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West Point Letters
1833-1834

By Jean R. Walton



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COVER: Detail from a mid-1830s landscape of West Point serves as a backdrop for three stampless covers mailed from the United States Military Academy in the early years of that decade. It is intended to call attention to Jean Walton's fascinating article investigating the people invoved in a series of "West Point Letters" from 1833-34. On a personal note, this issue also marks the 50th anniversary of the publisher's graduation from West Point.

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Publisher's Page

A Postal History of the Prisoners of War and Civilian Internees in East Asia During the Second World War: Volume 5, the Philippines and Taiwan 1942-1945, "No Uncle Sam," by David Tett. Published 2010 by BFA Publishing, Wheathampstead, U.K. Hardcover, xvi+391 pages, color illustrations, ISBN 978-0-9544996-3. Available in the U.S. for \$83 post-paid from Leonard H. Hartmann, Box 36006, Louisville, KY 40233, e-mail Leonard@pbbooks.net; website http://pbbooks.com or J T Slemons, 1410 Timber Trail, Greenwood, Indiana, 46142-1143 (internlassoc@sbcglobal.net). In the UK. For £52 (post-paid) from BFA Publishing, P.O. Box 34, Wheathampstead, Herts AL4 8Ja, U.K.

Once in a while a book lands on my desk and my reaction is, "Wow, I wish I had written that!" The last one that caused this reaction was Thomas Boyle's Airmail Operations during World War II that appeared about ten years ago. This week I received a copy of The Philippines and Taiwan 1942-1945, No Uncle Sam—Volume 5 of David Tett's exceptional series on Prisoners of War and Civilian Internees in East Asia during the Second World War. This is definitely a book I wish I had written, although I doubt that I could have done nearly as well with the project as David.

Physically, *No Uncle Sam* is a beautiful production with over 400 glossy pages in sewn signatures bound in hard cover and a classy dust jacket. Virtually all of the illustrations are reproduced in full color and there are well over a hundred of them spread over the 13 chapters. Cards and covers are nearly all reproduced at full scale or larger.

Roughly two-thirds of the content deals with POWs and civilians held in the Philippines and the remaining third is devoted to those held by the Japanese on Taiwan. Since the majority of the civilians and all the military personnel captured in the Philippines were Americans, this is definitely a book that should be on the shelf of any US postal historian with an interest in World War II. In essence, the Philippines story takes up where recent articles in *La Posta* discussing mail from Bataan and Corregidor that managed to avoid the Japanese blockade left off.

Tett's organization of the subject is entirely logical and intuitive. An introductory chapter lays out the significant geography of the Philippines and describes the size and composition of US military units as well as the international civilian community living there just prior to the Japanese invasion. This chapter concludes with a well-illustrated discussion of mail addressed to military

personnel and civilians in the Philippines that had to be returned to senders due to the interruption of service caused by the December 8, 1941, invasion.

The following four chapters cover mail to and from Prisoners of War and to and from Civilian Internees in the Philippines. Dozens of exquisitely reproduced color illustrations of cards and covers spice up David's description of the details pertaining to inbound and out-





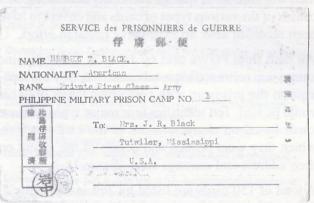


Figure 1 American POWs were only allowed to use preprinted postal cards supplied by the Japanese to correspond with family and friends. David Tett identifies four different types of these cards. The most common three types—types 1, 2 and 3—are shown here from top to bottom.

bound mail from the camps. Similar treatment is given mail to and from POWs held by the Japanese in Taiwan in the two chapters that follow.

Chapters discussing and illustrating examples of philately practised by inmates of the camps, the operations of guerrillas fighting against the Japanese in the Philippines, and a detailed analysis of Japanese censor marks and seals used on mail in the Philippines and Taiwan add fascinating collateral material to the author's primary thesis.

Two chapters are devoted to the stories of individual POWs—Oscar Brown and Elmer Thomas—who experienced life as captives of the Japanese in the Philippines. Both of these make highly compelling reading and both are well illustrated with postal artifacts and personal papers of the two men.

Chapter 13 is titled "Some Went Home". It describes and illustrates the story of those who survived their incarceration by the Japanese. Once again, Tett presents a carefully balanced mix of postal history in the context of broader human history and illustrates it artfully with images of the survivors, contemporary newspapers, repatriations ships and examples of mail from liberated internees.

A final chapter presents recently discovered information that updates the previous four volumes of this magnificent series.

No Uncle Sam concludes with seven appendices, most of which consist of detailed listings of the individual pieces of mail to and from the POWs and Internees held in camps in the Philippines and Taiwan known to the author. Collectors specializing in POW and Internee mail will find these listings extremely interesting as a census of the various types of cards and covers to have been recorded after an exhaustive research effort.

All mail from POWs held by Japan in the Philippine camps was restricted to postal cards issued by the Japanese to the prisoners with very strict limits on what could be said. Tett identifies four major types of these cards based on characteristics of the card stock on which they were printed and details of the layout on their address and message sides (figure 1).

A total of 150 cards are listed by Tett in Appendix 2. Fifty of them are type 1, forty-six are type 2, 50 are type 3 and only four are type 4. As one would expect, the majority of cards bear a return address from Camp Number 1 (Cabanatuan)—the largest of the camps that housed about 15,000 POWs at it maximum—but a total of 14 different camps are represented.

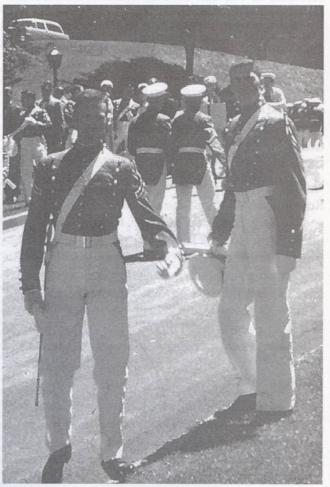
This total of just 150 pieces of surviving POW mail appears quite low considering that there were some 15,000 American servicemen in the Philippines when Japan invaded. But when the amount of POW mail is contrasted with the total of just 57



pieces of mail known from civilian internees listed in Appendix 4—14 of which are from the period immediately following the release of prisoners in early 1945—one begins to understand just how scarce these postal artifacts truly are.

David Tett has produced a remarkable volume describing, analyzing and illustrating the postal history associated with this tragic chapter in American history. I heartily recommend *No Uncle Sam* to all postal historians who appreciate thorough research into a difficult subject presented in a beautifully prepared volume.

Rihard W. Hilbert



Craig Colter (left) and Bill Helbock (right) outside the West Point Field house after graduation ceremonies in June 1960.

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WEST POINT LETTERS ~ 1833-34

by Jean R. Walton

Four stampless folded letters came my way many years ago when I thought I might expand my collecting interests beyond its parameters of New Jersey postal history. I have always been drawn to letters that tell stories. Some such letters with no New Jersey interest I have passed on to other collectors to explore and research, but these I kept holding back – unable to quite grasp the whole picture, but intrigued by the possibilities. So these crumbling letters remain in my possession.

The note accompanying them said only "the Kibby correspondence, 4 letters from a cadet to his sister, West Point, NY 1833-34." This seriously understates the contents.



The postmarks are all light red West Point cds cancels, only one dark enough to see easily. And all are paid at 18³/₄ cents – the rate for 150 to 400 miles in 1833 and 1834. The letters are addressed to Westfield, NY,



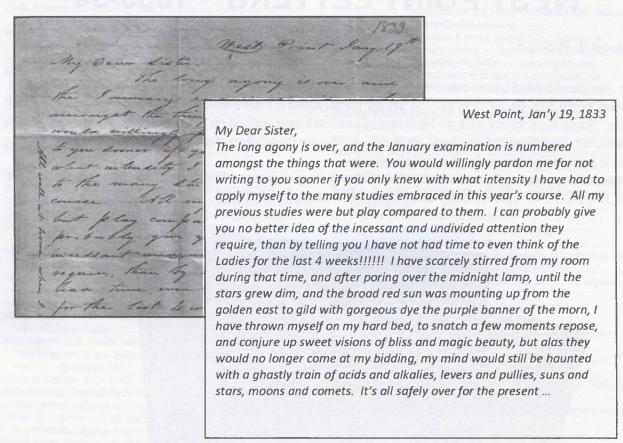
Chautauqua County, and Clinton, NY, Oneida County. Philatelically not overwhelming finds, but historically, these letters open windows on the world at West Point in the 1830s.

For a long time I had difficulty even identifying the writer, as he signed himself only E. Kibby or Cadet Kibby. With some help from Jim Miller at www.philgen.org, (the Philatelic Genealogy website) who helped me access old military records, I now knew that this Kibby's first name was Epaphras, and although born in Missouri, he had been appointed

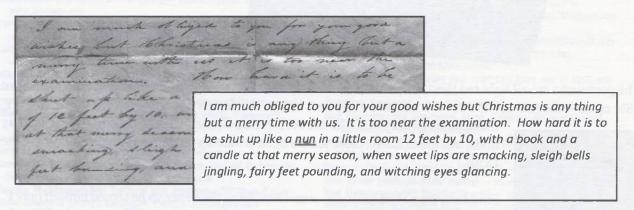
from Ohio to the Military Academy. His Cullum number – a number given to all West Point graduates by which some biographical information on them is kept – was 756. He entered West Point in 1830, which meant my first letter was written mid-year of his third year at West Point, soon after the January examination period.

Note: This article originally appeared in the March 2010 issue of New York's Empire State Philatelist in a slightly abbreviated format. We are grateful to the publisher of the Empire State Philatelist for permission to reprint the article in La Posta.

The beginning of that first letter follows:



This was followed a bit later with the following:



And finally, "I am quite a connoisseur of lips. I do not chew, drink or smoke on purpose to induce the girls to let me kiss them! ... Give my love to your family and tell your father I will write to him...." At this point I had begun to seriously doubt that Epaphras was writing to his sister. Otherwise, why not "our father" and "our family?" And the language is more flirtatious than familial. Who was this mysterious Missouri Ann Kibby [which, in one case, he spells Kibbe]. Wouldn't her father be his father?

This required some serious genealogical research.

That resulted in the discovery that Epaphras was the son of Rachel Stites (whose father had been one of the original settlers in the settlement that is now Cincinnati), and Timothy Kibby. This was a second marriage for Timothy, his first wife having died in 1796. After their marriage in 1798, Timothy and Rachel moved to St. Charles, Missouri where Timothy was a Major and then Colonel in command of the St. Charles militia and Colonel Kibby's Rangers, in the wars against the Indians, and where all but their first child was born. Timothy Kibby died in 1813, and the family returned to Ohio. Epaphras, born in October of 1810, was the fourth of five children, and did in fact have an older sister named Missouri A., born in St. Charles in 1808. By 1833, she was married to Southwell Royes, and was a mother of one son. Other language in these effusive letters would have led me to believe this "brother-sister" relationship was verging on incestuous, and this still did not sit quite right, considering the ages and situations of the people involved.

A little more attention to the letters found this note, in the third: "Have you ever wished, when weeping, that I was there to relieve you, not as knights of old even wont to relieve distressed damsels with closed visor and winched lance, but by pure warm kisses – kisses of brotherly, or what is a little warmer and no less pure, of cousinly love? Come write to me, and make me your father confessor, no not father, (I am not old enough for that yet) but brother confessor." Ah ha! – so perhaps a cousin! And then another comment, "Brother Norman has not yet arrived here" But Epaphras did not have a brother Norman. Was he using the title casually?

So back to genealogy sites and additional searches, to find that Epaphras *did indeed* have a half-brother Norman, by his father's first wife, born in 1790. Norman married in 1811, and lived in Westfield, NY (where, coincidentally, he was the first postmaster at Magnolia, NY, on the west shore of Chautauqua Lake in 1826). And hence the discovery of his daughter, Missouri Ann Kibbe, born at Westmoreland, NY on April 23, 1815, daughter of Norman and Electa Kibbe. So now our two original players are more or less complete; Brother Norman is a half-brother, making this Missouri Ann, his daughter, a "half-niece," about 17 years old at the writing of these letters.

West Point, at this time, was a somewhat different institution than it is today. Founded under the Jefferson administration in 1802, it offered a government-funded education to boys from all walks of life and from all sections of the country, with the purpose of preparing them to serve as officers in the Military, just as it is today. It was, however, until 1866, under the purview of the Corps of Engineers.

Military Service also must be viewed through the window of history. It comprised much more than military encounters with foreign enemies. The Military was responsible for building our still new nation and the creation and maintenance of our frontier defenses – in the East and South, this involved harbor installations and coastal fortifications. In the West it meant the protection of settlers as the country expanded. It encompassed surveying and mapping of uncharted lands, and the establishment of routes for roads, canals, and railroads (as they developed).

While originally West Point focused on the art of war, as it matured, the direction was much more on the science of war – at least at this time – and on developing the officers who were prepared in the necessary fields of science and mathematics.



1837 Steel engraving of West Point, by Arnout, Traversier.

A cadet at West Point would see service upon graduation in either the Corps of Engineers, the general or administrative services, or on the line – cavalry, artillery, etc. The Corps of Engineers was reserved for the best and brightest, as it encompassed a greater grasp of sciences and mathematics, as well as an understanding of armaments. It was also regarded with some envy by those students slated for field duty, as members of the Corps enjoyed postings for the most part in more urban settings and less dangerous missions than those headed to remote postings across the west, or military encounters such as the Seminole Wars or the Mexican War. In addition, a Corps member's education and background gave him a significant leg up if leaving military service, for engineers were both in demand and well paid in our developing county.

West Point offered a regimented education, with little room for frivolity, but occasional glimpses are seen in this correspondence. The second letter describes a visit to the Point by a young English actress and writer, celebrated at the time, Miss Fannie Kemble. Epaphras describes this to Missouri Ann:

acquaintances, and some sweet priends, among the many who have visited the Point this summer. There has been no want of them this season, the whole place has been throught with them since I will poon all parts of the limited states, and even from turispe. I had the honor of the directing with the celebrated Miss Faring Kenn ble, the inimitable actions and divine poetess as the exister of Attacked Blackwoods Magazine calls her. In a what rem seess among the cautter

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What with my short leave to my relations in Schoharie County and our cotillion parties and grand ball, I have spent a delightful encampment. I have made many charming acquaintances, and some sweet friends, among the many who have visited the Point this summer. There has been no want of them this season; the whole place has been thronged with them since June last from all parts of the United Stated, and even from Europe. I had the honor of dancing with the celebrated Miss Fanny Kemble, the inimitable actress and divine poetess as the editor of Blackwell's Magazine calls her. And what renders it more distinguishing, I was the only one among the cadets who dared to aspire so high. Our acquaintance commenced rather singularly. I was firing the 24 pounder at a target across the river, when I heard a lady standing near express a desire to touch it off. I blocked the wheel so the recoil could not hurt her, and showed her the manner of doing it without danger, lighted the port fire for her, and allowed her to gratify her curiosity, although somewhat at the expense of her nerves, strong as they were. I found afterward that the lady was Miss Kemble. Passing through the gay crowd at our ball, the same lady bowed to me very graciously, which I of course returned and approached her. And entered into conversation with, and danced with her. I can't tell you the pleasant adventures I have met with this time. But I will resume the subject when I have nothing else to write about. Brother Norman has not yet arrived here but I am....

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One can hardly blame Cadet Kibby for basking in his success. Miss Fannie Kemble herself describes her visit to West Point in that year (1833, when she was about 24 years old):



Fraces Anne Kemble 1835 B. 1809, d. 1893

Monday, 1st July Major _____, and Mr. _____, came over from West Point; they were going to prove some cannon, that had not yet been fired, and some time passed in the various preparations for so doing. At length we were summoned down to the water side, to see the success of the experiment. The cannon lay obliquely, one behind the other, at intervals of about six yards, along the curve line of the little bay; their muzzles pointed to the high gravelly bank, into which they fired. The guns were double loaded with very heavy charges, and as soon as we were safely placed so as to see and hear, they were fired. The sound was glorious: the first heavy peal, and then echo after echo, as they rimbombavano among the answering hills, who growled aloud at the stern voice waking their still, and noon day's deep repose. I pushed out in the boat from shore to see the thick curtain of smoke, as it rolled its silver, and brassy, and black volumes over the woody mountain sides; parting in jagged rents as it rose, through which the vivid green and blessed sky smiled in their peaceful loneliness. They ended in discharging all the cannon at once, which made a most glorious

row, and kept the mountains grumbling with its echoes for some minutes after the discharge. All the pieces were sound, which was highly satisfactory; as upon each one that flaws in the firing, Mr. ——loses the cost of the piece."

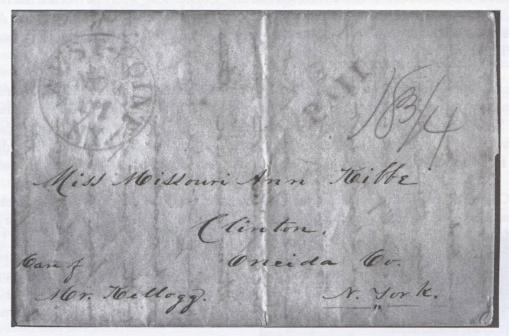
No mention of herself actually firing a cannon, or a ball, but the girl Epaphras describes closely resembles the picture she draws of herself in her Journals. Her description of arriving by boat on a visit the previous year to West Point is evocative:

At every moment the scene varied; at every moment new beauty and grandeur was revealed to us; at every moment the delicious lights and shadows fell with richer depth and brightness upon higher openings into the mountains, and fairer bends of the glorious river. At about a quarter to eleven the buildings of West Point were seen, perched upon the rock side, overhanging the ...Hudson and its shores; and towering high beyond them all, the giant hills, ... We left the boat, or rather she left us, and presently we saw her holding her course far up the bright water, and between the hills; where, framed by the dark mountains with the sapphire stream below and the sapphire sky above, lay the bright little town of Newburgh, with its white buildings glittering in the sunshine.

We toiled up the ascent, which... was a sufficiently fatiguing undertaking under the unclouded weather and over the unshaded downs that form the parade ground for the cadets. West Point is a military establishment containing some two hundred and fifty pupils; who are here educated for the army under the superintendence of experienced officers. The buildings, in which they reside and pursue their various studies, stand upon a grassy knoll holding the top of the rocky bank of the river, and commanding a most enchanting view of its course. They are not particularly extensive; but commodious and well ordered. ... I presently outstripped our party, guide and all, and began pursuing my upward path. ...Looking down the opposite angle of the wall to that which I was previously coasting, I beheld the path I was then following break suddenly off, on the edge of a precipice several hundred feet down into the valley: it made me gulp to look at it.

And of the students at West Point, she writes: "If the results answer to the means employed, the pupils of West Point ought to turn out accomplished scholars in every branch of human learning, as well as ripe soldiers and skilful engineers. Their course of education consists of almost every study within the range of man's capacity, and as the school discipline is unusually strict, their hours of labour many, and of recreation very few, they should be able to boast of many "wise men" among their number. However it is here, I imagine, as elsewhere; where studies are pursued laboriously for a length of time, variety becomes a necessary relief to the mental powers, and so far the multiplicity of objects of acquirement may be excused; but surely, to combine in the education of one youth, the elements of half a dozen sciences, each one of which would wear out a man's life in the full understanding of it, is not the best system of instruction. However, 'tis the one now universally adopted, and tends to give more smatterers in science, than scientific men to the world. The military part of their education is, however, what the pupils of West Point are most exercised in."

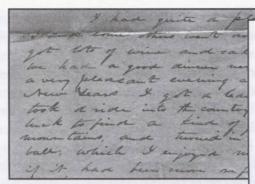
Returning to our letters, by the third letter, they are addressed to Missouri Ann at Clinton, NY, care of Mr. Kellogg, and Kibby commiserates with her feelings of homesickness.



The 3rd letter to Missouri Ann addressed to her as Kibbe. The Kibby names seems to have had many transformations, with Kibbe, Kibby, Kibbee, and Kibbey being used frequently interchangeably. But Epaphras's records are all as Kibby, while Missouri Ann's family seems to have adopted the Kibbe form.

Clinton, New York is home to Hamilton College, and in the days before public education, was also home to a large number of private seminaries, both male and female. One of those was the Young Ladies Domestic Seminary, opened by Hiram Kellogg in 1833, and it is apparently where Missouri Ann was continuing her education.

