, Cal .....a 7 50, j 8 45, j 11 25, j 11 55, j 1 15 j 3 00, j 3 35, a 5 45, j 6 25, a 7 45, j 8 50, j 10 20

Alb & L A WD 1 .....j 12 05
via San Bernardino

Los Ang, Cal Dis—
Air Mail .....a 12 10

Alhambra, Cal ...j 8 45, j 12 10, y 1 40, j 3 30, j 7 10

Altadena, Cal .....j 11 50, j 7 10

Arcadia, Cal .....b 12 10, j 4 20

Artesia, Cal .....j 12 10, j 12 10

Avalon, Cal .....b 8 55

Azusa, Cal .....b 12 10

○Bakersfield, Cal D&D ..by 11 25

Balboa, Cal .....b 12 10, j 12 15, j 3 30

Baldwin Park, Cal .....b 12 10, g 10 05, t 12 10, j 2 05

Bell, Cal .....an 12 10, j 9 45, j 11 00, y 3 05, j 4 35, *by 9 35

Bellflower .j 12 10, y 10 25, j 12 10

Beverly Hills, Cal .....e 4 00

Brea, Cal .....j 11 00

*Buena Park, Cal..j 10 55, j 3 00

Burbank, Cal .....j 3 35

Charter Oak, Cal..g 10 05, t 12 05

Claremont, Cal .....b 12 05

Clearwater, Cal .....j 12 10

Compton, Cal .....b 12 10 a 9 20, j 11 50, j 2 15

Corona, Cal .....b 12 05

Covina, Cal .....b 12 10, g 10 05 t 12 05, j 2 05

Culver Cy, Cal ..b 12 10, j 10 55

Cypress, Cal .....j 12 10

*Downey, Cal .....j 12 10, j 10 55, j 3 00

El Monte, Cal....b 12 10, e 8 10, g 10 05, t 12 05, j 2 05

*El Segundo..j 9 10, j 12 30, a 4 05

Fontana, Cal .....j 12 05

Fresno, Cal, D&D .....j 7 10

Gardena, Cal .....j 12 10

Garden Grove ....j 12 10, j 12 10

Glendale ..a 10 50, j 3 30, a 11 50

Glendora, Cal .....b 12 10

*Hawthorne, Cal ..j 12 10, j 9 10, j 12 20, a 4 05

Hermosa Beach ...j 10 00, e 1 15

Hollydale, Cal .....j 12 10

Huntington Beach, Cal ..b 12 10, j 12 15, j 3 30

Huntington Park, Cal ..an 12 10, j 9 45, j 11 00, *j 2 20, y 3 05, j 4 35, .j 9 35

Hynes, Cal .....j 12 10, j 12 10

*Inglewood, Cal ..a 12 10, j 9 10, j 12 20, a 4 05

Laguna Beach, Cal .....j 12 15

La Habra, Cal .....j 11 00

*Lawndale, Cal ...j 12 20, j 4 05

L A & San Pedro 143 .....j 12 10
via Gardena

Long Beach, Cal ..j 12 10, a 9 30, j 11 50, j 12 10, j 3 10, y 4 10, j 4 40, j 6 30, j 7 50, t 11 05, g 11 59

Los Ang Term— } r 8 30, r 10 05
San Diego Cy. }

Los Ang (City)...b 7 15, j 11 00, j 3 00, j 5 45, j 7 05, j 7 45 j 8 30, j 10 30, a 12 10

Los Ang Dis-Air Mail.....a 12 10

L A Dis..a 12 45, y 8 30, j 8 45, a 11 00, j 11 25, j 11 55, j 12 55, j 1 15, a 3 03, j 4 45, y 5 45, j 6 25 j 7 05, j 7 45, a 8 30, j 9 05, a 10 05, a 10 30, a 12 10

Los Nietos, Cal .....j 11 00

Lynwood .j 12 10, y 10 25, j 12 10

Manhattan Beach ..j 10 20, e 1 20

Maywood, Cal ..an 12 10, j 9 45, j 11 00, y 3 05, j 4 35

Monrovia, Cal ....b 12 10, j 4 20

Monterey Park, Cal .....a 12 10, e 8 10, g 10 05, t 12 05

New & Amarillo 2—No 2..a 7 40
via Amarillo, Tex.

Newport Bch, Cal, D&D..b 12 10, j 12 15, j 3 30

*Norwalk, Cal .....j 12 10, j 10 55, j 3 00

Ontario, Cal .....tt 12 05

Pasadena, Cal ...y 12 10, j 11 50, y 2 55, j 3 10, j 7 10, j 10 30

Redondo Bch, Cal..j 10 20, e 1 15

Rialto, Cal .....j 12 05

Rosemead b 12 10, g 10 05, t 12 05

○Sacramento, Cal .....by 11 25

Sacto & S F 50 .....j 7 10
via Stockton.

S Bernardino D&D..b 12 05, e 7 35

San Diego, Cal ....j 7 00, g 11 00

○San Francisco, Cal ....by 11 25

San Fran, Cal D&D .....j 7 30

○S F & L A 55 .....by 11 25
via Bakersfield

+S F, S J & L A 71.....j 7 50
via Santa Barbara.

○S F, S J & L A 76.....tt 12 10
via Santa Barbara

San Gabriel..j 12 10, y 1 40, j 3 30

San Pedro, Cal ..a 12 10, a 9 20, a 12 20, a 2 15, t 7 30, g 10 45, c 11 05

Naval Station ..a 9 20, t 11 05

Santa Ana, Cal D&D—
j 12 10, a 7 10, g 11 00

○Santa Barbara, Cal ....tt 12 10

Santa Fe Springs, Cal ....t 11 00

Sta Monica, Cal...e 3 30, uu 9 10

Seal Beach, Cal .....j 3 30

Sierra Madre, Cal..b 12 10, j 3 50

South Gate, Cal..an 12 10, j 9 45, j 11 00, *j 2 20, y 3 05, j 4 35, *by 9 35

South Pasadena, Cal .....j 12 10, y 2 55, j 3 10, j 7 10

Sunset Bch, Cal..t 11 50, g 12 10

Temple City, Cal—
j 12 10, j 12 10, y 1 40

Terminal Island ..b 12 10, a 9 20

Torrance, Cal ....f 12 10, j 10 00

Tr Clerk, Union Sta .....a 7 15

Upland, Cal .....b 12 10, e 7 35

Venice, Cal .....uu 9 10

Whittier, Cal ...an 12 10, j 9 45, j 11 00, j 4 35, y 3 05, j 10 30

Willowbrook, Cal .....j 3 10

Wilmington, Cal .....b 12 10, a 9 20, y 12 20, j 2 15

Yorba Linda, Cal .....j 11 00

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named the PE Terminal. In 1940 the RPO settled down to its final configuration of two trips via Long Beach to San Pedro and two trips via Gardena, Moneta, and Torrance to San Pedro. Railway Post Office service on the Southern District was replaced on June 21, 1948 with the **Los Angeles Long Beach and San Pedro Highway Post Offices;** the 10th HPO to be established in the United States.

Pacific Electric Terminal Railway Post Office

The Post Office established a **Terminal RPO** operation at 6th and Main on April 4, 1924 designed to handle mail for the closed pouch routes that originated there. The mail dock was located at 6th and Los Angeles St on the lower level of the station used an outside elevator for the transfer of mail to the upper level passenger platform. When the Los Angeles Union Station was opened in 1939 the two Pacific Electric Railway Post Offices routes moved their staring point to 6th and Main. The **Terminal RPO** closed on May 1950, some 25 days after the end of the **San Bernardino and Los Angles RPO**. Some of the closed pouch operations continued to load mail at 6th and Main, but the majority of the mail moving on the PE then originated at the Los Angeles Union Station.

San Bernardino and Los Angeles Railway Post Office

Following the 1911 consolidation, the new Pacific Electric Company faced a gap of some 20 miles between its properties in San Bernardino and Upland. Construction on the gap started in the new town of Fontana in both directions in June of 1913. San Bernardino was reached in 1914 with direct service to Los Angeles beginning on July 11, 1914. When the line was open

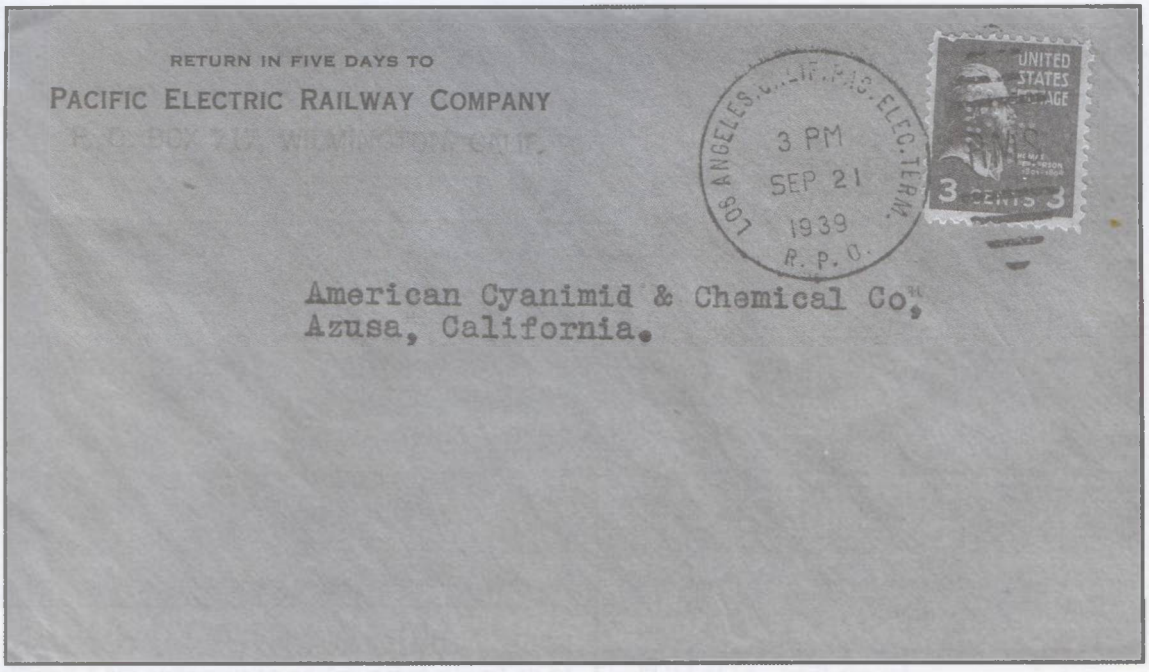

Figure 9 Los Angeles, Pacific Electric Terminal RPO, 1939.

the Railway Mail Service established the **San Bernardino and Los Angeles RR** later listed as a closed pouch in the schedule. This route lasted until September 18, 1947 when the Post Office established the last interurban RPO operation in the United States, the **San Bernardino and Los Angeles RPO**. The primary reason for this route was to service the rapidly expanding growth to the east of Los Angeles. There was one round trip per day between 6th and Main and San Bernardino starting at 12:45 pm returning at 7:50pm. The RPO was discontinued on May 6, 1950, being replaced by the **San Bernardino and Los Angeles HPO** because the Post Office believed that more towns could be served by an HPO.

Pacific Electric Railway Post Offices Cars

The companies that formed the Pacific Electric used a variety of wooden cars to carry their RPO operations. When the new interurban line was formed it acquired six wooden RPO cars, four passenger/US Mail cars and two US Mail/Baggage cars from these companies. Two of the wooden passenger/US Mail cars handled the companies RPO contracts between 1917 and 1922. In the late twenty's the four remaining wood cars, all of which had been rebuilt to US Mail/Baggage configuration, were showing their age and were in need of replacement. In 1929 the Pacific Electric reconditioned two of the three steel RPO cars they

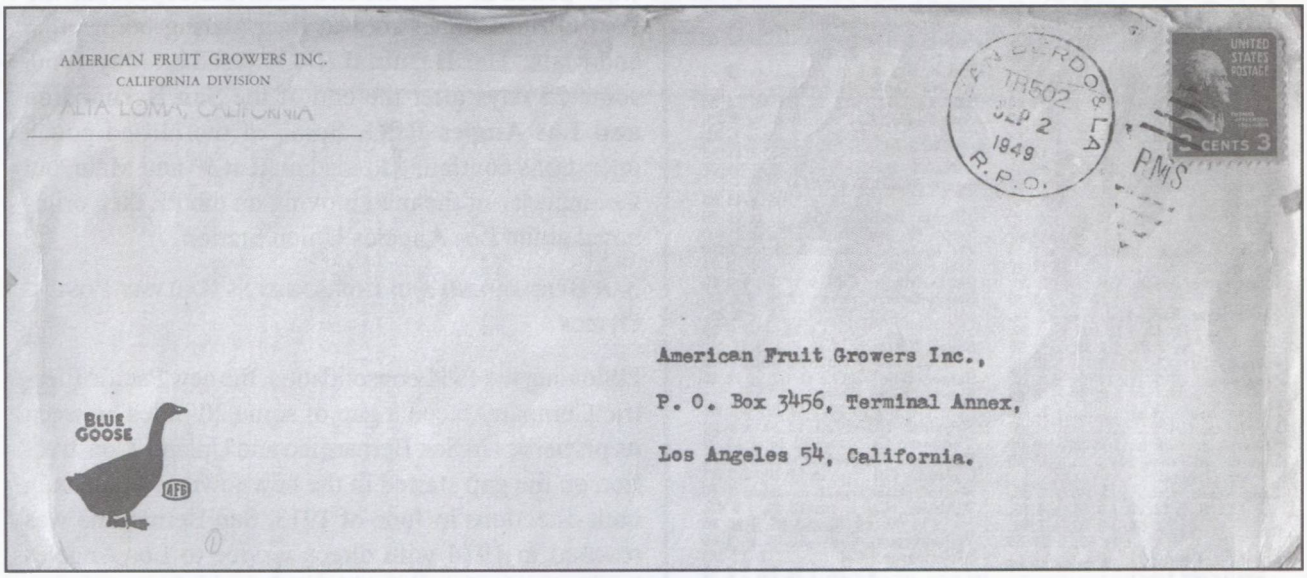

Figure 10 San Bernardino & Los Angeles RPO, 1949.

