Postal History Journal

NUMBER 159 OCTOBER 2014

POSTAL HISTORY JOURNAL, NO. 159, OCTOBER 2014

Lists of Letters Remaining New York Frontier 1790-1820

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Crowsnest Pass Alberta, Canada

*

1843 El Callao

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Los Correos Mayores de Yndias

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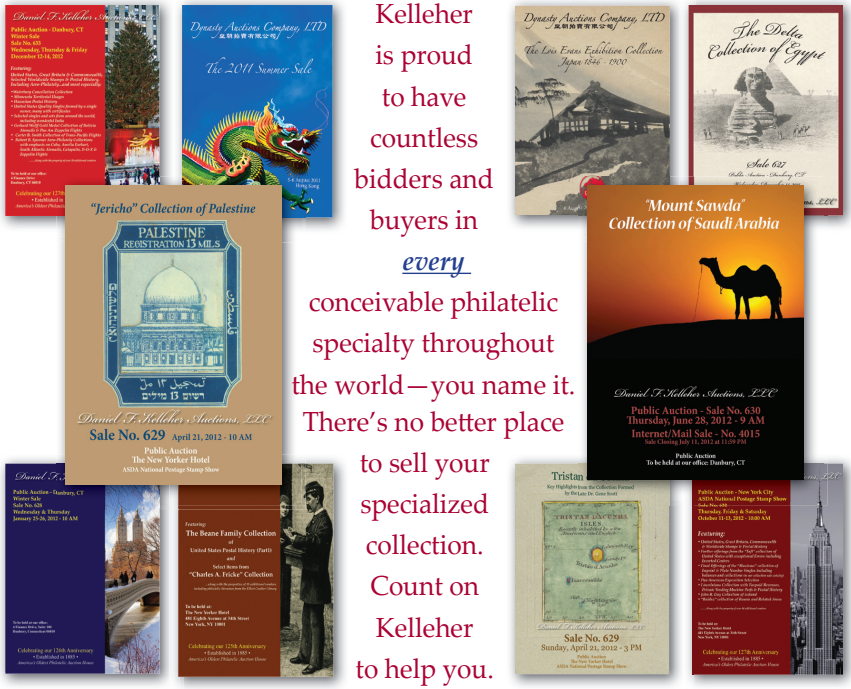

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Postal History Journal

Published by the Postal History Society
APS Affiliate No. 44
issued February, June, October.
Annual dues $35 U.S., $40 Canada & Mexico
$50 rest of world (or $35 if electronic journal)
P.O. Box 482, East Schodack NY 12063, U.S.A.
www.postalhistorysociety.org

For this journal, the editors have been awarded the American Philatelic Congress Diane D. Boehret Award 2014 & 2004; gold medal & Prix d'Honneur, Canada's 7th National Philatelic Literature Exhibition 2005; Grand Award Colopex 2005; gold medals Napex 2009, Colopex 2007, APS Stampshow 2009, Chicagopex 2011.

NUMBER 159 **ISSN 0032-5341** **OCTOBER 2014**

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This publication is supported by a bequest of Jesse and Diane Boehret

Keeping Up With Your Customers:

Changing Mail Service Areas Indicated by Lists of Letters Remaining for Post Offices on the New York Frontier, 1790 – 1820

by Robert B. Bramwell

Figure 1: Map of New York Province at the outset of the Revolution showing the large extent of sparsely settled land that would become the focus of immigration and postal service development. Claude Joseph Sauthier, A Map of the Province of New York, *first engraved 1776 by William Faden, 1779 edition, David Rumsey Collection.*

Introduction

Robert Stets reported that a post office was opened at Schenectady, New York on December 25, 1792, with postmaster Joseph Shurtleff,[1] almost certainly the consequence of General Post Office advertisements in March and September 1792 for new or extended mail routes.

General Post-Office, Philadelphia, March 31, 1792.

PROPOSALS will be received at this office, until the first day of June next, for carrying the Mails of the United States, on the following post-roads—

In the States of New-York and Vermont.

1. From Albany, by Schenectady, to Canajoharry—once a-week. The mail to leave Albany every Thursday, at six o'clock in the morning—arrive at Canajoharry on Friday, by ten in the forenoon—leave Canajoharry the same day, at one in the afternoon, and return to Albany the next day by five in the afternoon.

2. From Albany (by Troy and Lansingburgh) to Bennington, Manchester and Rutland—once a-week. The mail to leave Albany every Thursday, at six o'clock in the morning, and arrive at Bennington the same day, at four in the afternoon—to leave Bennington on Saturday at six in the morning, and proceed to Manchester and Rutland; get back to Bennington the next Tuesday; and arrive at Albany by Wednesday noon.

3. From Rutland to Burlington on Lake Champlain—once in two weeks.—The mail to leave Rutland on every other Monday, at six o'clock in the morning, and arrive at Burlington on Tuesday at noon; leave Burlington on Wednesday at six in the morning, and arrive at Rutland the next day by noon.

¶¶ The persons who offer proposals for the carriage of this mail, will be pleased to state the terms on which they will carry it once a-week.

Note 1. If hereafter it should appear that any other times for the arrival and departure of the mails would be more convenient and useful than those above proposed, alterations may accordingly be made.

2. For every hour's delay in arriving after the times prescribed in any contract, the contractor to forfeit one dollar; and for the non-performance of a trip, double the sum which the value of one trip shall bear to the value of the whole number of trips to be performed.

3. The contracts to continue in force until the first day of June, 1794.

TIMOTHY PICKERING, Postmaster-Gen.

GENERAL POST-OFFICE.

Philadelphia, September 10. 1792.

PROPOSALS will be received at this office until the fifteenth day of November next inclusively, for carrying the mails of the United States, from the first of January next to the first day of June 1794.

Between NEW-YORK (by Kingsbridge, Poughkeepsie and the city of Hudson) and ALBANY: The carriers with the mails to leave New York and Albany every Monday and Thursday, by four o'clock in the morning; meet, and return to each place on Wednesday and Saturday by six in the evening.

☞ Persons offering proposals for carrying this mail are desired to state the terms on which they will carry a mail between New York and Albany three times a week from May first to November first.

AN EXTENSION of the POST ROADS Having been directed, from Canajoharrie to Whitestown, and thence to Kanandarqua, in the state of New York; proposals for carrying mails on these routes (at the expence of the contractors) will be received at the general post-office until the fifteenth day of November next.

Persons offering such proposals, must state the days and hours when they will receive and deliver the mails at each place here mentioned, and the length of time, (which cannot exceed eight years) for which they will contract.—The contractors respectively, will have the exclusive privilege of carrying letters and packets on these roads for hire; and be authorized to receive, to their own use, all the postages which shall arise on letters, packets and newspapers by them carried, at the rates established by law: but must carry, free of postage, such letters and packets as by law are, or shall be declared free.—For every hour's delay (unavoidable accidents excepted) in delivering a mail, after the time agreed on, the contractor to forfeit one dollar; and for the non-performance of a trip, one dollar for every ten miles distance, as far as the failure extends.—The persons whom the contractors shall designate for post-masters on these routes, previous to their acting as such, must be approved by the post-master-general, and take the oaths required by law. They are to agree for their compensations with the contractors, to whom alone they are to account for all the postages they shall receive.—The same oaths must be taken by the contractors and their riders who carry the mails. TIMOTHY PICKERING, Post-M. G.

Figures 2 & 3: Notices published in the Albany Gazette *announcing Requests for Proposals to carry the U.S. Mails, first from Albany to Canajohary then, 6 months later, to extend the route through Whitestown to the Finger Lakes settlement of "Kanandarqua," later Canandaigua.*

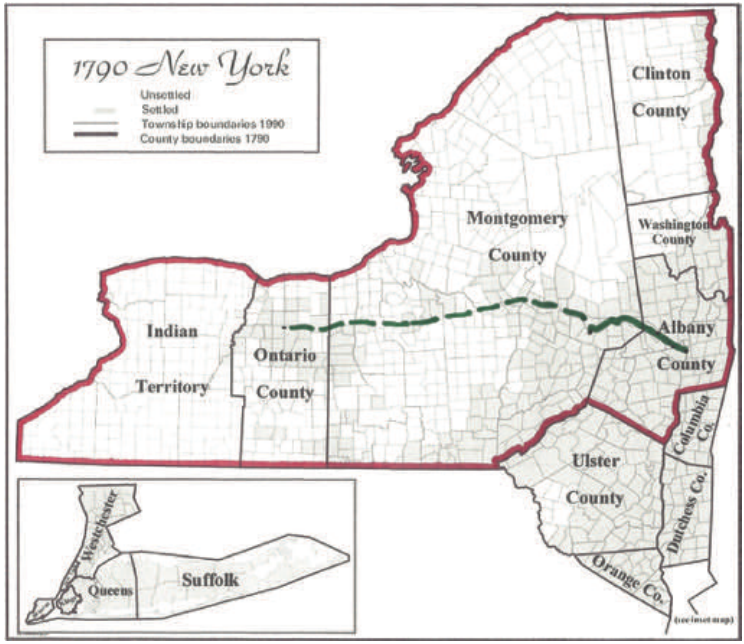


Figure 4: Area served by the Albany post office in 1790

The map of New York shows then-existing counties, with an undefined but useful shading of settled vs. unsettled areas. For emphasis, I have added a red outline of the portion of New York State to which the Albany post-office alone provided postal service until 1792. Yes, one post-office for the 1790 population within the red borders of 121,315 (75,736 within Albany County itself). The population of "lower" New York State in 1790: 218,805 served by 7 post-offices.

Political philosophy of the young nation dictated that this ratio of citizens to post-offices was unacceptable, so in March, 1792, Congress acted to designate the first post road (solid green line) into the *western lands*. It followed an important wagon road from Albany to Schenectady (15 miles) and thence on the north side of the Mohawk River to Canajoharie (39 miles). These 54 miles hardly made a dent in the vastness of the western lands, so due to the extent of "settlement" in Ontario County (representing lands to be distributed to veterans of the Revolution) a few months later either Congress or the Post-Master General himself extended the post road 160 miles farther to Canandaigua (dotted green line) at the far end of the Finger Lake district.

This was a pretty aggressive mandate for expansion of the postal system, but it was intended to achieve a long-term objective of the Post Office Department. Where Albany prior to 1792 had been responsible for "delivery" of *all* western mail, by creating even a few post-offices to the west it began converting its operation to that of a Distributing Office. With a large and growing population in newly formed Saratoga County to the north, the city of Schenectady – still part of Albany county – was well situated to take up the burden of "delivery." Thus began an inexorable process of salting the earth with post-offices such that, by 1820, there were a total of 670 post-offices in the state, which provided a ratio of 2,049 people to each post-office. One indication that the postal network, though growing rapidly, still lagged behind the movement of people was the number of letters that were not delivered. We now turn to that subject.

Lists of Letters Remaining

Philadelphia postmaster Benjamin Franklin (who at the same time was owner and publisher of *The Pennsylvania Gazette*) began publishing semi-annual notices in issue No. 484, week of March 14-21, 1737,8, as follows: "LIST *of* LETTERS Which have been brought into the *Post-Office of Philadelphia*, since the 29th of September, 1737, and remain yet unredeem'd." There followed in alphabetic groupings the list of 174 letters addressed to 167 different people scattered over at least 46 different places, as near to the post-office as *Market Street* in Philadelphia and as indistinguishable as to location as *Merchant in America*.

THE

Pennſylvania *GAZETTE.*

Containing the freſheſt Advices Foreign and Domeſtick.

FROM MARCH 14. TO MARCH 21. 1737,8.

[*Continuation of the Morals of* Confucius.]

THERE is nothing that gives a greater Idea of the Virtue of the Ancient *Chinese*, than what they have Wait and Praſtis'd in reſpect of their Law-Suits. They Teach, that Actions ought not to be commenc'd against any one; That Friends, Severities, and Enmities, which are the general Attendants and Conſequences of Law-Suits, were unbecoming Men; That the whole World ought to live in Unity and Concord, and that to this end it behoved every one to uſe their utmoſt Endeavours, either to prevent Law-Suits from arising, or to Stifle them in their Birth, by reconciling the Parties, or inſpiring them with the Love of Peace; that is to ſay *by engaging them to remove and improve their Reaſons*: These are Comm's own Words.

But that which is moſt remarkable on this Subject, is the extraordinary Precautions which the Judges took before any Cauſe was brought before their Tribunals. They with the utmoſt Vigilance and Attention, Examin'd the Outſide of the Plaintiff, or hint that began the Suit; to the end, that by this Means they might know whether this Man was thereunto excited by good Motives; whether he believ'd his Cauſe good, or whether he acted Sincerely: And for this Purpoſe there were Five Rules. By the firſt Rule, They examined the placing of his Words, and Manner of Speaking; and this was called *Cutim*, that is to ſay, *The Obſervation of the Words*. By the Second, They conſider'd the Air of his Countenance, and Motion of his Lips, and this was called *Seim*; that is to ſay, *Obſervation of the Face*. By the Third, They obſerv'd his manner of Breathing, when he propos'd his Cauſe; this Rule was called *Kitim*, that is to ſay, *The Obſervation of the Reſpiration*. By the Fourth, They remark'd whether his Reply was quick; whether he gave not inſolent, illegitimated, uncertain Anſwers, or whether he ſpake of any other Thing than that in queſtion; or whether his words were not ambiguous; and this was called *Utilim*, that is to ſay, *The Obſervation of the Anſwers*. Laſtly, by the Fifth, The Judges were carefully to weigh the Confeſſions, and reſpect to ſee whether there was no Trouble, Diſpoſition, or Confuſion; if there appeared not any Deſign of a Lye and Fraud; and this laſt Rule was called *Aſtim*, that is to ſay, *The Obſervation of the Eyes*.

Twas by theſe exterior Marks that the Ancient *Areopagite* diſcovered the moſt hidden Thoughts of the Heart, render'd an exact Juſtice, diverted a great many Perſons from Law-Suits and Frauds, and inſpir'd in them the love of Equity and Concord. But at preſent theſe Rules are ignor'd in China, or at leaſt wholly neglected.