By Christmas of his senior year at West Point, Cadet Kibby seems somewhat more relaxed come Christmas, and writes the following:



I had quite a pleasant time on Christmas. I and some of the others went round serenading, and got lots of wine and cake etc. on Christmas eve, We had a good dinner next day, and I spent New Years & got a leave of absence and took a ride into the country, did have the good luck to find a kind of gathering among the mountains, and turned in for a regular country ball, which I enjoyed more perhaps than if it had been more refined, and ceremonious, I have got though my examination very well this time, and have risen considerably in my class...

By this time, he had risen to 7th in his class, and by the end of the semester, was graduated as a 2nd Lieutenant.

Nothing untoward seems to have come of his relationship with Missouri Ann. After his graduation in July of 1834, he was stationed at Fort Trumbull, in New London, Connecticut, where he met and married, in 1835, Susan H. Burbeck of New London, the eldest daughter of General Henry Burbeck. Missouri Ann married William Hawkins in January 1836, a merchant in Mayville, NY, where they lived until 1855, then moved to New York City.

Soon after the completion of Fort Morgan, near Mobile, Alabama, Kibby was transferred there, where he served on Commissary and Quartermaster duty from 1835-37. In December of 1837 he resigned from the military. What motivated the resignation is unknown – staying in the military would probably have meant being sent to Florida for the Second Seminole War, and this might have held little appeal, as it did for many officers. He was also about to become a father – his daughter Gertrude was born in January of 1838.

Kibby's Cullum history indicates that he was still an agent of the U.S. Quartermaster Department, 1837-39, and served as an Asst. Adjutant General in the Alabama Militia from 1838-1839; he was also a junior editor of the "Mobile Register," and City Engineer of Mobile, 1838-39. Unfortunately, on September 15, 1839, shortly before his 29 birthday, Kibby died, and was buried with military honors. It appears his death was a result of the yellow fever epidemic that was raging in Mobile in the fall of 1839, a sad end to such an ebullient spirit. Susan travelled back North with her 2-year old daughter, giving birth to a son, Henry B., in New York City on January 29, 1840. Unfortunately she died a few days later, and her children were raised by her family in New London.

Full text of the letters follows.

ENDNOTES:

Cullum. G.W. —Biographical Register of the officers and graduates of the U.S. Military Academy, Vol. 1, 1802-1840, Published by D. van Nostrand, NY, 1868. Each graduate is assigned a number, by which is kept information on graduates of West Point. Kibby's number in 756. Morrison, James L, Jr., "The Best School." West Point, 1833-1866, The Kent State University Press, Kent, Ohio, 1998. Roar, thunder — Ital. verb. Butler, Frances Anne, Journal 1832-34, in 2 Vols., Carey, Lea, and Blanchard, Philadelphia, 1835.



Letter addressed to: Missouri Ann Kibby Westfield Chautauqua Co. N.York

Jan'y 19, (1833), NY P'mkd: West Point 18¾

From: Cadet. Kibby

West Point, Jan'y 19, 1833

My Dear Sister,

The long agony is over, and the January examination is numbered amongst the things that were. You would willingly pardon me for not writing to you sooner if you only knew with what intensity I have had to apply myself to the many studies embraced in this year's course. All my previous studies were but play compared to them. I can probably give you no better idea of the incessant and undivided attention they require, than by telling you I have not had time to even think of the Ladies for the last 4 weeks!!!!!! I have scarcely stirred from my room during that time, and after poring over the midnight lamp, until the stars grew dim, and the broad red sun was mounting up from the golden east to gild with gorgeous dye the purple banner of the morn, I have thrown myself on my hard bed, to snatch a few moments repose, and conjure up sweet visions of bliss and magic beauty but alas they would no longer come at my bidding, my mind would still be haunted with a ghastly train of acids and alkalies, Levers and pullies, suns and stars, moons and comets. It's all safely over for the present, however, and I feel very much relieved, I can allow my mind to wing its wildest sweetest flight for a day or two. I shall be obliged however to devote a great deal of time to my neglected correspondents, as I have not written an answer to a letter for more than a month. I do wish people would write to me without requiring an answer. It would enhance the value of the letter very much. What an extortionate girl you are to want two letters for one! I acknowledge they are worth two of mine, but you must recollect that mine require as much time and trouble as if they were the best.

Just think what pulling of hair it must require to get an idea through this thick skull of mine. I am much obliged to you for your good wishes but Christmas is any thing but a merry time with us. It is too near the examination. How hard it is to be shut up like a nun in a little room 12 feet by 10, with a book and a candle at that merry season, when sweet lips are smacking, sleigh bells jingling, fairy feet pounding, and witching eyes glancing. I could not study for a whole day after receiving your letter, thinking what pleasant times I should have if I were with you. No wonder hymen is making such a havoc amongst you. I should almost be tempted to perpetrate matrimony myself if I could romp and frolic with you a week, that is if I should not be preserved from it by the difficulty of making a choice. I almost know all the young ladies by name, although I recollect them all by appearance. Is that Miss Davis the one with the beautiful forehead and sparkling eye who lived near the creek, or is it the one with the soft, full lips who tried to escape being kissed by running from me at Mr. McWhorters? Pardon me for making a distinction, but they were the softest lips I ever pressed, and I have pressed a good many. I am quite a connoisseur of lips. I do not chew, drink or smoke on purpose to induce the girls to let me kiss them! Wish all much joy for me and give my love to all your family and tell your father I will write to him in a few days. I'll fetch you some music when I come to see you next time.

Cadet Kibby

To Sister Missouri
All well at home when I last heard. K.

~****



Letter addressed to:
Missouri Ann Kibby P'mkd:
Westfield Chautauqua Co. N.York

Sept 7, 1833 P'mkd: West Point, NY k 18¾

From: Cadet. Kibby

West Point, Sept.7, 1833

My Dear Sister,

You have written at last have you? I should like to see some of these half dozen letters you talk about as having to write to my one. If you think about scolding me, what do you suppose I ought to do to you? However, I will let this pass. We write to each other so seldom that it will not do to fill the sheet with reproaches etc. but prepare yourself for something dreadful when I get within reach of you. Why I'll kiss you till your lips are sore again!!! That is if you do not get a husband to protect you, before that time. And then I don't know what I shall do. You say it is my fault that we do not correspond more frequently! whew! What was I going to say. Why I just got your letter from the post office and here is the answer half written already. I was determined not to write until you had written. I believe it is the only way by which I can get a letter from you. You would let me write by the year before you would write in return.

What with my short leave to my relations in Schoharie County and our cotillion parties and grand ball, I have spent a delightful encampment. I have made many charming acquaintances, and some sweet friends, among the many who have visited the Point this summer. There had been no want of them this season; the whole place has been thronged with them since June last from all parts of the United Stated, and even from Europe. I had the honor of dancing with the celebrate Miss Fanny Kemble, the inimitable actress and divine poetess as the editor of Blackwell's Magazine calls her. And what renders it more distinguishing, I was the only one among the cadets who dares to aspire do high. Our acquaintance commenced rather singularly. I was firing the 24 pounder at a target across the river, when I heard a lady standing near express a desire to touch it off. I blocked the wheel so the recoil could not hurt her, and showed her the manner of doing it without danger, lighted the port fire for her, and allowed her to gratify her curiosity, although somewhat at the expense of her nerves, strong as they were. I found afterward that the lady was Miss Kemble. Passing through the gay crowd at our ball, the same lady bowed to me very graciously, which I of course returned and approached her. And entered into conversation with, and danced with her. I can't tell you the pleasant adventures I have met with this time. But I will resume the subject when I have

nothing else to write about.

Brother Norman has not yet arrived here but I am anxiously looking for him every day. I also expect Cousin Daniel and his lady and her sister every steamboat that comes down. There were to have been here at our ball, but they have disappointed me for some reason or other. I hope your father and they may meet here, it would be very gratifying to all. The doctor has got the finest little wife in the world. She is cross eyed though. Could you not come and see them and me next spring? You would be delighted with them and me. At least you would be delighted with this place and the corps of Cadets. You must beware of those weddings if you wish to see Cincinnati. It is very catching. However, you have stood so long that I being to have hopes that I shall my sweet sis for a compagnon du voyage in ten short months. Only think of that. We are in barracks again, and I am hard at work at my last year's course. What times we shall have if that rogue cupid lets your dear little heart alone for a twelve month. I have heard from home not long since. They were all in usual health. The Cholera has almost entirely abated. Give my love to your mother and sisters and all the pretty girls, and write to me soon, and tell me all about your thoughts and wishes, and dat dreams etc etc.

Adieu, yours affectionately

Cadet Kibby

To Sister Missouri



Letter addressed to:
Missouri Ann Kibbe
Clinton Oneida Co. N.York PAID

Care of Mr. Kellogg From: E. Kibby

Nov 17, 1833 P'mkd: West Point, NY

18%

U.S. M. Academy West Point, Nov. 10th Dear Sister,

Have you recovered from your attack of home recollections, and become reconciled to your banishment from dear Westfield? Did my dose of Philosophy or affectionate sympathy relieve you any? Have you ever wished, when weeping, that I was there to relieve you, not as knights of old even wont to relieve distressed damsels with closed visor and [winched?] lance, but by pure warm kisses – kisses of brotherly, or what is a little warmer and no less pure, of cousinly love? Come write to me, and make me your father confessor, no not father, (I am not old enough for that yet) but brother confessor. I will not impose a very heavy penance, only a kiss or two extra, when we do meet.

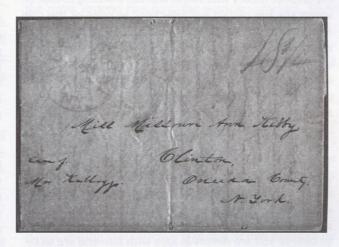
My dear sister, this is the strongest proof of this affection I entertain for you, that I would possibly give you. It is the first time I have ever written two letters for one. Do you fully appreciate the value this flattering distinction!!!! And the strength and fervor of this love which could induce me to make such stupendous exertions to amuse and reconcile you to your hard lot. I think if you should mention it to some of the pretty girls which no doubt surround you, they would wish to gain that stronger warmer love of one who could do so much for a sister. By the bye, I wish you would tell me about some of them, and whether they love soldiers or not. Sister, there is another question I want to ask, though you may have a delicacy in answering it, as it involves my opinion of the divinity and ethereality of pretty women. I have seen stated in several novels lately, that boarding school misses savored a bread and butter - indeed, one author, a lady too, the shocking woman, calls a boarding school a bread and buttery!!!!!! As if the little angels of blushing seventeen, who condescended to visit this dull real earth, to enliven with their sparkling eyes, and render our sojourn on it tolerable by their sweet smiles, ever eat anything. Now they don't eat bread and butter, do they, sis? I am impatient to have your refutation to this horrid calumny. If it be so, alas for all my day dreams. Only think of two pouting ruby lips being parted by such a rude barrier. Such sweet friends should be separated only by sugar breath, with low soft words of love. Whilst on the subject of bread and butter, I will inform you in confidence, that we dispatch immense quantities of it here, but then we have to drill hard and study hard, and we are soldiers and not angels. I hope you won't tell the other girls that soldiers are not angels, and tell me the truth as unreservedly as I have you about the bread and butter.

Now sister, I have given you the benefit of my advice, philosophy, love and nonsense, which I hope will prevent you becoming homesick again, at least so much so as to render you unhappy. We ought to clothe our feelings as we do our bodies, and not let every blast that sweeps over them pierce to the heart. I love sensibility, especially in a woman, but in this cold selfish world, we should not indulge them too much. There are too many blasts, to lay them open and expose them to every one that comes. There are a plenty that will pierce the thickest shield that stoicism can throw around us. But a truce to moralizing it will come with a bad grace after so much nonsense.

Write to me at the first opportunity. I have received letters from home and from cousin Camille since I wrote to you. That from home left them in usual health. The one from the Doctor stated that he had just recovered from a long an severe indisposition, and related the death of my little cousin Kirkland by whooping cough. I have not heard from your father.

Yours affectionately, E. Kibby

To Miss Kibby
U.S. Corps Engineers
Clinton Corps of Bread and Butter
P.S. Mr. Teale tells me his sisters have returned
home from Waterville. Have you seen them?



Letter addressed to: Missouri Ann Kibby Clinton Oneida Co. N.York Care of Mr. Kellogg From: Cadet. E. Kibby Jan'y 21, (1834) P'mkd: West Point, NY West Point, Jan'y 21, 1834

My Dear Sister,

I am afraid you have begun to think I have forgotten you. It is far from being the case however. I have been so busy pumping for the examination and getting through with it that I have scarcely had time to think of the fairer part of emotion since I received your kind letter of the 4" Dec. Even my dreams which generally lead me to some sweet spot of paradise filled with bright- eyed Houris, have been crammed with cannon and carbonates, Pennons and Parley, bombs and Blais, muskets and masonry, fortresses and field works, ad infinitum. So you must forgive me for not writing sooner. You know very well it must have been something very urgent that would thus drive all the sweet girls out of my head for a whole month. Besides you were very negligent or as you say very merciful in answering my last letter, and moreover it seems I have exerted all my powers of philosophy and nonsense in vain, and that you still long for your dear native house, with all a woman's yearning for that which she loves, and still smile and weep like an April day whenever you get a letter from there!

Well! Though it is not very flattering to me, I like you the better for it. It shows you to be a true and tender hearted women, the noblest attributes of your sex. You know it is my favorite theory that sweet woman will cling to that on which she has placed her affections in spite of the cold maxims of Philosophy and reason. Dark and dreary indeed would be our lot if they deserted us when the world [], or withheld their warm smile and bright glance when fortune looked coldly on us. I am therefore more gratified at one proof of the correctness of my theory, and at finding you a woman, than mortified at my wanting the power of pleasing.

Tell me your opinion of my theory in your next, will you? I know some say you are as fickle as the wind, as changeable as the chameleon, but that is only when you do not really love, is it not? Only when your love of conquest, or some reckless wight's vanity had led him to believe you are deeply in love with him and are to be had for falling at your feet and the asking, and then you, with well figured astonishment and anger chide him for his presumption and order him to leave you and never dare come in your presence again, etc. etc. O shocking! I know I shall never dare pop the question, with such a possibility handing over my head and the certainly of being laughed at into the bargain.

Can't you tell me some sure way of arriving at a lady's sentiments without such a risk? I know they say a lady's love resides in her eyes but though I have perused many of those cupid journals, I have never read anything there that would induce me to commit my bargain of happiness to their mercy especially if they were at all mischievous.

I had quite a pleasant time on Christmas. I and some of the others went round serenading, and got lots of wine and cake etc. on Christmas eve, We had a good dinner next day, and I spent New Years & got a leave of absence and took a ride into the country, did have the good luck to find a kind of gathering among the mountains, and turned in for a regular country ball, which I enjoyed more perhaps than if it had been more refined, and ceremonious, I have got though my examination very well this time, and have risen considerably in my class, and what is more have but one more to get through with, when I shall come and claim all those kisses you have kept for me. I have not heard from your father for a long time. I wrote him a letter the other day which he will probably answer soon.

I have not heard from Cousin David either, for some time. Has he paid you the expected visit yet? He has a very amiable and kind little wife.

They must keep you very close indeed if you cannot laugh when you wish. We'll have a hearty laugh together to make up for it when we meet. I am very glad those pretty girls with you love soldiers. You may give them my love in return if they will have it, and tell them I would be very happy to gratify their curiosity by exhibiting myself to them but that I suspect they have formed a better opinion of me, from your representation, that I should be able to impress then with in propria persona.

These young ladies of whom you wrote have returned home from school, and are now in Syracuse. However you seem to prize the society of those two young collegians more than all the ladies in your school, so you will not miss the absence of Miss Leads. What a shocking taste you must have to prefer the society of gentlemen to that of ladies! Perhaps, though. I should do the same were I a woman.

Adieu! Yours affectionately,

Cadet E. Kibby

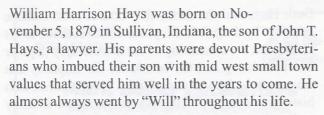
The Postmasters General of the United States

XLVI. Will H. Hays, 1921-1922

by Daniel Y. Meschter

Will Hays was the first of two short term postmasters general following Albert Burleson's long tenure and the first of three appointed by President Warren G. Harding. Peculiarly, both Hays and his successor,

Hubert Work, differed from many of their peers who regarded any cabinet appointment as the high point of their public careers. At just over forty, it was little more than an introduction to almost twenty-five years of fame and controversy during which Hays' detractors liked to denigrate him as a "do gooder." Thus his year as postmaster general was almost inconsequential compared to his contribution to American culture.



Will was educated in local schools and graduated from Wabash College in 1900. At the same time he studied law with his father. He was admitted to the bar as soon as he came of age, also in 1900, and entered his father's law firm. He completed a Master of Arts degree in 1904.

He at once became active in politics as a member of the Republican Party. For the next eighteen years he served virtually continuously on local, state, and national party committees, often as chairman, culminating with his election as Chairman of the Republican National Committee in 1918. In these capacities he demonstrated a high degree of skill in organization. As National Chairman he would have made the acquaintance of Warren Harding who just then was a Senator from the adjacent State of Ohio. Hays supported Harding's campaign for nomination for President and as National Chairman was credited with Harding's election. Harding rewarded him for his support and long service to the party with appointment to the Cabinet as Postmaster General, bringing Hays to national attention.

Harding could not realistically have expected much from his new Postmaster General. Despite his skills in organization and program analysis, Hays came with little experience in public administration or program management. His skills were in politics and law rather than in management and business.

Hays' year as head of the Post Office Department was undistinguished. He made a number of proposals to increase postage rates, to abolish home delivery in cities less than 10,000 populations, and sought to have

a billion dollars held in private hoards returned to circulation via the Postal Savings Bank to stimulate the post war economic revival. He was not successful in any of these. He did, however, attend the inauguration of a new fleet of fast steamboats to offload mail on incoming transatlantic liners for early transfer to a postal station at the foot of 43rd Street for transportation to the main post office and to railroad depots for shipment elsewhere



Will H. Hays

The only time found when Hays' moral character came to light was in the fall of 1921 when several religious groups protested contests being conducted by several Hearst newspapers in New York and Chicago. Called a "circulation cash gift campaign," it is not clear from the press reports just how the contests worked. They apparently involved the issuance of numbers to subscribers who then became eligible for substantial pre-Christmas cash "gifts" chosen in "drawings." It sounded very much like the lotteries Postmasters General battled in the late 19th century.

The mails somehow played enough of a role in the enterprise to give Hays jurisdiction to act. He made it look easy. He simply approached the editors of the sponsoring newspapers by telegraph expressing his views of misuse of the mails for an illegal purposel. The contests were discontinued immediately².

A fascinating coincidence was that at this exact same time Hays was compelled to deny he was resigning³. By the first of January he was ready to admit he was considering an offer from the motion picture industry to head up a new national organization, but would defer a decision until he had conferred with a committee of "movie men."

The background to these events was that while a few movie studios already had produced important films in the 1910s, dozens of less reputable studios were turning out cheaply made films that a broad cross section of the American public found offensive.

A handful of movie executives representing the management and financial sides of the industry realized what was happening and its danger to the future of the movie industry. At the same time a number of scandals involving popular performers, notably the "Fatty" Arbuckle episode over the 1921 Labor Day weekend was beginning to convince the public that the movies were not suitable for family entertainment.

There was, in addition, a 1915 Supreme Court decision hanging over the industry that the free speech protections of the First Amendment did not extend to the exhibition of motion pictures, such exhibitions being merely a business and not an art form. On the basis of this view the court affirmed the right of the State of Ohio to establish a board of censors to pass judgment on every film proposed for exhibition in Ohio and to ban those it found unsuitable for public viewing4. In reliance on Mutual that film censorship was lawful, there was a proliferation of state, county, and local censorship boards across the nation, each employing its own subjective standards. It proved a rocky road for the studios to travel. Something had to be done and quickly; overturning Mutual would take almost forty years.

That fall a group of movie moguls headed by legendary producers such as Adolph Zukor, William Fox, Samuel Goldwyn, and Louis Selznick, to name a few, decided the future of the industry depended upon the studios agreeing on an oversight organization that would assure the educational and entertainment value of motion pictures. The organization they outlined was first known as the Motion Picture Producers and Distributors of America (MPPDA) and later the Motion Picture Association of America (MPAA). Their next step was to find somebody capable of taking charge of the organization and carrying out its objectives.