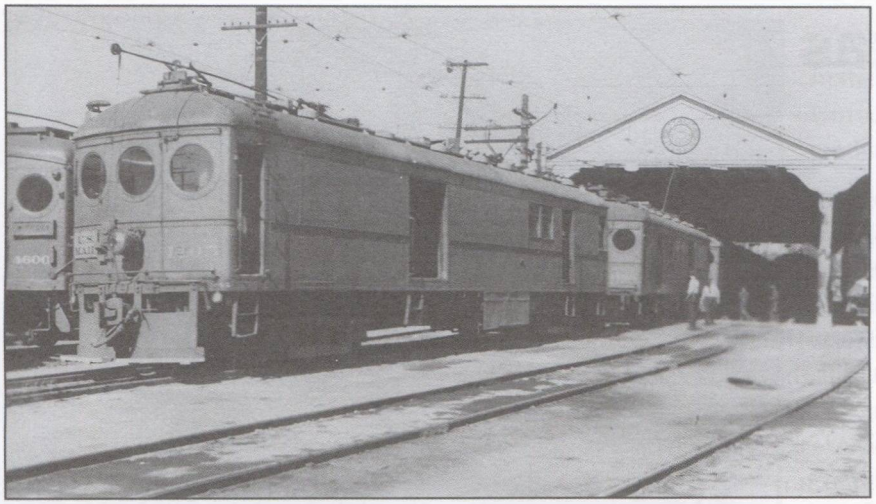

Figure 11 *The 1405 & 1406 the former SP (Oregon & California) rpo/baggage cars 771 & 772 at the Macy Street Car House in 1948. (Author's collection)*

had acquired from the Southern Pacific Red Electric operations in Oregon. When one of these cars was destroyed in 1937 after hitting a gas truck the other car was quickly rebuilt. In order to have a spare car the PE took one of the Red Electric 200 class passenger cars and converted it to an RPO configuration. These four cars were the most modern RPO cars that the PE operated.

Notes

I want to thank Jeff Moreau of Orangevale, CA for the use of some of his photos in the article. When reviewing the Railway Mail Service Schedule of Mail Trains, there are some points to remember. On the Schedules of Mail Routes you will notice the words 15' apartment car or 15' space authorization indicates the minimum space required in the cars. This space had to be physically separated from the rest of the car so no unauthorized person could enter. The rest of the car was used for express shipments, sealed mailbags or passengers. All the cars used in the Pacific Electric Railway Mail service exceeded these minimum space requirements. Other notes are as follows;

1. The date on the schedules show the last time the Railway Mail Service made any adjustment to the change to the route. Sometime these changes affected only part of the schedule such as the Los Angeles and San Pedro for June 5, 1926.

2. All RPO train numbers are shown in **heavy faced type** while other trains on the route are shown in light faced type. The letters next to the train numbers tells the frequency of service, a=daily, b=daily except Sunday and so on. All trains shown on a schedule handle mail.

3. Time on the mail schedules is shown as follows, AM is in light type, and PM is in **dark type**.

4. The locations shown on the schedules are operating post offices except those with (n.o.) behind its name which indicates no office.

5. Following each schedule is the list of the mail worked for locations other than towns along the route and the point from where the pouched mail is dispatched.

6. The hand on the 1900 Altadena and Los Angeles and Los Angeles & Oceanpark RPO schedules indicated that there is a change in the table, in this case new routes.

7. The Railway Mail Service Schedules of Mail Trains list clerks assigned to each route until about 1912.

8. The Pacific Electric Terminal RPO listing is from the December 1940 Schedule of Mail Routes

A Tough Texas Lady

By Michael Dattolico

A few years ago, I had the privilege of meeting esteemed postal historian Bob Collins, a noted authority on Alaska postal history. He had read an article in La Posta about the Boxer Rebellion. After reading the La Posta article, Bob suspected that one of his Alaska covers had a definite 1900 U.S./China connection. It is presented as *figure 2.*

Bob questioned the blue pencil marking at the top. He wondered if it might be a manuscript ship marking although Bob sensed it might refer to a hospital. The sender had addressed the letter to someone at the U.S. General Hospital at Presidio, California.[1] It was forwarded to the 1st Reserve Hospital at Manila and from there to Tientsin, China. On the cover's back is a hodge-podge of receiving markings, one of which is a Military Postal Station No. 1, China cancellation.[2] We suspected that the recipient was a medical person since two of the addresses were military hospitals. Two other intriguing variables were the letter's origination point – Nome, Alaska - and the letter's forwarding itinerary. Nome, Alaska was still in the throes of the late 19th-century gold rush. And the routing – Alaska-California-Philippine Islands-China- was most unusual.

And then there was the recipient's name - Etta. It was an uncommon name and seemed feminine. I began to dig for information and found an obscure fact that both heartened yet confused Bob and me. It was a Canadian veterinary school roster from the mid-1890s showing the name Etta McRae. At first we speculated that Etta McRae was a veterinarian. Veterinarians would have been needed in Nome, Alaska during the gold rush. The Army certainly would have needed vets, too. But why, we asked ourselves, would a veterinarian have been working at Army hospitals? It didn't seem to fit. But we did achieve our objective, which was to determine the meaning of the blue pencil words, "U.S. Gen. Tientsin, China." We felt certain it referred to a hospital. It was an interesting end to some elementary research. Bob Collins and I stayed in touch by email.

Figure 1 *Graduation photo of Henrietta A. McRae, University of Texas School of Nursing, class of 1898*

A year later, I acquired a unique cover for my Boxer collection. It is shown as *figure 4.* I was especially excited because it showed registry usage of 4th-class mail, an anomaly permitted by 1870s postal regulations. That it was a "soldier's gift"[3] handled by the China military postal station at Peking in April, 1901, and had a rare cancellation on the back was further cause for elation. But something clicked when I read the sender's name, H. McRae, and noted that it originated at the U.S. General Hospital, Peking China. 'H' McRae…'Etta' McRae. Were they the same person? It suddenly seemed obvious that the sender's name might be 'Henrietta'. I began searching for information about a person named Henrietta McRae, who was possibly a medical person and hit pay dirt. I contacted Bob Collins with the new information.

Henrietta A. McRae was born November 30, 1873, at Lamar, Texas, the fifth of nine children – all girls. Her father, Murdock McRae, was a ship carpenter who

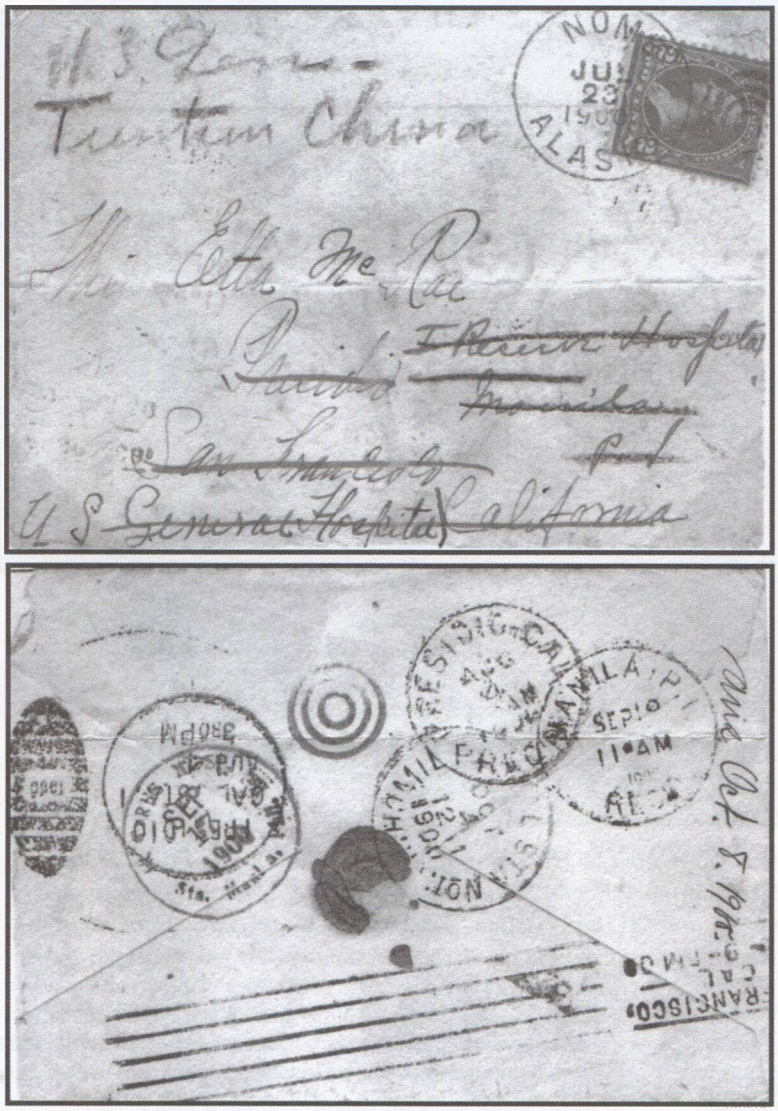

Figure 2 *Obverse and reverse of cover mailed at Nome, Alaska in 1900 to the Presidio California army post hospital. The letter was forwarded to the Philippines and China with the reverse showing cancellations applied at various routing locations. (Courtesy of Bob Collins.)*

had relocated from Florida to Texas as a young man. Her mother, Mary Ann, was from Alabama. Henrietta may have been given a name of male derivation because after four daughters in a row, her frustrated father had wanted a son. She may have called herself Etta simply because it sounded more feminine.

Providing care for young and old family members was a necessity in Henrietta's crowded childhood home. Texas census records from the 1880s paint a crowded picture of the McRae household. Etta's grandmother, 80-year-old Vincy, lived with them and required care. Her 49-year-old father was also in poor health.[4] One can imagine an exhausted Mary Ann McRae comforting her ailing husband and mother-in-law while raising nine girls. Her mother's example inspired Henrietta to become a caregiver as her life's work. In the mid-1890s, Henrietta enrolled in the University of Texas School of Nursing, graduating in 1898.

Etta McRae began her nursing career at an exciting time. The Spanish-American War erupted in the spring of 1898, creating a critical need for medical personnel. She was hired as an Army female contract nurse and served at an Army encampment.[5] The adventurous McRae later wended her way to Alaska where she served as a contract nurse during the gold rush.[6]

In 1899, Nurse McRae was sent to the U.S. General Hospital at the Presidio near San Francisco where she remained until the summer of 1900. The Army Medical Corps had greatly expanded the hospitals in the Philippines, and McRae and other female contract nurses were assigned to the 1st Reserve Hospital in Manila.

Fate, however, intervened. The transport carrying nurses to the Philippines was diverted to north China. Female contract nurses were asked to volunteer for service at the recently established U.S. General Hospital at Tientsin for American soldiers fighting in the Boxer Rebellion. Etta McRae and fourteen other nurses disembarked at Taku, China, in August, 1900. She served at the Tientsin hospital and later at the U.S. General Hospital at Peking, also known as Military Hospital No. 1, Peking until May, 1901.[7]

Many questions remain unanswered about Etta McRae. What is known, however, is verified on her death certificate. After leaving Army nursing service, she settled in Brownwood, Texas. She died of kidney disease at age 43 on January 26, 1917. Ironically, the recipient of the "soldier's gift," Mrs. S. D. Bennet of Cuero, Texas, verified the death certificate facts twenty-six years later.[8] Despite years of absence from Texas, Henrietta McRae maintained close friendships at home.

For today's postal historians who collect and study mail from America's involvement in the Boxer Rebellion, the question inevitably arises about the quantity of mail that exists from the small number of female nurses. Although 15 nurses volunteered for China service in September, 1900, but some were withdrawn that win-

Figure 3 *Obverse and reverse of 'soldier's gift' cover mailed by Henrietta McRae through Military Postal Station No. 1, China (Peking), April 26, 1901, to Cuero, Texas. Military Postal Station No. 1, China double-circle marking (D-1), registry marking (A-1) and 4th-class mail designation (A-3) are visible.[9] The back of the cover shows the double-circle "received" China marking (D-2). Note the square cut from the cover (marked by arrows) for contents inspection by the San Francisco post office.*

ter. Only six contract nurses served at the U.S. General Hospital at Peking. How much of their mail exists? One can only speculate.