To return to *Confucius's* Doctrine illuſtrated with the Commentaries of *Comm*. This Diſciple ſet a high value upon a Maxim which he had frequently heard his Maſter repeat, and which himſel[illegible] Twas this; *Always behave [illegible] time and Diſcretion as you [illegible] Eyes, and pointed at by ſo [illegible]*

To render Virtue yet [illegible] eaſily to inſpire the Sentie[illegible] demonſtrates, That, what[illegible] is amiable; and we are [illegible] includes both theſe Qual[illegible] an Ornament which [illegible] Perſon of him that poſſ[illegible] that to the Mind it [illegible] and Perfections; that as [illegible] very ſenſible Delights; [illegible] gnomy, certain Tranſport[illegible] pleaſe; and as it is the [illegible] Heart, and keep Peace [illegible] ever Joy do produce a [illegible] a certain Joy, and Air [illegible] ſon, which attracts the [illegible] World. After which he [illegible] fineſs of a Man is to reſti[illegible] his Heart, that his Paſſion[illegible] it happen that they be [illegible] further than is neceſſary [illegible] them according to right [illegible] he, if we ſuffer our ſelve[illegible] Anger, that is to ſay, if [illegible] cauſe, or more than we [illegible] may thence conclude, th[illegible] rude it ought to have. [illegible] a Perſon, by reaſon of co[illegible] him, and render not Juſtice to his good and excellent Qualities, if endow'd therewith, if we permit our ſelves to be troubled by a too great Fear; if we abandon our ſelves to an immoderate Joy, or to an exceſſive Sorrow, it cannot be ſaid that our Mind is in the State wherein it ought to be, that it has its Reſtitude and Uprightneſs.

Comm carries this Moral a great way further, and gives it a Perfection which, in my opinion, could never be expected from thoſe that have not been honoured with Divine Revelation. He ſays, That it is not only neceſſary to obſerve Moderation in general, as oft as our Paſſions are ſtirred, but that alſo in reſpect of thoſe which are the moſt lawful, innocent and laudable, we ought not blindly to yield up ourſelves thereunto, and to follow their Motions; it is neceſſary to conſult Reaſon. As for Example, Relations are oblig'd to Love one another, Nevertheleſs, as their Amity may be too weak, ſo it may be alſo too ſtrong; and as to the one and the other Reſpect, there is doubtleſs Irregularity. It is yet for a Child to Love his Father; but if a Father has any conſiderable Defect, if he has committed any great Fault, 'tis the Duty of a Son to acquaint him with it, and tell him what may be for his Good, always keeping a due Reſpect, from which he ought not to depart. Likewiſe, if a Son is fallen into any Sin, 'tis the Duty of a Father to reprove him, and give him his Ad-

LIST *of* LETTERS

Which have been brought into the *Poſt-Office* at *Philadelphia*, ſince the 29th of *Septembe*, 1737, and remain yet unredeem'd.

Note, *pen.* ſtands for *Pennſylvania*, *phi.* for *Philadelphia*, *bu.* for *Bucks*, *ch.* for *Cheſter*, *lan.* for *Lancaſter*, and *co.* for *County*.

A

Rev. Francis Aliſon, at *New London*, *pen.*
John Adams, in *Horſham* Townſhip.
William Abernethy, in *Northampton*, *bu. co.*
Faith Attwood, *phi.*
John Adams, *bu. co.*

B.

Richard Bollans, Mate of the Amity, *phi.*
William Boutcher, Shipmaſter, *phi.*
John Burgeſs, *phi.*
Lewis Banfield, Commander of the Jenny Snow.
William Bunn, *phi.*
Richard Bourk, to the Care of John Emerſon, *phi.*
Robert Bigar to the Care of Margaret Chambers.
Robert Barnet, of *Salisbury*, *lan. co.*
James Brown, Hatter, *ch. co.*
Polly Blunder, at William Moor's, *Wapping*, near *phi.*
John Braynon, living with Joſeph Cooper, *Jerſeys.*
Robert Brown, Mate of Capt. Richmond.
Joſeph Brockenridge, in *pen.*
James Baker in *phi.*
Grace Barſons, *ditto.*

Figure 5: Front page of The Pennsylvania Gazette *with an inset of the beginning of the List of Letters remaining at the Philadelphia post office.*

This is the earliest known List of Letters Remaining published in North America. It covered two and one-half columns of the 8 columns Franklin laid out for each issue of his *Gazette*. Franklin continued to publish these lists semi-annually, which were found in surviving copies of numbers 491, 501 and 550 of the *Gazette*. Franklin had bought *The Pennsylvania Gazette* in 1729 at age 23, was appointed postmaster in 1737, and of course Postmaster General of the united colonies-in-rebellion in 1775.[2]

Similar to the 1738 Franklin list, the December 1791 quarter Albany list is alphabetic by surname with location included. Of 223 Letters Remaining in Albany on December 31, 1791, 114 were addressed to residents of Albany while 109 were directed elsewhere, and there were a total of 61 different place names mentioned

The Albany Gazette.

Figure 6: A part of the List of Letters Remaining in the Post-Office at Albany, January 1, 1792. It reported 223 Letters Remaining. Half were for residents of Albany and half for residents of 61 other places, a measure of the vast service area of the Albany post-office.

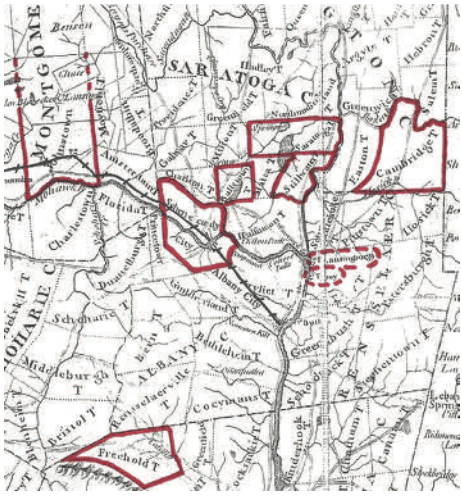


Figure 7: Albany P.O. Top Ten of 1791

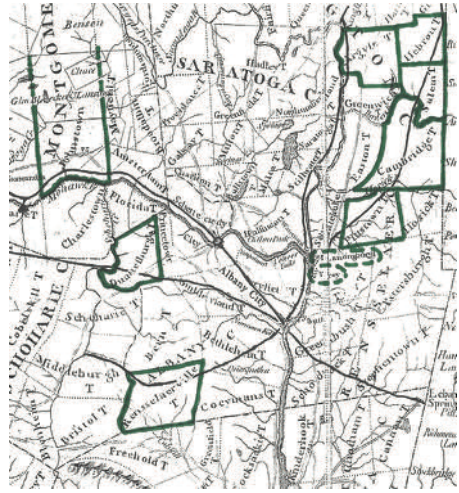


Figure 8: Albany P.O. Top 10 of 1793

Albany's *official* postal service area - the geographic area from which people were expected to travel to receive or deposit letters - was ridiculously large (about 35,000 square miles). On the following page, Table 1 will show the most often seen destinations as Albany transitioned to a Distributing Office.

Table 1: Delivery Distances from the Albany Post-Office

1791 Top 10 Destinations:

1. Schenectady	15 mi	6. Lansingburgh	10 mi
2. Johnstown	45 mi	7. Freehold	31 mi
3. Troy	6 mi	8. Stillwater	23 mi
4. Ballston	31 mi	9. Rutland, Vermont	91 mi
5. Cambridge	39 mi	10. Saratoga	32 mi

1793 Top 10 Destinations:

1. Cambridge	39 mi	6. Argyle	45 mi
2. Salem	49 mi	7. Hebron	55 mi
3. Johnstown	45 mi	8. Lansingburgh	10 mi
4. Troy	6 mi	9. Rensselaerville	25 mi
5. Pittstown	21 mi	10. Duanesburgh	21 mi

If the Lists of Letters Remaining offer a representative picture of a post-office's customer base, the opening of a post-office at Schenectady caused a profound change in the populations served directly by the Albany P.O. The 4 major roads emanating from Albany (maps, Figures 7 & 8) show how the non-contiguous populations accessed Albany. In 1791 the future post road through Schenectady is marked as a wagon road.

List of Letters Remaining in Schenectady

The Schenectady post-office was opened under Revolutionary War veteran Joseph Shurtleff December 25, 1792. The first *known* published List of Letters Remaining in Schenectady was its March 31, 1793 list, shown below. It was published in the Albany *Gazette*, since no newspapers were published in Schenectady at that time: The list contains 12 names. It represents 14 undelivered letters (3 to Mr. Phillips) directed to 8 or 9 different places (David Rogers was at either Ballston or Schenectady). Here's a transcription of the notice:

JOSHUA Bloore, Ballston. Peter Borst, jr. Schohary.—Ebenezer Champiny, Elizabeth Town, state of New-York. Timothy Crane, Ballston. Joseph Johnson, New-Galloway. Wm. Nelson, Warrensbush. John Nicolls, Schoharie. Charles Powell, Lynesbery. Cornelius Phillips 3, Tripes-Hill. David Rogers, Wilm. Schenck, Ballston. Moses Stockwell, Jericho.
64168. JOSEPH SHURTLEFF, Poſt-Maſter.

Figure 9: Notice in the Albany Gazette *of March 31, 1793: LETTERS remaining in the Post-Office, at Schenectady, April 1, 1793. JOSHUA Bloore, Ballston. Peter Borst, jr. Schohary. Ebenezer Champiny, Elizabeth Town, state of New-York. Timothy Crane, Ballston. Joseph Johnson, New-Galloway. Wm. Nelson, Warrensbush. John Nicolls, Schoharie. Charles Powell, Lynesbery. Cornelius Phillips 3, Tripes-Hill. David Rogers, Wilm. Schenck, Ballston. Moses Stockwell, Jericho. JOSEPH SHURTLEFF, Post-Master*

Postmasters customarily reproduced the "direction" (Addressee's name & Place name) ***exactly*** as they saw it on the letter. For example, here we see both Schohary and Schoharie as place names. The postmaster would *not* change "y" to "ie" because this list was intended to be recognized by the addressee (not the *naming bureaucrats* who would come later).

Place names of this era require explanation. Some survive today, such as Schoharie or Ballston. Those need only Google to find. Many such as New Galloway and Warrensbush have disappeared from use. The original Galway settlement divided for a while over

religious differences, which no longer fester in Galway township. Warrensbush (bush, from Dutch *bos*, meaning *forest*) became present Warrensburgh on the shores of Lake George. In researching this topic I found about a hundred archaic place names associated with land grants or purchases inscribed on 18th and 19th century English and American maps. One of the unanswered questions behind this work is how Abraham Bradley absorbed the thousands of place names invented by people to identify to friends and family where they were located, especially letters coming from out of state.

Delivery Distances from the Schenectady Post Office

Each List of Letters Remaining provides a glimpse at the places then served by that post office. The table below gives three measures of the Schenectady post office's service areas taken from its published Lists of Letters. First is the percentage of letters remaining at quarter-end that were directed to addressees in Schenectady itself, which shows an almost complete reversal from low to high percentage.

The second measure calculates the average distance from Schenectady to the destination for all letters directed to places *except* Schenectady *and also excepts* letters directed to distant places on known postal routes. This measure shows consistency in the first decade of operation, when relatively few new offices were opened nearby, then shrinkage of the service area as new offices were opened close to Schenectady.

The third measure is the number of destinations observed in each recorded List. It reflects the early explosion of small settlements followed by successful forwarding of the delivery function to new offices and consolidation of populations.

Quarter:	% of Letters to Sch'dy	Average Miles to Other Destinations	Number of Destinations
March 1793	8.3 (?)	20.8	6
December 1793	7.4	28.2	13
June 1794	10.8	18.2	24
March 1795	22.4	21.9	21
June 1795	17.8	17.8	20
March 1796	26.0	21.0	27
June 1796	20.0	19.4	29
September 1796	25.0	17.4	23
December 1796	38.6	20.0	31
March 1797	38.8	17.0	21
September 1797	19.0	20.8	40
December 1797	39.6	18.1	24
September 1798	62.4	20.5	17
December 1798	55.5	20.3	19
December 1801	70.9	19.4	8
March 1802	68.6	21.1	12
June 1802	62.3	24.3	10
September 1802	79.4	18.3	6
~~	~~~	~~~	~~
September 1810	65.3	14.7	14
September 1812	76.8	10.7	10

September 1813	91.0	7.7	6
September 1814	86.6	9.3	10
September 1815	92.5	8.6	7
September 1816	89.9	8.9	10
September 1817	88.7	9.6	9
September 1818	91.4	6.5	9

Table 2: Evolution of the geographic area served by the Schenectady Post-Office. The service area shrinks over time as more and more post-offices are opened nearby, meaning that the largest number of undelivered letters are for Schenectady residents.

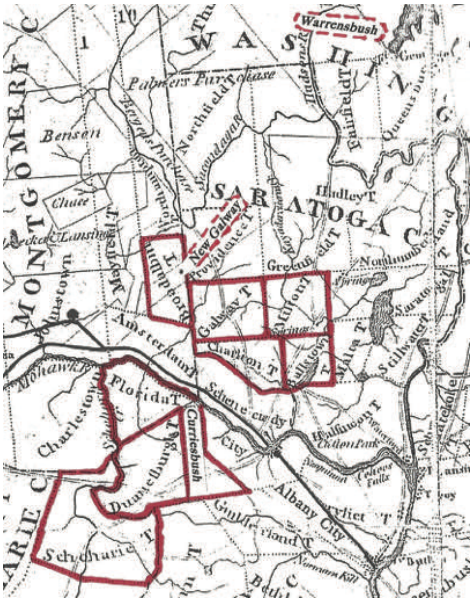


Figure 10: Schenectady Top 10 Destinations 1793-1797 (before any post-offices were opened in contiguous counties)

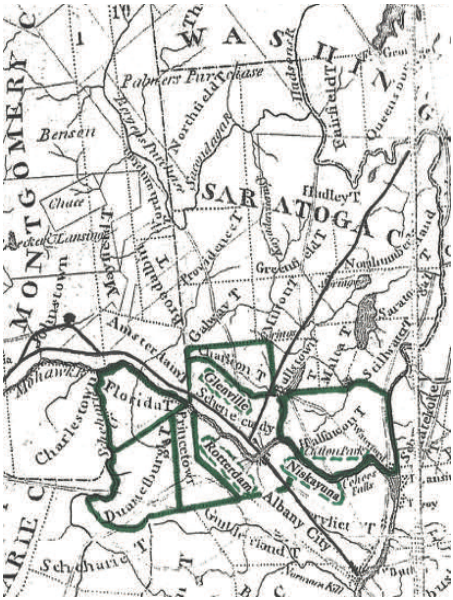


Figure 11: Schenectady Top 10 Destinations 1810-1815 (after Saratoga county obtained a dozen post-offices)

The evolution of any post-office's service area is controlled by the local populations. What the Lists of Letters Remaining show us here is that the town of Schenectady had reached critical mass by 1815. Population density within the boundary of the original town grew to the point where outlying areas were annexed to create a city in place of a town. And that city was so full of busy people that picking up mail may have become inconvenient.