It was realized from the beginning that the first president of the MPPDA would have to come from outside the movie industry to assure his independence. What they saw in Will H. Hays was a man of impeccable character, born and raised in mid America with a strong sense of community values, a man with a thorough knowledge of the law, and a skilled organizer. They were impressed by his success as Chairman of the Republican National Committee, member of the Cabinet, and favorable public image.

Hays resigned as Postmaster General on January 14, 1922, effective March 4th and went to work for the MPPDA on March 6th.

The movie moguls were good to their word. They gave him a free hand to organize the MPPDA and authority to do whatever he thought necessary to achieve their objectives. He and his staff developed the policy of overseeing every movie during its production to be able to advise directors on the spot what scenes and dialogues needed to be changed. By 1930 the "production code" or "Hays Code" or simply "the code" developed out of this policy, to which public interest groups made substantial contributions.

Another important role was to maintain close liaison with the multitude of censorship boards. Hays had two main objectives in this. One was to persuade the boards not to ban whole films which he expected would result in a substantial loss of income to producers and distributors and, second, to reduce the costs of the cuts and editing the state boards made for which some states required the studios to reimburse the boards on a per foot of film basis.

Both Hays and the censorship boards soon became despised by the public: Hays for the association of his name with the censorship of the increasingly popular movie industry and the boards for the stupidity that was creeping into their decisions. Nevertheless, film historians agree Will Hays saved the movie industry and made the artistic triumphs of the 1930s and 1940s possible despite the negative impacts of the more and more irrelevant censorship boards.

Meanwhile, beginning with his resignation as Postmaster General, Hays continued his public service when he was appointed Chairman of the Coordinating Committee of the American Red Cross and the Near East Relief Committee by President Harding in October 1922 and served as a member of the National Council of the Boy Scouts of America. He also engaged in business enterprises as a director of the Continental Banking Company and of the Eastern Illinois Railroad Company, among others.

On the whole it can be truthfully said Will Hays made his most important contribution to the nation after his term as Postmaster General. He did not live to see the end of "the code" in 1960 when it was replaced by thee age-based system now in effect.

Will Hays retired at 65 in 1945 after 23 years at the helm of the MPPDA and returned to his old home town, Sullivan, Indiana until his death there on March 7, 1954.

(Endnotes)

- 1 See Vexler and Internet items for biographical sketches of Will H. Hays; also *New York Times*, March 1921 to March 1922 for data on his term of office; Hays was the subject of the cover story in *Time Magazine*, September 13, 1926.
- 2 New York Times, December 4, 1921.
- 3 NYT, December 2, 1921.
- 4 Mutual Film Corporation v. Industrial Commission of Ohio, 236 U.S. 230 (1915); overturned, Joseph Burstyn, Inc. v. Wilson, 343 U.S. 495 (1952).

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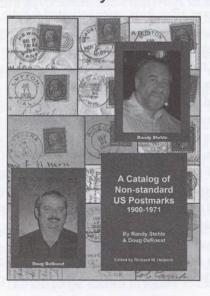
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A Tragic Comedy in Three Acts

By Richard D. Martorelli

"for my new bride, Joanne, may we continue to fly."

History, as a general rule, is incremental. Events of today are built upon those of yesterday, and events of tomorrow will be built upon those of today. This is evident in many areas of stamp collecting and postal history, and came to me anew as I started to write this article.

Politics (favoritism, power, payback), business (government subsidies, commercial companies,

privatization, business needs) and technology, (planes, beacons, night flying) all combined in the 1920s to launch the great leap of America, and the world, into the air, and put us on the path to the moon and the stars, as well as a world connected by webs of contrails as well as webs of information. Events grew from events, such as the invention of the airplane, its use in WWI, the availability of trained pilots after the war, the inauguration of airmail service, continued development of airplane technology, social and business interest in "progress" and its applications, the exploits of the flying adventurers (many with ties to the airmail, such as Charles Lindbergh) and the development of commercial interest in aviation.

The primary purpose of this article is to discuss and illustrate the February-June 1934 period when all commercial airmail contracts had been cancelled, and the US Army was directed to fly the airmail over the national routes established in the previous eight to ten years. Like all good stories, this one does start, metaphorically, long ago and far away.

ACT ONE

In 1925, Congressman Clyde Kelly, elected from Pittsburgh, PA, was chairman of the House Post Office Committee. Historically, he is known as sponsoring a House Resolution which became the Air Mail Act of

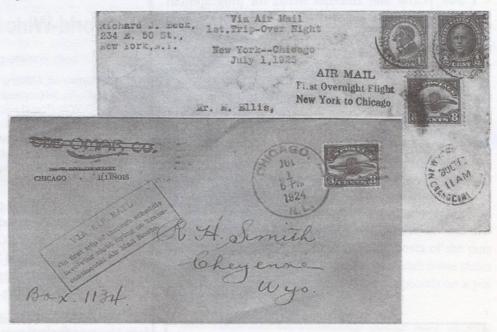


Figure 1 show examples of the standard 8 cents per zone and overnight flying 10 cents airmail rates of 1925.

1925 or the Kelly Act. This legislation authorized the postmaster general to contract for domestic airmail service with commercial air carriers and set airmail rates and the level of cash subsidies to be paid to companies that carried the mail. These provisions resulted in the creation of the Contract Airmail (CAM) routes. By transferring airmail operations to private companies, the government effectively would help create the commercial aviation industry.

The first sign of commercial interest in aviation came in April, 1925, when the automaker Henry Ford opened a private air freight service between Detroit and Chicago. Soon after, bids were solicited for the first contract routes. Eighty percent of the stamp money received by the Post Office for airmail matter was to be paid to the contracted airmail carriers. Rates were based on the weight of the mail and also on zones the mail had to cross. In July 1924, the US Post Office Department (POD) had divided the country into three air zones on July 1, 1924. These were New York to Chicago, Chicago to Cheyenne (WY) and Cheyenne to San Francisco. Companies saw that they would make more money if they carried smaller but heavier pieces of mail. Also, since they would receive the same amount of money no matter how many miles they flew within a zone, they preferred to fly shorter distances within a single zone and save some operating costs. At this time, the rate structure was 8 cents per ounce

per zone on transcontinental flights, or 10 cents an ounce on the special overnight NY to Chicago flight. These rates are illustrated by the two covers in *figure 1*.

Harry S. New, who was postmaster general under Presidents Warren Harding and Calvin Coolidge, wanted the airmail carriers to expand their routes and to buy larger airplanes to carry more passengers. He awarded contracts only to the largest companies that bought the largest aircraft, which could accommodate more passengers as well as the mail. The plan was that companies would expand and increase their operating income from passenger tickets, rather than from Post Office subsidies for carrying the mail. The airlines could carry less mail and still make a profit, leading to ex-

pansion of the airline fleet, routes and increased travel and competition. PMG New initially awarded eight airmail routes to seven airmail carriers, beginning in October 1925. All of these CAM routes, except for the Atlanta to Miami route, fed into the government's NY to San Francisco main transcontinental route. Ford Air Transport, the same service created by Henry Ford for his private air freight service, won two of the routes and was the first to fly airmail under contract, starting on February 15, 1926. In anticipation of the CAM routes being established and awarded, new airmail rates were established in January 1926. These maintained the existing 8 cents/oz/zone or 10 cents/oz NY to Chicago, and added additional stratifications for CAM routes of less than or equal to 1,000 miles (10 cents/oz) or more than 1,000 miles (15 cents). To add more confusion, if a letter was carried on a both a CAM and a government route there was an additional charge of 5 cents per ounce for each government zone flown. So, for example, a 1 ounce letter from Fresno, CA to Cleveland, OH, carried on CAM 8 from Fresno to San Francisco (less than 1,000 miles) would be charged 10 cents for the CAM route, and then transported on the government route from San Francisco to Cleveland (day time only) across three zones would be charged 15 cents (5 cents per zone), for a total cost of 25 cents. Or a flight from Boston to Michigan, carried on CAM 1 from Boston to New York would be charged 10 cents for the CAM route, and an additional 5 cents for travel over the government-operated New York to Chicago route. The rail or road transportation necessary to get from Chicago to Ann Arbor was included in the total 15 cents cost of the airmail service. The envelope shown in figure 2, making this



Figure 2 is a combined rate cover of 10 cents for a CAM route and an additional 5 cents for travel over the government-operated New York to Chicago route. This envelope appears to be overpaid by 1 cent, with the collector using a strip of three 2 cents Washington stamps in addition to the 10 cents Map to make up the 15 cents postage. The middle stamp of strip of three Washington stamps used is an example of the 5 cents red error, Scott#505.

trip to Michigan is very unusual. It appears to be overpaid by 1 cent, with the collector using a strip of three 2 cents Washington stamps in addition to the 10 cents Map to make up the 15 cents postage. What seemingly passed the collector by was that the strip of three used contained an example of the 5 cents red error, Scott#505. This error occurred when one or two 5-cent dies were inadvertently used to replace worn dies within a 2-cent plate.

The original subsidies provided to the route operators in the 1925 were only indirectly based on weight flown within the zones, as the carriers received a percentage of the postage paid. Since there was no greater incentive to fly longer distances, the carriers continued to fly only the shortest routes within their zone. To remedy this, on June 3, 1926, the Kelly Act was amended to instead pay \$3.00 per pound of mail (454 grams) for the first 1,000 miles (1,600 kilometers) and 30 cents per pound for each additional 100 miles (160 kilometers). This simplified payments, and it proved highly advantageous to the carriers, which collected \$48 million from the government for the carriage of mail between 1926 and 1931.

By the early part of 1926, contract airmail carriers flew most of the airmail, but government airmail pilots in government airplanes still flew the transcontinental route connecting San Francisco, Omaha, Chicago and New York. In February 1927, the mix of CAM and government flight rates was simplified into one flat fee of 10 cents per half-ounce. This applied to any route, by any carrier, across any number of zones, and it now became mandatory for airmail letters to be prepaid at least 10 cents (equivalent to one rate). As the govern-

ment moved to get out of the airmail business, in 1927 they divided the transcontinental route into two segments. Boeing began contract service on the western sector, between Chicago and San Francisco, on July 1, 1927. National Air Transport took over the eastern sector, between New York and Chicago, on September 1, 1927. With this transition, all airmail operations were shifted to private companies flying with their own pilots and aircraft.

In 1928, the Post Office gave operators that had been in the business for at least two years a 10-year contract that excluded any competitors. The mail carriers still favored the shorter routes within their zones but to meet government requirements, airlines be-

gan to merge and create longer routes to more cities. By the spring of 1929, there were 61 U.S. passenger lines, and 47 airmail lines. Airmail volume in 1926 had been 810,555 pounds (402, 525 kilograms); by 1929, airmail volume had grown to 7,772,014 pounds (3,532,733 kilograms). Though the aviation industry made money, the Post Office supported growth of the system and lost more money each year. In 1929, airmail subsidies reached \$11,618,000, while airmail revenues were only \$5,273,000.

Rather than increase rates to cover the expense of the subsidies directly, the POD decided to use general tax revenues to fund the increasing subsidy cost. The POD wanted to keep airmail affordable and to increase volume, so they instituted a rate cut of an effective 62%. Starting August 1, 1928, the Post Office decreased the charge for airmail service from 10 cents per half ounce to 5 cents for the first ounce. The cover in figure 3 commemorates the first anniversary of CAM 30 flown by Interstate Airlines. It was formed in June 1928 to operate the mail route CAM 30 between Chicago and Atlanta. Mail and passenger services started in December, also between St. Louis and Evansville, a stop on the Chicago-Atlanta run. The airline was acquired by the Aviation Corporation towards the end of 1929. Interstate continued during 1930 with mail services only. Eventually, Interstate was integrated into the Aviation Corporation's operating airline, American Airways. American, through its Embry-Riddle Division, took over and reintroduced passenger services between Chicago and Atlanta, now routed via Indianapolis, Cincinnati and Louisville instead of via Terre Haute and Evansville.



Figure 3 commemorates the first anniversary of CAM 30 flown by Interstate Airlines. It was formed in June 1928 to operate the mail route CAM 30 between Chicago and Atlanta, and is franked with the 5 cents/1st ounce rate of 1928-1932

Airmail carriers learned to use the subsidies to make money regardless of the true public demand for airmail. They sometimes sent postcards to themselves using registered mail, which required a heavy, secure lock, or mailed bricks back and forth. Tricks like these added weight, and increased the carrier's billings and government payments. Another carrier mailed thousands of Christmas cards, at a cost of 4 cents each for the cards and 5 cents each for the postage. The carrier received 14 cents in revenue for each card, far offsetting his 9 cents of expense. Despite such abuses, the postal subsidies encouraged aircraft designers to design aircraft that were more reliable, could fly longer distances, and were less expensive to fly.

ACT TWO

Calvin Coolidge was President from August 2, 1923, at the death of Warren Harding, to March 4, 1929, and is recognized as restoring public confidence in the White House after the scandals (most infamously the Teapot Dome affair) of some of Harding's appointees who used their positions to rob the government. It is unclear how much, if anything, Harding himself knew about his friends' illicit activities. After serving as Secretary of Commerce under Coolidge, and despite having never being elected to office before, Republican Herbert Hoover was elected President in 1928, assuming office in March 1929. The nation was prosperous and optimistic at the time, leading to a landslide victory for Hoover over Democrat Al Smith. Hoover appointed Walter F. Brown as his postmaster general. He wanted to create a stable and efficient air transport system that served both passengers and the mail. Brown thought that much of the airmail system was inefficient and costly, and asked Congress for legislation that would give him the authority to change existing postal policy. The McNary Watres Act (also called the Air Mail Act of 1930) was passed on April 29, 1930, and contained three main provisions that gave the PMG unprecedented powers over the air transportation system.

The main provision of the act changed the way mail payments were computed. As noted above, payments had previously been made on the distance that a weight of mail was carried. The 1930 Act stipulated that airmail carriers would be paid up to \$1.25 per mile for having a cargo capacity on their planes of at least 25-cubic feet (0.7 cubic-meter), whether the planes carried anything or flew empty. Now there was no incentive to carry mail, much less pad the bills by carrying bricks, since the airline would be paid based on the size of a plane whether it carried anything or not. There was, however, an incentive to use larger planes that were also suited to carrying more passengers which would produce additional revenue. Also, the PMG would now award routes to the carrier that was the "lowest responsible bidder", defined as those that had owned an airline which operated on a daily schedule of at least 250 miles (402 kilometers) for at least six months.

A second provision stated that any airmail carrier that had carried the mail for at least two years could ex-

change its mail contract for a "route certificate" that would give the carrier the right to carry mail for 10 years without competition or rebidding for the route. The third provision, which proved to be the most controversial, gave the postmaster general the authority to "extend or consolidate" routes when he deemed it to be "in the public interest," however he interpreted it.

In May 1930, at what was later derisively referred to as the "Spoils Conference," Postmaster Brown used the McNary-Watres Act to award the transcontinental airline routes to only three large, stable companies that later would evolve into the modern-day airlines: United Airlines kept the northern airmail route; Transcontinental Air Transport (TAT) and Western Air Express merged to form Transcontinental and Western (TWA), which flew across the middle of the United States; American Airways operated the southern route, which was extended to the West Coast. In addition, Eastern Air Transport flew the New York

to Washington route. Other competitors, such as Interstate and Boeing, were forced to give up their CAM routes and were out of the airmail business. Brown also awarded bonuses if the airlines carried more passengers, and even more money if they bought larger aircraft powered by more than one engine and equipped with two-way radios and navigation aids.

On July 6, 1932, the airmail rates were increased from 5 cents for the 1st ounce to 8 cents for the 1st ounce. The 8¢ Winged Globe stamp (Scott US #C17) was issued in September, more than two months after the rate change. It was of the same design used for the 5¢ stamp of 1930-31 (C12 & C16), and would be used for the 6¢ of 1934 (C19) and as the basis for the 30¢ (C24) of 1939. In the meantime, the ordinary 2¢ and 3¢ postage stamps were used as makeup stamps with the 5¢ Beacon or Winged Globe airmail stamps.

The covers in *figure 4*, dated July and November 1932, are philatelic event covers both bearing five cents postage. Coincident with the airmail rate increase, the first class letter rate had also been increased from 2 cents to 3 cents per ounce. Although neither one of the illustrated covers explicitly is marked for airmail service, both bear airmail postage (one a stamp and the other a government-issued airmail postage stationary envelope). When the CAM/government route rate struc-

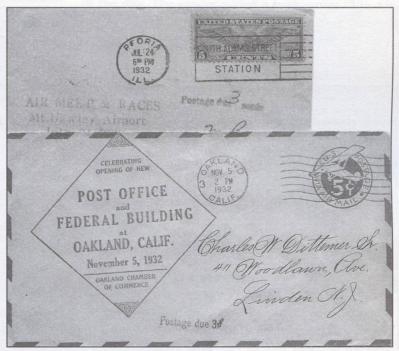


Figure 4 covers from July and November 1932, are philatelic event covers both bearing five cents postage. Although neither one explicitly is marked for airmail service, both bear airmail postage. Under 1928 POD practices, any mail bearing airmail postage had to be considered airmail, and so these envelopes were postage due.

ture was unified in 1927, the POD published rules where they tried to restrict the use of airmail stamps (and eventually the ubiquitous red/blue lozenge-edged envelopes) to only airmail letters, and that the use of airmail stamps on ordinary letter mail or for other postage fees was "exceedingly objectionable and not approved". This was followed by regulations in 1928 that explicitly disallowed the use of airmail stamps on non airmail matter. Therefore, according to the POD practices, any mail bearing airmail postage had to be considered airmail, and so these envelopes had to have 8 cents postage. Since they did not, they were both marked as "Postage due 3 cents".

The rate change of August 1928 also included an anomaly in US postage rates that existed for a little less than six years. While the first ounce of airmail was 5 cents, the second and succeeding ounces were charged 10 cents. This structure was continued when the rates were increased in July 1932, to 8 cents and 13 cents respectively, but was eliminated in July 1934 with the establishment of the 6 cents per ounce rate. *Figure 5* shows a cover mailed in 1933 from Chicago, IL to San Diego, CA. According to period routes and maps, this letter, prepaid at 8 cents for the first ounce using an airmail PSE, would have flown over the transcontinental route now operated by Boeing from Chicago to Salt Lake City, UT. There the mail would have

been transferred to Western Air Express and flown over CAM 4 to San Diego. Upon arrival, the delivering post office noted the "Postage Due 13 cents/M.D. 15" auxiliary marking, indicating that it was actually a 2 ounce letter, and affixed two ladder-canceled postage due stamps. Based on a review of the invaluable information compiled in the Beecher Book, this was the only period in time from 1863 to the present where the unit postage charge was higher for the second and succeeding weight steps than it was for the initial weight step. For first class mail, before 1975, the second ounce was charged the same as the first ounce. After 1975, it became practice for the second ounce to be charged less than the first ounce, similar to the practices for single piece 2nd, 3rd and parcel post mail. According to the Beecher Book, "It is speculated that the higher rate for additional ounces was to discourage air parcel post, for which the POD was not yet ready". The establishment of a specifically-designated air parcel post category would occur in September 1948, and morphed into the Priority Mail category for airmail service for mail matter of higher than letter weights.