Henrietta McRae was an adventurous lady during an exciting time in our history. She lived hard and died young. But Etta left gifts for Bob Collins and me, gifts for which we will remain grateful.

End Notes

1. The U.S. General Hospital at the Presidio was built between 1899 and 1902. The facility was the first army general hospital to use women of the newly created Army Nurse Corps in 1901. It was renamed Letterman General Hospital in 1911.

2. Philip E. Baker included an illustrated list of China military postal stations cancellations in his pamphlet, "*Postal Markings of United States Military Stations, 1898-1902*," published in 1963. The section on China postal stations, however, was incomplete. The China cancel seen on the back of Bob Collins' cover did not appear in Baker's work. Alfred F. Kugel provided a comprehensive listing of China markings using a different identification system in his article, "The Allied Intervention in the Boxer Uprising", published in *The Collectors Club Philatelist*, July-August, 1997. (See References). The marking is shown as S-7 in Plate 1, page 205.

3. The "soldier's gift" cover reflects U.S. domestic postal rates afforded to military personnel in China.

4. William Murdock McRae died on December 5, 1889, age 57. Anecdotal records indicate he was crippled during Henrietta McRae's childhood and required nursing care at home.

5. In 1898 Congress authorized the Army to procure qualified female nurses. They were hired as civilians under contract but without military status. Their salary was $30 per month. Initially restricted to the United States, female contract nurses later served overseas and on one hospital ship. From 1898 to 1901, more than 1500 were recruited. One hundred forty nurses served in the Philippines during that period. Only 15 female contract nurses served in China during the Boxer Rebellion.

6. Originally called U.S. Army Barracks, Nome, Alaska, the more permanent Fort Davis was constructed approximately four miles from Nome towards the end of the gold rush period. Two companies of infantry were stationed there to maintain order.

7. Initially, all fifteen nurses served at the U.S. General Hospital at Tientsin. There are indications, however, that some of the female nurses at Tientsin left China in late November. Two companies of U.S. infantry remained at Liscum Barracks in Tientsin, and a 20-bed hospital was established for their care. In September, 1900, plans were made for a hospital of significant size at Peking. Chinese buildings in Peking's Temple of Agriculture were modified to fit 150 beds. The hospital was originally designated as United States Military Hospital No. 1. It was commanded by a commissioned U.S. Army surgeon with three assistants, 40 hospital corps-

Figure 4 *Rare photo of female contract nurses who served in China during the Boxer Rebellion. The picture was taken outside the nurses' quarters. Henrietta McRae is fourth from the left in the front row.*[10]

men and six female nurses. It was later referred to as U.S. General Hospital, Peking. A second hospital at Peking was established as Military Hospital No. 2 in November, 1900, but was discontinued in February, 1901. It was located in the Canton Club building. Hospital No. 2 was intended for officers and selected cases among the enlisted men. Sick or injured soldiers of the provost guard were also treated there. Female nurses were housed in a building adjacent to Hospital No. 2 and daily transported to Hospital No. 1. A 6-bed hospital was also established at Tungchow, although no nurses were assigned there.

8. The recipient of the "soldier's gift" in 1901 and witness on the coroner's death certificate was the wife of Samuel Davis Bennet. S. D. Bennet was a member of one of DeWitt County's pioneer families.

9. The April 26, 1901 registered/4th-class cover was first shown as *figure 11* in the September, 2006 issue of *La Posta.* It was part of the article, "Registered and Fourth-Class Mail from China 1900-1901."

10. Shown in the photo are Nurses Lasswell, McCarthy, Hanburg, McRae, Henner, Frilen, Lippert, Young, Martin, Brown, Call, Killiam, Hasemeyer and Cleveland. A notation under the photo: "Taken in front of Nurses Home in Tientsin, China – November, 1900." A further notation – "Presented by Miss McRae - class of 1898." The picture was given to the University of Texas School of Nursing.

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Captain Theodore Davis Boal: Two Millennia of History

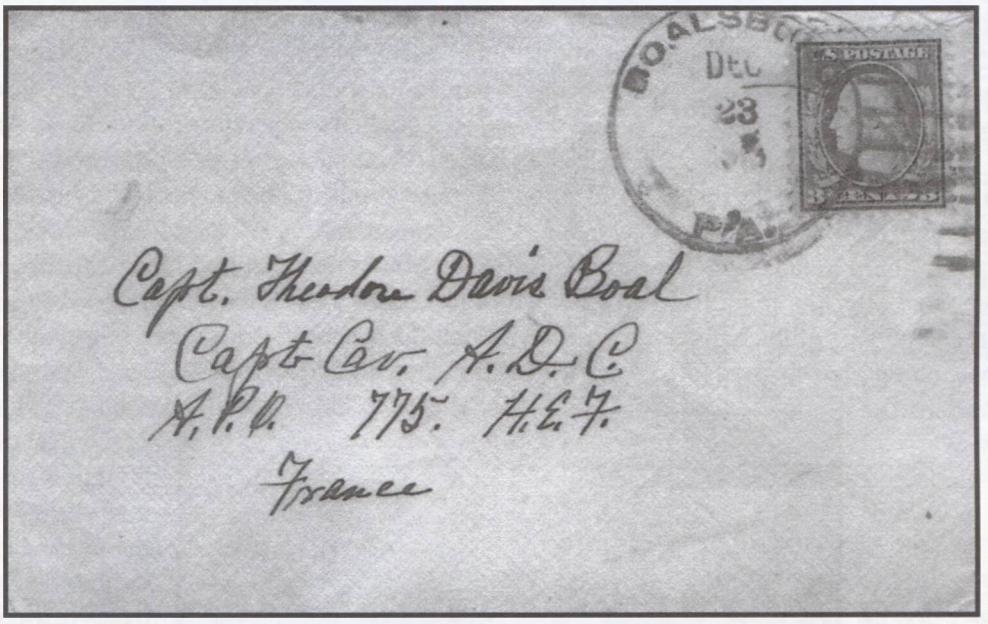

Figure 1 *Cover from Boalsburg, Pennsylvania addressed to Captain Theodore Davis Boal at an APO in France during World War I (ca. 1917/18)*

by Jesse I. Spector, M.D.

Can a cover mailed from a small town in central Pennsylvania two days before Christmas to an officer serving in the American Army in France during World War I offer a historical connection to Christopher Columbus, Jesus Christ, Napoleon Bonaparte, the French Revolution, the founding of Pennsylvania State University, the birth of the Pennsylvania Military Museum and the motorization of machine gun equipment? For those of you aghast and highly incredulous at a question you feel is transparently fraught with chutzpah, I suggest you reserve judgment and read on, since the answer to the question is yes, this unassuming cover serves as an opening to an amazing story of American heritage.

My philatelic bent over the years has shifted from initial classic stamp collecting to the study of postal history with philatelic nuances and most recently to detective work on the historical perspective of covers I have acquired for reasons I can only describe as E.S.P. I feel that at times I am trying to find water with a divining rod and as this cover demonstrates I'm not sure where science and intuition intertwine, all I know is it works. The cover under discussion (*figure 1*) came into my possession for the princely sum of two dollars at the 2007 Mega Event at Madison Square Garden. It is a plain Jane in many ways. It is addressed to Capt. Theodore Davis Boal, a captain in the cavalry with an A.P.O. in France. There is not even a sender's return address, but the handwriting struck me as "mature" although I don't know how to explain that perception. The deep violet, three cent Scott 333 is cancelled with a rather large CDC that immediately caught my attention because it was mailed from Boalsburg, Pa., and, since it was addressed to a Captain Boal, it required very little effort to surmise that we had something going for us here. The date on the CDC is Dec 23, the year is illegible, but one can comfortably assume it was 1917 or 1918 since the United States did not enter the war until 1917 and the armistice was signed on Nov. 11, 1918. And so the search was on. What proved to be most rewarding was the immense scope of historical perspective that this investigation would provide, beginning not least with the nine generations of the Boal family in America and continuing with the intricate associations I alluded to with regard to, shall we say, prominent figures in history, that share in the Boal legacy.

Let us first meet Captain Boal, since he may be slightly less well known to us than the personages with whom his life becomes intertwined. Theodore (Terry) Davis Boal, born in 1867 in Iowa was the fifth of nine gen-

erations of Boals to have lived the story of America to the present time. The family origins are obscure but can be traced at least as far back as the sixteenth century to the small town of Boal in the province of Asturias, Spain in the day's of Elizabeth's reign in England. This distant ancestor was required to beat a hasty retreat after having created an infraction of the peace and subsequently settled on the Spanish coast where he raised a family. One of his sons survived the destruction of the ill-fated Spanish Armada with the wreckage of his galleon washing the man of Boal onto Scottish shores. There he found shelter, raised a family and moved to Northern Ireland. The family continued to be called Boal after the town from whence it originated. In the latter part of the eighteenth century one David Boal immigrated to the North American colonies, served in the Revolutionary War and eventually settled on a tract of land in central Pennsylvania in what is now Centre County. There, in about 1789, he had a small stone dwelling constructed. Well now, that gets us to first base and since that time nine generations of the Boal family lived in and enlarged the homestead into what is now known as the Boal Mansion, of which the pioneer stone cabin is the first part. David Boal's son returned to Ireland in 1798, took part in a rebellion against the English, and barely escaped with his life. He returned to America and built a tavern near the Boal home. This frontier crossroads grew into a village that in 1809 came to be named Boalsburg in his honor.

Figure 2 *Theodore Davis Boal and Mathilde de Lagarde Boal – the fifth generation*

The next several generations saw the rise of the Boal common man to public office including third generation George Boal, an associate judge of Centre County, a member of the Pennsylvania House of Representatives, and president of the Centre County Agricultural Society. Under his direction, a petition to the state in 1852 resulted in the location of the Farmers High School in Centre County which subsequently developed into Pennsylvania State University.

The fourth generation Boals became educated professionals who partook in the industrial wealth of the mid nineteenth century, as well as achieving success in politics and law. In this generation we meet the father of our letter recipient Capt. Boal. His father, George Jack Boal had gone west to Iowa and Colorado. He married Malvina Amanda Buttles, and their son, Theodore (Terry) Davis Boal now enters the scene at his birth in Iowa. He was raised partly in the west and partly with his wealthy industrialist uncle, also named Theodore Davis, in Newport, Rhode Island. Terry studied architecture at the Beaux Arts in Paris, after spending a year as a cowboy in the Far West. Terry was one of the more colorful figures in the family, known for his verve, gaiety and wit all of which clearly affected a young French-Spanish aristocrat in Paris, Mathilde Denis de Lagarde (1871-1952). Mathilde's aunt Victoria, her mother's sister, had married Don Diego Columbus, direct descendant of Christopher Columbus. Her great grandfather was Napoleon Bonaparte's stepson. Victoria was the possessor of the Columbus family chapel, its relics, heirlooms (including wood from The Left Arm of Christ's Cross as will be addressed shortly) as well as the entire archive of 165,000 pages of original papers of Christopher Columbus and family dating back to the 1450s.

Mathilde and Theodore were married in 1898 (*figure 2*), returned to Boalsburg and changed the family farm into the family estate, adding a ballroom and servants and farmers quarters. When Mathilde's aunt Victoria Columbus died in 1908, widowed and childless, she left part of her estate to her niece Mathilde, notably the Christopher Columbus family chapel, as well as the heirlooms, papers and relics to be described. Now that we begin to see the connection with Columbus, we will bring Jesus and Napoleon into the picture-but first things first.

Theodore constructed a stone chapel on his estate and brought from Spain the entrance door and the interior of the Columbus Chapel with everything it contained-fine paneling and woodwork, the choir loft (with a great escutcheon of the Columbus family on the railing, its colored panels showing the castle of Castile, the lion of Leon, the Admiral's anchors, the islands of the Indies, and the colors of Spain with an eagle), rere-

dos, the altar draped with fine Spanish linen and lace, the massive silver crucifix, silk and brocade vestments, paintings attributed to Ribera and Ambrosius Benson, hand-carved Saints and family swords. Columbus' admiral's desk decorated with gold cockle shells, emblematic of Saint. James of Compostella- a saint revered by Columbus, is a centerpiece in the chapel as well.

Of all their heirlooms, the greatest treasure of the Chapel is contained in a silver reliquary: it consists of two pieces of the True Cross. In the fifth century, a young Spanish nobleman, Toribius, went to the Holy Land, where he became keeper of the Sacred Relics which St. Helena had brought together in the Church of the Holy Sepulcher. Confronted with the danger of the capture of Jerusalem, Pope Saint Leo ordered Toribius to take the Left Arm of the Cross to Spain where it was placed in the cathedral in the city of Astorga. When the Moors invaded in the seventh century the relic was moved to San Martin in the northern kingdom of Leon. Toribius was canonized and San Martin renamed Santo Toribio de Liebana in honor of Toribius and the Left Arm of the True Cross. Early in the nineteenth century the Bishop of Leon asked permission of the Benedictine Monks to remove a portion of the Cross, part of which he sent to Don Felix Columbus for their family chapel. It is the part of the True Cross, arranged in the form of a cross in the reliquary as signed and sealed in a document dated 1817, which now rests in the Columbus Family Chapel at the Boal estate. Epistemologically, the issue of the authenticity of the wood of the Cross will await another time and place for resolution, but the history of this relic as it relates to our cover does indeed send a chill up my spine.