Did Opening More Post Offices Reduce Undelivered Letters?

Let's turn to Saratoga county (formed from Albany county in 1791) to investigate whether opening the Schenectady post office reduced undelivered letters there. Schenectady is about 15 miles closer to Saratoga county than Albany, which might help. Between 1792 and 1797, all "central" Saratoga letters were delivered at Schenectady and we see a buildup of undelivered letters, probably due to population growth, and perhaps the popularity of letter writing. As the post office opened at Ballston Springs in 1797,

undelivered letters to Saratoga county remaining in Schenectady decline dramatically but not completely in 1798 – probably because the "western" communities do not yet have direct service from Schenectady.

Unfortunately, there is a period of *data darkness* [3] so we can only imagine the result of Ballston Springs assuming the delivery burden.

Letters Directed to Saratoga Co. Townships Remaining at These Post Offices:

Year (# Quarters)	Albany	Schenectady	Ballston T'ship
1791 (2)	25		
1792 (2)	22		
	Schenectady P.O. Opens ca. Nov. 1792		
1793 (2)	13	9	
1794 (2)	13	26	
1795 (1)	5	17	
1796 (4)		95	
1797 (2)		61	
		Ballston Springs P.O. Opens Nov. 1797	
1798 (2)		23	
			Ballston P.O. Opens April 1800
1802 (3)		11	n/f
1804 (1)		n/f	50
1809 (2)		n/f	71
1810 (3)		9	215
1811 (3)		n/f	112
1814 (4)		15	485

n/f = no List of Letters Remaining found for this post office

Table 3: Source of Letters Remaining directed to Saratoga county townships showing POD success in carrying mails close to local population, but failing to reduce undelivered letters.

The data darkness lifts a bit before 1810, by which time there are 12 post-offices in the county (but only 6 contributing data to this project). This is an interesting table, strongly indicative of the *upstreaming* of the mails to more local post-offices.

Distribution of Letters Remaining in the Schenectady Post-Office

Schenectady county was formed in 1809 from Albany county. It was, and still is, the smallest county in New York State, which raises yet another unanswered question: why bother? There were only 3 towns and 1 village of consequence in the county, and 3 post-offices (Schenectady, Duanesburgh (1801) and Princetown (1815). Perhaps this simplicity could allow us to gain more insight than the more complex Saratoga county structure allowed. We'll attempt that by looking at where Letters Remaining were directed within the county, by census district, over time.

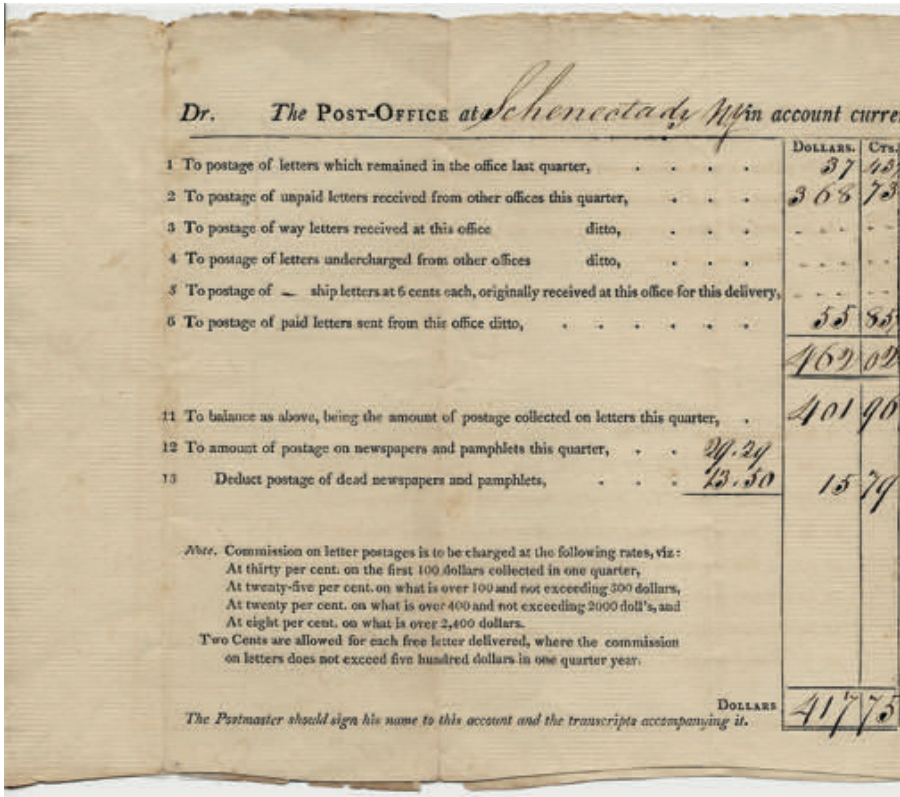
Township/Ward	Population (#, %)		Letters Remaining (#, %)	
1810				
Schenectady City	2,850	28%	160	80%
Ward 3 / Glenville	990	10%	1	~
Ward 4 / Rotterdam	2,050	20%	14	7%
Duanesburgh PT	3,050	30%	6	3%
Princetown	820	8%	17	9%
Niskayuna	430	4%	2	1%
Total	10,200		200	
1815				
Schenectady City	not available		430	89%
Ward 3 / Glenville	not available		10	2%
Ward 4 / Rotterdam	not available		19	4%
Duanesburgh PT	not available		8	2%
Princetown PT	not available		11	2%
Niskayuna	not available		6	1%
Total			484	
1820				
Schenectady City	3,910	30%	286	90%
Ward 3 / Glenville	2,515	19%	4	1%
Ward 4 / Rotterdam	1,530	12%	7	2%
Duanesburgh PT	3,510	27%	8	3%
Princetown PT	1,070	8%	5	2%
Niskayuna	515	4%	5	2%
Total	13,050		315	

Table 4: Distribution of Letters Remaining in the Schenectady Post-Office

I don't know whether to be surprised by the lack of proportionality or not. First, the fact that Albany, not Schenectady, is the conduit for the mails to and from Duanesburgh and Princetown via the Western Turnpike means that Schenectady should have *no* Letters Remaining to those places. But the fact that both those places are half the distance to Schenectady as to Albany, and are closely linked by blood and money (family and commerce), supports the notion that Schenectady's post-office was involved in mail service with those towns *despite* the designs of the Post Office Department.

Was Advertising of Letters Remaining Cost-Effective?

First, the point of the question. Even the brand new U.S. postal system knew that it had the problem of carrying a letter from origin to destination and finding no one able or willing to pay the postage and take it away. After all, this was a time when about 85% of letters were sent unpaid. If the average postage due on such a letter were 15 cents, and the average total cost to carry and deliver such a letter were close to 13 cents, there was not much margin left to absorb extra costs. On the other hand, expending 13 cents and getting nothing for the effort was a painful thought to contemplate. Advertising that letters



Dr. The POST-OFFICE at Schenectady N.Y. in account current

		Dollars.	Cts.
1	To postage of letters which remained in the office last quarter,	37	45
2	To postage of unpaid letters received from other offices this quarter,	368	73
3	To postage of way letters received at this office ditto,	-	-
4	To postage of letters undercharged from other offices ditto,	-	-
5	To postage of — ship letters at 6 cents each, originally received at this office for this delivery,	-	-
6	To postage of paid letters sent from this office ditto,	55	83
		462	02
11	To balance as above, being the amount of postage collected on letters this quarter,	401	90
12	To amount of postage on newspapers and pamphlets this quarter, 29.29		
13	Deduct postage of dead newspapers and pamphlets, 13.50	15	79

Note. Commission on letter postages is to be charged at the following rates, viz:
At thirty per cent. on the first 100 dollars collected in one quarter,
At twenty-five per cent. on what is over 100 and not exceeding 300 dollars,
At twenty per cent. on what is over 400 and not exceeding 2000 doll's, and
At eight per cent. on what is over 2,400 dollars.
Two Cents are allowed for each free letter delivered, where the commission on letters does not exceed five hundred dollars in one quarter year.

Dollars 417 75

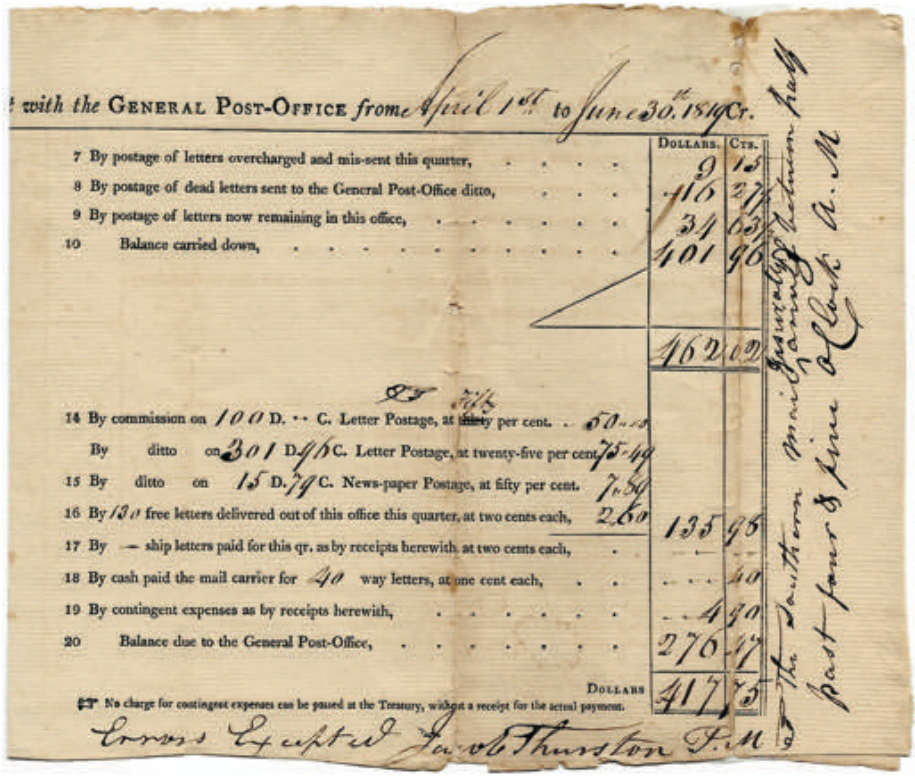
The Postmaster should sign his name to this account and the transcripts accompanying it.

Figures 12 & 13 (next page): The two portions of the Account Current of the Schenectady post-office for the quarter ending June 30, 1819.

were available to be "redeemed," to use B. Franklin's term, was the idealistic approach taken by the Post Office Department – backed up by a Dead Letter Office that itself had an idealistic and expensive approach.

But what characteristic of the Schenectady post-office customer base would lead us to think that a letter that had sat in the post-office for days, weeks or even months would be picked up because an ad was put in the paper? In the very earliest days, we've seen that three-quarters of Schenectady listed letters were directed to outlying areas. These might be people to whom the 15 or 20 mile trip was a serious obstacle, but that seeing their name in the paper would precipitate the journey. But 15 or 20 years later, when about 90% of the advertised letters were for Schenectady residents – and when the number of letters advertised each quarter had risen to about 250 – what indeed could explain not passing by the post-office at least on a weekly or fortnightly bases? The surnames that appear repeatedly are some of Schenectady's oldest and finest. Is it a mark of status that people write to you, so it pleases you to have the fact appear in the newspaper? Finally, a postmaster's compensation was based on the revenue recorded in his office, so you might think he would put some effort into getting the word out about undelivered letters each quarter-end the same as he undoubtedly put the word out to settle credit accounts.

Whatever the case, our purpose here is to try to understand whether the not insignificant sums invested at 1 or 2 cents per letter in advertising returned enough


with the GENERAL POST-OFFICE from April 1st to June 30th 1819 Cr.

		Dollars.	Cts.
7	By postage of letters overcharged and mis-sent this quarter,	9	15
8	By postage of dead letters sent to the General Post-Office ditto,	16	27
9	By postage of letters now remaining in this office,	34	63
10	Balance carried down,	401	96
		462	02
14	By commission on 100 D. ·· C. Letter Postage, at thirty per cent.	60	00
	By ditto on 301 D. 96 C. Letter Postage, at twenty-five per cent.	75	49
15	By ditto on 15 D. 79 C. News-paper Postage, at fifty per cent.	7	89
16	By 130 free letters delivered out of this office this quarter, at two cents each,	2	60
		135	98
17	By — ship letters paid for this qr. as by receipts herewith at two cents each,	—	—
18	By cash paid the mail carrier for 40 way letters, at one cent each,		40
19	By contingent expenses as by receipts herewith,		4 30
20	Balance due to the General Post-Office,	276	07
		Dollars 417	75

☞ No charge for contingent expenses can be passed at the Treasury, without a receipt for the actual payment.

Errors Excepted Jas. Thurston P.M.

The Postmaster in Schenectady in account Current with the United States

Post paper & Line & Clerk A. M

in postage on just those letters that were redeemed from the list to make the effort economically justifiable (the ethical responsibility to complete delivery was, in my opinion, a factor they did not ignore in this era). Certainly, if Joseph Shurtleff paid anything close to two cents per line, or per letter (it was not until 1808 that congress set a limit of two cents per letter for advertising) and delivered even 2 or 3 of those 14 letters the postal system was money ahead assuming those letters would not otherwise have been delivered in the following three months.

Despite lacking the kinds of records kept by the Post Office Department a generation later, I still believe we can get a rough idea of how effective advertising was by putting together information from the Lists of Letters Remaining with information contained in the postmasters quarterly statement of Account Current – when we are lucky enough to find them.

I am fortunate to have the Schenectady postmaster's retained copy of the appropriate quarterly Account Current in order to rationalize two successive quarter's List of Letters Remaining within the total revenues of the office.

We need to pull a few numbers from the account current: line 1 shows postage of letters which remained in the office last quarter, $37.43 1/2 ; line 8 shows postage of dead letters sent to the General Post-Office ditto (meaning this quarter), $16.27 1/2.

At the March 1819 quarter-end there were 245 letters remaining on which the Schenectady postmaster expected to collect $37.43 1/2, but despite advertising those letters in the Schenectady Cabinet for three consecutive weeks in April 1819 and waiting 3 months for recipients to redeem them, on or just before June 30th the postmaster sent

THE CABINET.

PRINTED AND PUBLISHED BY J. BRIES, FIRST DOOR EAST OF THE DUTCH CHURCH, UNION-STREET, SCHENECTADY.

[VOL. IX.] WEDNESDAY, APRIL 7, 1819. [No. 444.]

A LIST OF LETTERS,

Remaining in the Post-Office at Schenectady, March 31, 1819.