No specific thirteen cent airmail stamp was issued to meet this 2^{nd+} ounce airmail rate, which could be met by using combinations of the 4th Bureau stamps. The 13¢ Benjamin Harrison stamp was issued in 1926, possibly to cover the combined postage, insurance and

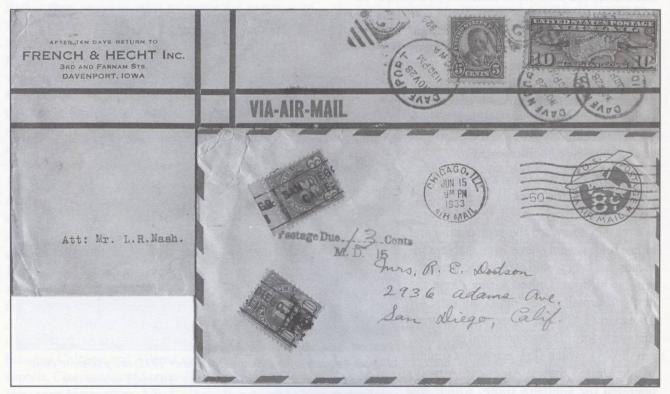


Figure 5 shows 2-ounce airmail rates of 1928-1932 (15 cents) and 1932-1934 (21 cents) rates. The top cover, bearing 15 cents postage was mailed in November, 1928. The bottom cover, an 8 cents airmail PSE, was mailed in 1933 and charged postage due for the short paid 13 cents.

return receipt $(2\phi + 8\phi + 3\phi)$. Another explanation was that it was issued to appease Postmaster New, whose father was a close political ally of President Harrison as a memorial-type stamp. This may have been seen as a response to the 17¢ Wilson stamp issued only a few months before. At the time of his death in 1924, Woodrow Wilson was not universally liked as a result of policies relating to WWI and the League of Nations. The POD under the Republicans chose not to honor Wilson on a "memorial" stamp, but rather on a regularly issued definitive stamp. Since the rate to send a registered letter registered had been raised from 10¢ to 15ϕ in 1925, a combined rate stamp of 17ϕ (2¢ first class and 15¢ registry) was now needed. Wilson was placed on this seventeen cent stamp, and the stamp was printed in the "memorial" black. Although the seventeen cent Wilson stamp was issued before the thirteen cent Harrison stamp, the Scott catalog lists the two stamps in denominational rather than chronological order as they were both classified by design and timing as part of the Fourth Bureau series.

Tragic-Comedic Interlude

When the Wall Street Crash of 1929 struck less than eight months after he took office, Hoover tried to combat the following Great Depression with volunteer efforts, none of which produced economic recovery during his term. The consensus among historians is that Hoover's defeat by Democratic President Franklin D. Roosevelt in the 1932 election was caused primarily by failure to end the downward economic spiral, compounded by popular opposition to prohibition. When Roosevelt came to Washington in March 1933, he and his supporters attacked many of Hoover's policies in general, and those of his subordinates. In specific, some of the smaller airlines removed from the airmail business began telling politicians that they had been unfairly denied airmail contracts by Brown. One reporter discovered that a major contract had been awarded to an airline whose bid was three times higher than a rival bid from a smaller airline. Amid allegations of a conspiracy to defraud the government, Alabama Democrat Senator Hugo Black established a committee to investigate airmail, and in January 1934, he began hearings in which the former postmaster and the large aviation companies who received the contracts in 1930 were depicted as greedy and corrupt. Black called the process of giving contracts "spoils" and said the business had gone only to friends of the Hoover administration.

Supporters of former postmaster Brown responded with information about his practical success. In 1929, 45 airlines were involved in mail delivery at a cost per mile of \$1.10. Most were small, under-capitalized companies flying short routes and old equipment. During the years 1929-1933, aircraft had become more efficient and the cost of carrying the mail had fallen dramatically with the placing of the transport business in the hands of a limited number of financially sound companies that were able to reinvest in the business. In 1933, costs averaged just 54 cents per mile (34 cents/kilometer), down by half from 1929, over a wide system of 34 routes that spanned 27,000 miles (43,453 kilometers)

The drama and commotion of the Black hearings raised questions about the legality of the contracts awarded by Mr. Brown. On February 7, 1934, James A. Farley, Roosevelt's postmaster general, announced that he and President Roosevelt were committed to protecting the public interest and, on February 9, that as a result of the ongoing investigation, President Roosevelt had ordered the cancellation of all domestic air mail contracts effective at midnight February 19. Figure 6 shows a postal stationary envelope (PSE) mailed from California to Pennsylvania on February 7. The sender was either unsure of the postage rate, forgetful, or perhaps hoping to capitalize on all of the distractions of the day. The sender added a manuscript "Via Air Mail" in blue pencil, and drew red and blue (airmail envelope colors) horizontal lines across the front and back of the 3 cents PSE. The shortage in postage was noted before it left LA, and a 5 cents postage due stamp and auxiliary markings "11 Returned for Postage" and "11 Postage Due 5 Cent" were added before the letter was returned to the sender the same day. It was remailed the next day, with the required 5 cents in additional postage, In this case, the sender paid double the deficiency (the 5 cents postage due stamp and the 5 cents in additional postage) as the POD adhered to its 1927 rule that at least one airmail rate had to be prepaid before a letter would be forwarded.

President Roosevelt issued Executive Order 6591, which directed "that the Postmaster General, Secretary of War, and Secretary of Commerce ... cooperate to the end that necessary air mail service be afforded... that the Secretary of War place at the disposal of the Postmaster General such airplanes, landing fields, pilots, and other employees and equipment of the Army of the United States needed or required



Figure 6 shows a postal stationary envelope (PSE) mailed from California to Pennsylvania on February 7, and charged 5 cents postage due. Was the sender unsure of the airmail rate, forgetful, or perhaps hoping to capitalize on all of the distractions of the day?

for the transportation of mail, during the present emergency, by air over routes and schedules prescribed by the Postmaster General."

Coincident with the Executive Order, and in recognition of the effort required to take over and maintain transcontinental airmail service, PMG James Farley reduced the airmail route system from over almost 25,000 miles of routes to 9,000 miles. To implement the government plan, the President directed Major General Benjamin D. Foulois, Chief of the Army Air Corps, to organize a new airmail operation that would use military planes and pilots to fly the mail. Foulois had been involved with aeronautical and aviation affairs in the US army since 1908. From 1908 thru 1916, the Aviation Section of the U.S. Army Signal Corps (forerunner of the Army Air Corps) consisted of Foulois and his airplane. In 1963 he appeared on the television quiz show I've Got a Secret, revealing that he had once been the entire U.S. Air Force.

In 1933 the commercial airlines had carried several million pounds of mail over almost 25,000 miles of routes. Transported mostly by night, the mail had been carried in modern passenger planes equipped with modern flight instruments and radios. The airlines had also developed a well-established system of maintenance facilities along their routes. When General Foulois appeared before the House Post Office Committee to discuss the steps taken by the Air Corps in preparation, he assured the committee that the Air Corps had the appropriate airplanes and equipment and had selected its most experienced pilots and that it had the requisite experience at flying at night and in bad weather.

This testimony could be characterized as truer in the context of the Army Air Corps than it was in objective fact. After WWI, Congress and American public opin-

ion rejected plans for a large standing army and training program, as they also rejected the League of Nations and participation in an active and co-operative world security system to maintain peace. America was unwilling to support a military force that was any larger than required to defend the continental United States and its overseas territories and possessions. While there was tremendous growth in the civilian aviation industry, the United States maintained a strong isolationist policy and continued its tradition of low military spending during peace. The Army fared worst than the Air Corps or the Navy, but no service was flush with funds or equipment.

A plan for expansion of the Air Corps had been approved in 1922, but the lack of funding delayed the program until 1927. Even then, the full funding, to create a small force of 1,800 planes and 17,000 men (2009 levels are 5,600 aircraft and 330,000 uniformed personnel) was never appropriated in the budget and the coming of the Great Depression forced reductions in pay and operating expense and equipment. The Air Corps operated almost entirely in daylight and good weather and flight operations of four hours or less a day were conducted only during Monday to Friday week. Because of a high turnover-rate policy in the War Department due to Congressionally-imposed manpower ceilings, most pilots were Reserve officers. A total of 262 pilots were selected for the airmail operation, but more than half of them were junior officers with less than two years flying experience. Those pilots that did have flight experience were hampered by obsolescent aircraft, technical equipment and instrumentation. Air Corps aircraft of that day were designed and equipped for clear-weather, daytime use. Few had any instruments beyond needle-and-ball, altimeter, and airspeed indicators. Army pilots had not been trained for cross-country or bad weather flying,

and less than 20% of the selected pilots had 25 hours or more of flight time in bad weather. Military aircraft had no landing lights or navigation instruments as were found in civilian aircraft and only 12% of the selected pilots had 50 hours or more of night flying. Of the limited numbers of directional gyroscopes and artificial horizons, few were actually mounted in flying aircraft. Radio equipment had a range usually of less than 30 miles. The best available equipment for navigation and communications was ordered to be installed in the 122 aircraft assigned to the task, but the instruments were not readily available and were sometimes installed incorrectly.

The Army Air Corps Mail Operation (AACMO) operated in three geographic zones similar to the transcontinental airmail zones. Personnel and planes were immediately deployed, but problems began immediately with a lack of proper facilities (and in some instances, no facilities at all) for maintenance of aircraft and quartering of enlisted men and a failure of tools to arrive where needed.

Initially, sixty pilots took oaths as postal employees and began training. The first tragedies of the operation occurred three days before airmail flights were scheduled to start on February 19. Three pilots on familiarization flights were killed in crashes attributed to bad weather. On the first day of the Army's operation of the airmail, stamp collectors made a large contribution to the postal revenues as they prepared "First Flight" covers from many locations. Sometimes, this produced unusual items. For example the first day of flights from Newark, New Jersey, was cancelled due to weather, as were many flights east of the Rocky Mountains. Figure 7 illustrates a cover that was supposed to be carried on the first AACMO flight. As noted, the actual first flight to Atlanta occurred on February 20, shown in the Newark AMF cancel. This cover also has a typed note on the back attesting to the delay in flight and a receiving backstamp dated February 21, truly making it a "first flight" cover. The other cover shown was mailed in Dallas, TX, on the flight to Chicago. Quoting from a manuscript note on the back, "About 9:30 P.M. 2/19 pilot Lt. N.E. Davis cracked tail skid landing at Pt. north, emergency ship rushed from Dallas, flight continued. "Well, it was all in a day's work. For the remainder of the month, the late



Figure 7 illustrates two covers from the first day of AACMO operations. The upper cover, postmarked Newark, NJ was delayed due to weather on the East Coast, and has a typed note about the delay in flight and a receiving backstamp dated February 21. The lower cover postmarked Dallas, TX, has a manuscript note on the back telling of equipment problems.

winter weather that fouled the initial day's operations continued over much of the United States, and the Army pilots quickly obtained experience with having to fly in snow, rain, fog, and turbulent winds.

After crashes that resulted in three deaths in the second part of February, and four more in early March (raising the death count to ten), several prominent aviators spoke out against the Army flights and for safety. One was Charles Lindbergh, who in the late 1920s and early 1930s, used his fame to help promote the rapid development of U.S. commercial aviation activities and was a former CAM pilot himself. When the USPOD issued the 10c "Lindbergh Air Mail" stamp (Scott C-10) on June 11, 1927, it was also the first U.S. stamp to bear the name of a living person. He said that using the Air Corps to carry mail was "unwarranted and contrary to American principles." Another critic was Eddie Rickenbacker, World War I flyer and general manager of Eastern Air Transport. This airline acquired contracts for airmail routes from New York to Miami, and developed quick passenger travel between the northeastern states and the vacation areas of Florida. After ten pilot fatalities in the first month of the Army Air Corps Mail Operation (AAMCO), he was quoted as calling the program "legalized murder" Finally, there was comedian, actor, philanthropist and aviation promoter Will Rogers. He took every chance he could to fly, sometimes taking rides on mail planes. He would pay for himself by the pound and cram into the cockpit with the rest of the mail sacks, and became the first passenger to make a roundtrip transcontinental flight in a mail plane. When President Roosevelt cancelled the airmail contracts Rogers said: "It's like finding a crooked railroad president and stopping all the trains." He also said "We're going to lose some fine boys if the Army flies the mail."

Despite the crashes, weather and bad publicity, flights were getting the mail through. *Figure 8* is an envelope sent airmail and special delivery from Minneapolis, MN to Winter Park, FL. It was postmarked at 4:40PM on February 27, and has airmail field backstamps of Chicago and Cleveland on February 28. The next backstamp is a Florence (SC?) and Jacksonville RPO marking of

March 1 (this not being a leap year), and a connecting RPO for Jacksonville and Tampa. Lastly, there is a March 2, 7AM arrival marking from Winter Park. While the start and end of the journey are clear (by AAMCO from origin to Cleveland, and rail to Florida and destination), it is unclear how this mail moved between Cleveland and Florida. The best guess is that it was flown to Louisville, KY, then to Raleigh, NC where it made the rail connection, but the lack of markings leaves this as still a guess.

By March 10, 12 pilots had died in 66 crashes or forced landings. President Roosevelt, embarrassed by the public mistakes and criticism, as well as upset about the deaths, told General Foulois to fly the mail only in completely safe conditions. Foulois responded that to ensure complete safety, the Air Corps would have to end the flights, and so Roosevelt suspended airmail service

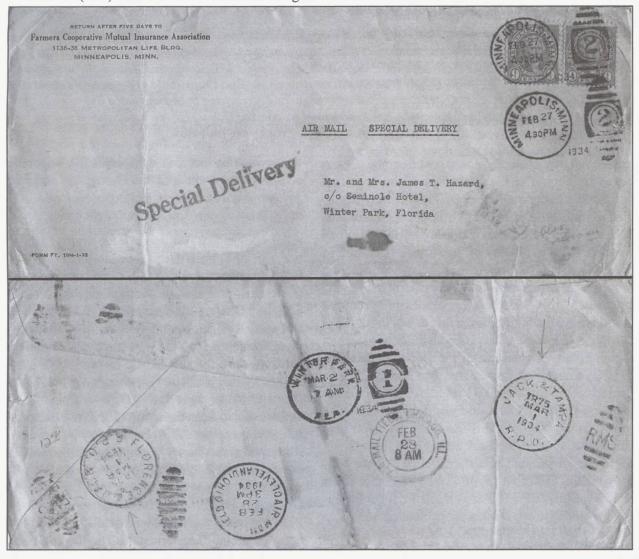


Figure 8 is an envelope sent airmail and special delivery from Minneapolis, MN to Winter Park, FL. It was postmarked at 4:40PM on February 27, and has airmail field backstamps from Chicago and Cleveland on February 28, and RPO backstamps from Florence and Jacksonville. How it got between Cleveland and Florence is unclear.



Figure 9 shows both philatelic and commercial mail carried by the Army pilots on March 19 after a break in service for retraining due to crashes and pilot deaths in the first weeks of Army Air Mail operations.

on March 11, 1934. After giving the pilots a newly and quickly created course in instrument flying, and reducing the mail flight schedule again, the Army resumed flying on March 19, 1934, in better weather. Figure 9 shows both philatelic and commercial mail carried by the Army pilots after the resumption of service.

In legislation establishing new mail service in 1845, the law allowed the POD to hire contractors to carry the mail with "celerity, certainty, and security." Reportedly, so that they would not have to repeatedly write these words in ledgers, postal clerks substituted three aster-

isks—***—and the phrase "Star Route" was born. They are usually short distance routes unserved by the regular mail distribution system because of geography or weather. The postcard in figure 10 dated in April 1934 is from Saint James, MI, on Beaver Island at the top of Lake Michigan, located about 35 miles west of Mackinaw City. The Island's economy was mostly built on commercial fishing, and when that fell off in the 1940s, population declined from over 1,000 residents to less than 200. Regular winter mail service was not instituted until 1926; before that, it was dependent on dogand horse-sled trips across the ice. The contractor on this Star Route was a private individual and was not part of the contracts

under the CAM system, and therefore was not subjected to the contact cancelling of February. This kind of service may have been part of the inspiration for the "bypass mail" program created by Senator Ted Stevens in the 1970s for bulkmail delivery and air travel in rural Alaska, Because villages aren't connected to the rest of the state by roads, the Postal Service pays subsidies to airlines for them to deliver bypass mail, also called bulk mail. It charges the sender, such as a grocery store owner, a fraction of the actual shipping cost. The bypass mail (packages in pallets weighing 1,000 pounds or more) is usually flown from Anchorage or Fairbanks to a distribution hub such as Bethel, 340 miles west of Anchorage.. From there, it's flown to surrounding villages. The Postal Service loses more than \$50 million a year under bypass, according to the

USPS.

The Army continued its airmail operations through May 8, 1934, when temporary contracts with private carriers were put into effect. The cover in *figure 11* is postmarked on that date, with a cachet for the dedication of an airport in southeastern Kansas. This envelope is unusual in that it is a philatelic use of a business reply mail (BRM) envelope, as well as an airmail usage. The addressee (and airmail collector) presumably had some sort of business where it was beneficial to enclose a BRM envelope for a reply. The most likely case is di-

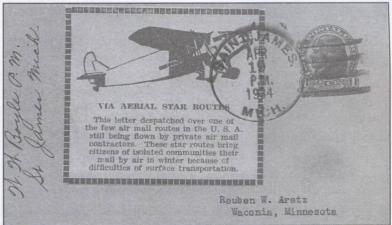


Figure 10 is a postcard dated in April 1934 from Saint James, MI, on Beaver Island at the top of Lake Michigan. The carrier was a private "Star Route" contractor outside of the CAM system, and so not part of the AAMCO.



Figure 11 is postmarked on May 8, 1934, when temporary airmail contracts with private carriers were again put into effect. The envelope is unusual in that it is a philatelic use of a business reply mail (BRM) envelope, as well as an airmail usage, neccisitating a total postage cost to the collector of 9 cents (8 cents airmail plus the BRM fee of 1 cent per item).

rect mail advertising, but could also include an accounting firm or factoring company where confirmation of accounts outstanding is required. What is more unusual is that the BRM provided for the return response by airmail. The BRM service was only instituted in 1928, and was a fee of 1 cent per item. Combined with the 8 cents airmail rate (since July 1932), this explains the printed "9c Postage Will Be Paid" information and the nine cents in postage due stamps.

ACT THREE

On May 8, President Roosevelt and Postmaster Farley returned the airmail business back to commercial contractors. *Figure 12* illustrates a cover carried on the first flight of the new AM-5 from New Orleans to Newark. This was a combination of the previous CAM-23, (New Orleans to Atlanta) and CAM-19 (Atlanta to New York) routes. Likely prodded by Senator Black, in a

move to be punitive toward those perceived "bad old companies", it was decreed (and subsequently made part of the later law) that no airline that had held a contract before the government takeover in February 1934 could operate the new routes. This provision was easily overcome, as the airlines simply changed their names. As an example, the new AM-5 route, as shown in *figure 13* in the cachet, was operated by Eastern Air Lines, which as Eastern Air Transport had operated the CAM-19 Atlanta to New York route. Other changes included TWA to TWA Inc, Boeing Air Transport to United Air Lines, American Airways to American Air Lines, and Northwest Airways to Northwest Airlines.

The final flight of the AACMO was on June 6, 1934. After that, all flights were operated by commercial contractors. In 78 days of operations, a total of 12

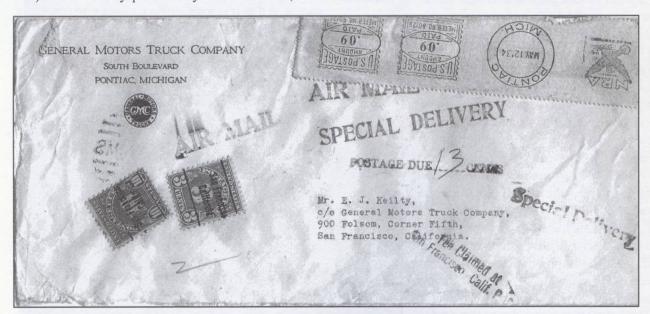


Figure 12 shows a truck manufacturers cover postmarked May 12, sent from Michigan to California, early in the transition period between the AAMCO and commercial airlines. The cover was assessed 13 cents on delivery for a 2nd ounce of weight. The anomaly of a 2nd ounce rate being greater than the 1st ounce rate for US postage was only ever applied to airmail, and then only between 1928 and 1934.

pilots had been killed in 66 accidents, the cost to fly the mail increased 400%, from \$0.54 to \$2.21 per mile, and only two-thirds of the assigned flights were completed, with the Army Air Corps carrying c.777,000 pieces of mail over 1.6 million miles of routes.