And speaking of chills from relics let us now address Emperor Napoleon Bonaparte. Theodore Boal married Mathilde Denis de Lagarde, whose lineage descends through generations of French nobility. The second branch of this family tree included the mother of Simon Bolivar, Liberator of South America. At the time of the French Revolution Louise Denis de Lagarde was married to Count Dervieu du Villars, a nobleman condemned to death in the Great Terror. The desperate Louise sought out the Revolutionary prosecutor, held a pistol to his head and forced him to sign a release for the Count. The ruined and hunted couple then hid in caves and subsisted by sewing oat bags which were sold for food. With the end of the Revolution their property was restored and the Count became a senator in Napoleon's government. The Countess became one of the leading figures in the Emperor's court. Her brother, Jacques Denis de Trobriand, a fiery and devoted officer of Napoleon was decorated at Austerlitz and wounded at Eylau and twice at Ratisbon. After Napoleon's death the Medal of St. Helena with a lock of the Emperor's hair was sent to the then General Jacques de Trobriand, and this memento, as well as Jacques' dueling pistols can be see among the Boal family relics. Additionally, keeping things in the family, the cousin of the Countess Louise became a confidant of the Emperor; Simon Bolivar in the year of his coronation in 1806, and over the course of his brilliant career, Bolivar and Countess Louise corresponded frequently. A memento of their correspondence, a pistol which he sent to her, is also among the Boal family heirlooms on exhibit.

So much for relics, although, one must admit, truly exciting ones. What then became of Theodore Davis Boal? Terry founded the Boalsburg Fire, Electric, Water, Telephone and Bus Companies!! Additionally, in 1916, he founded his own cavalry troop, a mounted machine gun troop, which he led to the Mexican border at the time of General Funston's expedition against General Francisco (Pancho) Villa. His mounting of machine guns on Ford trucks was an early, perhaps the earliest motorization of machine gun equipment in the American forces. During World War I the machine gun company served in France as part of Pennsylvania's 28th Division. Colonel Boal (addressed as Captain Boal on our cover) did not remain with the machine gun company; rather he served on the staff of General Charles H. Muir throughout the war, and was awarded the Distinguished Service Cross for extraordinary heroism.

At war's end the Boal Mansion was for many years a center for visitors of both local and national repute. Many veterans of the 28th Division made the trip to Boalsburg, and finally Terry decided to construct a memorial park for the division on his estate. A long field-stone wall was erected above the bank of a stream containing the names of men killed in action. This 28th Division Shrine became the embryonic origins of the Pennsylvania Military Museum. Theodore Boal died in 1935 and a monument to his memory is located in the center of the long wall.

Oh yes, two more military points: Boalsburg's other claim to fame is that it is the birthplace of Memorial Day. The town first memorialized its fallen heroes in 1864, five years before the nation officially recognized the holiday; and, Terry's son, Pierre Denis de Lagarde Boal (*figure 3)* succeeded in enlisting in the French

Figure 3 *Pierre de Lagarde Boal, 1895-1966 – the sixth generation.*

cavalry in 1915, and later transferred to the Lafayette Flying Corps. After the war he served in the U.S. Foreign Service in Europe, and Latin America, and was Ambassador to Bolivia. Pierre married a French girl, Jeanne de Menthon, whose father had inherited the family castle on the Lake of Annecy, built a thousand years earlier. In this castle lived his ancestor, Saint Bernard of Menthon. Saint Bernard founded the hospices on the Alpine passes of Switzerland, where the Saint Bernard dogs, carrying their little casks of spirits tied to their collars, for centuries succored travelers floundering in the snows. By his marriage to Jeanne de Menthon, Pierre Boal's children and grandchildren are thus linked to the tradition of two saints, Saint Toribius and Saint Bernard.

And yes, finally, there are the current eighth and ninth generations of the Boal family. Pierre's daughter Mathilde (Mimi) married Blair Lee III of Maryland in 1944. Lee was governor of Maryland in the late 1970s. Their son Christopher, 57, is the current curator of the Boal Mansion and Chapel. In the 1990s he left his post as director of the Virginia Trust for Historic Preservation to assume full-time care of the Boal estate. Offers have been made by national organization to assume the relics and heirlooms, but Christopher is not taking them up on their offers even though money is tight, despite the 30,000 annual visitors to the estate. For now the Nittany Mountains just outside Pennsylvania State University will nestle these treasures. In the meantime Christopher Lee waits in the wings for the new ninth generation of Boal descendants to assume their duties.

POSTAL HISTORIANS ON LINE

(Continued from page 8)

Gilbert M. Roderick [Dealer. Downeast Stamps. Collects Straight line stampless, cameo advertising, Maine p.h.] — destamps@acadia.net
James E. Rogers [VT machine canels, NH & ME flags] —J_Rogers@juno.com
Robert C. Roland [post cards, postal history, U.S.] — robt.roland@sbcglobal.net
Paul Romanelli [bkjacks on cvr; VT, ME p hist.] — docROMA2000@yahoo.com
Robert G. Rose [New Jersey p.h.] — rrose@daypitney.com
Hal Ross [Kansas Territorials & postmarks] — halross@sbcglobal.net
Art Rupert [Rural Branches & Stations, CPO] — aerupert@bentonrea.com
Roger Rydberg [Colorado postal history] — rrydberg5@comcast.net
Bill Sammis [US Express Company labels, stamps & covers] — cds13@cornell.edu
William Sandrik [Disinfected mail, Austrian Lloyd] — sandrik42@verizon.net
Robert Sanford [U.S. flag cancles, auxiliaries, old P.O. papers, documents]— rsanford80@excite.com
A.J. Savakis [Ohio-machines] — mcsforum@embarqmail.com
Robert Scales [western states, crashes, Doanes, Expos] —bscales@bak.rr.com
Allan Schefer [U.S. foreign mails 1861-1870; fancy cancels, 3c US 1861, Bicycle ad cvrs & pcs, France 1871-75 ceres issue, prex] —schef21n@netscape.net
Henry B. Scheuer .[U.S. FDCs, pre-1935] — hscheuer@jmsonline.com
Steve Schmale [Dealer-Western states.Collects Plumas & Placer Co, postcard & photo views any small US towns — outweststeve@ftcnet.net
Dennis W. Schmidt [US Off postal stationery/covers] — officials2001@yahoo.com
Fred Schmitt [Dealer] — fred@fredschmitt.com & http://www.fredschmitt.com
Robert Schultz [Missouri postal history]— schulhstry@aol.com www.civilwar.org
Joseph Sedivy [1909 cners-cover&card; RPO, Chi stcars] —JNJSED717@aol.com
Larry R. Sell [postal history/banknotes,1861,1902's] — larrysell@infoblvd.net
Mike Senta [Alaska postal history] — msenta@mtaonline.net
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Lawrence Sherman [WWII-Foreign Destinations; APO at Washington Monument 1943; Bolivia & Peru up to 1940; Chili Centennial issues, 1910l] — larrysherman@san.rr.com
David J. Simmons [Israel,Palestine,Gaza; U.S. Seaboard, Worcester MA] — dsim465835@cs.com
Ed Siskin [U.S. Colonial, WWI, Free Franks] – jeananded@comcast.net
Rich Small [Machine cancels, post offices] — rsmall003@comcast.net &http://hometown.aol.com/rsmall9293/mcfmain.htm

Concluded on page 69

The Post Offices of Wayne County, Kentucky

Part 1

By Robert M. Rennick

Kentucky's forty-third county, a 670 square mile area taken from Green, Cumberland, and Pulaski Counties, was authorized by the Kentucky legislature on December 18, 1800. It was named for Philadelphia-born Anthony Wayne (1745-1796), a Revolutionary War general and the commander of American forces in the Indian wars of the 1790s who negotiated the Treaty of Greenville (1795) ending Indian forays south of the Ohio. In 1804 the county gained forty square miles from Adair County; lost ten square miles to Pulaski County in 1818 and another fifty toward the creation of Russell County in 1826. In 1831 it gained ten from Pulaski County but lost thirty toward the creation of Clinton in 1836 and another 140 toward the creation of McCreary in 1912. Its present 459 square mile area, probably including its share of the waters of Lake Cumberland, is home to some 20,500 residents (in 2006, a forty three per cent increase over 1970).

Wayne is at the western end of the Eastern Kentucky Coal Field and the eastern end of the Pennyroyal or Mississippi Plateau (separated by the Cumberland Escarpment crossing the county from southwest to northeast.) The latter is "a karst or sinkhole plain" with an irregular topography, actually "erosional remnants of the relatively level plateau in the east."[1] The county is drained by the main Cumberland River channel and its principal tributaries: the Big South Fork (with its Little South Fork, Big and Cedar Sinking Creeks, and Turkey Creek), Meadow, White Oak, Faubush, Fall, Beaver (with its Elk Spring Creek), and Otter (with its Carpenter Fork) Creeks.

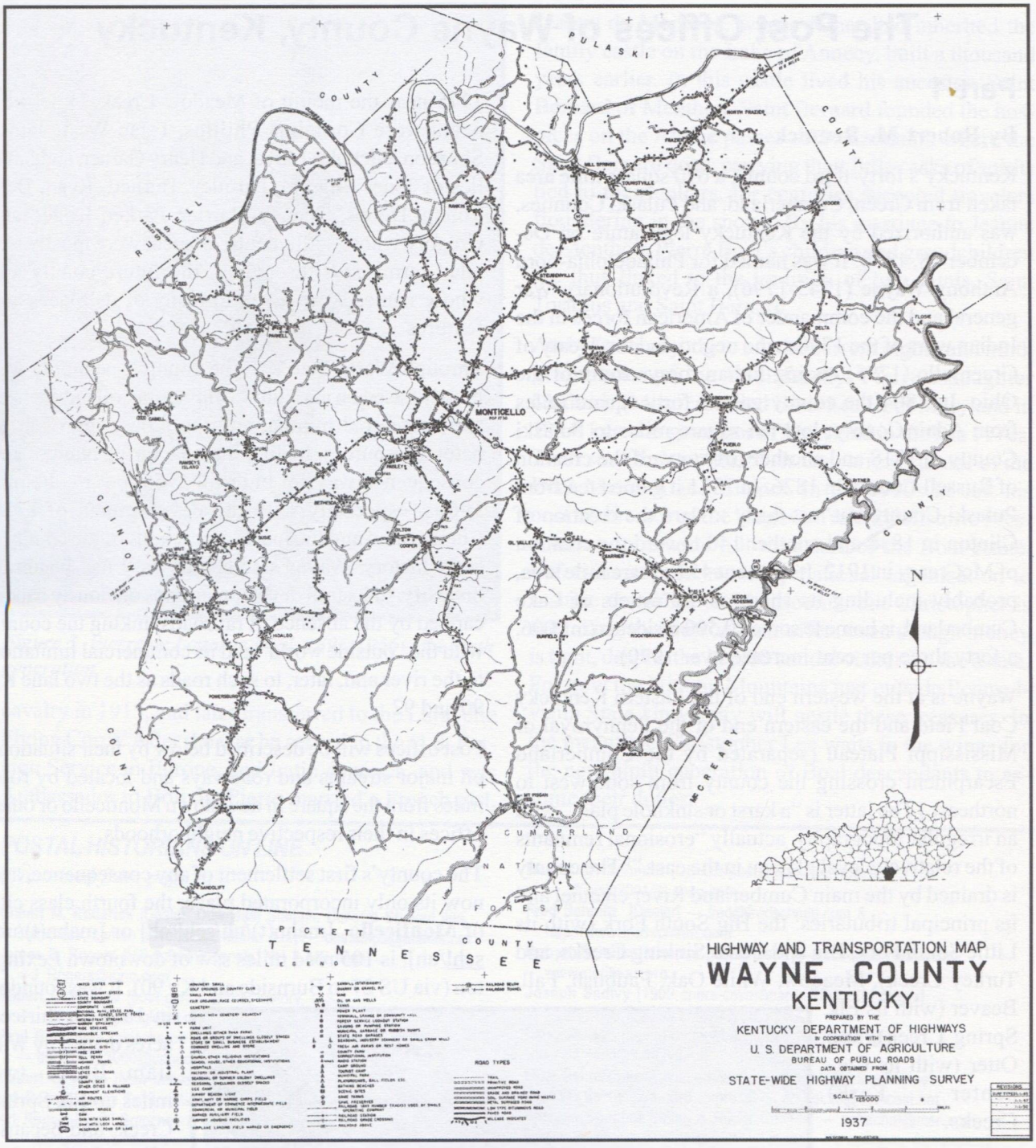
Though likely visited in the late 1760s by Virginia and North Carolina based hunters with encampments near Mill Springs, the county's first permanent settlement was probably Benjamin Price's camp and station established in 1775 near the mouth of Meadow Creek. Other pioneers were Cornelius Phillips, Isaac West, James Simpson, Nicholas Lloyd, and Henry Garner, and families of Jones, Ingram, Parmley, Burnett, Ryan, Bell, Young, Dobbs, Denney, Barrier, Parker, Koger, and Gregory whose settlements, as such, were mostly isolated farmsteads throughout the future county and whose names were given to many of its places and features.