Persons calling for any of the following letters, will please to say they are advertised.

Where the name of the place is not mentioned they are for Schenectady.

A.—Betsy Anthon, Maria Alexander 2, Margaret Alshouse, Adelphia Society, Chelsonius Ashhower; Judith Arnold, 4th ward.

B.—John Bloom 2, James Bin, Sylvester Brown, Edward Bond, Mr. Bissell, Garret Bantey, John Brown, Jun. Cathelina Bogert, Philip Beekhouse, John P. Brinn; Joseph G. Burton, Daniel Bowen, John Bradford, 4th ward; Elizabeth Buchanan, Esq. Batterfield, Duanesburgh; Samuel Bond, Princetown; William Bell, Abel Burns, Scaticook.

C.—Caleb Clark, Elsy Child, Henry S. Crosby 2, Nicholas Cluster 2, Jacob Cornell, Capt. Peter I. Clute, Moriah Carpenter, James Chutney, Tinjhen Cogswell 2, Henry Christian 2, Luther Cate, Edward Clark, Mary Conley, Peter I. Clute, John A. Converse, *Alfred C.* Campbell, Barnard Cadwarth, David Crout, John Clark; Harvey Chesseman, Elias Clemens, Calvin Clememan, *Princetown*; Aaron Costello, Richard Cornell, 4th ward; William Carver, *Niskayuna*; Samuel Cole, Orange; Isabel Charles, *Duanesburgh*.

D.—2, not 1 Dugraff, Richard Duncan, Henery Delamont, William Dennoth, Revd. John Dunshlee, James Donaghee, Jacob De Freze, Capt. Richard Duncan, Catherine Donaldson, Scotch Bridge 2.

E.—Catherine Eagles, John Elmsford, Jun. Maria Everyman, John Elder, Samuel Eighmey.

F.—Hiram Freeman, Jacob M. K. Freeman, Daniel Fuller 2, Cornelius Feling or John Clark, Samuel Freeman, John Fries, Jacomp Fleshert, Cornelius Fleshert, 2d ward; Sally Fuldeman, Daniel Fuldeman, Henry Foode, Anna Fagan, Francis Felcher; Isaac Ford, *Princetown*; Polly I. Fisher, Dr. Richard Frolich, *Watervan*; John Fink, 4th ward.

G.—John A. Gillet, Ann Gil, Stephen Gulge, John Grant, Gage Gramby, John V. Glen, Erick Gladd, Andrew Gregg; John Gardner, *Cherokee*.

H.—Thomas Harmon, Francis Hill, Elisha Hyde, James Hunter, Luther C. Hotch 2, Henry wemple, Christian wemple, Jacobus B. Vanderzeigh, Hannibal Hart, 1, C. ward 2, J. K. warren Jones; Zenthe Jones, Deserius D. Johnson, Isaac nanley, Brandreth.

K.—Anna Kneis, David Kinde; John Knight, Orange; John H. Kennedy, Princetown.

L.—Alexander Lightfoot; Abby Lovett, Lauretta Little, James I. Lightfoot, 4th ward; Christ. H. Lansing, Turnpike; Rebecca Lord, Hollston.

M.—William Masters, Joseph Myers, Ann Money, Thomas M. Mumford, Henry Mansion 2, Georg Mahon, Stephen Meredeth, James McVicker, Jeremiah McConnell, Robert Mase, Andrew Miller, Jan Michel; George Masters, William McGregor, 2d ward; Robert Millard, Orange; John McLinery, William J. Harvey, Duanesburgh.

N.—Catherine Noble, Isabella Nickson.

O.—Perry O'Conner; Jacob Orehout, 4th ward.

P.—Simon Putter, Jane Peterson, Dinah Pell, John Pangborn, John Putman, Christopher Peek, 2d ward; Mary B. Potter, John D. Putman, David Pentz, 4th ward.

Q.—Garret Quackenbush.

R.—Peter Rozel; Elijah Robins, 2d ward.

S.—John Scudge, Jan A. Swit 2, N. I. Schermerhorn, Margrit Smith 2, Bartholomew Schermerhorn, John Stewart, Henry Stewart, Sylvanus Stewart, Rev. Wm. Sutherland, Joseph Sheffield, John Sutts, Isaac Southerd, Mynther Scarr, Smith Street, Jacob Shively, Thomas Smith, James Smith, Anne Stenbergh, Wm. H. Seward 2; John I. Schermerhorn, 2d ward; Ann Maria Stevens, 4th ward; Theodore Sanders, Scaia; Martin Stanton, *Princetown*; George Sheldon, *William Shepherd, Orange*.

T.—James Telfer, Elizabeth Tell, Philip Truax, Peter B. Tygart, Jacob Truax, Philip A. Truax, Mary Tice, Mr. Tripp 2, Daniel Tell, Sebastian Tymeson; Daniel Tell, 4th ward; Esperanza Tuesdell, Robert Turnbull, *Princetown*; Cornelius Timerson, *Watervan*.

V.—Benjamin Vedder, Phillip Van Antbergh, Phillip Vedder, Abraham Van Pelt, Henry V. Antwerp, Elihue Vedder, Mose Van Vranken 2, Elias Van Voost, Jacob V. W. Veghten, Rebecka Van Vranh, *Moses* Vander, Angelica Van Petten, John Van Slogt, Richard Vanderheyden, Albert Van Vast; Frederick D. Van Petten, 2d ward; Peter Van Dyke, *Prince Town*; Jacob J. Vrooman, Abraham Vedder, 4th ward; Marshall Wilson 2, N. N. Whiting, Nathan N. Whiting, Whiting, Mr. Ward, Mathew White, Charles Wilmerton, Margrit Wields, George Wouster, John Wickley, C. Williamson, George Wynan, Nathan Ware, J. Watson, Robert C. Walmsley 2, *Alfred Willy Pic.*; Thos; Joshua Whalley, Alexander Weatherwax, 4th ward.

Y.—John B. Youngs 2.

JACOB THURSTON, P. M.

THE CABINET.

PRINTED AND PUBLISHED BY J. BRIES, FIRST DOOR EAST OF THE DUTCH CHURCH, UNION-STREET.

[VOL. X.] WEDNESDAY, JULY 7, 1819.

A LIST OF LETTERS,

Remaining in the Post-Office at Schenectady, June 30, 1819.

Persons calling for any of the following letters, will please to say they are advertised.

Where the name of the place is not mentioned they are for Schenectady.

A.—Ebenezer Akins; Robert Abell, Lawrence Abilof, 4th ward.

B.—James Ball, Daniel Bennet, Nathan Baldock, Sally Bostick, Peter Becker, Mr. Blandford, Elizabeth Becker, James Byrn, Lewis Bixby, Henry I. Bultkey, John C. Barhydt, Peter Bronnaglin, Samuel Bowne, Ely Bullock, Arianna Bishop; Samuel Bent, *Princetown*; Charles Bower, *Princetown*.

C.—Hugh Cox, Foxcroft P. Cists, Nicolas Cists, Isaac Cody, Jesse T. Conklin, Frederick P. Cists, Sophia Clark, Mr. Clark, Frederick Cox, Elizabeth Coulson, William Cory 2, Calvin Clemenson, Henry S. Crosby, Daniel Cox, Silvester Chapman, David Canfield, Henry A. Custer, William P. Cox; Silvester Chapman, Aaron Cantill, Gideon Crandal, Sylvester Chapman, Benjamin Chamberlin, Isaac Christiance, Esther Carpenter, John Chamberlin, 4th ward; Nathan Calkins, 2d ward; Richard Cists, *Niskayuna*; Samuel Cole, Orange; Calvin Clemenson, Alexander Chapman, *Princetown*; James Canning, Duanesburgh; Corsbury Clapp, Glenville 2.

D.—George Dewey, Nathan Daley, Richard DeCantzius, Hichd. DeCantzius, Richard De Cantzius, Messrs. Dox & Co.; Dox Derbyshire, *Ald's Patent*; John Dayne, Samuel S. Davis, The W. Master of Duty Lodge No. 202, 2, *Princetown*.

E.—Elias S. Fountain; John Elmsh, 4th ward.

F.—John N. Flood, Evelina Fisher, John I. Fisher, Martin Thomas 2, Giles Foode, David Fort; Peter Ferguson, ward; Jacob Palmer, *Clifton park*; Ebenezer Frisbee, 4th ward.

G.—Abraham S. Groot, Wm. Gaudy, John Gadman, Richard Odlum, Cornelius A. Groot, Tony Gully, John V. Glen; Robert Getty, Nenard I. Gayling, *Princetown*; Derick C. Groot, *Niskayuna*.

H.—John Hildreth, Silas Henderson, Edward or Water Hoer, John Hiller, Jane Hatfield; John W. Newton, 4th ward.

I.—Thomas Innis.

J.—Revd. W. Jones, S. W. Jones; Thomas Jones, Mineral.

K.—Robert Kelley; Minshel Knight, 4th ward; Solomon Kelley, *Princetown*.

L.—Isaac Ledyard, Nancy Litchfield, Elijah Lake, Isaac Lacey, Mary L'Amoureux; John Lowrey, Jun. Joseph Lippert, 4th ward; James A. Lightfoot, *Patent*; Alexander Liddle, Duanesburgh.

M.—Robt. Marr, Isaac N. Marselis, Elias McCauley, Benjamin Nice, Thomas Hannelly, George Mairs, John W. McJimsey, Jane Mansell, James Marshall, John McNeal, William May, 2d ward; John McCallum, Duanesburgh; James or William McConnell, Maria Ma Gee, Alexander McIntosh, Princetown.

N.—John Newell, John Nesel, Edward Neufelis.

P.—Hiram Patten, Clarissa Pinman, Jonathan Pierce, Sarah Packard, Ann Peart, John Pangborn; Chrystopher Peck, 2d ward; Franny B. Potter, Reuben Potter, 4th ward; Lake Peek, 6 miles above Sch'y, John Pearse, *Princetown*.

R.—Artemus Radford, Edward Radcliff, James Rogers, Gilbert Reid, Pantak Reynolds; Wellaborn W. Rowe, *Princetown*.

S.—James Schermerhorn, John Sidi, Caroline Schermerhorn, Daniel Shipsie 2, Simon I. Schermerhorn, Caspar Shaw, William Swanson, I. Shaw, Andrew Smith, Clark Smith, Wm. H. Seward, Elizabeth Shannon, Nancy Simpson, Nancy Smith, James Smith, Seymour & Usher, Barry Stephens; John Smith, 2d ward; Peazer Northrop I. Smith, Catrin Schermerhorn or John Van Dick, 4th ward; Widow Sarah Schiller, up the Mohawk River; Joseph Shotwell, Orange; Mr. Spencer, *Frinstone Bridge*; James Saville, *Princetown*; Matthias Shaw, *Fondaleroh*.

T.—Peter Truax, Co. DeWitt Tappen, Janet Trench, Rezaeh Tann, Dr. James Tripp; John Turnbull, *Princetown*; Catherine Truax, *Half Way Moon between Albany and Sch'y*.

V.—Nicholas Vedder, Frederick Van Petten, Garret Vedder 2, Elsaline Vidder, Jonas A. Vrooman, Edgar Vandenbrand, D. Van Veighten, Margaret Van Patten, Hermanus Vedder, Hermanus Vedder, Dirick Van Veghten 2, Jacob Van Vranken Jun. Simon A. Vedder, Richard Vedder, Samuel Van Dorpool, John Van Gesbeck, John Van Gaasbeck, Abm A. Van Slyck, Edward Van Ness, Alexander VanSlyck, Hon. M. Van Slyck, Hermanus Vedder; John D. Van Vrost, *Lower Patty*; John Van Vleet, John N. Va Patten, 4th ward; Deacon VanVleet, 2d ward; Deborah Ann Van Antwerp, *Niskayuna*; Mary Vedder, *Niskayuna*.

W.—Thomas Wilkin, Mathew Watson, Jackson Wales, Oliver Wilson, Sally Walker, John Weaver; John Weber, John Webber, Abraham Whitbier, Burroughs Webber, Watson Wakenius, George Whitenus, 4th ward; Samuel Wright, Dunsburgh; William Weller, *Princetown*.

Y.—John Yates.

JACOB THURSTON, P. M.

Figures 14 & 15: Lists of Letters Remaining in the Schenectady post-office for the quarters ending March 31 and June 30, 1819. At March 31, there were 245 letters listed; at June 30 there were 225 letters listed.

an unstated number of letters to the Dead Letter Office on which he had expected to be paid postage of $16.27 1/2 . The good news was that he did collect postage of $21.16 on letters advertised in April and subsequently redeemed. That $21.16 represents 56.5 % of the postage and since the Treasury absorbed the cost of advertising as an expense of the post-office, his compensation for the quarter increased by $5.29, or about 4%.

If this 1819 quarter were representative of Schenectady's experience over time, it would have probably satisfied Schenectady's postmasters. I will leave it to readers to consider whether a 50% rate of response to all the published Lists of Letters Remaining throughout the system would have equally satisfied the Congresses that, over the years, tweaked the original program until requiring prepayment in 1855.

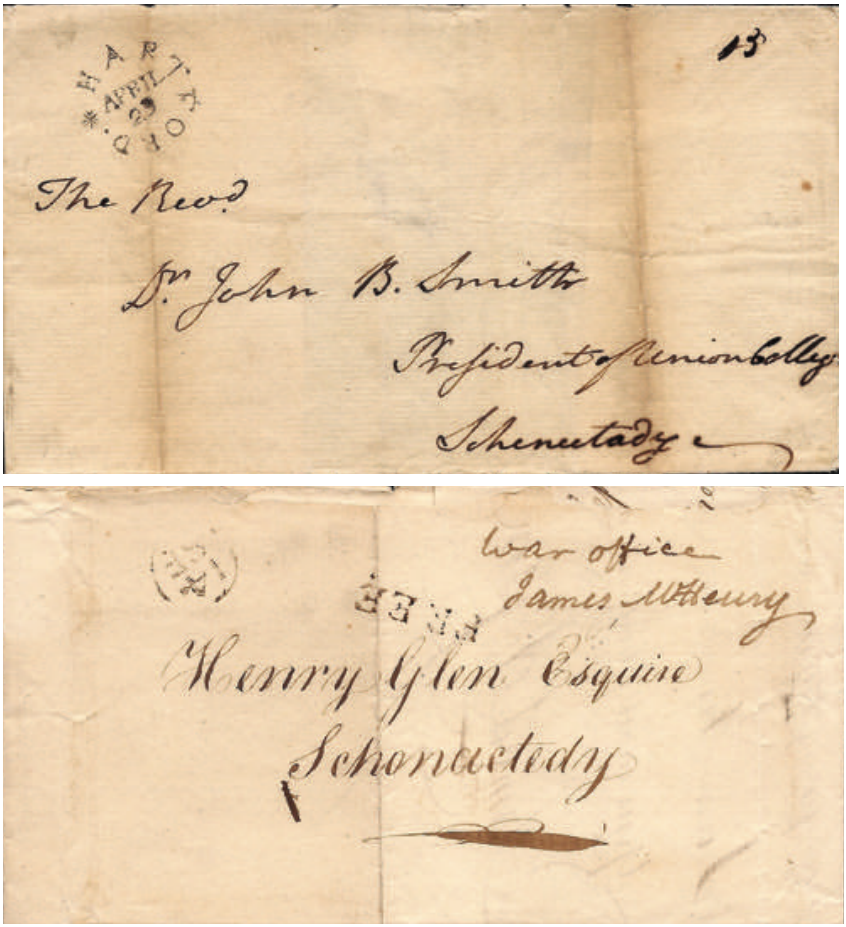


Figure 16: Two early incoming letters, neither with marks attributable to advertising - it is doubtful that before 1808 any Letters Remaining in the Schenectady post-office did. These are addressed to exactly the kinds of citizens whose names appear from time to time in the early Lists. Top: April 29, 1796 from Jonathan Edwards to John B. Smith, President of Union College, rated 15¢ for 150-200 miles; bottom: September 14, 1797 from Samuel Hodgdon to Henry Glen, occasional Member of Congress, but as Congress was not sitting in September, Secretary of War James McHenry provided the free franking.