On June 12, 1934, Senator Black introduced the Black-McKellar Bill, which became known as the Air Mail Act of 1934. Its main provision broke up the aviation holding companies, which owned both aircraft manufacturing companies and airlines. The act also provided for the government to establish airmail contracts, routes, and sched-

ules; set subsidy rates and airmail payments; and regulate the airways and license pilots. As a last twist of the knife, the temporary, low contract prices given by the airlines to the POD in May to get back into the business were now made permanent. As mentioned above, companies that had previously flown the airmail were not permitted to obtain new contracts. While the simple response of changing names worked for some, the 1934 law also banned all former airline executives from further contracts. All of the airmail carriers began to lose money due to the low rates of the May 1934 contracts, and the 1934 legislation was to guarantee that mail-carrying contracts remained unprofitable. The result was a more even distribution of the government's mail business, and lower mail rates that forced airlines, and aircraft manufacturers, to pay more attention to the development of the passenger side of the business. Ironically, this was one of the original objectives of the Air Mail Act of 1930 and former PMG Brown's actions. Airmail returned to normal and improved in efficiency. In 1941, as part of a decision resulting from airlines' suits against the government for missed revenues during the six months of Army Air Corps flights, the U.S. Court of Claims determined that there had not been any fraud or collusion by Brown's contract awards of 1930. As a result, after seven years of investigations, hearing and allegations, all allegations of corruption against former postmaster Brown were dropped.

The immediate results of the AAMCO were disastrous for the image of the Air Corps. Many people commented that if the Air Corps was not equal to carrying the mail, how well would it do in a war situation?



Figure 13 illustrates a cover postmarked May 28, 1934, marking the first official flight of the new AM-5 from New Orleans to Newark. Note that the airline company is Eastern Air Lines, formerly known as Eastern Air Transport but changed due to the 1934 Airmail Act.

Despite its public humiliation, the Army Air Corps benefited in the long term from the scrutiny and some of the resulting changes and improvements. To begin, a special committee chaired by former Secretary of War Newton D. Baker had been charged with examining the program and the overall condition of the Air Corps. Known as the Baker Board, it included four senior Army ground force officers, who did not want the committee to advocate for an independent air arm. The Baker Board continued to support that the Air Corps was an auxiliary force of the Army, and should not be a third service. With the implementation of the National Security Act of 1947, the Department of War and the Department of the Navy were merged into a new cabinet-level Department of Defense, with three subordinate military-arms departments (Army, Navy and and a separate Air Force. The Baker Board did recommend the establishment of a General Headquarters for the air arm, which would give it control of all air combat units within the continental United States. Unlike a separate Air Force, control of supply, doctrine, training and recruitment remained under the Chief of the Air Corps, and airfields under the control of corps area commanders.

Within the Air Corps itself, training for flying by instruments was improved and emphasized. The Air Corps acquired its' first six Link Trainer flight simulators, machines that responded to the pilot's controls and gave an accurate reading on the included instruments. These machines were the forerunners to thousands more that would train tens of thousands of pilots during WWII. Radio navigation aids such as Radio Direction Finder (RDF) were improved, as were the antennas for trans-

mitting and receiving radio range beacon. In September 1935, the first simultaneous transmission by radiotelephone of voice and weather information occurred, and creation of a system of 165 stations across the US was started.

Final Curtain

In the fifteen years since the beginning of US airmail services (1918), the nation's activities and commerce had grown both domestically and internationally. Calvin Coolidge gave a speech to the American Society of Newspaper Editors in Washington, D.C. on

January 17, 1925. The most famous part of the speech is the statement "After all, the chief business of the American people is business". President Coolidge continued "Of course the accumulation of wealth cannot be justified as the chief end of existence." Even as the "Roaring 20s" crashed, the Post Office was trying to stimulate growth in the air transportation sector, partly as public policy for development of new technologies, and partly as a way to decrease the cost of government. The mail system, as was done before with railways and ships, was used as a tool to help commercially develop air travel. Airline service grew as new aircraft were introduced that could carry both mail and passengers, spurred partly by the changes in the airmail subsidy rules. Flying became easier for the crew with the introduction of the Sperry Gyroscope (originally developed for use in ships but adapted to airplanes in 1929) automatic pilot, and dual flight instruments, as well as more comfortable for passengers, with greater amounts of room, heating and cooling and accommodations associated with luxury travel. Improvements in air navigation contributed to greater reliability and safety. Transcontinental night flying and overseas routes were developed with the support of the airmail. The end result was that planes, and pilots, could fly longer distances, in all types of weather. Postmaster General Brown's use of the McNary-Watres Act was a powerful tool in the improvement of the whole.

The events leading to the Army Air Corps Mail Operation, including the investigations of Brown, were more for political reasons than for any real policy disagreement. Nonetheless, there was a price paid, not by the airline companies, Congress or any other impersonal entity. The price was the very real deaths of

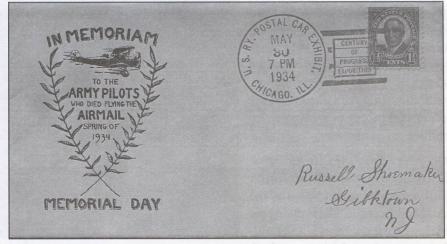


Figure 14 is a commemorative cover from the 1934 season of the "Century of Progress" Exhibition in Chicago noting the deaths of the 12 Army pilots as a result of the 1934 AAMCO program.

12 airmen, noted by the cover in *figure 14*. In the words of John L. Frisbee, in an article in *airforce-magazine.com*, "As the toll rose (the final count was 12 deaths and 66 crashes) ...the young pilots, who often cleared themselves for a flight, continued to fly into weather they should not have attempted. Despite all these hardships and hazards, there were more volunteers to fly the mail than there were spaces available. These young men were out to prove the Air Corps could do the job. The young lieutenants, who suffered and too often died during that terrible winter of 1934, deserve a large share of credit for an outcome that few had foreseen. Valor takes many forms in peace and in war."

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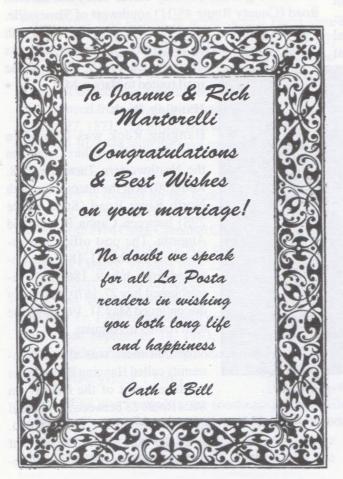
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POSTAL HISTORIANS ON LINE

Continued from page 8

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 [Dealer- collects commercial famous Americans, US COD] — 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] - mary.whitney@att.net

Douglas Wick [Dealer-Hedemarken Collectibles]—wick@btinet.net Louise Wile [postcards, Bucks Co. PA pmks] — alexander530@aol.com David Williams [NY: Broome Co; NY State Star cancels]

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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]

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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

Machine Cancel Society-http://www.machinecancel.org Michigan [Peninsular State Philatelic Society, Michagan's Postal History Society] - http://www.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 The Postal History Foundation— library.phf@mindspring.com

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www.ColoradoPostalHistorySociety.com

Hampshire County West Virginia Post Offices

Part 2

By Len McMaster

Previously I discussed a little of the history of Hampshire County, described the source of the data and the conventions used in the listings, and began the listing of the post offices from Augusta through Green Valley Depot. The introduction is repeated here.

Introduction

Several people have previously cataloged the Hampshire County West Virginia post offices, generally as part of a larger effort to list all the post offices of West Virginia. Examples include Helbock's United States Post Offices and Small's The Post Offices of West Virginia, 1792-1977². Confusing this study is that Hampshire County was initially split off from Virginia with the establishment of many early post offices appearing in studies of Virginia post offices such as Abelson's Virginia Postmasters and Post Offices, 1789-18323 and Hall's "Virginia Post Offices, 1798-1859", and that Hampshire County was itself eventually split into all or parts of five West Virginia counties, including its present day boundaries. Two other lists warrant mentioning: Forte's comprehensive list of post offices on his postal history website5 and Lisbeth's study of Virginia Postal

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Map 1 1906 Post route map of the state of Virginia and West Virginia (indicating sites of Civil War battles), Postmaster General, Library of Congress Geography and Map Division http://hdl.loc.gov/loc.ndlpcoop/glva01.lva00167

Markings Colonial -1865, which, while not comprehensive, has the advantage of including postal markings as well as early postmasters⁶.

Thus I have attempted to identify the approximate location and dates of operation of the post offices established in Hampshire County, explaining, where possible, the discrepancies or possible confusion that exists in the other listings. Because of the length of the material, it has been broken up into three parts. This part will include the balance of the Hampshire county post office descriptions starting with Hainesville, and the third part will include descriptions of the post offices in Mineral County today that were established in Hampshire County before Mineral County was split off, and tables of all the post offices established in Hampshire County.

Individual Post Office Location and History of Name Changes

Hainesville (Haines Store)

Hainesville was located near the crossroads of Old Martinsburg Road (County Route 45/9) and Kedron Road (County Route 45/11) southwest of Slanesville. The post office was established February 11, 1878 with James Haines serving as the first postmaster, and was

discontinued April 9, 1895 with the mail routed to Barnes Mill.

Hanging Rock

Hanging Rock was located in north-central Hampshire County on the Northwestern Turnpike (U.S. Route 50) near the intersection with North River Road (State Route 29S) between Capon Bridge and Augusta. The post office was established October 11, 1819, discontinued from July 9, 1866 until reestablished July 27, 1870, and finally discontinued May 31, 1958 with the mail routed to Augusta.

Note that there was also a community called Hanging Rocks in the northwest part of the County on State Route 28 between Springfield and Romney, near Wappocomo. Even the Post Office Department was confused by the similarity, be-



Figure 7 1848 Hanging Rock manuscript postmark (courtesy of Wayne Farley)

cause they sent the Hanging Rock postmaster a "site location" form dated September 6, 1870 along with a map of the area between Springfield and Romney, asking him to mark the location of the post office "on the attached tracing".

Hannums Mills (Mills, Lafollettsville, Nero)

Established January 18, 1876 and discontinued January 17, 1877, the post office was re-established as Lafollettsville and later Nero. See Nero for more detail.

Higginsville

Higginsville was located in north-central Hampshire County on Springfield Grade Road (County Route 3) near the intersection with Little Cacapon North Road (County Route 50/9) between Slanesville and Points. The post office was established April 26, 1850⁸ and discontinued from July 9, 1866 until re-established December 27, 1871. The post office was finally discontinued June 30, 1948 with the mail routed to Points.

High View

High View is located on the eastern border with Virginia on Carpers Pike (State Route 259) near the intersection with Fred Oates/Christian Church Road (County Route 23/5). The post office was established as part of Frederick County, Virginia June 22, 1839 and changed to Hampshire County in August 31, 1893, thirty years after West Virginia became a state. It was discontinued May 31, 1959 with the mail routed to Gore, but reestablished September 14, 1963, and continues as a working post office today, zip code 26808.

Hooks Mills (Hook's Mill)

Hooks Mills was located in the southeast part of the County on Cacapon River Road (County Route 14) near the intersection with Hooks Mill Road (County Route 13/3) between Capon Bridge and Yellow Spring. The

post office was established December 6, 1854 and discontinued from July 9, 1866 until re-established October 13, 1879. The post office was finally discontinued April 30, 1950 with the mail routed to Yellow Spring.

Hoy

Hoy was located in the central part of the County near the intersection of Offutts Road (County Route 45/ 8) and Hoy Road (County Route 45/ 13) southwest of Slanesville and

northwest of Hanging Rock. The post office was established June 5, 1906 and discontinued April 30, 1958 with the mail routed to Slanesville.

Intermont (Mutton Run)

Intermont was located in the southeast corner of the County along the Cacapon River on Capers Pike (State Route 259) south of Capon Lake. The post office was originally established as Mutton Run October 13, 1879. In the early 20th century the Winchester and Western Railroad was built by the Intermountain Construction Co. from Winchester, Virginia southwest along the eastern border of Hampshire County to Wardensville in Hardy County, and on June 11, 1915 the name of the post office was changed to Intermont. The Intermont post office (zip code 26842) continued operation until it was discontinued January 29, 1972 with the mail routed to Wardensville.

Jericho

Jericho was located on the eastern border with Virginia on Carpers Pike (State Route 259), between High View and Lehew. The post office was established November 6, 1897 and discontinued September 30, 1913 with the mail routed to High View.



Figure 8 Jericho postmark of 1901 (courtesy of Wayne Farley)

Jersey Mountain (Three Churches)

Established September 30, 1879, the name was changed to Three Churches January 20, 1887. See Three Churches for more detail.

Junction (Moorefield Junction)

Junction was located in the western part of the County along Mill Creek at the intersection of the Northwestern Turnpike (U.S. Route 50) and (U.S. Highway 220/ State Route 28), west of Romney, North of Rada. It appears that the post office was originally established as Junction November 13, 1866 and discontinued September 4, 1868. The post office was re-established as Moorefield Junction August 12, 1874, discontinued on September 18, 1876 and re-established April 19, 1877. On December 11, 1890 the name was changed to Junction. A POD "site location" form dated September 1, 1891 states the name as "Junction, late Moorefield Junction"7. The post office continued operation as Junction (zip code 26824) until service was suspended January 30, 1997. The post office was finally discontinued October 1, 2005 with the mail routed to Purgitsville.

Kirby

Kirby was located in south-central Hampshire County along Grassy Lick Run, southeast of Romney near the crossroads of Grassy Lick Road (County Route 10) and Rock Oak Road (County Route 10/6). The post office was established May 27, 1884 with Lucinda Kirby serving as the first postmaster, and continued

operation until service was suspended October 2, 1992. The post office (zip code 26729) was finally discontinued August 8, 1998 with the mail routed to Rio.

Lafollettsville (Lafollet's Ville, Hannums Mills, Nero)

Established August 13, 1877 and discontinued July 20, 1894, this post office was originally known as Hannums Mills and later became Nero. See Nero for more detail.

Lehew (Dove Hill)

Lehew was located in the eastern part of the County on Carpers Pike (State Route 259) near the intersection with H.G Brill Road (County Route 23/4) between High View and Yellow Spring.

A POD "site location" form dated April 16, 1887 proposes a post office at "Dove Hill, West Va" to be called Reid, which was rejected in favor of Lehew⁷. The post office (zip code 26843) was established December 24, 1887 and discontinued September 9, 1984 with the mail routed to Yellow Spring.

Levels (Levels Cross Roads)

Levels is located in the north-central part of the County northeast of Points at the intersection of Jersey Mountain Road (County Route 5), Frenches Station Road (County Route 5/7), Bright's Hollow Road (County Route 5/5), and Little Cacapon-Levels Road (County Route 3/3). The post office was originally established as Levels Cross Roads September 25, 1871, which





Figure 9 Levels Family Store and post office today (courtesy of David McMaster)



Figure 10 1900 Levels postmark

was discontinued July 12, 1880. The post office was re-established as Levels January 20, 1890 and was discontinued from March 14, 1894 until re-established November 17, 1897. The post office continues as a working post office today, zip code 25431.

Levels Cross Roads (Levels)

Established September 25, 1871 and discontinued July 12, 1880, the post office was re-established as Levels. See Levels for more detail.

Little Cape Capon (Little Cape Capot, Little Cacapon)

Little Cacapon was located in the northern part of the County at the mouth of the Little Cacapon River on the Potomac, near the intersection of Okonoko – Little Capon Road (County Route 2/7) and Spring Gap – Neals Run Road (County Route 2), east of Okonoko and north of Cacapehon. The post office was established as Little Cape Capon January 19, 1815. According to Axelson³ the post office was discontinued in April 1824. The post office was re-established September 28, 1829 until finally discontinued October 26, 1835. The name of the community was changed to Little Cacapon circa 1894.

Loom

Loom was located in eastern Hampshire County on the Northwestern Turnpike (U.S. Route 50) at the intersection with Timber Mountain Road (County Route 50/22) between Capon Bridge and Hanging Rock. A POD "site location" form dated May 25, 1916 suggests the proposed post office name was "Central" for "Central Church", which was rejected in favor of Loom, and would be located at Lupton's Store⁷. The post office was established as Loom January 22, 1917 and discontinued February 28, 1943 with the mail routed to Capon Bridge.

Mill Brook (Millbrook)

Established August 13, 1877, the name was changed to Millbrook January 3, 1896. See Millbrook for more detail.

Millbrook (Mill Brook)

Millbrook was located in the southeastern part of the County on Dillons Run Road (County Route 50/25) near where it crosses Dillons Run northwest of Yellow Spring. The post office was originally established as Mill Brook August 13, 1877. On January 3, 1896 the name was changed to Millbrook and the

post office was discontinued August 31, 1954 with the mail being routed to Capon Bridge. The post office "Record and Postal Account Book" signed by post-master P.F. Swisher indicates the name was Mill Brook from 1892-1895, while the same record book signed by postmaster Newton M. Smalts indicates the name was Millbrook in 18969, consistent with the postmaster appointment records.

The two spellings are listed separately by Small²; but Helbock lists only Millbrook, noting that "post offices that experience a name change from a two word to a one word format are typically listed only under the form that was in use for the longest period of time".

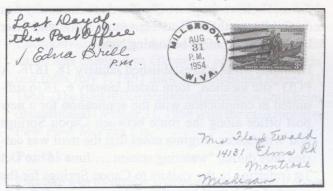


Figure 11 Millbrook last day postmark 1954. (courtesy of Wayne Farley)

Moorefield Junction (Junction)

Established August 12, 1874, the post office was previously known as Junction, and on December 11, 1890 the name was changed back to Junction. See Junction for more detail.

Mutton Run (Intermont)

Established October 13, 1879 the name was changed to Intermont June 11, 1915. See Intermont for more detail.

Neals Run (Neal Run, Cacapehon)

Neals Run was located in the north-central part of the County on Spring Gap – Neals Run Road (County Route 2) near the intersection with Baptist Church - Powers Hollow Road (County Route 2/5) south of Little Cacapon. While the post office was originally established as Cacapehon May 8, 1901, POD "site location" form dated March 26, 1901 proposes "Wico" as the post office name. On the reverse it lists the proposed names in order of preference as "Bethel", "Wico", "Peach", and "Cacapehon" On April 15, 1925 the name was changed to Neals Run, and was discontinued May 31, 1942 with the mail routed to Okonoko.

Nero (Hannums Mills, Lafollettsville, Mills)

Nero was located in the southeast part of the County along Loman Branch on Back Creek Road (County Route 23/3) north of Capon Springs. Nero is shown on a 1933 map of the county¹⁰ and shown on a January 6, 1923 POD "site location" report/diagram as being approximately three (straight-line) miles east of Concord, on the Winchester & Western Railroad line were it crosses Loman Branch, 2 miles south of Shiloh Station⁷. Because of the similarity of locations on different maps and descriptions in their POD "site location" forms, I believe the post office for this community was originally established as Hannums Mills and later Lafollettsville before becoming Nero.

Hannums Mills was established January 18, 1876. A POD "site location" form dated January 6, 1876 submitted in conjunction with the application for a new post office along the route between Capon Springs and Winchester, Virginia notes that the mail was carried only during "watering season ... June 15th to Oct 1st (referring to the visitors to Capon Springs for the reported medicinal benefits of its mineral water). Apparently the post office was approved only for the "watering season," because a subsequent POD "site location" form dated September 20, 1976 appears to have been submitted requesting the continuation of service beyond October 1, 1876 as part of the route between Capon Springs and Capon Bridge7. While extended for a few months, the Hannums Mills post office was discontinued January 17, 1877.

The post office was re-established as Lafollettsville August 13, 1877 with a POD "site location" form dated March 25, 1878 indicating the "Lafollett's Ville" post office was four miles (by the most direct road) southeast of the Concord post office⁷. Lafollettsville, while not shown on current maps, is found on several late

19th century maps in the southeast corner of the County along the border with Virginia southeast of Lehew. In their 1897 history of Hampshire County Maxwell and Swisher note that Lafollettsville lay 19½ miles southeast of Romney and nearby Lehew lay 19 miles southeast of Romney (the distance described as a straight line from Romney and the directions¹¹. The Lafollettsville post office was discontinued July 20, 1894.

A POD "site location" form dated May 2, 1904 proposes the re-establishment of a post office at "Mills, W. Va." to be called Mills, which was rejected in favor of Nero⁷. The post office was thus re-established as Nero in June 15, 1904, which continued operation until it was discontinued December 15, 1926 with the mail routed to Gore, Virginia.

North River (Northriver Mills)

Established March 13, 1821, the name was changed to North River Mills May 11, 1822, and later to Northriver Mills. See Northriver Mills for more detail.