Through World War Two the county's economy was mostly based on agriculture, timbering, oil production, and some coal mining, and the processing of these natural resources. Its first manufacturing plant of any consequence was not built till 1955, but by the mid 1960s, especially with the development of Lake Cumberland and the local celebrations of the county's early history, Wayne's economic base had begun to diversify. Industrial development was obviously handicapped by the absence of railroads linking the county with the "outside world" and its commercial limitation to the river and, later, to such roads as the two lane Ky 90 and 92.

Post offices will be described below by their situations on major streams and roadways and located by road miles from the square in downtown Monticello or other offices in their respective neighborhoods.

The county's first settlement of any consequence, and now its only incorporated place, the fourth class city of **Monticello** [mahn(t)/uh/sehl/oh] or [mahn(t)/uh/sehl/uh], is 105 road miles ssw of downtown Lexington (via US 27 to Burnside and Ky 90). It was founded in 1801 on thirteen acres owned by William Beard two miles up Elk Spring Creek, and because of its central location was chosen as the new county's seat over two other contenders—Price's Station and the Parmley settlement at Horse Hollow. According to tradition, the pioneer Jones family wanted to name the new

Monticello, Kentucky, 1875. (This and all other postmark illustrations shown in this article are courtesy of the Postmark Collectors Club and their Margie Pfund Memorial Postmark Museum & Research Center.



town **Jonesboro** but the fifteen year old county court clerk Micah Taul, asked by others to suggest another name, offered **Monticello** for Jefferson's Virginia home.

The new county seat's post office, following convention, was to be called **Wayne Court House** and, according to old postal records, Joseph Baird (sic) (probably William's brother James Beard) was appointed postmaster on September 7, 1802. For some reason, though, it did not open and the office was re-established on January 1, 1803 as **Monticello Court House,** with Roger Oatts, postmaster. The town was not incorporated until January 18, 1810.

In recent years the town has expanded past Buster Mountain to include the airport and the Colletts Hill Subdivision west of new Ky. 90, Dobbs Mountain and the Elk Springs Cemetery all the way southwest to the mouth of Elk Spring Creek, a southwest to northeast distance of five miles and a range from southeast to northwest of almost 2 ½ miles. This increased its population to 6100 (2006 Census estimate), some seventy

per cent from 1970. The town's businesses now include a large chicken hatchery, a cooperative vegetable marketing service for area farmers, a wire and cable company, a boat builder, and several clothing factories.

Post Offices in the Valley South of the Main Cumberland River Channel

Most of the Cumberland Valley's post offices were established to serve river craft landings. The first of these in Wayne County, and its second oldest post office, was the aptly named **Mill Springs.**

The first of at least three mills just below the mouth of Meadow Creek and half a mile below Price's Landing was a fourteen springs-fed grist mill built for the Metcalfe Brothers (John, Charles, and James) in 1816-17.[2] The mill was soon joined by a cotton gin, wool carding factory, wagon shop, and flatboat (later steamboat) landing as the nucleus of a community that soon took the name **Mill Springs.** After the mill was destroyed by a fire in 1824 a second mill was built in 1839. In 1856 it and the surrounding property were acquired by Lloyd Addison Lanier, a Nashville steamboat captain. It was rebuilt in 1879, and by 1885 had become a roller mill. In 1907, under new owner Bolan Roberts, it became the Diamond Roller Mills with a forty foot overshot waterwheel. It was operated by Roberts' son Thomas S. until 1949 when it and the surrounding land were sold to the federal government just prior to the river's impoundment, and fulltime commercial operation ended. In 1950 the feds. leased the mill site (on the present Ky 1275, 200 feet south of the lake) to the Kentucky Highway Department for a state park. Several years later, through the efforts of many interested area residents, the mill was placed on the National Register and restored by the U.S. Army Corps of Engineers to full operation as a tourist attraction.

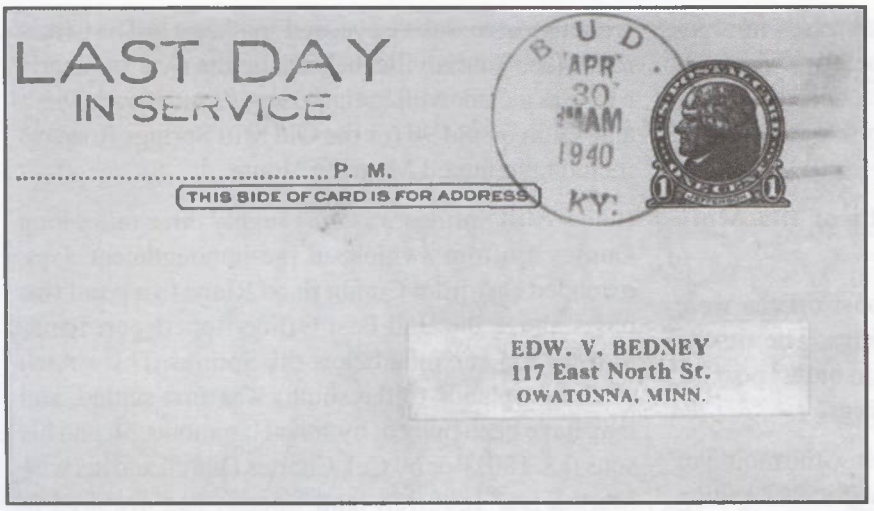
On July 30, 1825 John Metcalfe, Jr. opened the **Mill Springs** post office a short distance south of the mill. It occupied several vicinity sites till, in 1935, it was moved to its last site at the junction of (the present) Rte. 1275 and old 90, half a mile below Meadow Creek, and 8 ¾ miles nne of Monticello. Here it was suspended, with much opposition, on May 3, 1991.

Today **Mill Springs** is a village of some 250 residents centered on Everette Dunagan's Grocery and Supply, the long time post office site, but extending along 1275 west almost to Oak Grove, and southeast to The Crossroads (see Touristville, below), up the river for nearly a mile to include Mill Springs Heights and Mystic View, and south on old 90 (or the Old Mill Springs Road) to include the famed Metcalfe House.

Below Mill Springs was the roughly three miles long **Conley Bottom** which, in pre-impoundment days, extended east from Cumberland Ridge to a point two miles above the Bud Post Office-Robertsport Landing site and one mile below the Springs. This stretch (and the uplands to the south) was first settled, and may have been owned, by John Hammond, Sr, and his sons (ca. 1801)[3] or by Col. Charles Dibrell and his wife Martha (ca. 1800) on land Charles had acquired in 1797. When, shortly thereafter, the Dibrells moved to Tennessee his land was left to his son John L. but was later sold to Charles Hart whose daughter Catherine married Charles Winfield Conley (1808-1899), a West Virginia native. Other Hart heirs by then had sold their shares to Squire Roberts (1800-1881) who, in 1849, sold some 350 acres to Conley, giving the latter almost total possession of the bottom which took his name.

Around 1845 William F. McKinney, a local ferryman, petitioned the Kentucky legislature to establish a town to be called **McKinneysville** at a site about a mile above the Ridge and three miles below (northwest of) Mill Springs. But his plans for it failed to materialized and in 1848 he left for Missouri giving Squire Roberts power-of-attorney to settle his local affairs. In 1850 the legislature, by petition, changed the proposed town's name to **Robertsport**.[4] By the early 1850s Squire's son Granville C. was operating a store, steamboat landing and warehouse, shipping area produce and supplying the Monticello market. From February 11, 1859 to July 10, 1860 Granville operated here the **Robertsport** post office.

The reason for the office's short tenure is not known, for the landing and store continued to operate as **Robertsport** (with mail supplied by Mill Springs) till the office was re-established, on December 23, 1897, as **Bud.** Named for Charles Conley, Jr. (1854-1943), called "Bud", it was first maintained by John M. Buck, a stonemason, who had purchased Granville's store. From November 1906 till it closed in April 1940, the office was run, in succession, by Bud's sons Allison, Frank, and Thomas M.("Mit") and Mit's wife Myrtle in their family's store near Buck's. It served the Bottom and the surrounding uplands on both sides of the river including Oak Grove and the Ard Peninsula (between the Faubush and White Oak Creeks). Until the



late 1920s when steamboats were no longer a major river force the **Landing** generic alone continued to be applied to the vicinity in local speech.

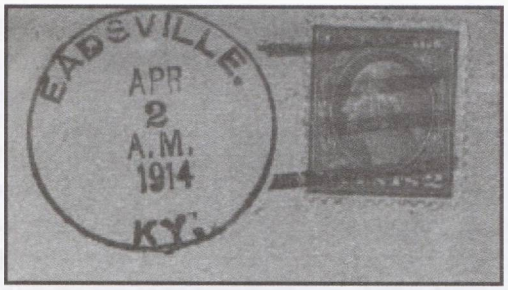
By 1950 the landing, store, and post office site were in the Lake Cumberland waters. But the **Conley Bottom** name survives in a resort complex at the end of Rte. 1765 (the Robertsport Road), less than half a mile southwest of the landing site. With a long term lease from the Corps the resort's owners maintain a full service marina, lodging and camping facilities, and other services for summer visitors.

The short-lived (March 12, 1866 to September 20, 1869) **Cumberland** post office (not to be confused with the predecessor of Burnside) served the half mile wide fertile **Ganns Bottom.** Forming the south bank of the river for six miles between the mouth of Harmons Creek and the mouth of Mill Hollow, the Bottom was first settled in the early nineteenth century by the family of North Carolina-born Thomas and Frances (Richardson) Gann. The office was in a store maintained by two Gann grandsons William K. and James F., its only postmasters, at a site half a mile east of the river, 1 ½ miles above (north of) Harmons Creek, and sixteen miles below Mill Springs (thus southeast of the first site of the future Bart post office.) The entire Bottom is now in the lake.[5]

Another early nineteenth century family that settled on acquired land south of the river was Thomas Norman's (died ca. 1833). Sometime before 1842 his son Edmund (1795-1863) established a landing on the river, at the northern end of Norman's Ferry Road, between Normans and Davis Hollows (6 ½ miles nnw of Monticello). By the 1870s this had become Monticello's principal river outlet and the nucleus of a village called **Norman's Warehouse**. But when its post office was opened on August 23, 1881 by James Henderson Eades (sic), the owner of the landing, freight house, and store (and Thomas' great grandson), his preferred name **Normans** was replaced by the still inexplicable **Agnew** [aegh/nu]. Eades alone maintained the office only till late April 1884 though the landing, under several owners, continued to serve Monticello well into the twentieth century. Van Russell, its last owner, sold the property to the federal government before the river's impoundment, and the site is also in the lake.

The Rankins were yet another family whose name was given to a mill, store, post office, and, for a while, the community centered on them. The local progenitor was Arthur Rankin, born around 1827 in Paisley, Scotland, near Glasgow, who arrived with his family in Wayne County around 1848. In 1849 he acquired the water-powered McHenry's Flour Mill, more commonly known as the Falls Creek Mill for its location about a mile up this aptly named stream.[6] Within a few years he had also opened a store, carding factory, blacksmith shop, sawmill, and river landing. In 1882 he sold everything to his brother Thomas (1831-1905) who, in the early 1890s, sold out to another brother William L. Until it was torn down with the impoundment it was operated by William, his sons Sam, Loyd, and John, and their brother-in-law Jesse Oatts.

On June 13, 1882 Thomas established the **Rankin** post office[7] to serve what was then called the **Fall Creek** community. The office, in Thomas' store, was on the hill just southeast of the mill, 1.3 miles east of the (pre-impoundment) river, and 7 ½ miles north of Monticello. On March 5, 1891 brother William became postmaster, and on December 9, 1905 William's son Loyd took over and, with William L. Stokes, operated it through November 1926. Loyd had it re-established in March 1935 and ran it through November 1937 when it closed for good. Little remains of the community it served but a few homes above the Falls Creek embayment and a boat ramp by the lake.



The Eads family gave its name to Eads Bottom on the north side of the river (see below) and Eads Landing and Eadsville on the south. On June 27, 1890 (Squire) James Edward Eads, son of Preston, established the **Eadsville** post office in his store 0.4 miles south of the Landing (just across the river from the southwest corner of Union Ridge). Several months later his wife assumed the postmastership which he re-assumed in May 1910. Following his death his son Joel Stephen (1924) moved the office nearly three fourths of a mile south to his store on the Lock Road (now Ky 789), just south of the Parmleys Grove Church and five miles nnw of Monticello where it closed on his retirement on May 31, 1950.

Post Offices in the Main Cumberland Valley North of the River

The first Wayne post office north of the river was **Gose** [ghohs]. This was established by and probably named for the first of its two postmasters John Christian Gose, son of Henry and Minerva (Eads) Gose. His first name choice may have been the inexplicable **Etha,** and from October 7, 1891 to December 8, 1902 it served a locality called **Henry Clay** and the 7.2 square mile area still known as the **Ard Peninsula**. More precisely it was one mile north of the (pre-impoundment) river, two miles west of White Oak Creek, and four miles northwest of Mill Springs.[8]

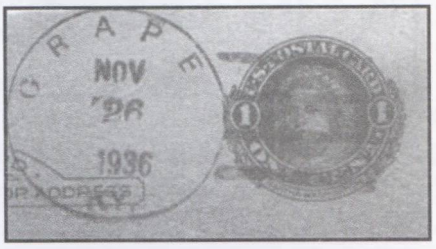
The **Ard Peninsula**, between Faubush and White Oak Creeks, south of the Pulaski County line, and including Cumberland Point, was named for the descendants of North Carolina-born Reuben Ard (1769-1845). It's not to be confused with the Ard Ridge, mostly in Pulaski County between the Faubush and Bee Lick Creeks, and once owned by Reuben's son James.