Some Conclusions and a Thought About Future Investigations

Researching the Schenectady (and many other post-office) Lists of Letters Remaining was a gateway to deeper appreciation of the politics and economics of the early Post Office Department, post-revolution migration, but mostly to the fact that the uniformity of the Post was the yeast that spread a common American flavor into thirteen disparate colonial breads. The Lists of Letters Remaining give an excellent picture of regional development - I even contemplated producing a stop-motion video of settlements spreading across New York State based on the content of the Lists.

I studied a series of maps from the 1660s to 1855 to better understand the roads available to migrants, from military maps of native American trails to private turnpikes, canals and railroads. As the basis for a network of post roads, this is integral to the story of mail delivery being pushed closer and closer to smaller and smaller populations, economics be damned. That research is the basis for Part II of this story.

In the meantime, I welcome feedback, reaction and suggestions.

Notes

1 Robert J. Stets, *Postmasters & Postoffices of the United States 1782-1811*, La Posta Publications 1994, page188.

2 For a review of the postal provisions for advertising undelivered letters, beginning October 17, 1777, see James W. Milgram "Earliest Advertised Covers" *PHJ* 152, June 2012.

3 Source for all Lists of Letters is the GenealogyBank-accessed digital archives of old newspapers in which the lists were originally published. Some post-offices included in this study may have used only manuscript notices; many digital collections of newspapers are incomplete so that even if a List were published it is lost to us today.

Robert B. Bramwell is a native of Schenectady who left there physically in 1950, but whose philatelic heart returned in 2006. His article "Geography and Postal Service between Schenectady and New York City (Correspondence of Benjamin M. Mumford 1825-1840)" appeared in *Geography & Postal History: Papers from a "Writers' Institute" Summer Seminar 2011*.

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The Persistence of Post Offices:
A Case Study of Crowsnest Pass, Alberta, Canada

by Dale Speirs

Introduction

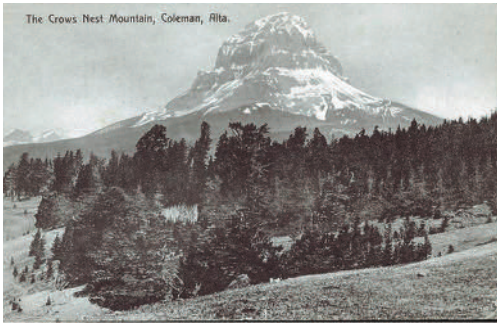


Figure 1: Crowsnest Mountain, 9.138 feet.

The Crowsnest Pass is the southernmost pass of the Canadian Rockies, connecting southwestern Alberta with southeastern British Columbia. Crowsnest Mountain is a conspicuous sight in the pass, not because it is higher than the other mountains but because it stands alone in an open area, while the other mountains are crowded together in jumbled ranges. Figure 1 is a 1909 real-photo postcard showing the mountain. There has never been any consistency in spelling the name of the pass and its lake, river, and mountain which also have the same name. I will use the Crowsnest spelling which is what the Canadian Geographical Board prefers, but the name is frequently seen as Crows Nest, or Crow's Nest. The origin of the name has also been muddied. The Siksika, Piikani, and Cree tribal names referred to the mountain in the sense of the bird, but it happened that in 1852 a raiding party of Crow Indians from Montana was ambushed in the pass by the Siksika and wiped out. This was commonly said by pioneers to be the origin of the name, but that was based on the English name for that tribe. The three Canadian tribes had different names for the Montana tribe that were distinct from their name for the bird, so the etymology is derived from either the mountain looking like a crow's nest or an actual nest of the bird somewhere along the pass.[1]

The pass straddles the border and goes as far west as Fernie, British Columbia. The political boundary between the two provinces is the continental divide, and the history of the British Columbian side was disconnected for geographical and political reasons. There was a post office called Crowsnest on the west side of the border just inside British Columbia. The valley is quite narrow in places and several lakes along its length filled the width, forcing early travelers to hike over a ridge on the north side to get past them. The railroad and highway both follow along the banks of the Crowsnest River so closely that a map of one of them is essentially a map of the other two. Later, blasting and infilling allowed the construction of a railroad and highway around the edges of the lakes.

The earliest settlers and explorers noticed the abundant coal deposits, as a result of which the pass became a string of mining villages. Due to the large proportion of single men in the population, Crowsnest Pass developed a reputation as a wild and violent area. The Mounties and clergy were perpetually dealing with speakeasies, brothels, and gambling houses, and several constables died in the line of duty. In 1903, the Frank Slide occurred when the north face of Turtle Mountain fell into the pass, burying at least 76 people in the village of Frank, about which more later. Coal mine explosions were not uncommon, killing many miners over the years. Labor strikes were often long and bitter.

The coal industry died in the 1960s and today the valley's economy is a shadow of its former self. The major industry is now tourism.

The coal industry began declining during the Great Depression and was terminally ill by the 1960s. Because the villages and hamlets were all within riding or walking distance of each other or the railway, it was common for a settlement in the pass to persist for decades after its mine closed, as the miners would simply commute to work at a new mine by train or walking. Elsewhere in western Canada in the pioneer days, tiny post offices were established in large numbers due to bad roads, and then died out as good roads appeared and made it easier to get mail via rural free delivery or shop elsewhere. In Crowsnest Pass, bad roads were not a major problem because of the mainline railway through the narrow valley. Many Crowsnest Pass settlements and post offices existed long after any economic rationale for their existence had disappeared.

This article only discusses villages that had a post office but there were numerous hamlets and populated place names too tiny to mention. Figure 2 is a map marked with the postal villages in the Crowsnest Pass. Coleman, Blairmore, Bellevue, and Hillcrest Mines still have their post offices. Frank is still extant but no longer has a post office. Lille, Passburg, and Burmis are extinct mining villages, with little or no trace of them left beyond a few ruins here and there. In 1979, the Alberta provincial government merged every settlement in the pass, with or without a post office, into one new long municipality called Crowsnest Pass. Local identity dies hard though, and the post offices of the merged municipality are still known by their previous names. Canada Post gave them all identical pictorial postmarks, with only different post office names, as seen in Figure 3. Crowsnest Mountain can be seen in the background of these postmarks.

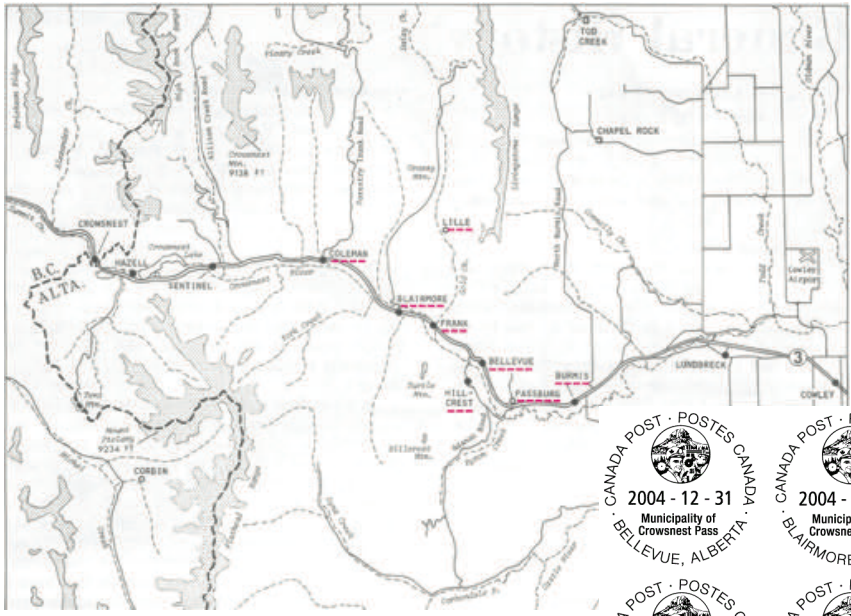


Figure 2: Map with Crowsnest Pass post offices underlined in red..

Figure 3: 1979 pictorial post-marks for the 4 remaining offices.

Blairmore

Blairmore is in the middle of the Alberta section of the Crowsnest Pass and had the first post office, which opened on January 9, 1899 with Henry Edward Lyon as postmaster. His name was often misspelled as Lyons, including on the Post Offices and Postmasters Website.[2] Blairmore began as a railroad siding in 1898 called Tenth Siding, then briefly The Springs before it was named in honor of A.G. Blair, the federal Minister of Railways. Lyon was the CPR station agent, and Felix Montalbetti was the section foreman. Both claimed squatter's rights to the townsite and the litigation dragged through the courts until 1907. As a result, development of the village was slow, since no one wanted to buy lots if the title wasn't clear. The post office was not in the railway station but in a log building directly across from the station, and shared quarters with Lyon's general store. He was also Mayor, a magistrate, school board trustee, and the first person in the pass to own a motor car. Lyon Creek, which flows through the centre of Blairmore, is named after him. Figure 4 shows a proof strike of the Blairmore duplex postmark. When the Frank Slide occurred in 1903, he and his post office assistant James Harrington Farmer were the first outside rescuers on the scene. Farmer had previously been a bank manager in Frank. The store was closed down in 1911 after Lyon's wife died, leaving him with ten children, and the post office moved to the north side of the village to share a building with a real estate agency that Lyon owned.[3] In 1914, someone broke into the building and set it on fire. The post office and its mails were a complete loss. It was re-established in a building across the street where it remained for the rest of Lyon's term as postmaster.

Figure 4.

Lyon was officially postmaster until June 10, 1919 but in actual fact he had joined the army in 1916 and gone off to war. His assistant James Farmer ran the post office and became official postmaster on October 2, 1919. Figure 5 shows a 1922 postal card postmarked during Farmer's tenure. During his time as postmaster, Farmer served seven years as Mayor of Blairmore from 1926. He remained as postmaster until January 1, 1948 but was seriously ill during his later years. His assistant Harold McPhail ran the office although he was never an official postmaster.[4]

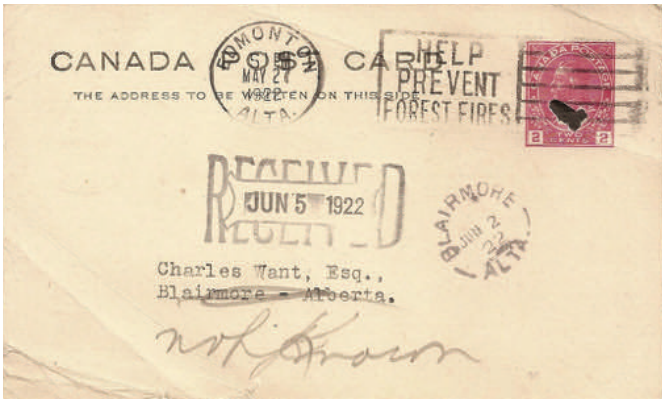


Figure 5: Postal card mailed May 27, 1922 from Edmonton to Blairmore where the cover received a circular datestamp of June 2. Charles Want was "not known" so it was returned and received back on June 5.

In 1948 the post office became a civil service position. Robert McDougall Bannan was the third postmaster of Blairmore. During his tenure the post office moved in July 1955 into the Federal Building as the government consolidated all its services. Bannan stayed until June 5, 1958 when Joseph Angelo Semenzin became acting postmaster. John Joseph Stephen Yanoto became official postmaster on April 1, 1959 and Semenzin returned to his previous duties as a psotal clerk, eventually putting in more than three decades with the post office. Thereafter followed a string of civil service postmasters.

Frank

Frank is located at the base of Turtle Mountain where Gold Creek flows into Crowsnest River. Like the other settlements in the pass it was a coal mining village. Frank's history was forever shaped in 1903 by one of the largest landslides in world history. In the pre-dawn hours of April 29th, at 04h10, the north top of Turtle Mountain leaned out over the valley and broke off directly above the coal mine. A thick slab of limestone 400 meters high (the height of the Twin Towers), 1.2 km wide, and 150 meters thick fell through the air, hit the base of the mountain, shattered, slid across the valley floor for three kilometers, and went up the far side, covering 1,500 hectares. The eastern part of Frank, mostly residential, was buried thirty meters deep in places. The known death toll is 76, but there was a construction camp completely buried which did not have a record of all who were living there, so the probable number is higher. In addition, many workers camped out independently on the valley floor, and their names and stories will never be known. The commercial side of the village and other residences on the west side of Gold Creek were not affected, other than a blast of air from the landslide shaking all the buildings and causing some minor damage to the structures. The blast of air also caused panic among the sleeping inhabitants who were physically tossed out of their beds and who thought the End Times had come.[5] Figure 6 is a real-photo postcard taken a few months after the landslide; the area still looks much the same today. The image shows where the residential district once was. The post office was on the far side of the rockfall, to the right outside the photo.

Figure 6.

The Frank post office opened on August 1, 1901 with S.W. Gebo (originally Gibeau) as the first postmaster. Gebo had come out west the year before exploring for coal and found a good seam at the base of Turtle Mountain. Not having sufficient capital to develop the mine, he contacted A.L. Frank of Montana, who came up north and bought out Gebo for $30,000, which was a fortune in those days. Mine development commenced immediately and the two men are considered the founders of the village. Gebo was elected the first mayor of Frank, and after two terms was succeeded by J.H. Farmer from Blairmore. Because of his many other

duties, Gebo resigned as postmaster on December 2, 1901, only a few months after taking on the job. Frank was on the rail line, so it always received its mail directly.