North River Meeting House (Rio)

Established February 11, 1826 and discontinued August 22, 1866, the post office was later re-established as Rio. See Rio for more detail.

North River Mills (Northriver Mills)

Established May 11, 1822, the post office was previously known as North River, and on December 5, 1895 the name was changed to Northriver Mills. See Northriver Mills for more detail.



Figure 12 North River Mills manuscript postmark circa 1860 (courtesy of Wayne Farley)

Northriver Mills (North River, North River Mills)

Northriver Mills was located in central Hampshire County on Springfield Grade Road (County Route 15) between Slanesville and Capon Bridge near the intersection with North River Road (County Route 4/2).

The post office was originally established as North River March 13, 1821. The name was changed to North River Mills May 11, 1822, and then again to Northriver Mills December 5, 1895. The post office (zip code 26744) continued operation until it was discontinued September 30, 1972 with the mail routed to Capon Bridge.

North River is not listed by Small², but is listed by Helbock¹ with the same operation dates. The two spellings, North River Mills and Northriver Mills, are listed separately by Small; but Helbock only lists Northriver Mills, noting that "post offices that experience a name change from a two word to a

one word format are typically listed only under the form that was in use for the longest period of time"¹.

Offutt's (Offutt's Store)

Offutt's is not listed by Helbock1 or Small2. However, Axelson³ lists its existence from October 1804 to 1829, and Hall⁴ lists its existence from 1817 to 1829. I found it listed in the 1817, 1819, 1822, 1825, and 1827 Post Office Department Lists of Post Offices, but not in the 1805, 1808 or 1811 Post Office Department Lists of Post Offices, which at first seems more consistent with Hall's listing of operation. However, I also found it listed in the Record of Appointment of Postmasters, Oct. 1789-1832¹² with James Offutt appointed postmaster October 31, 1814, such that I believe Axelson's 1804 date of establishment is a typo and that the post office was established October 31, 1814, which would then be consistent with all the data. According to both Axelson and Hall the post office was discontinued in 1829. I also found a James Offutt listed as a head of household in Hampshire County in the 1810 and 1820 census¹³.

Maud Pugh in her book Capon Valley, Its Pioneers and their Descendants 1698-1940 mentions both James Offutt and the second postmaster, Nathaniel Offutt, and notes that the Offutt estate was near Slanesville¹⁴. The 1822 and 1825 Post Office Department Lists of Post Offices indicate it was located a distance of 93 miles west of Washington, DC and 180 miles northwest of Richmond. Similar to the argument discussed for Dunn's Store, it appears to have been located in the eastern part of Hampshire County by comparison with the distances listed to other Hampshire County post offices. Thus I believe the post office was located southwest of Slanesville, likely along what is now Offutt School Road (County Route 45/8). Its location



Figure 13 1868 Okonoko manuscript postmark

in this general area is supported by Nathaniel Offutt serving as postmaster of the nearby Cold Stream post office from 1834-1857¹⁵ after the Offutt's post office was discontinued.

Okonoko (Cacaponville)

Okonoko was located in the northern part of the County along the Potomac River on Okonoko – Little Capon Road (County Route 2/7) near the intersection with Levels – Okonoko Road (County Route 5/6) west of Little Cacapon. Originally known as Cacaponville, because of its proximity to the mouth of the Little Cacapon River, the post office was established as Cacaponville March 18, 1843. On June 6, 1853 the name was changed to Okonoko, and was discontinued from July 1, 1867 until re-established March 31, 1868. The post office continued operation until being discontinued October 31, 1958 with the mail routed to Paw Paw, Morgan Co.

Pancake

Pancake was located in southwest Hampshire County on Pancake Road (County Route 8/2), northeast of Purgitsville, once connecting to South Branch River Road (County Route 8) across the South Branch Potomac River. The post office was established May 10, 1911 with Fred Pancake serving as the first postmaster, and operated until it was discontinued May 31, 1912 with the mail routed to Glebe.

Pleasant Dale

Pleasant Dale was located in central Hampshire County on the Northwestern Turnpike (U.S. Route 50) near the intersection with Dunmore Ridge Road (County Route50/18) between Capon Bridge and Augusta. The post office was established February 3, 1848 and operated until it was discontinued December 30, 1964 with the mail routed to Augusta.



Figure 14 Purgitsville manuscript postmark circa 1865.

Points

Points is located in the north-central part of the County on Jersey Mountain Road (County Route 5) near the intersection with Springfield Grade Road (County Route 3) between Levels and Three Churches. The post office was established December 8, 1897 and continues as a working post office today, zip code 25437.

Purgitsville (Burgitsville, Pargatsville, Purgittsville, Taylor)

Purgitsville is located in the southwest corner of the County on U.S. Route 220 (State Route 28) near the intersection with Huffman Road (County Route 220/3 between Rada and Moorefield (Hardy County). The post office was established September 17, 1851 with William S. Purgit serving as the first postmaster. Mrs. Nancy J Taylor became the postmaster September 16, 1885 and on August 21, 1886 the name was changed to Taylor. The name was changed back to Purgitsville May 18, 1889 when Mrs. Taylor was replaced by

Martha Purgit, and continues as a working post office today, zip code 26852.

Rada (Davy)

Rada was located in the southwest part of the County along Mill Creek on U.S. Route 220 (State Route 28) near the intersection with Rada Road (County Route 220/7) between Junction and Purgitsville. The post office was originally established August 20, 1902 as Davy, but the name was changed to Rada January 24, 1911, which continued

operation until discontinued March 31, 1948 with the mail routed to Purgitsville. Rada B. Davy served as the first postmaster from 1902 to 1912, providing the origin of both names.

Rio (North Branch Meeting House, North River Meeting House)

Rio is located in the south-central part of the County along the North River just north of Hardy County on Delray Road (State Route 29) at the intersection with Ford Hill Road (County Route 53). Originally know as North Branch Meeting House^{16,17,18}, the North River Meeting House post office was

established February 11, 1826 and discontinued August 22, 1866. A POD "site location" form dated November 19, 1881 proposes a new post office with the name "Oxford", which was rejected and Rio selected. The Rio post office was thus established December 27, 1881 and continues as a working post office today, zip code 26755.

Romney (Ronmey)

Romney is located in western Hampshire County along the South Branch River on the Northwestern Turnpike (U.S. Route 50) near the intersection with State Route 28. The Romney post office, the first in West Virginia, was likely established in late 1795 or early 1796, since the often cited date of establishment, April 1, 1796, is actually the "date of first return" noted in the postmaster appointment records. The post office was discontinued for a short period from June 3, 1861 until re-established December 16, 1861. It continues operation as a working post office today, zip code 26757.

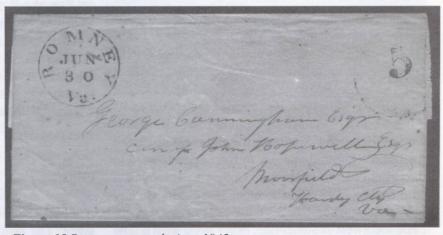


Figure 15 Romney postmark circa 1845.



Figure 16 1857 Romney postmark.

Ruckman

Ruckman was located in south-central Hampshire County at the intersections of Ash Ruckman Road (County Route 7/4), J.C. Ruckman Road (County Route 12/6) and Edgar Loy Road (County 7/7) south of Augusta and northeast of Kirby. The post office was established May 31, 1883 with James Ruckman serving as the first postmaster, and was discontinued September 15, 1947 with the mail routed to Shanks.

Sector (Glebe Station)

Sector was located southwest of Romney along the west bank of the South Branch River on Fleming-Sector Road (County Route 8/3) across the river from Glebe. In the early 20th century it was known as Glebe Station for its operation of a station on the South Branch Valley Railroad across the river from Glebe. The post office was

established October 27, 1917 and discontinued December 15, 1936 with the mail routed to Romney.

Sedan

Sedan was located in south-central Hampshire County in the North River Valley on Delray Road (State Route 29) near the intersection with Sedan School Road (county Route 11/1) between Hanging Rock and Delray. The post office was established January 9, 1871 and discontinued November 15, 1929 with the mail routed to Delray.

Shanks

Shanks is located in central Hampshire County along the Northwestern Turnpike (U.S. Route 50) at the intersection with Allen Hill Road (County Route 50/7) be-

tween Augusta and Romney. The post office was established December 22, 1897 with Abraham Shank serving as the first postmaster, and continues as a working post office today, zip code 26761.

Sherrard's Store (Bloomery)

Established December 28, 1814, the name was changed to Bloomery May 13, 1852. See Bloomery for more detail.

Slanesville (Slane's Cross Roads)

Slanesville is located in the north-central part of the County along Bloomery Pike (State Route 29) near the intersection with Springfield Grade Road (County Route 3) west of

Bloomery. The post office was established September 4, 1857 and continues as a working post office today, zip code 25444.

Smith's Gap (Delray)

Established February 17, 1848, the name was changed to Delray May 13, 1886. See Delray for more detail.

South Branch (Forks of Potomac, Frenches Station, South Branch Depot)

South Branch was located in the northern part of the County near the confluence of the South Branch and Potomac Rivers on Frenches Station Road (County Route 5/7). The post office was originally established as Forks of Potomac July 11, 1851. The post office name was changed to South Branch Depot Decem-



Figure 17 Shanks post office today (courtesy of David McMaster).



Figure 18 1859 Slanesville manuscript postmark (courtesy of Wayne Farley)

ber 20, 1865, and May 23, 1903 changed again to South Branch, which it remained until being discontinued June 30, 1950 with the mail routed to Levels.

South Branch Depot (Forks of Potomac, South Branch)

Established December 20, 1865, the post office was previously known as Forks of Potomac, and on May 23, 1903 the name was changed to South Branch. See South Branch for more detail.

Spring Gap

Spring Gap is located in the north-central part of the County on Spring Gap – Neals Run Road (County Route 2) between Cacapehon (Neals Run) and Slanesville. A POD "site location" form dated April 21, 1890 proposes the new post office be called Spring Gap or Muncy⁷. The post office was established as Spring Gap July 17, 1890 and discontinued June 30, 1953 with the mail routed to Paw Paw, Morgan Co.

Springfield

Springfield is located in the northwest part of the County

on State Route 28 near the intersection with Springfield - Green Spring Road (County Route 1) and Springfield Grade Road (County Route 3) between Donaldson and Wapocomo, north of Romney. The post office was established September 20, 1800 and was discontinued August 23, 1864 until re-established July 3, 1865. It continues as a working post office today, zip code 26763.

Stony

Stony is located in the southwest part of the County south of Romney along the Little Cacapon North Fork on Grassy Lick Road (County Route 10) near the intersection with Bethel Church Road (County Route 10/2). A POD "site location" form dated March 24, 1900 proposes the new post office be called Lee, which was rejected and replaced with Stony⁷. The post office was thus established as Stony April 27, 1900 and discontinued April 14, 1904 with the mail routed to Romney.

Taylor (Purgitsville)

Established August 21, 1886, the post office was previously known as Purgitsville, and on May 18, 1889 the name was changed back to Purgitsville. See Purgitsville for more detail.

Three Churches (Jersey Mountain)

Three Churches was located in the north-central part of the County north of Romney on Jersey Mountain Road (County Route 5) near the intersection with Three Churches Hollow Road (County Route 5/4). The post office was originally established as Jersey Mountain September 30, 1879. On January 20, 1887 the name was changed to Three Churches for the three historic white wooden churches located there: Mount Bethel Church, Mount Bethel Primitive Baptist Church, and Branch Mountain United Methodist Church, which still stand today. The post office was discontinued April 30, 1941 with the mail routed to Romney until re-established August 18, 1947. Service was suspended December 3, 1993 and finally discontinued February 1, 1997 with the mail routed to Romney.

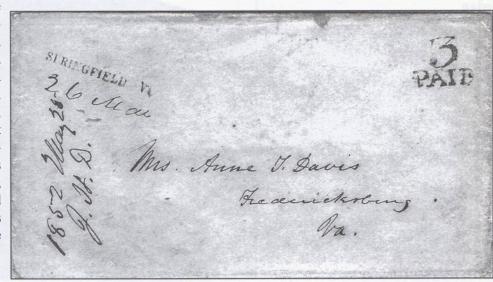


Figure 19 Springfield, Va straight-line handstamp of 1852. (courtesy of Wayne Farley)



Figure 20 1886 Taylor postmark

Jay Lounsbury in his book on "Discontinued and Renamed Post Offices in the ZIP Era," distinguishes what he refers to as the "administrative" closing date that appears in Post Office Department records from the "actual" closing date, which may differ from the administrative closing by days to years. In an attempt to increase the accuracy of post office closings, Lounsbury

attempted to contact "current and former Postmasters and knowing local residents." Thus Lounsbury lists the closing of Three Churches "during 1989," as opposed to the "service suspended" date of December 3, 1993 listed by the Post Office Department.¹⁹ [This was the only discrepancy in closing dates noted by Lounsbury for post offices in Hampshire County.]

Valley

Valley was located northwest of Romney on the South Branch Valley Railroad line off Depot Valley Road near the intersection with Souix Lane in what is now the city of Romney. The post office was established May 19, 1928 and a February 6, 1928 POD "location form" suggests the post office would be located at the Valley railroad station only 1 ¼ miles northeast of the Vanderlip post office (located in the Vanderlip railroad

station). The post office was discontinued June 15, 1937 with the mail routed to Romney.

Vanderlip (West Romney)

Vanderlip was located in the western part of the County along the South Branch Valley Railroad on the Northwestern Turnpike (U.S. Route 50) west of Romney near the intersection with Foxes Hollow Road (County Route 50/4). The post office was established April 26, 1915, and a January 16, 1915 POD "site location" form

suggests the post office would be located at the Vanderlip railroad station. A 1942 POD "site location" form suggests the station name had been changed to West Romney, and is shown on some maps as West Romney Station. The post office was discontinued May 31, 1952 with the mail routed to Romney.

Wappocomo (Wapocomo, The Rocks)

Wappocomo, the Indian name for the South Branch of the Potomac, was located in the western part of the County on State Route 28 between Springfield

and Romney near the intersection with Poland Road (County Route 28/2). A POD "site location" form dated May 11, 1891 proposes the new post office be called High Rocks, which was rejected and replaced with Wappocomo⁷. Thus the post office was established as Wappocomo June 1, 1891 and discontinued January 31, 1921 with the mail routed to Romney.



Figure 21 1898 Wappocomo postmark

Yellow Spring

Yellow Spring is located in southeast Hampshire County on State Route 259 at the intersection with Capon River Road (County Route 14) between Lehew and Intermont, south of High View. The post office was established June 22, 1839. It was discontinued October 4, 1866 until re-established July 7, 1868 and continues as a working post office today, zip code 26865.

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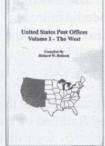














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Worcester Wesson Catalog No 1330 **Music Stand**

Unique Days Of Use - (13)

Catalog No 1330 DATE AND TIME

FEBRUARY 1 1882 - 3 PM FEBRUARY 1 1882 - 5 PM FEBRUARY 1 1882 - 6 PM FEBRUARY 1 1882 - 7 PM FEBRUARY 2 1882 - 1 PM FEBRUARY 2 1882 - 4 PM FEBRUARY 2 1882 - 6 PM FEBRUARY 4 1882 - 6 AM FEBRUARY 4 1882 - 8 AM FEBRUARY 4 1882 - 6 PM MARCH 27 1882 - 6 PM MARCH 28 1882 - 7 PM

MARCH 31 1882 - 7 AM MARCH 31 1882 - 11 AM MARCH 31 1882 - 2 PM MARCH 31 1882 - 5 PM

MARCH 31 1882 - 6 PM

Catalog No 1330 DATE AND TIME APRIL 2 1882 - 6 PM APRIL 3 1882 - 1 PM

APRIL 3 1882 - 5 PM APRIL 4 1882 - 3 PM APRIL 5 1882 - 10 AM APRIL 5 1882 - 2 PM APRIL 10 1882 - 1 PM APRIL 10 1882 - 3 PM

MAY 11 1882 - 6 PM MAY 12 1882 - 6 AM



Worcester Wesson Catalog No 1340 3 Positive Bars From Solid Circle - 1 Gutter On Outer Bars - 2 Gutters On Inner Bar

Unique Days Of Use - (1)

Catalog No 1340 DATE AND TIME

FEBRUARY 8 1882 - 10 AM FEBRUARY 8 1882 - 6 PM



Worcester Wesson Catalog No 1350 3 Bar Segmented Cork With Offset Negative "N"

Unique Days Of Use - (2)

Catalog No 1350 DATE AND TIME

FEBRUARY 9 1882 - 8 AM FEBRUARY 9 1882 - 2 PM MARCH 6 1882 - 6 AM

MARCH 6 1882 - 3 PM

MARCH 6 1882 - 7 AM



Worcester Wesson Catalog No 1360 13 Positive Bars From Solid Circle

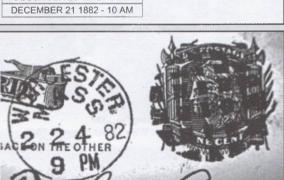
Unique Days Of Use - (24)

Catalog No 1360 DATE AND TIME

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Catalog No 1360 DATE AND TIME

DECEMBER 27 1882 - 10 AM
DECEMBER 28 1882 - 7 PM
DECEMBER 30 1882 - 11 AM
JANUARY 27 1883 - 3 PM
JANUARY 27 1883 - 6 PM
JANUARY 29 1883 - 3 PM



Worcester Wesson Catalog No 1390 Grid Of 6 Positive Bars By 5 Positive Bars - Wide Spacing

Unique Days Of Use - (1)

Catalog No 1390
DATE AND TIME

FEBRUARY 24 1882 - 9 PM



Worcester Wesson Catalog No 1370 Positive "W" With Negative Outline

Unique Days Of Use - (2)

Catalog No 1370 DATE AND TIME

FEBRUARY 22 1882 - 9 PM FEBRUARY 23 1882 - 10 AM FEBRUARY 23 1882 - 3 PM FEBRUARY 23 1882 - 8 PM



Worcester Wesson Catalog No 1380 Grid Of 6 Positive Bars By 5 Positive Bars - Narrow Spacing

Unique Days Of Use - (2)

Catalog No 1380 DATE AND TIME

FEBRUARY 22 1882 - 9 PM FEBRUARY 23 1882 - 10 AM FEBRUARY 23 1882 - 3 PM FEBRUARY 23 1882 - 8 PM



Worcester Wesson Catalog No 1400 Geometric - Tic - Tac - Toe Pattern

Unique Days Of Use - (3)

Catalog No 1400

DATE AND TIME

FEBRUARY 27 1882 - 5 PM

FEBRUARY 27 1882 - 6 PM

MARCH 15 1882 - 5 PM MARCH 17 1882 - 2 PM

MARCH 17 1882 - 3 PM



Worcester Wesson Catalog No 1410 Geometric - Negative "X" With 1 Vertical And 2 Horizontal Gutters

Unique Days Of Use - (2)

Catalog No 1410 DATE AND TIME

MARCH 29 1882 - 3 PM

MARCH 30 1882 - 2 PM



Worcester Wesson Catalog No 1420 4 Positive Bars From Solid Circle

Unique Days Of Use - (4)

Catalog No 1420

DATE AND TIME

APRIL 6 1882 - 10 AM

APRIL 8 1882 - 1 PM

APRIL 8 1882 - 3 PM

APRIL 9 1882 - 6 PM DECEMBER 9 1882 - 3 PM

DECEMBER 9 1882 - 6 PM



Worcester Wesson Catalog No 1430 Geometric - Chevron Design With Split Tail

Unique Days Of Use - (1)

Catalog No 1430

DATE AND TIME

APRIL 11 1882 - 10 AM

APRIL 11 1882 - 2 PM



Worcester Wesson Catalog No 1440 Hemispheres With Masonic Grid

Unique Days Of Use - (1)

Catalog No 1440
DATE AND TIME
APRIL 12 1882 - 6 AM

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Worcester Wesson Catalog No 1460 Negative "W" Superimposed On 6 Positive Bars

Unique Days Of Use - (2)

DATE AND TIME

APRIL 15 1882 - 7 PM APRIL 17 1882 - 3 PM APRIL 17 1882 - 7 PM



Worcester Wesson Catalog No 1480
Hemispheres With Wide Gutter And Narrow Cross
Gutter Or Wear Line

Unique Days Of Use - (5)