Just north of the mouth of the Cumberland River's Thomas Branch in Russell County, Christopher Columbus Thomas, on June 6, 1897, established the inexplicably named **Palace** post office. By 1902 Stanton P. Loving had it moved to Wayne County's lower Eads Bottom on Union Ridge, half a mile south of the Russell line. By 1912, after Laura B. Coomer had become postmaster, the office was in her husband Jim's store, half a mile east of the river and one mile south of Thomas Branch and the county line. On May 29, 1920 Laura had its name changed to **Cedarcrest** (probably for the local trees), and in the following year had the office moved half a mile east to (the present) Ky 196, half a mile from the county line. She was succeeded by Jim's sister (by then Mrs. Joe Morrow) who ran the office in Joe's store, and later in their home, till April 5, 1957 when it closed.

Fringing Union Ridge for 7 ½ miles from the mouth of Thomas Branch was **Eads Bottom**. It was probably named for its first settler Charles Henderson Eads (1755-1823), a Revolutionary War veteran from Amherst County, Virginia, who arrived there around 1800. In addition to Palace it was served by the Morrow and Grape post offices.

Morrow [mahr/uh], in the north edge of the Bottom (half a mile from the river, across from Eads Landing), was established on June 3, 1902 by a local storekeeper John Clark Morrow. His widow Arrena (by then Mrs. Charles Loy Thurston) assumed charge of the office in July 1915 and had it moved over a mile east to a site, also at the north edge of the Bottom but due north of Normans Landing (6 ½ miles north of Monticello), where she ran it through February 1918.

On January 20, 1927 Charles Loy Thurston re-established the post office at the second Morrow site, in the local store he and Arrena still operated. Three names were submitted—**Morrow, Hulon** (for their young son, but then in use in Bell County), and **Grape** (probably for the area's wild grapes), which was chosen. On February 1, 1937 Arrena's daughter Rosa Morrow, who by then had married the local storekeeper Tom Johnson, assumed charge of the office and ran it through February 1949 shortly before the impoundment. Both post office sites are now also in the lake.

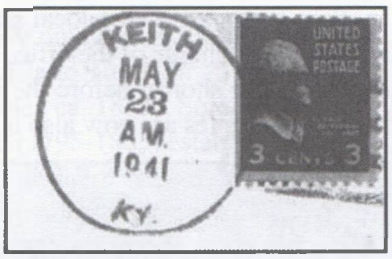


Another Union Ridge post office **Ferris** (name derivation unknown), was established on March 26, 1903 in Bolin Hatfield's store between Shinbone Cliff (overlooking the river from the west) and the Russell County line, in the Ridge's northeast corner. Bolin's brother Moses Harrison Hatfield was its first postmaster.[9] On January 30, 1904 the Hatfields had the name changed to the equally inexplicable **Dell.** On September 19, 1907 Chesley B. Stacy moved the post office to a site just above the forks of Thomas Branch, just within Russell County, to serve the two county area between Denneys Ridge and Union Ridge. In May 1912 Stacy's sister Catherine (by then Mrs. Thomas Serber Coomer) brought it back to Wayne County somewhere in the vicinity of the later **Cedarcrest** where it operated till mid October 1918.[10]

Post Offices on the Cumberland River Tributaries: The Big South Fork

On July 6, 1910 John Perry New established a post office in his store on a plateau three-fourths of a mile west of the Pulaski-McCreary-Wayne Counties convergence, on the Big South Fork, at the mouth of McCreary County's Cooper Creek. Though he named it for his seven year old daughter Flossie, it operated through January 1944 as **Flosie** [flahs/ee], a Post Office Department error never corrected.[11] The immediate vicinity is now all but abandoned.

On August 9, 1907 General T. Morrow's February 14 authorization for a **Keith** post office in the east end of the 3.4 mile long aptly named **Dry Valley**, was rescinded. On March 5, 1925 another **Keith** post office was authorized with storekeeper Tilmon Keith actually operating it, with Andrew Jones and Myrta Hardwick, till mid September 1928, on (the present) Rocky Hill Road, 300 yards southwest of the Big South Fork and Pulaski County. The Keiths were the two-county descendants of William Keith (ne Virginia in 1759, a Revolutionary War veteran) and his son the Rev. John Keith.

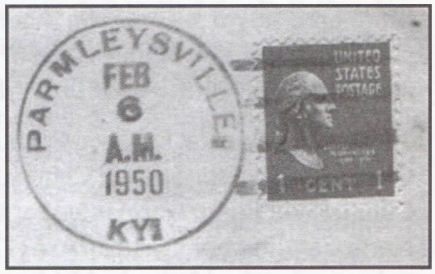


Post Offices on the Little South Fork of the Big South Fork

The forty five mile long Little South Fork was known as King Fork (of the Big South Fork) by early settlers and the Little South Fork at least by 1810 since it's mentioned in Robert Parmley's deed to the Bethel Church referring therein to his 200 acres on the Little South Fork. The Fork heads in a large spring in Pickett County, Tennessee, 1 ½ miles south of the state line, meanders in a generally northeasterly direction forming for its entire Kentucky run the western boundary of the Daniel Boone National Forest, and for its last seventeen miles the Wayne-McCreary County line. It joins the Big South Fork over five miles south of the Pulaski-McCreary-Wayne convergence.

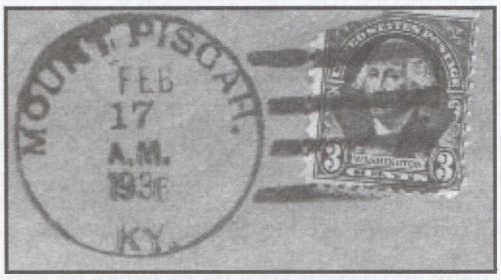
The first of the five post offices in the Little South Fork watershed was **Parmleysville** whose vicinity is said to have been first settled in the early 1780s, probably by Revolutionary War veteran John Parmley (1762-1848) whose name was first applied to it at some later, as yet undetermined, time.

According to tradition, the 2 ¾ mile long Horse Hollow, which joins the Fork just above the site of the old **Parmleysville** store and post office, was once the secluded habitation of a band of horse thieves. It later became the site of one of Kentucky's earliest public "high stakes" horse race track attracting entries and spectators from a considerable distance. Thus the community that grew up around its Little South Fork confluence (sixteen miles ese of Monticello) was also referred to by some as **Horse Hollow.**



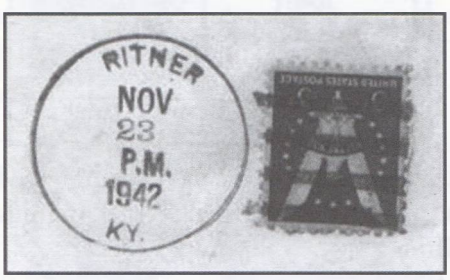
The first store to serve this vicinity was probably on the south side of the Fork, just across from and above the site of the Bethel Baptist Church, organized in 1810 on John Parmley's land. Here, on February 15, 1861, James H. Burnett, of another pioneer family, established the **Parmleysville** post office. For much of the nineteenth century this community's economic base was lumbering, with logs floated down the Fork and the Big South Fork, ultimately to the river and the Burnside rail port. Oil drilling later attracted area settlement which ended when that boom burst. After several short distance moves

up and down the Fork (and the present Rte. 1756), the post office closed at the end of 1958 and little remains of the community but the church.



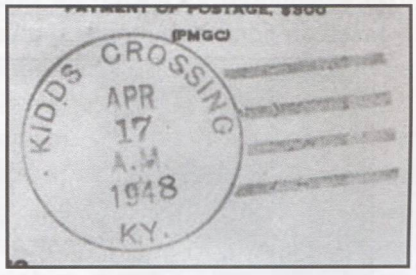
Some five miles up the Fork from Parmleysville was **Mount Pisgah.** This vicinity was probably settled before 1810 by Emmanuel Sandusky, Benjamin Adkins, and others around a church whose name it took. The church, like so many others in this part of the country, had been named for the Biblical elevation from whose summit Moses first viewed the Promised Land. The local post office was not established till November 26, 1877 by storekeeper Isaac M. Shoemaker several hundred yards north of the Fork. By the mid 1890s the community it served had two stores, a hotel and saloon, several other businesses, and Joseph Hurt's famous flour and saw mill.[12] In 1939 the office was moved half a mile down the Fork to a site just west of Dobbs Hollow, but in 1950 it was in a store just across (the present) Ky 167 from its original site (14 ½ miles south of Monticello) where it closed in October 1951. The church alone survived the area's brief oil boom.

The **Ritner** post office, established on April 29, 1890 by Isaac Jones and operated through October 1988 by other Joneses, was first located by the Ritner (grist) mill at the mouth of the Little South Fork's Lick Creek. By 1915 it was in Schoolhouse Hollow, one fourth of a mile up from the Fork, serving a thriving timbering community. Its name has always puzzled county historians and local people alike since there were no area families of that name and nothing is known of the mill and its founders. One may wonder if it could have honored Pennsylvania's Governor Joseph Ritner (1780-1869), famed for actuating his state's public school system.



Better known for Kentucky's first racially integrated school, the **Griffin** name was also applied to a store, post office and school in Steele Hollow between the Steele Old Mill on the Little South Fork and the McCreary County line.[13] John W. Steele who established the post office on April 19, 1898 first proposed to call it **Alaska** (for the by then widely publicized Klondike Gold Rush) but opened it in his store as the unexplained **Griffin**. It closed in mid October 1917. By then oil was being drilled west of the Fork and the **Griffin** name was applied to the local pool and by the 1930s to a second school, nearly a mile west of the Fork (this was the one integrated in 1955 but closed ten years later), and a store on (the present) Rte. 1756, three fourths of a mile west of the Fork and just southeast of the "new" school site.

Just below (northeast of) the mouth of Kennedy (Canadas) Creek a family of Kidds had a Little South Fork crossing. Here, from March 1, 1910 through 1913, Henry E. Kidd ran the **Kidds Crossing** post office. On October 20, 1919 George P. Anderson re-established it at or near Kidd's site, but in 1928 (George) Ezekiel Anderson had it moved three fourths of a mile north to a site about 300 yards west of the Fork (and the McCreary County line). Sometime before 1939 it was moved again, to a site on (the present) Ky 92, 0.4 miles west of the Fork (and the county line). When it closed in July 1951 it was in Hubert Corder's store, serving the **Concord Church Neighborhood.**



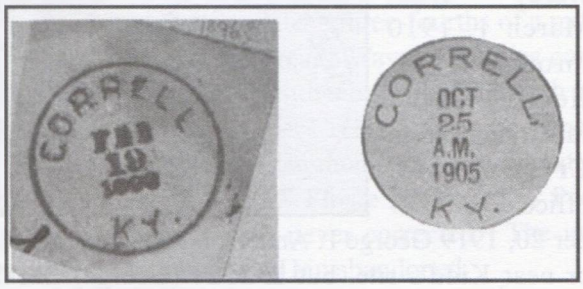
Post Offices on Big Sinking Creek

This aptly named stream heads about 1 ½ miles nne of Coopersville and extends for some 16 ½ miles northeast to the Big South Fork just below Gourd Neck. In the nineteenth century logs were rafted down this stream to the Big South Fork and thence down to Burnside, fourteen miles north. The stream was identified on Civil War maps and more recently as merely Sinking Creek, though in the county it's popularly referred to as Big Sinking. Four post offices served its watershed.

To serve the locality of **Powells Mills,** a short distance up the Dry Fork of Big Sinking, Thomas Powell established a post office he would call **Big Sinking**. Since neither name was acceptable to the Post Office

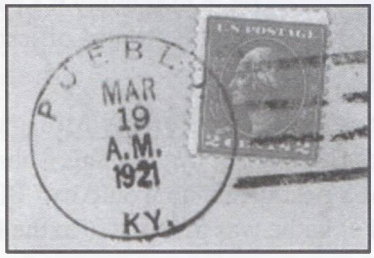
Department (there was already a **Powells Mills** post office in Pike County) he opened his, on June 21, 1883, as **Gregory.** It was named for the brothers Frank and Cullom, sons of early area settlers Flemings and Harriet (Cullom) Gregory. When it closed on McKinley Alton's retirement in October 1966 the office was on Ky 776, just west of Ky 790, and 9.3 miles east of Monticello.

The Rev. Eli Correll (1857-1945) had a store and flour mill on the north bank of Big Sinking, some 2 ½ miles up from its Big South Fork confluence.[14] On December 3, 1890 he established here the **Correll** post office [kawr/ehl or kuh/rehl] which several members of his family, among others, ran till it closed in January



1935. For a number of years it also served the nearby Rocky Hill School and the Zion Baptist Church, 14 miles downstream. Little now marks the site.