J.E. Woods then took over as postmaster in a general store until November 22, 1904. It was on his watch that the Frank Slide occurred. The post office was outside the rockfall zone. The landslide buried the railroad, so for several months until a new track was built over the rubble, the local Mounties met the trains on either side and carried the mails on horseback across the disaster zone. Since the mails were never completely stopped but only briefly delayed a few hours, there were no markings on any covers. I would refuse to buy any Crowsnest cover with a marking purporting to be mail delayed because of the landslide. Frank was on the western edge of the landslide, the interior side of the pass, and therefore was cut off until the replacement rail line was built. Train passengers had to take a very bumpy ride by stagecoach over the debris.

A.V. Lang was the next postmaster after Wood, serving until November 9, 1910, keeping it in the store. James Maylor followed as postmaster until November 27, 1912. Isaac Wilson then became the first long-serving postmaster, until his death on December 28, 1928. After a placeholder came and went, Miss Juanita Garrison served from January 3, 1929 until her father Elmer settled into the job on February 29, 1932. He served until December 1, 1950. During this time the post office moved into a standalone building. Figure 7 is an airmail cover sent to Frank during Juanita's tenure; the Frank backstamp is shown at lower left. There was no airmail service to Crowsnest Pass at that time (and very little anywhere else in western Canada beyond experimental flights), so the stamp would have only paid for the service within the U.S.

Figure 7.

Frederick George Pryor succeeded Garrison and stayed until March 8, 1958. After him came Frank Svoboda, who moved the post office to a new lot, and held the postmastership until May 21, 1960. Svoboda was not a man to be bound by rules, and occasionally closed the post office so he could go fishing. He would leave a sign on the door telling customers the mail would be distributed the next day. The final postmaster of Frank was Gladys Wyatts, who kept the position until the post office closed on August 27, 1969. Thereafter mail service and box numbers were out of Blairmore.

Over time, the village migrated further west away from the landslide. The post office was unscathed but as happened with many other businesses, the building was later moved north of the railway line to a safer location. The coal mine re-started and continued to operate until 1917 when a detailed geological report said it was further destabilizing the mountain. It shut down and eliminated the last vestige of industry in the village. The village continued to exist though, because it was within walking or riding distance of other mines, so many of the miners saw no reason to move house. The post office therefore

persisted for five decades after its original reason for creation was gone. The landslide became a tourist attraction, and today there is an interpretive center on the highway where it crosses the rockfall.

Coleman

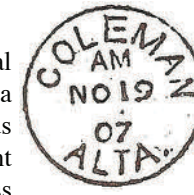


Figure 8.

Coleman began as a planned community by the International Coal and Coke Co. and was incorporated in 1903. The company wanted a respectable town for married miners and their families, so title deeds prohibited the sale of liquor and imposed other restrictions to prevent the problems that other mining towns in the pass had with their rootless populations. It was originally known as McGillivray Hill or Paulson's Camp, but when formally established was named after Coleman Flumerfelt, the daughter of the townsite manager. Initially the Canadian Post Office objected to the name because there were already several Coleman post offices across Canada, but they relented. The post office opened on May 1, 1904 with M. McKay as the first postmaster. The post office burned down in 1905 and McKay resigned on April 14, 1905 as postmaster. The post office then moved three times over the next six years as three different postmasters came and went. Figure 8 is a proof strike of one of the postmarks. By 1908, the Coleman post office was fifth in Alberta in terms of money orders issued although its population was not fifth in the province. The inhabitants of Coleman were mostly immigrants, many of whom sent money to relatives elsewhere.

Frank George Graham became a long-serving postmaster from April 2, 1913 until his death on August 21, 1937. He had originally settled in Frank, where the family was just outside the landslide zone, which shook them emotionally as well as physically. Coleman, just being established about then, seemed safer. The Grahams operated a general store in Coleman from December 1903 onward. When they took over the post office a decade later, his wife Mary became the assistant behind the counter until her death in 1929. Their son Frank Harold Graham then took over the store and post office from August 21, 1937 until his retirement on October 31, 1961. After the Grahams gave up the post office, Melville Alexander Cornett became postmaster until 1976. He was born and raised in the pass, served in World War Two, then worked in the coal mines before becoming postmaster. The post office went through two more postmasters before closing on October 10, 1991 and being replaced by a retail postal outlet. The current outlet is now in a drugstore, Remedy's Rx.

Lille

Lille began in 1901 as French Camp, a mining hamlet established by the Societe Anonyme du Chemin de fer Houiller de Canada, a group of French investors led by J.J. Fleutot. (His daughter was the one who named Bellevue.) It was located at the top of Gold Creek, north of Frank, on an extremely steep slope. The railroad spur built to serve it had twenty trestle bridges in ten kilometers over the meandering creek, and the grade was such that engines could only move three cars at a time. The Frank Slide destroyed the lower half of the track, and it wasn't until November of that year that a new line was built. That same year, the settlement was renamed Lille, after the French town where the owners had their headquarters. In 1910, there were 400 inhabitants in the village. By 1912, the best quality coal had run out and, combined with very high maintenance costs for the railway, the mines were no longer economical. The village was dead by 1913, and everyone and

everything moved to other mines in the pass, mostly Bellevue and Blairmore.

The Lille post office opened on February 1, 1906 with William Price Williams as postmaster. He was a Welshman who had originally gone to the Pennsylvania coal mines, then came to Canada. He worked first at Anthracite, near Banff, as a general superintendent and engineer. In the same capacity he came to Lille and subsequently Bellevue. He was very likely postmaster in title only and would have seconded the actual duties to someone else. Figure 9 is a photo of Lille taken in 1907 and shows the post office on the righthand side. Williams gave up the postmastership on July 13, 1908 and handed it over to Frederick Matthew Thompson, who owned the general store. Thompson stayed as postmaster until August 31, 1912 when the post office permanently closed after the mines shut down. He moved the store to Blairmore. In this case, the post office and village failed to persist because they were too far from the railway mainline, not just because of the horizontal distance, but because of the very steep climb up the slope.

Figure 9: Lille in 1909, Thompson's general store with the post office on the right.

Bellevue

Bellevue was built on the eastern side of the Frank Slide to exploit coal seams just down the slope from Lille. Elsie Fleutot was visiting the Crowsnest Pass, and exclaimed "Quelle une belle vue!" (What a beautiful view!) when admiring the scenery for the first time. Her father, a director of the coal mine, overheard her and named the company town thusly.[6] J.J. Fleutot opened a mine near the townsite in 1904.

Figure 10.

The village grew rapidly and a post office opened in a general store on June 15, 1907 with Thomas M. Burnett as the first postmaster. Although the official postmaster, he concentrated on the store side of the business and Nora Mitchell actually ran the post office. Figure 10 shows a proof strike of the Bellevue duplex postmark.

Every village in Canada has had its Great Fire, and Bellevue was no exception. On August 28, 1917, all but three buildings of the business district were wiped out. Burnett gave up the postmastership a few months later on October 10, 1917, but that was just the official discharge date, as he abandoned the ruined store and post office immediately after the fire. He didn't have the heart to start over again. Frank Bosely was postmaster from November 22, 1917 until August 15, 1924. Watts Goodwin then became a long server

from November 4, 1924 to March 14, 1950, during which time the post office became a civil service job in 1948. He was an Englishman who did a lot of roaming around the world before finally settling in the Crowsnest Pass as a Draegerman (mine rescue worker) and church choirmaster. After a brief placeholder came and went, John Daniel White took over as postmaster from August 16, 1950 until August 2, 1978. Figure 11 shows a cover sent from Bellevue during his tenure. Since then several more civil service postmasters have held the job. The mail came via the railroad, then in the 1950s by truck.

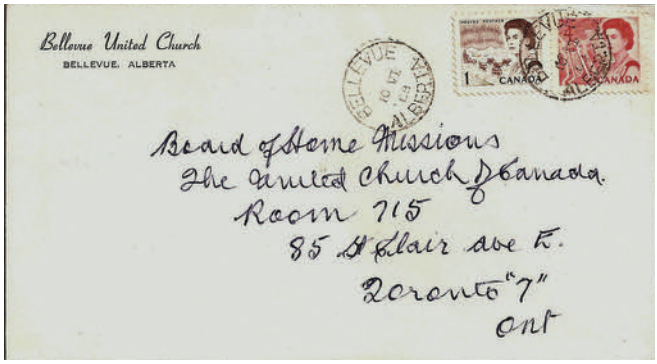


Figure 11: Cover mailed from the United church in Bellevue during the long tenure of postmaster John Daniel White.

Hillcrest Mines

Hillcrest Mines is directly across the Crowsnest River from Bellevue and its post office opened the same day. Charles Plummer (Chippy) Hill, an Idaho man, prospected coal seams in the area in 1898 but didn't get the Hill Crest Coal and Coke Co. incorporated until 1905. Hill was the official postmaster from June 15, 1907 to May 16, 1911, but as a mine owner it is unlikely that he spent much time behind the counter and he would have delegated the job to a clerk.

Figure 12.

The post office then moved from the mine office into the general store of George Edward Cruikshank who held the job until May 10, 1920. Figure 12 is a proof strike of the duplex cancel used during his tenure. He had originally been a partner of Thomas Burnett across the river in Bellevue, so undoubtedly knew the postal counter. The store then changed hands four times over the next sixteen years, with the storeowners coming and going as postmasters. Fred McDougall then served from May 1, 1936 to March 20, 1955. After him were at least four more postmasters before Canada Post's privacy rules (that guarded postmasters' names) kick in. Hillcrest Mines is on the railway so mail came that way before trucks took over in the 1950s.

Passburg

This settlement began as a grassy hollow at the eastern end of the Crowsnest Pass where rustlers would hide their stolen cattle. They discovered that cattle were content to graze in the bottomlands without bothering to climb out of the valley (cattle are just as lazy as humans). The Mounties caught on to this and in 1883 established a post there which became known as Police Flats. Coal mine developers William Hamilton and John Kerr later arrived and prospected the seams. By this time cattle rustling had been

replaced by coal mining as the major industry, and the Mounties withdrew from Police Flats. Leitch Collieries was founded in 1907 to work the mine, and the area was briefly known by that name. Prior to the opening of the post office, mail was couriered from the Frank post office by William Kerr, John's brother.

William Kerr opened a general store at the mine and became postmaster on June 1, 1908. Figure 13 shows him proudly posing in front of the post office when it opened for business, and Figure 14 is the proof strike of the first postmark. Mrs. Hamilton supplied the name Passburg for the new post office. Initially there was no mail service by train as was the case with the other post offices in the pass. Instead, mail was carried on horseback via the Hillcrest Mines post office, often by the Hamiltons' young daughter Jesse. During a bitter mining strike in 1911 she was used as a courier to cross the picket lines. The miners knew her and that she regularly rode her pony to the mine to see her father, so they would give her candy and let her through, unaware the child was carrying mail and the payroll for the scabs.

Figure 13: Postmaster Kerr at the opening of the Passburg post office in 1908.

Kerr sold the store to J. Norman Rowell who became the new postmaster on May 5, 1910. Once a spur line to the mine was built, mail arrived via a catch post system. Rowell served as postmaster until being dismissed for political partisanship on 1914. This is puzzling because while a number of postmasters in Alberta were removed from office after the 1911 federal election when the Tories came to power, the date is a rather late one. It was when the opening shots of World War One were being fired. Leitch Collieries, with which the Kerrs were associated, had just won a coking coal contract with some Balkan

Figure 14.

nations. The contract was repudiated by the Balkaners when the war started, and Leitch Collieries was left without markets for its coal. The mine soon shut down and Passburg never recovered. The Rowells didn't stay long and moved to Wapella, Saskatchewan.

John Kerr then became the final postmaster, serving until his retirement on January 1, 1938. He died shortly after, and so did the post office as no one else was interested in running a general store in the moribund village. Today only a few ruins are left where the village once was. Passburg was a more difficult commute to the remaining coal mines because it was on a discontinued spur line, not the main line.

Burmis

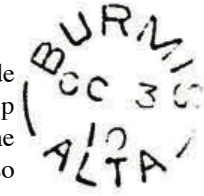


Figure 15.

Coal was found in the Burmis area circa 1900 but it was a decade before any serious development began. The CPR built a flag stop called Livingstone after a nearby mountain range. When the time came to establish a post office, that name was already in use elsewhere so Burmis was created. It is a combination of the names of two pioneer ranchers in the area, Robert H. Burns and Jack Kemmis. The Burmis post office opened on October 1, 1910 with E.A. Westfall as postmaster, but he didn't even last out the month in that capacity, leaving on the 24th. Figure 15 shows the proof strike of the first postmark. A second try began a few months later with D.D. Dewey becoming postmaster on January 1, 1911. He was succeeded by J.C. Chester on September 9, 1911 who served until October 27, 1916. Storekeeper W.A. Brown then became postmaster until he sold the store on November 23, 1920 to James H. Eddy who took on the position. He resigned as postmaster on August 2, 1932 and moved to British Columbia where he took up a fruit orchard.

The post office then separated from the Eddy store, which continued to be operated by his son James Jr, and Allan McIsaac became the longest serving postmaster of Burmis from October 31, 1932 until his death on September 12, 1957. His widow Mary Catherine McIsaac carried on the post office until October 4, 1964. Both the village and the post office slowly dwindled away. First the mine ran out of coal and closed. Since all the villages in the pass were so close to each other, this did not mean immediate abandonment because miners would commute down the rail line to other mines. The lumbering industry started up at Burmis in 1936 and operated until 1960, until the best trees were gone. Three more postmasters came and went before the post office permanently closed on April 28, 1968. Only ruins exist today.

Epilogue

Unlike elsewhere in rural Alberta where good roads killed off many rural villages and post offices,[7] the settlements of Crowsnest Pass often lingered for decades. Since the vast majority of traffic through the pass in the early days was via the main line or a few spur lines of the railway, the residents of the valley were not as troubled by bad roads. If a coal mine closed, it did not destroy the village immediately as would have happened out on the prairies or with other single-industry company towns. With easy commuting by train or just walking, miners saw no reason to uproot themselves just because they had to work a few kilometers down the valley. Thus many post offices of Crowsnest Pass persisted on well past their reason for creation.