Catalog No 1480 DATE AND TIME

MAY 1 1882 - 3 PM

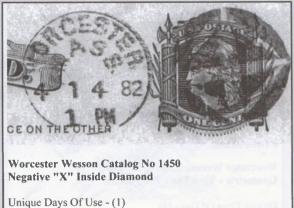
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MAY 4 1882 - 6 PM

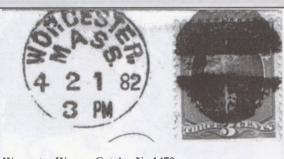
MAY 5 1882 - 6 PM

MAY 13 1882 - 10 AM MAY 13 1882 - 2 PM

MAY 15 1882 - 11 AM



DATE AND TIME
APRIL 14 1882 - 1 PM



Worcester Wesson Catalog No 1470 Hemispheres With Wide Gutter

Unique Days Of Use - (10)

Catalog No 1470

DATE AND TIME

APRIL 19 1882 - 3 PM

APRIL 20 1882 - 9 PM

APRIL 21 1882 - 3 PM

APRIL 26 1882 - 10 AM

APRIL 27 1882 - 7 PM

APRIL 29 1882 - 7 PM

APRIL 30 1882 - 6 PM

MAY 6 1882 - 11 AM

MAY 16 1882 - 6 PM

JUNE 9 1882 - 5 PM



Worcester Wesson Catalog No 1490 Hemispheres With Wide Gutter And Short Diagonal Gutter

Unique Days Of Use - (3)

Catalog No 1490

DATE AND TIME

MAY 8 1882 - 1 PM

MAY 8 1882 - 3 PM MAY 8 1882 - 6 PM

MAY 9 1882 - 6 PM

MAY 11 1882 - 2 PM



Worcester Wesson Catalog No 1500 Unequally Segmented 4 By 4 Grid

Unique Days Of Use - (2)

Catalog No 1500

DATE AND TIME

MAY 23 1882 - 3 PM MAY 24 1882 - 3 PM

MAY 24 1882 - 5 PM



Worcester Wesson Catalog No 1510 Leaf - 3 Fronds

Unique Days Of Use - (3)

Catalog No 1510

DATE AND TIME

JUNE 13 1882 - 6 PM

JULY 9 1882 - 6 PM

JULY 11 1882 - 2 PM

JULY 11 1882 - 3 PM





Worcester Wesson Catalog No 1520 Negative Serifed "W" In Solid Circle

Unique Days Of Use - (1)

Catalog No 1520

DATE AND TIME

JUNE 14 1882 - 1 PM

JUNE 14 1882 - 5 PM

JUNE 14 1882 - 6 PM



Worcester Wesson Catalog No 1530 Hemispheres With Wide Gutter And Vertical Split

Unique Days Of Use - (8)

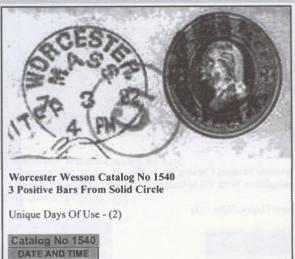
Catalog No 1530
DATE AND TIME
JUNE 22 1882 - 5 PM
JUNE 23 1882 - 5 PM
JUNE 26 1882 - 5 AM
JUNE 27 1882 - 5 PM
JUNE 29 1882 - 5 PM
JULY 4 1882 - 5 AM
JULY 4 1882 - 3 PM
JULY 6 1882 - 6 PM
AUGUST 27 1882 - 11 AM

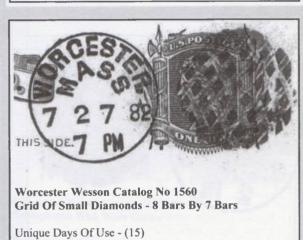


Worcester Wesson Catalog No 1550 12 Positive Bars From Solid Circle

Unique Days Of Use - (9)

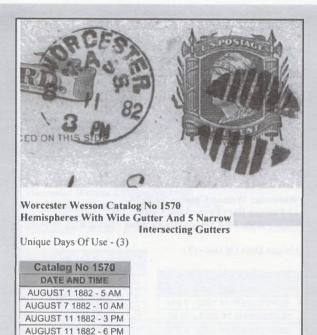
Catalog No 1550
DATE AND TIME
JULY 13 1882 - 7 PM
JULY 14 1882 - 10 AM
JULY 14 1882 - 1 PM
JULY 14 1882 - 6 PM
JULY 15 1882 - 8 PM
JULY 17 1882 - 6 AM
JULY 17 1882 - 3 PM
JULY 20 1882 - 2 PM
JULY 20 1882 - 6 PM
JULY 21 1882 - 6 PM
JANUARY 1 1883 - 1 PM
JANUARY 2 1883 - 3 PM
JANUARY 6 1883 - 5 AM

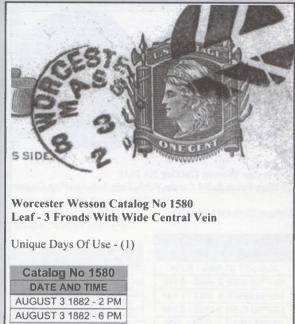


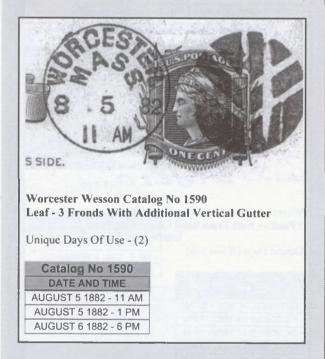


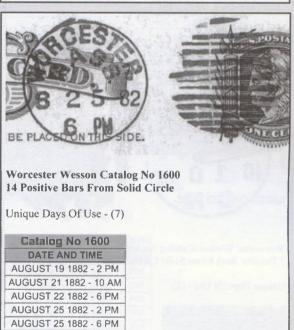
Catalog No 1560 DATE AND TIME JULY 24 1882 - 6 PM JULY 24 1882 - 7 PM JULY 25 1882 - 6 PM JULY 25 1882 - 8 PM JULY 27 1882 - 11 AM JULY 27 1882 - 7 PM JULY 28 1882 - 4 PM JULY 29 1882 - 10 AM JULY 31 1882 - 10 AM AUGUST 7 1882 - 6 PM AUGUST 8 1882 - 6 PM AUGUST 9 1882 - 11 AM AUGUST 12 1882 - 2 PM AUGUST 14 1882 - 6 PM AUGUST 15 1882 - 10 AM AUGUST 16 1882 - 3 PM AUGUST 17 1882 - 1 PM AUGUST 18 1882 - 8 AM AUGUST 18 1882 - 6 PM

JULY 3 1882 - 4 PM JULY 5 1882 - 3 PM









AUGUST 26 1882 - 3 PM AUGUST 28 1882 - 10 AM AUGUST 29 1882 - 6 PM



Worcester Wesson Catalog No 1610
17 Bars From Solid Circle With Thin Intersecting Gutter

Unique Days Of Use - (7)

DATE AND TIME

AUGUST 31 1882 - 6 PM

SEPTEMBER 2 1882 - 9 PM

SEPTEMBER 5 1882 - 2 PM

SEPTEMBER 7 1882 - 2 PM

SEPTEMBER 7 1882 - 3PM SEPTEMBER 9 1882 - 1 PM

SEPTEMBER 11 1882 - 8 AM

SEPTEMBER 11 1882 - 7 PM

SEPTEMBER 12 1882 - 7 PM



Worcester Wesson Catalog No 1630 5 Positive Bars From Solid Circle - Middle Bar Centered

Unique Days Of Use - (2)

Catalog No 1630

DATE AND TIME

OCTOBER 10 1882 - 6 PM OCTOBER 13 1882 - 10 AM

OCTOBER 13 1882 - 2 PM



Worcester Wesson Catalog No 1620 17 Positive Bars From Solid Circle -

With Thin Intersecting Gutter - Some Bars Missing

Unique Days Of Use - (5)

Catalog No 1620

DATE AND TIME

SEPTEMBER 14 1882 - 3 PM

SEPTEMBER 15 1882 - 10 AM SEPTEMBER 16 1882 - 6 PM

SEPTEMBER 18 1882 - 6 AM

SEPTEMBER 19 1882 - 8 PM



Worcester Wesson Catalog No 1640
9 Positive Bars From Solid Circle With Thin
Intersecting Gutter

Unique Days Of Use - (8)

Catalog No 1640 DATE AND TIME

OCTOBER 16 1882 - 10 AM

OCTOBER 16 1882 - 7 PM

OCTOBER 17 1882 - 3 PM

OCTOBER 18 1882 - 8 AM

OCTOBER 18 1882 - 10 AM

OCTOBER 19 1882 - 5 PM

OCTOBER 21 1882 - 10 AM OCTOBER 23 1882 - 10 AM

OCTOBER 23 1882 - 6 PM

OCTOBER 25 1882 - 2 PM

OCTOBER 26 1882 - 5 AM

OCTOBER 26 1882 - 3 PM

OCTOBER 26 1882 - 6 PM



Worcester Wesson Catalog No 1650 Grid Of Small Squares - 9 Bars By 9 Bars

Unique Days Of Use - (1)

Catalog No 1650 DATE AND TIME

OCTOBER 30 1882 - 2 PM OCTOBER 30 1882 - 3 PM

OCTOBER 30 1882 - 4 PM



Worcester Wesson Catalog No 1670 Grid Of Small Squares - 8 Bars By 9 Bars

Unique Days Of Use - (3)

DATE AND TIME

NOVMEBER 8 1882 - 6 PM NOVEMBER 9 1882 - 9 AM

NOVEMBER 10 1882 - 6 AM



Worcester Wesson Catalog No 1660 16 Positive Bars From Solid Circle

Unique Days Of Use - (4)

Catalog No 1660

DATE AND TIME NOVEMBER 1 1882 - 8 AM

NOVEMBER 1 1882 - 2 PM

NOVEMBER 2 1882 - 7 PM

NOVEMBER 3 1882 - 10 AM

NOVEMBER 6 1882 - 11 AM



Worcester Wesson Catalog 1680 15 Positive Bars From Solid Circle

Unique Days Of Use - (9)

Catalog No 1680 DATE AND TIME

NOVEMBER 15 1882 - 5 PM

NOVEMBER 15 1882 - 6 PM

NOVEMBER 16 1882 - 3 PM

NOVEMBER 16 1882 - 6 PM NOVEMBER 17 1882 - 1 PM

NOVEMBER 18 1882 - 3 PM

NOVEMBER 18 1882 - 5 PM

NOVEMBER 10 1002 - 57 W

NOVEMBER 18 1882 - 6 PM

NOVEMBER 18 1882 - 7 PM

NOVEMBER 21 1882 - 10 AM NOVEMBER 22 1882 - 6 PM

NOVEMBER 22 1882 - 7 PM

NOVEMBER 23 1882 - 3 PM

JANUARY 3 1883 - 1 PM

JANUARY 4 1883 - 8 AM

JANUARY 4 1883 - 11 AM



Worcester Wesson Catalog No 1690
5 Positive Bars From Solid Circle With
Intersecting Gutter

Unique Days Of Use - (6)

Catalog No 1690 DATE AND TIME

DECEMBER 4 1882 - 1 PM

DECEMBER 5 1882 - 11 AM

DECEMBER 5 1882 - 5 PM

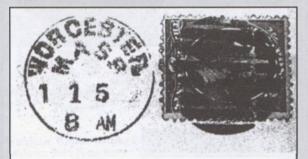
DECEMBER 7 1882 - 3 PM

DECEMBER 7 1882 - 4 PM

DECEMBER 7 1882 - 6 PM

DECEMBER 12 1882 - 6 AM DECEMBER 23 1882 - 2 PM

DECEMBER 24 1882 - 6 PM



Worcester Wesson Catalog No 1710 7 Positive Bars And Negative "X" From Solid Circle

Unique Days Of Use - (1)

Catalog No 1710

DATE AND TIME

JANUARY 15 1883 - 3 PM

JANUARY 15 1883 - 4 PM

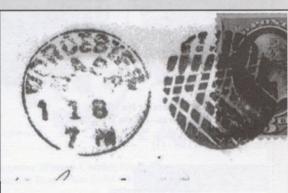


Worcester Wesson Catalog No 1700 8 Positive Bars From Solid Circle With Thin Offset Intersecting Gutter

Unique Days Of Use - (6)

DATE AND TIME JANUARY 7 1883 - 6 PM JANUARY 9 1883 - 3 PM JANUARY 10 1883 - 7 AM JANUARY 11 1883 - 10 AM JANUARY 11 1883 - 2 PM JANUARY 11 1883 - 3 PM JANUARY 11 1883 - 3 PM JANUARY 12 1883 - 8 AM

JANUARY 15 1883 - 8 AM



Worcester Wesson Catalog No 1720 Geometric - Grid With 3-Way Irregular Pattern

Unique Days Of Use - (3)

Catalog No 1720
DATE AND TIME
JANUARY 16 1883 - 1 PM
JANUARY 16 1883 - 3 PM
JANUARY 17 1883 - 5 PM
JANUARY 17 1883 - 6 PM
JANUARY 18 1883 - 3 PM
JANUARY 18 1883 - 7 PM - LKU FOR WORCESTER X-TYPE

Philadelphia Rail Markings III - Trains, 2

by Tom Clarke

The first part in this series tried to bring to life the local streetcar post office experience and listed dates for the markings used in Philadelphia.

Part II expanded to the mail carried by the inter-county and interstate railway post offices that served Philadelphia. It included a set of cross-reference charts which showed how the 26 RPO rail lines should be divided and categorized into subdivisions, and by locally named terminals (and markings).

This installment lists the 26 RPO serving rail lines and subdivisions by marking—thanks again to the MPOS and their catalogs, as used in the past—and the local name variants, all in roughly chronological order by parent line.

However, let's wax objective for a moment about this fascinating collecting area. Jim Forte, a decade-plus Nevada postmark/cover dealer, analyzes his cover wares. Over the years he has painstakingly kept track by cross reference his sales in many dozens of categories, state, stamp issue, county and usage. He calculates statistics on all of this and publishes regular updates of his findings at his site http://www.postalhistory.com/index.htm.

As a preface to the RPO section, he currently has this to say about covers similar to those described in this series:

R.P.O. philatelic literature is extensive....[long list of MPOS catalogs]...[but] Very, very few people collect R.P.O. markings for their own sake.

The current market is that only those whose interest is an entire state might include R.P.O.'s. There is no interest among those who collect a county or town [exception: this writer]. It does not have to be this way, but the currently available R.P.O. literature makes it difficult to trace an R.P.O. through the various counties and towns it ran. If this was easily available, many more [collections] would include R.P.O. covers.

Among the 50 states, the District of Columbia, R.P.O.'s and Streetcars, R.P.O.'s rate as 18th in terms of percentage of covers sold, at 57.69%. Streetcars rate as 29th in terms of percentage of covers sold, at 52.02%. R.P.O.'s rank 4th in terms of the value of covers sold as percentage of all town cancels sold, at 5.51%. Streetcars rank 47th in terms of the value of covers sold as

percentage of all town cancels sold, at 0.61%. R.P.O.'s overall rank at 4th and Streetcars rate at 45th. This is a ten year running average. The most recent trends for R.P.O.'s are declining sharply and the trend for Streetcars is about the same.

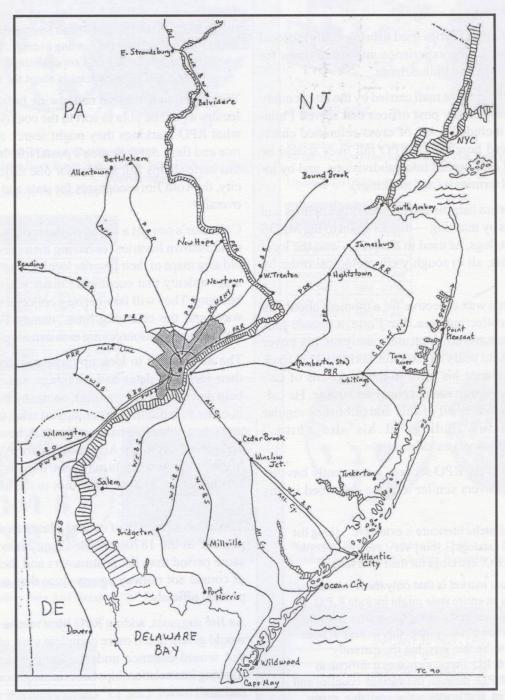
With such an extensive nationwide breakdown, collectors would be able to sort to the county level to see what RPO markings they ought search for to elaborate and flesh out their area's postal life. Interestingly, this series helps fill, at least for one major American city, the void Jim recognizes for state and county lists overall.

Collector's can get a leg up on the process by copying at hometown libraries (or having their personnel do it) old area maps of their favorite locales. There are county maps aplenty that encompass many years of railroad building. They will familiarize a collector with right of ways and the changing lines' names. For this, the internet's map resources are embarrassingly abundant.

The next step is to look up those railway names for their inclusive dates and parentage, station stops (to help determine mail routing), company buyouts, etc., in order to build the chronology of what was running and when, what line name replaced it, how it enlarged and spread, an so on. Also, and in particular, they can begin to see how mails may have transferred, and the relation of the known RPO lines to the local post offices along them.

There was a flourish of county atlases creation—very popular in the 1870s-1890s. County histories of the same period may list postmasters and their dates but of course not railway agents since they were not appointed officials.

As Jim suggests, adding RPO lines to area collections would give a much more complete view of postal life and would enhance understanding and interest by showing interrelationships between neighboring regions and mail travel. Late 19th century citizens were not as isolated as we may think, only hobbled by horse and buggy technology; the blessing of trains and RPO's were slowing expanding and helping grow the economic and social engines that became the America that powered the 20th century world in so many ways. As postal history, and especially RPO collectors, we can see more deeply into, feel a part of, and understand better our nation building.



Map 2 Philadelphia RPO map showing a majority of the 26 parent lines, associate lines, and RR terminal names associated with Philadelphia-related RPO markings.

YouTube: There is a 1903 Biograph Company short film shows trolley mail car (city unknown) stopping to drop off closed mail bags to the waiting horse drawn mail wagon. I appears that the trolley waited till the mail wagon had closed his doors, signaling that the transfer was officially complete. It then moves along and the wagon is seen approaching a rail car, perhaps to hand over the outward bound intercity mail bags.

<http://www.youtube.com/smithsonianNPM#p/u/32/tIVx3EIBKn0>

Another: Unfortunately, web links come and go without notice so the previous and this next link may be as sadly effervescent. It's a great look, from a trolley driver's point of view, of San Francisco a few days before the terrible 1906 earthquake. It definitely gives the real-life feel of the hodge-podge of carriages and vehicles and pedestrian traffic that dodged in and around and everywhere. It almost makes the case for the regular lineup and crush of cars and busses on almost every city street during 2010 'drive time':

<http://www.youtube.com/ watch_popup?v=NINOxRxze9k>

The "RPO Catalog" is what the RPO section of the *Philadelphia Catalog* is based (there's little else). Currently, the *U.S. Railway Post Office Postmark Catalog* (Towle, MacDonald, et al.) is offered by a variety of dealers and by the MPOS itself, but the following is based on a write up by dealer Jim Mehrer, http://www.postal-history.com/allbook.postalhist.rpos.html:

... this catalog has been continually updated, revised and expanded through the years, as new types of postmarks are discovered and reported. While some publishers might issue occasional supplements or "long awaited" updated editions of their original works (if any at all), the publishers of the RPO catalog continually rework and renumber the pages as needed, inserting the new listings right where they belong.

If you already own this catalog, take a look at the final page number on your copy. Subtract that number from 1,149 [2009], and you'll know how many more pages of information have been added since then.

This completely revised update of the original *U.S.Transit Markings Catalog Volumes II & III* now contains ... All reported RPO markings

(more than 13,000) ... alphabetically, fully illustrated, with complete data: shape, dimensions, colors, dates of usage recorded, unusual killers, special notes, location of stations/terminals, terminals of routes, mileage of routes, catalog numbers, etc., plus a valuation system....

Towle suggested rarity factors shows price margins, but these are from the 1986 edition, 24 years old now. It was a period we could call the 'collector bubble', during the 'go-go', greedy and narcissistic '80's, when stamps, coins, and probably Old Masters increased in price irrationally. It was a foreshadowing of the housing bubble-credit swap predicament we have recently passed through. Could we apply our often-used, webbased monetary inflation tables here? Why not? Keep in mind, those late '70's, '80's prices tumbled in the '90's as many will recall, and many of the unsuspecting chance takers lost their shirts!