One and a half miles above (south of) Gregory was James T. Bates' store. On November 30, 1891 he established here the **Pueblo** [pu/ehb/low, with variants pyeh/blow, pyu/ehb/loo, pyu/ehb/uh/loh] post office. It's speculated that early settlers (perhaps John Dick or his son Sam) may have fancied the resemblance of the area's big cliffs and pilot rocks to the old adobe dwellings of several southwest Indian tribes. That and the nearby evidence of an old Indian campground. When the office closed in January 1986 it was on the west side of Ky 790, just yards south of the creek.



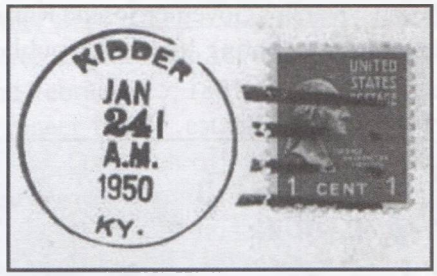
On June 27, 1906 J.W.H. ("Will") Hammond opened the Delta post office at or near the mouth of Turkey Hollow, six stream miles up Big Sinking, 4.2 miles northeast of Gregory (on the present Ky 790), and 13.7 miles ene of Monticello. The name honored his son Eddie's wife Delta (nee Casada) since, it's believed, Hammond's first proposed name Clara was too similar to Clare, an Allen County office. The office served the aptly named Cedar Hill neighborhood through 1991.

Post Offices on Cedar Sinking Creek

The many cedar trees seen on its banks by early visitors gave its name to the other Sinking branch of the Big South Fork. Like the larger branch it derives the other half of its name from the frequent sinking and emergence into, and from beds of sand and gravel in its course. It heads in an underground spring in a rock house at the foot of an unnamed hill, about 850 yards northeast of Meadow Creek Gap, and extends for nearly ten miles roughly northeast (its last mile and a half through Pulaski County) to the Big South Fork, 6 ½ stream miles south of Burnside.[15]

The first of its two post offices was the unrecalled **Kyle** [kah:l]. It was operated only between March 22, 1881 and May 24, 1883 by John Thomas Bolen who imprecisely located it in his Site Location Report on the south side of Cedar Sinking, six miles south of the Cumberland. Thus it may have been near the Pulaski County line and the forerunner of Kidder.

The **Kidder** post office was at four vicinal sites on or near (the present) Ky 790, 14 miles up Cedar Sinking from the Pulaski line. Established on March 14, 1891 by William Corder it served a five square mile rural neighborhood, and on December 30, 1964 became a rural branch of Bronston, six miles northeast, and closed for good in July 1974. According to local tradition, it was named for a town in Caldwell County, Missouri, some forty five miles nne of Kansas City to which a friend of Corder's had recently moved.[16]

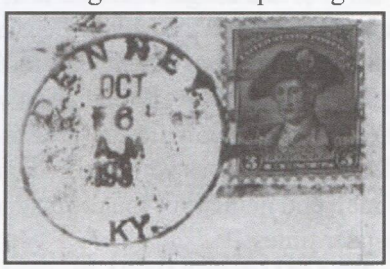


An alternative source was the famed Methodist theologian Daniel P. Kidder (ca. 1840s), but this is mere speculation.

Post Offices on the Turkey Creek Branch of the Big South Fork

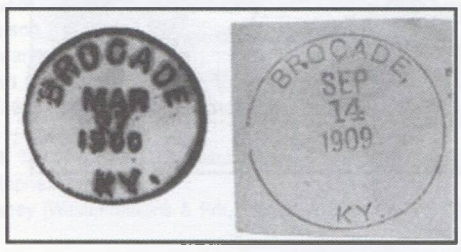
Turkey Creek heads between the Moody and Denney Cliffs (named for the stream's pioneer settlers) and flows intermittently for about five miles ene to the Big South Fork one mile below its Little South Fork confluence and 4.2 miles above (south of) the Pulaski-McCreary-Wayne Counties convergence. It was named for the wild turkeys said to have been "so thick they hid the sun".[17]

The Denneys were descendants of Revolutionary War pensioner John Denney who had settled in the upper Turkey Creek area by 1800. In 1804 Charles Denney, probably John's brother, secured the first patent on the large area encompassing the first site of the later



Denney post office and several other features bearing that family's name. His nephew Matthew (1782-1875) was eventually to own over 6,000 acres in eastern Wayne County. On April 8, 1891 Dupuy Denney [du/peye], a descendant, established the post office on (the present) Ky 776, just below the head of the creek, and Reuben Denney, Matthew's grandson, opened the vicinity's first store. He and a number of other Denneys the office were to operate the office till it closed at the end of 1975. In 1924 the office was moved one fourth of a mile east to a site on the creek, 2 ½ miles ese of Gregory, and 13 ½ miles east of Monticello.

A couple of miles or so below Denney, in the Lower Turkey Creek valley, were the several sites of the **Brocade** post office. This name was thought to have referred to a piece of embossed fabric but no one knows why it was given by storekeeper Mathew E. Denney[18] when he established the post office on November 17, 1899. It was to serve a locality he called **Stocton** (sic) in his Site Location Report, half a mile south of Turkey Creek, one fourth of a mile west of Lincoln Creek (another intermittent stream) and just north of Bench Cliff.



In December 1913 Eulis Branscum had the office moved 500 yards west to the east bank of Lincoln, and in 1916 it was moved 14 miles north to the site of the Branscum store at the junction of the Brammer Hill Ridge and Jonesville Cemetery Roads, on what's now called the Brocade Ridge. The post office closed in mid April 1918.

Post Offices on Kennedy's (Canada's) Creek (of the Little South Fork)

This stream heads in a small pond nearly a mile northwest of Coopersville and extends nearly six miles roughly southeast to the Little South Fork, half a mile above (southwest of) the (first site of) Kidds Crossing. And that's all we can be sure of. For 200 years county historians have differed over how the name should be spelled and to whom it referred. By 1800 the county had two unrelated families who spelled their names Canada and Kennedy, but the pronunciation of each was very similar [kaen/uh/duh, kaen/uh/deez]—hence the two spellings were used interchangeably for this stream on published and unpublished maps alike.[19] Though a petition was made to the Wayne County court on July 3, 1801 for a water-powered grist mill on Kenneda's Creek, and Munsell's 1818 state map spelled the stream's name Kennidy, local people and most of the county's historians believe that the stream was named for the pioneer Canada family and was early corrupted (and apparently still is) to Kennedy. Partial evidence is the Canada Creek Baptist Church, established in 1880, less than a mile northeast of Coopersville.

From May 25, 1875 till it closed on August 4, 1992 the **Coopersville** [koop/uhrz/vihl] post office served the upper half of Kennedys (Canadas) Creek. With William H. Parker, its first postmaster, it was named for the large number of area descendants of Jacob Cooper (1807-1893) who, sometime after 1832, had settled on the ridge north of the creek. In 1877 Jacob's son John Reuben became postmaster and moved the office to his store. Over the years the post office, at several vicinity sites, served a community with several stores and other businesses. When it closed it was

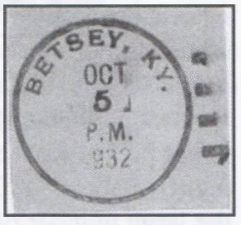
in the area's sole remaining store, Winfred Gregory's, on Ky 92 (at its junction with the Coopersville Ridge Road), nine miles southeast of Monticello.

The other post office in the Kennedys (Canadas) watershed was Rockybranch. This occupied at least two sites on (the present) Rte. 1756, just west of the Rocky Branch, an intermittent stream extending for some 32 miles to Kennedys, just above the old Rocky Branch School.

The stream in turn, was named for the many limestone rocks lying about both in the stream and on the adjacent hillsides. The office was established on October 3, 1908 by Charlie E. Bell in his home 100 yards south of his daughter-in-law Lona's store to which it was moved in 1935. On her death in 1967 Charlie's son Ed Eli became postmaster.[20] The office was suspended on September 30, 1992.

Two Post Offices on Meadow Creek

This nine mile long intermittent stream heads in Sloane Hollow, 1 ½ miles northeast of Keith's Store on Spann Hill, and joins the Cumberland River one fourth of a mile above Mil Springs Park. It was visited in 1775 by Benjamin Price and Nathaniel Buckhannon, and by John McClure in 1783. In 1784 Abraham Price acquired a 400 acre military grant to an adjacent meadow which shortly came to be called Price's Meadow, and the stream was thus Meadow Creek [mehd/uh, mehd/uhr].[21] Some seven miles from its head, just east of Ky 90, the creek goes into a cavern and extends underground for 1 1/3 miles. It then re-emerges and proceeds toward the river which it enters as the fourteen springs that collectively gave rise to the Mill Springs name. A canal was cut in as a part of the Meadow Creek Watershed Project to drain the marshy Price's Meadow.



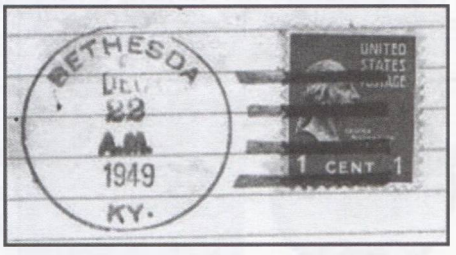
The **Betsy** post office on the Meadow Creek Road (now Ky 1619) half a mile north of the creek and ten miles northeast of Monticello (via Ky 90 to Touristville) served the **Meadow Creek** community. The post office, established on November 21, 1907 with Willie T. "Bud" Correll, postmaster, is said to have been named for either Betsey Barnes (Mrs. Thomas Copenhaver) or Betsey Dodson (daughter of Thomas and Jemima Dodson) who married Matthew Denney of the Turkey Creek Denney's (above) in 1815. Both the post office and Wendell Hardwick's store closed in May 1982.

Heading just west of the Meadow Creek Gap, the intermittent **Dodson Hollow** extends for some 24 miles north to Meadow Creek, half a mile sse of Betsey. On September 13, 1922 (Earl) Parker Dodson established in his store a post office about half a mile below the Hollow's head to serve a thickly settled area earlier owned by his father Josiah.[22] According to Parker's wife Radie, she named the office. Wanting a unique name she selected **Sendie** after other possibilities were ruled out as already in use in Kentucky. But she couldn't recall why this name was chosen other than that it wasn't the name of any person.[23] Parker closed his store and the post office in September 1928.

Nine Post Offices in the Cumberland River's Beaver Creek Watershed

Beaver Creek heads 1 ½ miles nnw of Mount Pisgah and extends roughly northwest to join Otter Creek half a mile above (east of) the Russell County line and nearly 3 ½ miles above Otter's confluence with the pre-impoundment Cumberland River. It was so identified on Elihu Barker's 1795 map and named for the profusion of beaver there in pioneer times.

The Beaver Valley's first post office was the aptly named **Flat Springs** established by Lewis Ferrell on March 17, 1891 on the east bank of the creek between Sulphur Spring and Furnace Mountains. By the mid 1890s it was serving Levi Ferrell's flour and saw mill and some other businesses. On April 26, 1899 Daniel W. Vickery, a blacksmith, had the office moved 12 miles southwest (i.e. up the present Ky 200 and a mile west of the creek) to serve the area around the Bethesda Methodist Church, and it, accordingly, took the name **Bethesda.** The church was established in 1837 on land deeded by the William Gillespies at the site of the present Bethesda Cemetery, on the east side of 200, one fourth of a mile southeast of its junction with Ky 858, the site of Vickery's store and post office at the north end of Shearers Valley and 4.3 miles southwest of Monticello). On March 31, 1957 the office closed, and in 1963 the church was moved to a new building 200 yards north of its first site.



Little recalled was the short-lived **Vegaburgh** [vee/ghuh/bergh, vay/guh/bergh] post office serving the **Vega** locality on the east side of Beaver, at the mouth of Criswell Hollow, on the present Ky 167, five miles northwest of Mount Pisgah, and ten miles south of Monticello. It was operated between July 7, 1884 and December 2, 1885 by George E. Ryan and his father-in-law Michael N. Huffaker. Ione Nolan, the Huffaker family historian, thought it might have been named for a town in Germany whence that family may have come.[24]

On September 22, 1884 Thomas Sumpter established the **Sumpter** post office (named for the family of George Sumpter, an early nineteenth century resident) at a site one fourth of a mile north of Beaver, at the later Hubert Hughes store, at the junction of Ky 167 and 1258, across from the Sandusky Chapel Baptist Church and six miles south of Monticello. In 1905 it was moved one fourth of a mile up the Sumpter Branch of Beaver where it closed at the end of 1913.