Endnotes

[1] Cousins, W.J. (1981) *A History of the Crow's Nest Pass,* Historic Trails Society of Alberta.
[2] Library and Archives Canada (downloaded January 26, 2012) Post offices and postmasters. http://www.collectionscanada.gc.ca/databases/post-offices
[3] Various authors (1979) *Crowsnest and Its People,* the Crowsnest Pass Historical Society.
[4] Various authors (1962) *The Story of Blairmore, Alberta, 1911-1961,* Blairmore Lions Club, Alberta.
[5] Anderson, Frank (1968) *The Frank Slide Story,* Frontier Publishing, Aldergrove, British Columbia.
[6] Karamitsanis, Aphrodite (1992) *Place Names of Alberta: Vol. 1,* University of Calgary Press, Alberta. Page 20
[7] Speirs, Dale (2012) "Good roads and dead post offices: A case study of the Western Irrigation District, Alberta, Canada," *Postal History Journal (USA)* 152:7-15

Dale Speirs, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Calgary Philatelic Society, Alberta, Canada).

Blockade Mail, Cuba 1898 - Yamil Kouri

At our Society General Meeting, held in Hartford in August, Yamil Kouri gave a spirited talk that expanded on his article, "Interrupted Mail during the Spanish American War" (*PHJ* 154) which, in the Associate Editors' opinion, was the best article of 2013.

Above: July 1898, Havana to London via the eastern part of the island (likely) and St. Thomas (July 18); received on August 4 and assessed 10d postage due for a double-weight letter.
Right: Certified letter from Havana to the German Consulate in Santiago de Cuba; posted April 25, 1898; captured April 28 on board the Spanish steamer Argonauta traveling along the southern coast of Cuba; returned to Cuba by a military commission on June 3.

1843 Letter from El Callao

by Giorgio Magnani

In the 1840s, among the ships that crowded the port of Genoa were several that connected it to Latin America. Most of them were still sailing ships, but the steam engine was becoming increasingly important at the time.

While the great European powers had already understood the strategic importance of a government shipping line, the Kingdom of Sardinia didn't have any ships of its own; the Shipping Companies of Genoa were privately owned and thus not subject to public funding, as they had no contract with the State. They used their own vessels for the transportation of goods, mail and passengers, according to the demand and opportunities that arose during their voyages. Basically, the Kingdom of Sardinia was absent from the scene from the point of view of commercial support and, while the British and French had arranged for post offices at their foreign consulates, none were available on behalf of the Sardinians. It would take thirty years for Sardinian post offices to be established at the Buenos Aires and Montevideo consulates.

Courageous captains and seamen often had their portraits taken before setting sail so as to leave a trace of themselves in view of a voyage they might never return from. The countless shipwrecks reported by the newspapers of the time bear witness to the dangers of their profession. Usually, their vessels were small sailing ships, from 20 to 30 meters long, with simple, household names; the ship carrying the letter I am about to describe was called *Le due sorelle*.[1] It was probably similar to a brig, like the one in the illustration below. Yet just the outward journey was over 20,500 km long!

Figure 1: A brigantine.

I found news of the movements of this vessel in the issue of Genoa's *Corriere Mercantile*[2] published on March 19th, 1844. The ship *Le due sorelle* connected Genoa with South America's eastern coast, as well as navigating along the Pacific coast from Valparaiso to El Callao, the port of Lima, Peru. The outward journey, once the Strait of Gibraltar had been passed, envisaged a stop on the island of Cape Verde before proceeding along the coast of Africa up to – more or less – the area of Dakar, which was the starting point for the crossing of the Atlantic Ocean to Brazil.

The voyage would then continue, with probable stops at Bahia and Pernambuco, as well as at Montevideo and Buenos Aires. Then along the coast past the 50th parallel, thus reaching the area of the dreaded "Furious Fifties" – the violent winds that blow as far as Cape Horn and beyond, where the seas are incessantly stormy.

To avoid Cape Horn, the ship had to navigate the perilous Strait of Magellan. A glance at its configuration proves the inherent dangers of this passage, as ships were protected from the storms of Cape Horn, but not from the winds. The ship would then emerge into the Pacific Ocean – pacific by name, but definitely not by nature. Once the southern part of the voyage– the most difficult – was over, the first stop was at the port of Talcahuano. Continuing northwards, the ship would call – depending on trade requirements – at a series of other ports on the coast: Valparaiso, Coquimbo, Pisagua, Arica and, finally, El

Callao, the port of Lima. The captain of the *Due Sorelle* might have been able to establish the latitude he found himself at (i.e. the parallel, determined by means of the sextant), but not the longitude (i.e. the meridian, which could only be established by means of sophisticated calculations). These captains relied on their instinct, on their interpretation of winds and currents, on bird flights and barometers. Yet it was at this very time that the British Admiralty began providing its captains with marine chronometers, which were used to determine longitude with great precision.

Figure 2: The 1843 letter from El Callao.

The letter is dated *1843. 16. 7br* (September 16, 1843) and is written by the Italian captain of a ship (the name of which isn't mentioned) that used to navigate along the Pacific coast. The writer states that he is entrusting the letter to *Nicolla Bianchi*, the captain of *Le due sorelle*.

When it arrived in Genoa, the post office affixed the red postmark 19.FEB.[io3] and, also in red, the typical VIA/DI/MARE/(A)[4], indicating its South American provenance. The letter was taxed at 4 soldi, as the handwritten figure shows. This value, applied to all letters arriving by merchant vessels from overseas, remained unchanged for decades. Letters carried directly from the Pacific coast by Sardinian ships, in a period when most of the correspondence bound for Italy was entrusted to British and French ships, are truly rare.

A paragraph in the March 19th, 1844 issue of the *Corriere Mercantile* announced the arrival of the ship that had left "Lima on Oct. 18th, *Le due sorelle 244 t, c.* (captained by) *B.N. Bianchi, Sardinian…*", also giving information on its cargo. On the same page, we find mention of the departure of the *Maria Antonietta* for America; the vessel is mentioned as a Sardinian brig (this very ship is mentioned in the letter itself), thus attesting the presence of active trading.

The letter itself is quite interesting, as it depicts an accurate description of the situation, of the many difficulties faced by these people during their voyages.
The original Italian is ungrammatical, labored and confused,[5] although the handwriting

can be described as neat. It highlights the low cultural level of this captain who had only his experience to count on, while the technical means available to him were inadequate. The hardships endured by the writer perhaps account for the discouraged tone of the message.

Esteemed Sir
1843 7br 16th

With this letter I wish to Greet you Affectionately and Say we are all in Good Health and I hope the same for you and Yr. Family so I arrived in Valparaiso anxious to try and Sell, to raise a good Sum to send back via the Maria Antonietta *but I cudnt profit as I didnt manage to exchange my coins for pesos and so Continuing our Voyage for lima Without Rest on the Coast of peru, wich was the origin of my Poor undertaking being unable to profit from the earnings in Sales with Higher prices.*

When we Arrived at the Calau de Lima it was Almost Time for the Departure of the Ship le due Sorelle *captained by Captain Nicolla Bianchi so I Gave him in cash peruvian pieces No 6 hundred, I say 600, to be divided in parts that is the main part to pay for the pieces of gold Recevd by Mr. Francesco Pavero and the Rest to be Given to my wife Chiara Benvenuto to use According to what I wrote her in my Second letter.*

Being here at the Calau de Lima and having the Captain put the boat up for Sale it has been two Months for sale and no one has Ofered more than eight Thousand fivehundred and so it hasnt bin Sold and we are Leaving for paita to Load some few Goods so as to Return to Calau de Lima to Define the Load for Genoa and I dont know when we Shall Return because there is no possibility of charters or Jobs and for now I have Nothing else to tell You.

I bid you Farewell and Yr. Brother also and all Yr. family, and remain Yr. Humble servant.

Enclosed is Receipt for pesos six hundred and the charter will be Payd with all possible Economy

Luigi Benvenuto

Addressee's note on the back:

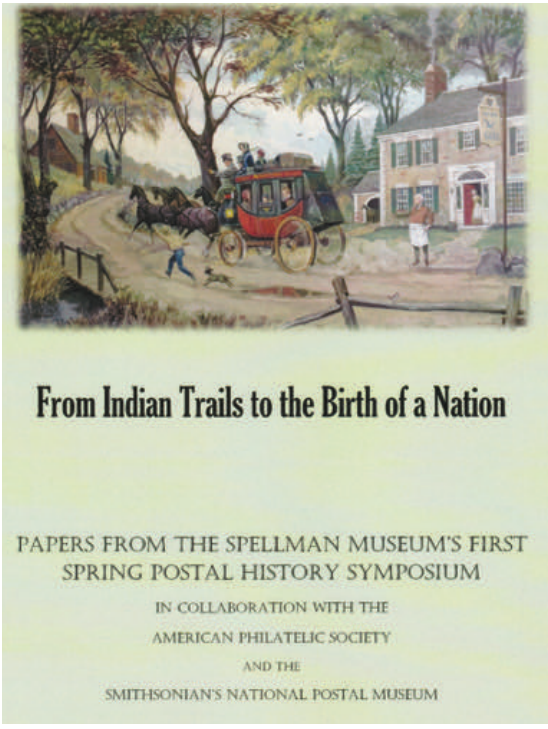
Calau de Lima 7br 16th 1843
Captain Luigi Benvenuto
Rcd (received). feb. 20th 1844

Therefore, it took the letter about five months to reach the addressee, after a journey of over 20,300 km – that is, at the respectable average of 130 kilometers/day.

Giogio Magnani of Livorno - a civil engineer involved in the construction of many bridges, including the first suspension bridge over the Bosphorus – is particularly interested in the transatlantic postal services that linked South and Central America to Italy from 1837 up to the end of the century. His collection has won, among other awards, a large gold medal at WIPA 2008 and the Golden Horn at Sindelfingen 2007. He is a member of the Associazione Italiana di Storia Postale, the Royal Philatelic Society of London and the Club della Filatelia d'Oro, the Postal History Society.

Early U.S. Postal History Symposium Proceedings

a review by Alan Warren



From Indian Trails to the Birth of a Nation, ed. Douglas Clark. Papers from a postal history symposium at the Spellman Museum of Stamps and Postal History, Weston, Mass., 2014. 100 pages, 8.5 x 11 inches, $60 hardbound, $45 softbound, plus shipping. Details from www.spellman.org.

This symposium, held in May 2013, brought together four postal historians to tell the story of the establishment of the Colonial Post in the early days of America. Their presentations appear in this proceedings book along with two additional papers—one by Steven Walske and the other co-authored by Walske with Robert Abensur.

Nancy B. Clark, president of the Spellman Museum, introduces the reader to the symposium in her preface. The museum's Curator of Collections, George Norton, provides a brief history of the museum as well as his remarks at the museum's 50th anniversary banquet held the day after the symposium.

Timothy O'Connor relates that in 1672 a route was designated for the monthly movement of mail from New York via Hartford to Boston. The need was partly due to the desire for military communications. Later there was a Constabulary Post that operated in New Hampshire. In 1692 Thomas Neale was granted a patent to operate a post in America.

Many examples of 17th and early 18th century mail are shown with some of the earliest markings pertaining to rates and the identification of places, like "B" for Boston. The Bristol Packet was established for ship mail between New York City and Bristol, England. The 1711 Act of Queen Anne brought uniformity to the handling of mail in all of the colonies. By the middle of the 18th century the Falmouth Packet was also established to handle transatlantic mail.

Mark Schwartz details the development of Boston colonial mail starting with the petition to establish the first post office in that area at the home and inn of Richard Fairbanks in 1639. He shows a number of early letters that were sent to, from, or via Boston. He describes rates based on weight and distance, both in British shillings and pence as well as in pennyweights and grains of silver.

The 1765 Act of King George III established more new rates. With the siege of Boston in 1775 a Provisional Post was established. With the expulsion of the British from Boston,

the Boston Post Office was re-opened in 1776.

Steven Walske analyzes the effects on mail by the British blockade during the Revolutionary War 1775-1783. In fact there was also an American blockade and he describes a number of pieces that made their way through these constraints.

Ed and Jean Siskin discuss the birth of the U.S. Post Office. In 1753 Benjamin Franklin was appointed co-Deputy Postmaster General of the British Parliamentary Post. As relations between Britain and the colonies deteriorated, Franklin was fired in 1774. In 1775 the Second Continental Congress appointed Franklin as Postmaster General of a new post office of the united colonies in Philadelphia.

In October 1776 Franklin became envoy to France and the Postmaster General position was taken on by his son-in-law Richard Bache. Ebenezer Hazard took over the position in 1782. He was followed by Samuel Osgood in 1789 and Timothy Pickering in 1791. The Siskins list rate changes from 1775 to 1792, and show many key pieces relating to these changes.

In another paper Steven Walske and Robert Abensur analyze letters carried from 1783 to 1793 on the French Royal Packets on the New York Line. A number of letters between the two countries are shown with an explanation of the markings and rates. Some of them also bear the names of the vessels. This paper is an expanded version of one that was published in 2011.

In the final paper Yamil Kouri describes Spanish Colonial mail to present-day U.S. areas. These are primarily of the 18th century and include the areas of Louisiana, Florida, Texas, New Mexico, and California. For each of these locales he discusses postmasters, rates, markings on letters, and the mail services. Few covers are known in some of these areas but Kouri illustrates a number of them.

The text and color illustrations are nicely arranged in 2-column format. It would have been nice to have bibliographic references for the O'Connor, Siskin, Schwartz and Kouri papers, particularly for those who might want to delve further into background material. The bibliographies for the Walske papers have the book titles distractingly underlined rather than with the convention of using italics.

The symposium preceded the 2013 Philatelic Show in Boston and drew many enthusiastic postal historians. These proceedings of the symposium serve not only as a record of the event but also will provide researchers valuable information on the formative years of our country's postal service.

As editor of these Proceedings, Douglas N. Clark was awarded a Vermeil medal at American Philatelic Society Stampshow in August.

Postal History Society board members (left) Yamil Kouri, Advertising Manager, and Doug Clark, Vice-President, at the second symposium sponsored by the Spellman Museum of Stamps and Postal History in May 2014: Transition Periods in America Postal History. *Yamil was an organizer of the event, and Doug spoke on "The Transition of the Whaling Industry from Nantucket to Martha's Vineyard."*

American Postal History in Other Journals

by Douglas N. Clark

A large number of articles on U.S. postal history is being published each month. In order to present a useful survey of recent publications, it is necessary to adopt a rather narrow definition of postal history and to present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, at P.O. Box 427, Marstons Mills MA 02648-0427.

General Topics

Auxiliary markings

"Delayed by storm 1 30 66" marking indicates mail delayed by 1966 storm, according to author George McGowan. *Aux. Marks* 11 No. 3 (July 2014).