Towle's scarcity index Roman numerals are shown in the following listings, but converted to parenthetical arabic numbers for ease. We give the inflated equivalents after 24 years, rounded up. The results, like popular stamp catalog figures, are patently absurd, but useful for relative comparison. Note that since 1986 the inflation factor is about 200%. However, in the meantime we've hit a patch of deflation, at Wal-Mart, on Wall Street, in housing, and with General Motors products among many others. It doesn't appear so with postal history and collector auctions:

	1986	2009
1 Abundant	50c to \$5	\$1 to 10
2 V.Common	\$5 to 15	\$10 to 30
3 Common	\$15 to 25	\$30 to 48
4 Fairly Common	\$25 to 50	\$48 to 97
5 Uncommon	\$50 to 75	\$97 to 145
6 Scarce	\$75 to 125	\$145 to 240
7 Rare	\$125 to 200	\$240 to 386
8 V.Rare	\$200 to 300	\$386 to 579
9Ex.Rare	\$300 to 500	\$579 to 965
10 Unique	\$500 to 1000	\$965 to 1,930

A call as always to *La Posta* readers and RPO Collectors: please contact the writer with bona fide dates that extend late usages or roll back early usages for the good of the cause. Email, preferably with large scans, to: ocl-tom@ix.netcom.com.

PHILADELPHIA RAILWAY MAIL

The parent rail lines in large type A-Z with borders; independent lines, no borders; AA is miscellaneous usages.

The earliest and latest known uses are respectively indicated in the right columns; rarity in parentheses.

Italicized dates indicate estimates and stamp series' initial date.

A. Allentown & Philadelphia

(12/1/97-8/10/51) 68 miles; Philadelphia & Reading (Perkiomen) RR

410	а	ALLENTOWN & PHILA. / R.P.O. (185-C-1) 4 lines, 28+ (2)	1898 8/13	1904 12/2
	b	ALLEN. & PHILA. / R.P.O. (185-D-1) 4 lines, 29+ (2)	1910 12/28	1937 11/3
	С	ALLEN & PHILA. / R.P.O. (185-D-2) 3 lines, 30+ (1)	1948 9/14	

		B. Belvidere [NJ] / East Stroudsburg & P	hiladelphia	
		BELVIDERE & PHILADELPHIA (8/1/1882, AS RPO-7/10/03, TO EAST STROUDSBURG) 1	03 MI; PRR	muce so the pr
411	8	BELV. & PHILA. / AGT. (242-B-2) 2 lines, 26+ (2)	Banknotes	
	b	BELV. & PHILA. / AGT (242-B-1) 3 lines, 26+ (2)	1882?	1885 4/6
	С	BELV. & PHILA. / R.P.O. (242-D-1) 3 lines, 26 (2)	1891 11/19	1883 8/1
		East Stroudsburg & Philadelphia (7/10/03-9/23/30) 115 mi; Delaware, Lackawanna & Wester	m, and PRR	
412	а	E.STROUDSB'G. & PHILA. / R.P.O. (242-E-1) 4 lines, 29+ (1)	1928 8/8	

		C. Bethlehem & Philadelphia		
		North Pennsylvania RR		
		(Philadelphia-Bethlehem) (-) 54 mi		
413	а	NORTH PA. R.R. / () (182-B-1) 2 lines, 24+ (9)	1859-61	
	b	N. PENN / R.R. (182-C-1) 2 lines, 24+ (4)	Banknotes	
		Livi lepite at		
		Bethlehem & Philadelphia	pulling and but	
		(0/4/02 == DDO 40/27/27: 41/20/44 6/20/62) 50 mi: Dhiladalahi	a P Danding DD	
		(8/1/82, as RPO-10/27/37; 11/20/44- 6/29/63) 58 mi; Philadelphi	a or nearling his	
414	а	BETH. & PHILA / AGT. (182-D-1) 2 lines, 25+ (2)	Banknotes	
414	a b	mi iolao	t you out or the same	
414		BETH. & PHILA / AGT. (182-D-1) 2 lines, 25+ (2)	Banknotes	1886 10/30
414	b	BETH. & PHILA / AGT. (182-D-1) 2 lines, 25+ (2) BETH. & PHILA. / R.P.O. tight letters (182-E-1) 3 lines, 27 (1)	Banknotes 1885 9/8	1886 10/30

D. Binghampton NY & Philadelphia

(7/1/21-6/29/63) 223 mi; Delaware, Lackawanna & Western; Central RR of NJ; Philadelphia & Reading RRs

415	а	BING & PHILA. / R.P.O. (175-) 4 lines, Dp29 (-)	1933	6/19
	b	BING. & PHILA. / R.P.O. (175-G-1) 4 lines, 30, 3,4 l. (1)	1949	7/1

E. Bound Brook / West Trenton & Philadelphia

Bound Brook & Philadelphia

(10/10/84-5/5/50 60 mi; Philadelphia & Reading RR)

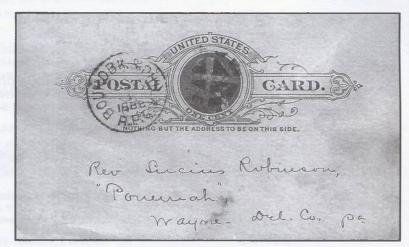
416	а	BOUND BK. & PHILA. / R.P.O. (255-A-1) 2-3 lines, Dp26+ (1)	1888	9/3
	С	BOUND BROOK & PHILA. / R.P.O. (255-B-1) 3 lines, 29+ (1)	1946	11/11



B 411b – #411b – A passenger on the Belvedere NJ-Philly RR posted this to Peter's Creek PA (about 15 mi south of Pittsburgh) in 1885.



C 413b – #413b, The North Penn line, later the Bethlehem and Philly RR, c 1880 cover to "Salsbery PO, Lancaster Co".



E 416a – #416a – A postal from somewhere between Bound Brook in north central NJ and Philadelphia, to Wayne, in the southwest Philadelphia suburbs, 1888.

		West Trenton & Philadelphia (4/30/50-3/31/54) 32.5 mi; Reading RR	40.00	10.00	40.00	
417	а	W. TRENTON & PHILA. / R.P.O. (255-C-1) 3 lines, 30+ (2)	1950	12/27	1951	X/XX
		F. Centennial 1876 Exhibition cancel, RPO car				
419	а	CENTENNIAL R.P.O. / PHIL'A.PA. (237-E-3) 3 lines, 28, rimless circle, black (8)	1876	6/7	1876	11/10
		G. Hightstown / Tuckerton & Philadelph	nia			
		Hightstown & Philadelphia (via Camden)				
420	а	HIGHTS. & PHILA. / AGT. (243-A-1) 3 lines, 27 (2)	1882	2/29	1883	7/12
	a*	HIGHTS & PHILA. / R.P.O. () with SOUTH / NORTH direction slug	1890	2/17	1 43	
	b	HIGHTS & PHILA. / R.P.O. (243-C-1) 4 lines, 27 (2)		10/15		
		Point Pleasant & Philadelphia (6/13/88-10/15/88; 12/20/32-12/15/48) 71 mi; PRR				
421	а	PT.PLEAS'T. & PHILA. / R.P.O. (243-D-1) 3 lines, 27+ (2)	1889	4/11		
	С	reportedDp30+, black	1906	9/1		
	b	PT.PLEAST.& PHILA. / R.P.O. (243-E-1) 3 lines, 30+ (1)	1936	1/31	1940	3/1
		Toms River & Philadelphia (12/15/48-6/21/52) 52 mi; PRR				
422	а	TOMS RIVER & PHILA / R.P.O. (243-F-1) 3 lines, 30+ (1)	1948	x/xx	1952	6/21
		Tuckerton & Philadelphia (9/20/97-12/20/32) 74 mi; Tuckerton and PRRs				
423	а	TUCKERTON & PHILA. / R.P.O. (243-G-1) 4 lines, 28+ (2) (Camden-Phila. Ferry)	1907	12/9	1909	x/xx
	b	TUCK & PHILA. / R.P.O. (243-H-1) 4 lines, 29+ (1)	1918	x/xx	1928	x/xx
		H. New Hope & Philadelphia (11/18/91-6/7/52) 38 mi; Philadelphia & Reading RR				
424	а	NEW HOPE & PHILA. / R.P.O. (167.1-A-2) 4 lines, 29+ (1)	1939	8/31		
	b	NEW HOPE & PHILA. / R.P.O. (167.1-A-1) 3 lines, 29+ (1)	1940	11/23	1952	6/6
		-Last Day, canceled by Philadelphia collector Bob Stets blue, red, green:	1952	6/7		
		I. Newtown & Philadelphia				
		(12/24/01-6/25/17) 26 mi; Philadelphia, Newtown & NY (PRR)	RR			

J. New York, Philadelphia & Baltimore, & Washington (for NY, N, X, W markings (240 sp-a through e), see the Auxiliary Section)

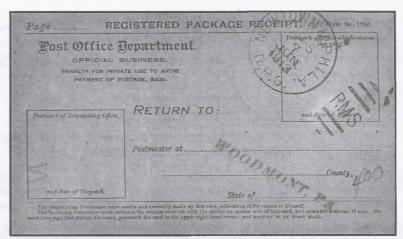
New York, Baltimore & Washington (4/11/91-10/20/95; 10/4/12-12/22/34 (as NY &Grafton); (12/16/35-4/27/58) 229 mi; B & O RR-Philadelphia Div

426	а	N.Y.BALT.& WASH. / R.P.O. (206-A-1) 4 lines, 29 (2)	1920	x/xx	
	b	N.Y.BALT & WASH. / R.P.O. (206-A-2) 3 lines, 30+ (1)	1937-	8 x/xx	
	С	N.Y.BALT & WASH. / R.P.O. (206-A-3) 3 lines, 30 (1)	1948	x/xx	
		Philadelphia, Upland & Baltimore (7/1/87-4/5/88) 96 mi; B&O RR			
427	а	None reported			
		Philadelphia, Aiken & Baltimore (4/5/88-1/21/93)			
428	а	PHILA.AIKEN & BALT. / R.P.O. (206-C-1) 4 lines, 27+ (2)	1890	10/13	
	b	CARPENTER / B. & O. R.R. PHILA.DIV. DO 32+x23+, blue, R4	1894	2/10	

K. New York, South Amboy & Philadelphia

New York & Philadelphia (1840-8/1/82, as RPO-10/15/92; (6/26/95-1/9/13) 91 mi;

		NJ RR & Transportation Co; Camden & Amboy RR and Philadelphia & see following #434 for other Philada.Rail Road marking	Trenton RR; PRR	
430		So Amboy-Philadelphia, Camden & Amboy RR, 62 mi		
	а	NY & Phil RR (244-A-2) ms, (6)	1840s	
	b	RR (244-E-1) ms, blue (4)	1844 9/18	
	С	NEW YORK & PHIL ^A R.R. (240-A-1) 2 lines, CD30, blue (4)	1840 x/xx	1848 x/xx
		red	1840 x/xx	
		black	1853 4/18	1853 4/19
	d	NEW YORK & PHILA R.R. (240-A-2) 2 lines, CD29, blue	1848 3/21	
		red	1847-51	
		black (5)	1847-51	
	е	PHILAD ^A . RAIL ROAD (240-D-1) SL57x3+; red, on letters to NY; (3)	1844 11/13	1851 5/5
		black	?	?
	f	N.YORK & PHILa. R.R(240-B-1) 2 lines, CD33, red	1847-61	1847-57
		black (5)	1851-61	
	g	NY & Phil R.R. (244-A-1) ms, (7)	1851 x/xx	
	h	PHIL ^A & N.YORK / R.R. (240-G-1) 2 lines, CD32 (5)	1851-57	
	i	NEW YORK & PHIL ^A / R.R. (240-A-4) 2 lines, CD29+ (6)	1851-57	
	j	NEW YORK & PHILA / R.R. (240-A-5) 2 lines, CD30, red	1850-57	
		black (7)	1857-61	
	k	NEW YORK & PHIL ^A . / R.R. (240-A-6) 2 lines, 30 (6)	1853 x/xx	
	1	NY + Phil RR / date (240-M-1) ms, (-)	1855	
	m	NEW YORK & PHILA / R.R. (240-A-3) 2 lines, CD31+ (5)	1851-61	
	n	N.YORK & PHIL. / R.R. (240-C-1) 2 lines, CD32+ (6)	1852 7/25	1852 12/3
	0	CAM. & AM. /R.R. (244-B-1) (blank) 24+ (5)	1874 x/xx	
	р	N . JERSEY / R . R . (240-H-1) 2 lines, 24+ (4)	Banknotes	
	q	N.Y.& PHILADA / R.P.O. (240-J-1) 3 lines, 26+ (1)	1886 2/17	
	г	N.Y. & PHILA. / R.P.O. (240-K-1) 4 lines, 29+ (2)	1900 9/22	
	S	N.Y. & PHILA./ R.P.O. (240-K-2) 4 lines, 27+ (2)	1900 9/22	
		South Amboy & Philadelphia (1882-1909) 63 mi; PRR		
431	а	SO.AMB.& PHILA, / AGT. (244-C-1) 3 lines, 26+ (2)	1885 11/13	



I 425 – #425 - The Newtown line on the Trenton-Phila RR, 1913, marking a registered package on its way to Woodmont (Richboro) PA.



K 431a – #431a – South Amboy & Phila RR on 1889? Cover to Berlin NJ, southeast of Camden NJ.

	b					
		SO.AMB. & PHILA. / R.P.O. (244-D-1) 3 lines, 26 (2)	1886	2/12		
	С	SO.AMB. & PHILA. / R.P.O. (244-I-1) 3 lines, 27 (2)	1888	3/3		
	ď	SO.AMBOY & PHILA. / R.P.O. (244-J-1) 4 lines, 27+ (1)	1888	9/15		
		New York, South Amboy & Philadelphia (NY-Phila via Camden) (1909-52) 92 mi; PRR				
432	а	N.Y.SO.AMBOY & PHILA, / R.P.O. (244-G-1) 4 lines, 28+ (1)	1934	5/22		
	b	N.Y.SO.AM. & PHILA. / R.P.O. (244-H-1) 4 lines, 29+ (1)	1935	3/30		
	С	N. Y. & PHILA. / R.P.O. (240-K-3) 3 lines, 29+ (1)	1938	4/30		
	d	N. Y. & PHILA. / R.P.O. (240-K-4) 3 lines, 30+ (1)	1943	8/28	1948	x/xx
		New York, Jamesburg [NJ] & Philadelphia (? -?) 90 mi; PRR see also NY and Philadelphia RR				
433	а	N.Y.JAMES & PHILA. / AGT. (244-F-1) 2 lines, 26 (4)	Bankı	notes		
		New York, Trenton & Philadelphia (?-?)90 mi; PRR see NY and Philadelphia RR				
434	а	N.Y.TREN.& PHILA. / AGT. (240-I-1) 2 lines, 26 (3)	Bankı			
434	Th and Th	e following letter markings were used along the Philadelphia-NYC rail route (F d Camden & Amboy RR; see Edward T. Harvey, "Favor Bag" Mail NYC-Phila ey are used only on southbound mail from the New York City PO from about l	Phila & . in <i>La I</i> Februai	Trenton pi Posta 109 ry 1845.	(Mar 1988)	, pp. 24-3
434	The and The Roo The property 20% all circ.	e following letter markings were used along the Philadelphia-NYC rail route (fd Camden & Amboy RR; see Edward T. Harvey, "Favor Bag" Mail NYC-Phila	Phila & . in La I Februar after M: after M: hing the brk term ary 5, 1 8 rate I Due Second	Trenton proposed 109 ry 1845. ay 1847 the blue "N Y inal and the 847 exammarks see the strength of the streng	(Mar 1988) tese markir hand star ten opened ple (Spink/ n on these mbination (#430e) str	ngs cease mps, l in Shreves, covers ar city dial a
1688	The and The Roo The property 20% all circ.	e following letter markings were used along the Philadelphia-NYC rail route (for Camden & Amboy RR; see Edward T. Harvey, "Favor Bag" Mail NYC-Philadely are used only on southbound mail from the New York City PO from about the Agents made their appearance on trains in late January 1847; sometime a Agents handled the mail but initially used no distinguishing marks. Concert shably the mails for Philadelphia were pre-pouched and sealed in the New York iladelphia and stamped with the "N Y" to indicate their postal origin. A February 190, lot 6) is the earliest recorded usage with an agent on board. The plain C1 that the Philadelphia PO used on train bag mail through Spring 1851. See Coled 5 and 10 hand stamps. adelphia outbound rail mail for local NYC addressees carried only the PHILA through mail, a New York CD was added until 1847, after which a New York	Phila & . in La I Februar after M: after M: hing the brk term ary 5, 1 8 rate I Due Second	Trenton proposta 109 by 1845. ay 1847 the blue "N Y inal and the 847 exam marks see tition for coult. ROAD 5 or 10 cere	(Mar 1988) tese markir hand star ten opened ple (Spink/ n on these mbination (#430e) str	gs cease mps, l in Shreves, covers ar city dial a aight line king was
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L. New York & "Washington RR"

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435	a	WASHINGTON RAIL RD. (239-N-1) 2 lines, CD30, R (7)	1840-57
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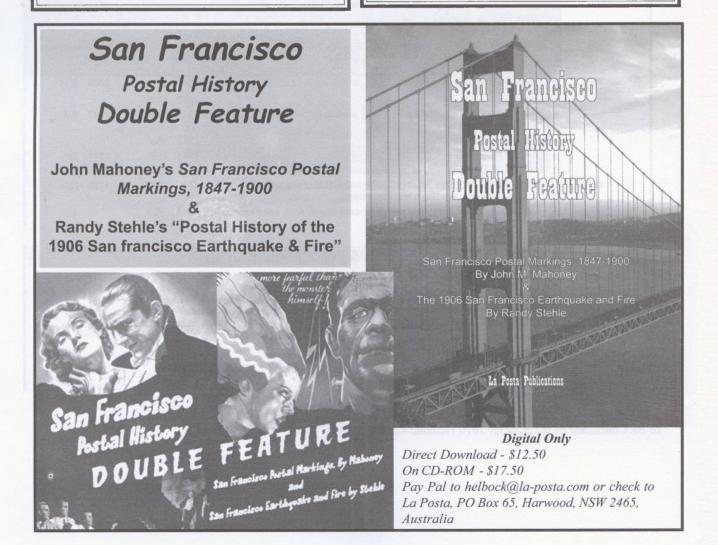
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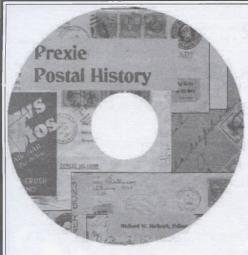
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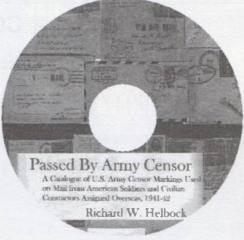


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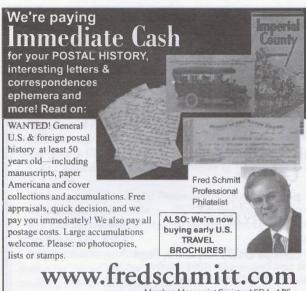
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his cover was submitted to The Philatelic Foundation as having a 7¢ Vermilion National Bank Note stamp, Scott No. 149, with a fancy New York foreign mail cancellation, catalogue value \$160. In examining this stamp our experts determined it has a grill and thus is a Scott No. 138, genuinely used on cover, with a catalogue value of \$750. Furthermore, the stamp has a split grill, making it even more valuable.

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

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

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.

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

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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 [41-2]

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CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [41-2]

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 [41-2]

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 41-2]

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 [41-2]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [41-2•1]

NOTE:

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [41-1], MEANS AD WILL EXPIRE WITH THIS ISSUE.

AD DEADLINE FOR NEXT ISSUE:

August 10, 2010

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) [41-2]

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 [41-2]

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 [41-4]

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 [41-2]

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 [41-4]

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: MISCELLANY

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 [41-6]

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 [41-2•1]

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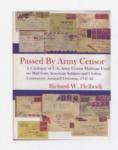
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