TO BE CONTINUED

POSTAL HISTORIANS ON LINE

(Continued from page 58)

R. J. "Jack" Smalling [IA DPOs; baseball autogrs] — jack@baseballaddresses.com
Chet Smith [US post offices; branches & stations] — cms@psu.edu
Jack M. Smith, Sr. [Texas DPOs; TX Doane Co-ordinator] — jandd@tstar.net
Thomas Smith [Mississippi, DPO & RMS] — smiththomash@yahoo.com
Fred Smyithe — fredabet@paulbunyan.net
Gus Spector [PA ad covers & postal history] gspec56@aol.com
Jessie Spector [US postal history] — Jesse.Spector@verizon.net
Anita Sprankle [Northcentral PA DPOs] — lysprank@aol.com
Ken Stach [Dakota & Nebraska territories] — kstach@santel.net
Kurt Stauffer [WWII POW mail & military]— kastauffer@aol.com
John Steele [IL postal history] — john_steele_578@comcast.net
Rex H. "Jim" Stever [Republic of Texas] — rhstever@hotmail.com
Seymour B. Stiss (Chicago & IL postal history)—sbstiss@msn.com
Robert Stoldal [Nevada] - stoldal@cox.net
Greg Stone [19th C postal history, esp MI] — michcovers@ec.rr.com
David L. Straight [Pneumatic mail; St. Louis, USPO forms] — dls@wustl.edu
Bill Strauss [Texas] — baagrade@aol.com
Howard P. Strohn [CA: Monterey & San Benito Co] — howardpstrohn@mybluelight.com
Marc Stromberg [Blood's Despatch, CA: Alameda, C.Costa co.s; Ships of Pearl Harbor & Clipper Mail]—marcsellshomes@msn.com
Bob Summerell [General PH, postal stationery, early cinema/theatre deltiology] — kusummer@aol.com
Greg Sutherland [Dealer: Freeman's philatelic literature] —gregfreecoax.net http://www.gregfree.com
Robert Svoboda [Montana postal history]— SVOBODA7@aol.com
Bob Swanson [WWI p.h.] — rds@swansongrp.com & www.swansongrp.com/posthist.html
Bill Tatham [California] — wtatham@charter.net
Michael Taugher [So Cal-LA, Ventura, San Diego counties; Scandanavia Baltic) — mtaugher@aol.com
Stephen T. Taylor [Dealer: US postal history]— info@stephentaylor.co.uk www.stephentaylor.co.uk
Gerry Tenney [Wash,Franklins & Prx, Westch &Ulster Co NY, C23's com use; Cancels on banknots off cover,— gtenney@earthlink.net
The Collectors Club — (New York) collectorsclub@nac.net
David Thompson [Wisconsin p.h.] — thompdae@msn.com
Don Thompson [Stampless NH, MA, FL] — thomcat7405@aol.com
James Tigner, Jr. [RPOs, ship cancels] — oldbayline@hotmail.com
Don Tocher [19th Century US] — dontocher@earthlink.net http://www.postalnet.com/dontocher/
Allan Tomey [frontier military forts (post Civil War), war of 1812, esp Naval]— tomey76@gmail.com
Jonathan Topper [Airmails, RPOs, APOs]— jctopper@swbell.net
Bob Trachimowicz [Worcester, Mass. P.history; Wesson Tobs of Worcester] — track@alum.wpi.edu
William Treat [CO: Clear Creek, Gilpin & Jefferson counties 1850s-1930s] — jtsouthwest@msn.com
Kenneth Trettin [IA: Floyd Co.&Rockford] — hogman@onnitelcom.com
Tom Turner [Alabama postal history] — turnertomp@aol.com
Tom Unterberger [WI: Douglas County] — unterberger@chartermi.net
Jorge Vega-Rivera [Puerto Rico: 19th Century Maritime Mail & Spanish American War 1898-1902] —portovega8@yahoo.com
George P. Wagner [US p.history-interesting uses-small banknotes to modern;2nd & 4th Bureau, Wash-Frank, Prex, Liberty] — gpwwauk@aol.com
Tim Wait [IL: Boone Co, Wa Bicentenneal 1932, Spec Deliv Bicycle Airmail Special Deliv combo] — t.wait@comcast.net
Jim Walker [NJ: Corvells Ferry Stamp Club. Collects Huntondon Co, NJ & Bucks Co, PA postal history] — jiwalker@embarqmail.com
W. Danforth Walker [MD: Baltimore, Howard Co., Westminster] — dan@insurecollectibles.com
Charles Wallis [OK & Indian Territory] — charlesswallis@yahoo.com
Lauck Walton [Early US machine cancels, unusual usages on postal cards, C&D, county & postmaster cancels] — jwalton@shentel.net
Ron Wankel [Nebraska & WWII APOs on #UC9] — margiegurley@aol.com
Ron Ward [Maryland PH] — Anoph2@aol.com
Jim Watson [Mendocino/Lake Co. CA cancels] — pygwats@mcn.org
Wayne Worthington [US Army in Canal Zone] — Waynew@erols.com
John S. Weigle [CA: Ventura Co; interrupted mail; officially sealed mail of world, aux] — jweigle@vcnet.com
Rich Weiner [18th & 19th C letters w/ high content value; NC stampless Covers] — rweiner@duke.edu
Larry Weinstock [Dealer-Western postal history; collects NW p.history, 2nd Bureau issue use] — lwstampscovers@comcast.net
David Wessely — aonecoverz@oh.rr.com
Ken White [AZ, NM, & France] kenwhite@cableone.net
Robert B. Whitney [New London, CT; Brevard Co, FL; Benton Co., OR postal history] — mcwrbwsa@yahoo.com
Douglas Wick [Dealer-Hedemarken Collectibles]—wick@btinet.net
Louise Wile [postcards, Bucks Co. PA pmks] — alexander530@aol.com
Williams, David [NY: Broome Co; NY State Star cancels] — davidewilliams@insightbb.com & www.broome-county-postal-history.com
Richard F. Winter [transatlantic mail] — rfwinter@bellsouth.net
Kirk Wolford [Dealer. Collects US pcs & stationery, military postal History (all services), US p.h., possessions, & airmail] — krkstmpco@dishmail.net
John Wright [Dealer] — vwr6712105@aol.com
Ken Wukasch [Columbian Expo postal history] — kenwukasch@yahoo.com
Robert J. Zamen [Machine cancels & IL] — bzame@aol.com
Nicholas Zevos [Postal history of Northern New York] — zevosn@potsdam.edu

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

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Hard
Holmesville*
Humpreys Villa*
Humpreyville
Jones Corner
Killbuck*
Lakeville
Manning
Morgan Settlement*
Mount Hope*
Nashville*
Paint Valley
Palladium
Pictoria
Prarie*
Salt Creek*
Saltillo
Special
Stilwell
Trail
Tuttleville*
Walnut Creek
Walnutcreek 1895-06
Ward's*
Winesburgh*

* = Stampless

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

Alaska Collectors Club

APS Affiliate #218

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

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

Some of our features:

- **Quarterly Journal, *The Alaskan Philatelist***
- **Auctions of Alaska material**
- **Fellowship with other Alaska collectors**

Dues $15.00, information available from:

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

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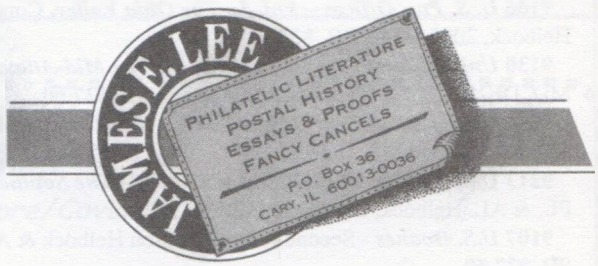

ATTENTION

Postal History & Literature Dealers

Trade discounts are available on ***United States Post Offices, Volumes 1-8***, as well as other La Posta Publications.

WRITE OR CALL:

James E. Lee,
P.O. Drawer 36,
Cary, IL 60013-0036
Voice: 847-462-9130
Fax: 847-462-9140

Genuine or Fake?

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This is a clean, fresh cover with a well struck cancellation, but is it genuine? Postal history collectors often want help evaluating a cover like this. Upon examination, our team of experts at The Philatelic Foundation determined this entire with a printed Bamber & Co's Express frank and a red circular cancellation is genuine.

You don't have to know the answer to difficult postal history questions like this because the team of experts at The Philatelic Foundation does. Backed by a multimillion-dollar reference collection and a staff of professional experts with decades of experience, the Philatelic Foundation Certificate is the standard of excellence for our hobby.

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www.PhilatelicFoundation.org

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

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

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

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

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

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

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

EXPONET was founded by private individuals:

1. **Milan Cernik**, collector of postal stationery, exhibitor, and philatelic auctioneer at www.pac-auction.com

2. **Bretislav Janik**, webmaster-Japhila daily magazine www.japhila.cz; Secretary-World Stamp Exhibit Committee, Prague-1988.

3. **Vit Vanicek**, vice-president of the Union of Czech Philatelists and President-World Stamp Exhibit Committee-Prague-2008.

VISIT EXPONET AT http://www.exponet.info
Contact: Milan Cernik, icernik@volny.cz or Bretislav Janik, janik@japhila.com

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Word Count	1 issue	3 issues	6 issues
1-25	$1.25	$3.12	$5.94
26-30	$1.50	$3.75	$7.14
31-35	$1.75	$4.35	$8.28
36-40	$2.00	$4.98	$9.48
41-45	$2.25	$5.61	$10.68
46-50	$2.50	$6.24	$11.88
51-55	$2.75	$6.84	$13.02
56-60	$3.00	$7.47	$14.22
61-65	$3.25	$8.10	$15.42
66-70	$3.50	$8.73	$16.62
71-75	$3.75	$9.33	$17.76
76-80	$4.00	$9.96	$18.96
81-85	$4.25	$10.59	$20.16
86-90	$4.50	$11.22	$21.36
91-95	$4.75	$11.82	$22.50
96-100	$5.00	$12.45	$23.70

SOCIETIES

COLLECT CANADA/B.N.A.? Consider BNAPS! The society offers study groups; publications; annual exhibitions; and online library bnapstopics.org! View: www.bnaps.org. Contact: P. Jacobi, Secretary, #6-2168 150 A Street, Surrey, BC Canada V4A 9W4 [41-1]

FOR SALE: COVERS

POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 2180 Hartford Ave., St. Paul, MN 55116-1010. junostamps@aol.com [40-3]

DO YOU COLLECT State Postal History, Doane Cancels or cancels of any kind? Now 38 States online plus Dakota Territory and more coming. Over 9000 covers online with1500 of them pictured. Website: http://www.towncancel.com/ Gary Anderson, P.O. Box 600039, St. Paul, MN. 55106. Email: garyndak@comcast.net. [41-1]

COVER AUCTIONS, NAVY/MILITARY; Classics; Submarines; Surface Ships; Locations; APO;s; POSTCARDS; MEMORABILIA. Mixture of commercial; philatelic; wartime covers. Free illustrated catalogues. Jim Smith (USCS, MPHS), Box 512, Oshtemo, Michigan 49077 [40-3]

FOR SALE: COVERS

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

TOWNS:WANTED

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

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

TOWNS: WANTED

PHILLIPS COUNTY, MONTANA. I am developing a personal collection of postal history of the post offices which have existed in Phillips County, MT. (This is the county in which I was born and grew to adulthood). I hope to acquire postal covers and postcards (especially PPAs) from all these post offices. The collection dates will span from approximately 1900 to 1970. Among the postmarks/ post offices for which I am still looking are: Alkali, Bellealta, CeeKay, Cole, Cowan, Freewater, Greve, Leedy, Legg, Lonesome, Lost Lake, Strater, Waleston, Whitcomb, Ynot and Zenon...and others. Please send descriptions or photocopies/scans with asking price, by e-mail or postal mail to: Evert Bruckner, 1724 Morning Dove Lane, Redlands, CA 92373. e-mail: ebruckner@earthlink.net [40-3]

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 [40-3]

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 AT END OF EACH AD, i.e., [40-3], MEANS AD WILL EXPIRE WITH THIS ISSUE.

AD DEADLINE FOR NEXT ISSUE:

July 5, 2009

MILITARY: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [40-6]

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

COLUMBIAN COVERS: WANTED

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

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [41-6]

PREXIES: WANTED

URGENTLY NEED 4½¢ Prexies for collection. Looking for covers, proofs, printing varieties. Anything that fits into a specialized collection. Describe with asking price. Howard Lee, Box 2912, Delmar, CA 92014. Tel: 858-350-7462. Email: gimpo@adnc.com [40-2]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings containg "sub" dated between 1889 and 1912 from any US city. Send photocopies to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [40-6]

FOREIGN: WANTED

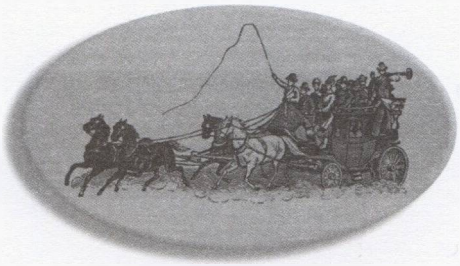
COMMERCIAL AIR air covers, 1945 or earlier, any intercontinental mail, i.e, Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or helbock@la-posta.com

WANTED: MISCELANY

US & POSSESSIONS POST OFFICE SEALS: on/off cover, Scott listed and unlisted. Especially need Ryukyu and Philippine material. Also want worldwide official seals on cover. Send photocopies or scans with asking price. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@speakeasy.net 40-3]

LITERATURE: FOR SALE

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



La Posta Publications

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We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

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Richard W. Helbock,

Publisher

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Hello Richard & Cath:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 40, Number 4 (Aug-Sept 2009) issue. Enclosed is my check in the amount of $25.00.*

Name: _____

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

ADVERTISING IN LA POSTA

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

INSIDE PAGES

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

INSIDE COVER*
(FULL-PAGE, BLACK & WHITE)

One Issue	$192.00
Two issues	$302.00
Four issus	$638.00
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BACK COVER*
(1/2 PAGE, COLOR)

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

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

All charges include Type setting & Layout

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

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