FIRM HOLD OUT marking on 1970 post card addressed to General Electric Co. indicates letter to be held out of the mail for delivery and put in the General Electric firm box for pickup by their messenger, according to author Joe Crosby. "A special purpose marking for General Electric Company mail," *La Posta* 45, No. 1 (First quarter 2014).

Forwarded markings applied at the Screen Actors Guild to fan mail intended for movie stars is listed in tabular form, with a few illustrations, 1959-72. Regis Hoffman and Thomas Richards "Screen Writers Guild Auxiliary markings on fan mail," *Aux. Marks* 11 No. 2 (April 2014).

"Mail chute mutilation" is indicated by a handstamp on a 1939 cover illustrated by author Merle Farrington. *Aux. Marks* 11 No. 3 (July 2014).

"'Not at Bureau of the Budget' marking" is shown on a 1948 cover, returned to sender. Author is Thomas Richards. *Aux. Marks* 11 No. 3 (July 2014).

"Not deliverable because … address information destroyed by unknown individuals…" label of 2013 is illustrated by author Tony Wawrukiewicz. "Undeliverable mail," *Aux. Marks* 11 No. 3 (July 2014).

"Opened by parties/unknown by P.M." marking on 1964 cover is illustrated by author Dennis Ladd. A vague explanation of other markings on the cover is also given. *Aux. Marks* 11 No. 2 (April 2014).

"Received at _ under cover from Post Office at _, to be forwarded in the mails" markings applied at Denver in 1893 are explained by authors Charles A. Jones and Tony Wawrukiewicz. *Aux. Marks* 11 No. 1 (January 2014).

"'Registered' auxiliary markings- a preliminary survey" by Dennis Ladd illustrates a number of such handstamps, imprints and labels, 1928-2011, preliminary to a detailed study. *Aux. Marks* 11 No. 1 (January 2014).

Registered auxiliary markings survey is updated by author Merle Farrington, "Follow-up of registered and special delivery markings from last newsletter." Aux. Marks 11 No. 2 (April 2014).

Returned to sender mail addressed to China is surveyed in "U.S. auxiliary markings" by John M. Hotchner, 1937-79. *La Posta* 45, No. 1 (First quarter 2014).

Returned to sender marking of 1915 is "A pointing hand with a large letter H in it."

which is illustrated and discussed by author Tony Wawrukiewicz. *Aux. Marks* 11 No. 3 (July 2014).

"'SANITIZED' mail - what does it mean?" by Dennis Ladd contains an illustration of such mail (2002) and a discussion of the markings. *Aux. Marks* 11 No. 2 (April 2014).

Special delivery cover of 1941 with a "fee claimed" marking also including a "… use special delivery" slogan shows "A new special delivery auxiliary marking," according to author Terence Hines. *Aux. Marks* 11 No. 1 (January 2014).

"Surface transportation only" and another label applied to a 2013 priority mail flat are "Unibomber induced markings" according to author Kent Koberstein. *Aux. Marks* 11 No. 2 (April 2014).

"UNCLAIMED/forwarding address/destroyed by flood" marking is shown on 1949 cover. Author Tony Wawrukiewicz explains why this is "A twice remarkable returned cover." *Aux. Marks* 11 No. 3 (July 2014).

"Undeliverable mail addressed to commercial mail receiving agency" handstamp indicates that mail addressed to such agencies as Mail Boxes, Etc. or Homewise cannot be forwarded. Author is Tony Wawrukiewicz. *Aux. Marks* 11 No. 2 (April 2014).

"Advertised markings on stampless covers: unusual uses" by James W. Milgram contains illustrations of covers with handstamped advertised markings from Cleveland (1832), Brockport, NY (1834) and New Orleans (1841). *Chronicle* 66 No. 2 (May 2014).

Inland Waterways

J. Frank Pargoud name of boat markings and stationery advertising the weekly packet are illustrated with basic information about the boat in "The Confederate steamboat *J. Frank Pargoud*" by James W. Milgram. *Confed. Phil.* 59, No. 2 (Second quarter 2014).

Military Mail

1944 postal card from San Juan, Puerto Rico, addressed to Germany and returned, has vertical stripes on its reverse indicating "Chemical censorship," an attempt to detect invisible writing. Author is Louis Fiset. *Prexie Era* 64 (Winter 2014).

Confederate stampless cover bearing a manuscript "A No 7 HHE" marking is identified as coming from a captured blockade run vessel and hence as "Civil War prize court evidence."Author Patricia A. Kaufmann describes the process of handling such mail by prize court commissioners (HHE are the initials of the commissioner). *La Posta* 45, No. 1 (First quarter 2014).

Glasgow letter of 1941 to New York was placed with a censor in England, then put on a steamship to New York. Franked only at the 2c per ounce local U.S. letter rate, it became "A censored local letter." Author is Robert Schlesinger. *Prexie Era* 64 (Winter 2014).

Trans-Pacific mail to the Philippines, inaugurated in 1935, interrupted by World War II, rerouted after Pearl Harbor and censored with various markings and forms, is the subject of "Mail service to/from the Philippines prior to and at the beginning of World war II" by Albert "Chip" Briggs. *Prexie Era* 64 (Winter 2014).

Ocean Mail

Transatlantic letter mailed at the start of World War II and addressed to Germany is illustrated and attempts are made to identify the ship carrying it. Lawrence Sherman, "The letter that missed the boat - twice." *La Posta* 45, No. 1 (First quarter 2014).

"United States-Russia mail: 1840-1875 Part 2: French, Hamburg and North German Union mail" by Richard F. Winter continues the author's showing of covers with

explanations of rates and markings. A separate section deals with mail to and from Finland. *Chronicle* 66 No. 2 (May 2014).

War of 1812 blockade run letter, posted at New London, Conn., May 16, 1814, is illustrated and the process of getting letters through the British blockade of North America is described in "Annals of the War of 1812: running the blockade of New London, Connecticut" by Steven Walske. *Chronicle* 66 No. 2 (May 2014).

Postal Markings

"Ellipse cancels with two letters in the center" are surveyed by author Roger D. Curran. New York, NY, Philadelphia, PA, Lockport, NY, Lake Placid, NY, West End, NJ and Hancock, NY are a few of the towns using such a device. *U.S.C.C. News* 32, No. 2 (May 2014).

Harmony, KY, St. Louis, MO and Brooklyn, NY are identified as the origin post offices of three fancy killers in "Newly identified Whitfield cancels" by Wendell Triplett. *U.S.C.C. News* 32, No. 2 (May 2014).

Liberty Falls, NY and Herndon, PA are examples of towns using "Rubber mimics of steel cancellers" in the Bank Note period. Author is not specified. *U.S.C.C. News* 32, No. 2 (May 2014).

Machine markings of several U.S. companies are included in Jerry H. Miller's "From duplex to mechanical: the evolution of experimental & early machine postmarks worldwide… 1857-1920s Part 2." American machine, Imperial or Boston machine, Bickerdike machine, International Postal Supply Company machines, Barry Postal Supply Company, Barr-Fyke Machine Company and Columbia Postal Supply Company are included. *C.C. Phil.* 93, No. 4 (July-August 2014).

Postmarks leaving impressions on stamps that appear to be overprints are illustrated in "U.S. stamp notes" by John M. Hotchner. Examples range from a 1917 cover to a 1998-issue adhesive. *Linn's* 87, No. 4462 (May 5, 2014).

Worcester, Mass. Wesson TRANSIT killer; Stockbridge, Mass. CANCELED killer; Cincinnati A killer; New York 11-bar ellipse killer with 5 and Fort Dodge, Ioa. government-issued small double-circle postmark comprise "Noted in passing" by Roger D. Curran. *U.S.C.C. News* 32, No. 2 (May 2014).

Railway Mail

Buffalo & Chicago Western Division R.P.O. postmark, used in 1939 on a train from Chicago to Detroit makes for "An interesting commemorative cover," according to author William Keller. *Trans Post. Coll.* 65, No. 5 (July-August 2014).

Pitts. & Chi. R.P.O. postmark is shown on a "World War I soldier's enroute letter" written on a hospital train. The article is by Bob Swanson. Trans Post. Coll. 65, No. 5 (July-August 2014).

"The Western Railroad Company, a postal perspective 1852 to 1879" by Charles F. Hall is a detailed history and geography of the railroad's construction and early operation, illustrated with covers, mostly concerning railroad company business. One cover bears an Egypt Dep. & Fay./Agt. postmark of a route agent operating on the line. *N.C. Post. Hist.* 33, No. 3 (Summer 2014).

"Unlisted railroad postmarks" (no author specified) is a listing, with illustrations, of several recently discovered agent, station agent and R.P.O. postmarks (1874-1976). *Trans Post. Coll.* 65, No. 4 (May-June 2014); No. 5 (July-August 2014).

Rates

Airmail rate to West Germany, as of May 1, 1949, was 43c for the first two ounces + 22c for each additional two ounces, making a total of 65c for the cover illustrated in "An unusual rate" by Bob Hohertz. *Prexie Era* 64 (Winter 2014).

Stamps on Cover

The 1962 malaria stamp, in unusual domestic uses, is the subject of "Modern U.S. mail" by Tony Wawrukiewicz. *Linn's* 87, Part 1: No. 4450 (February 10, 2014).

"Year-dating 1847 covers" describes methods for obtaining the year of mailing of covers franked with 1847 issue adhesives. Author is Mark A. Scheuer, keeper of the online census of 1847 issue covers of the U.S. Philatelic Classics Society. *Chronicle* 66 No. 2 (May 2014).

Uses

Censored domestic mail, sent between December 1943 and December 1945, to certain post office boxes in Santa Fe, New Mexico, Washington, D.C. or Los Angeles California, concerned the Manhattan (atomic bomb) project, according to author John M, Hotchner. "U.S. stamp notes," *Linn's* 87, No. 4466 (June 2, 2014).

Free postage on international mail is the subject of "Was it possible for international mail to be sent free of charge?" by Tony Wawrukiewicz. For a time, the author explains, certain diplomatic and consular mail could be sent free, but two covers illustrated in the article, a department of the Army penalty letter and a Congressional franked letter could not. *Aux. Marks* 11 No. 1 (January 2014).

Java is the destination of a 1938 (first day) cover franked with a single $5 presidential series adhesive. Author Jeffrey Shapiro explains the rating. "$2 and $5 Prexie census revived," *Prexie Era* 64 (Winter 2014).

Non-machinable surcharge for oversized first class mail under 1 ounce, is discussed in "Modern U.S. mail" by Tony Wawrukiewicz. The surcharge, for letters measuring more than 11 1/2" long, more than 6 1/8" tall or more than 1/4" thick was set at 7c from July 15, 1976 to February 16, 1985 and 10c, thence to January 1, 1995. *Linn's* 87, No. 4463 (May 12, 2014).

Postal or post cards which were unmailable or undeliverable were treated very differently from first class letters. Initially (1873-87) they could not lawfully be returned to sender. In "The return of unmailable and undeliverable postal and post cards, part 1," author Tony Wawrukiewicz begins a detailed study of this matter, extending from 1873 to the present. *Aux. Marks* 11 No. 3 (July 2014).

R.F.D. covers with auxiliary markings are surveyed in "Auxiliary markings on R.F.D. mail" by Gary Hendron. Some examples show attempts to ascertain which route is appropriate, indications of unknown addressee, indication that no box was at site of addressee, etc., 1905-67. *Aux. Marks* 11 No. 2 (April 2014).

R.F.D. route numbers in addresses were replaced by street addresses to facilitate location of homes by personnel answering 911 calls. This meant "The end of RFD markings," according to author K. David Steidley. *Aux. Marks* 11 No. 3 (July 2014).

Short-paid first class mail was subject to a number of charges and handling practices over the years of the twentieth century. The first part of this two-part "Modern U.S. mail" article deals with the period 1928-1958 and the second part, 1958-2014. Author is Tony Wawrukiewicz. *Linn's* 87, Part 1: No. 4467 (June 9, 2014); Part 2: No. 4472 (July 14, 2014).

Geographical Locations

Alaska

Udakta postal card of 1905 is illustrated by author Don Glickstein. Information about the writer, Dutch Harbor, in the area of Udakta, and the steamship S.S. Ohio, which handled the card, are provided. "A 1905 postal card from Dutch Harbor, Alaska," *La Posta* 45, No. 1 (First quarter 2014).

Colorado

Denver "Police notice card" of 1921 describes the theft of a Buick-six 5 passenger touring car, illustrated by author Andy Murin. *Colo. Post Hist.* 28, No. 5 (April 2014).

"Denver's early post office" by Tonny Van Loij deals with the problems of getting mail in the cities of Denver and Auraria prior to the establishment of their post offices, ca. 1859. *Colo. Post Hist.* 28, No. 5 (April 2014).

Rowena is the postmark on a letter of 1895, from a chemist at the Prussian Mine, which is transcribed by author Bill German. "Colorado correspondence," *Colo. Post Hist.* 28, No. 5 (April 2014).

Walsenburg mail pouch, left unattended by a railroad station operator, was stolen and "Railroad agent pays the price of mail theft," i.e., he was fired. The 1912 incident is told from telegrams sent by the agent and research by author Paul Albright. *Colo. Post Hist.* 28, No. 5 (April 2014).

Florida

"Florida R.P.O. new listings" by Deane R. Briggs contains illustrations of a newly discovered Jacksonville & Wilcox R.P.O. postmark as well as new varieties of Newberry & Perry and Jacksonville, Ocala & Tampa R.P.O. markings. *Fla. Post. Hist. J.* 21, No. 2 (May 2014).

Fernandina PAID 10, a new handstamped marking, is illustrated on an 1862 cover, along with "A new listing for a Warrington, Florida, 'missent' marking." Author is Deane R. Briggs. *Confed. Phil.* 59, No. 2 (Second quarter 2014).

"Jacksonville 1888 subtropical exposition postmarks" by Deane R. Briggs adds to information provided in a number of earlier articles about the exposition. Several newly obtained postmarks, an exposition invitation and a number of photographs are reproduced. *Fla. Post. Hist. J.* 21, No. 2 (May 2014).

"Jacksonville 'mailomat' first day cover?" by Steve Swain contains a description of the meter machine and illustrates a May 6, 1948 cover. Fla. Post. Hist. J. 21, No. 2 (May 2014).

Pensacola cover of 1827 bears a traveling frank of the Athens, Alabama postmaster, but because it contained more than one sheet, was rated "Excess 18 3/4." According to author Deane R. Briggs, this is the only recorded "Florida excess FREE rate" cover. *Fla. Post. Hist. J.* 21, No. 2 (May 2014).

Pine, Florida is located by author Ronald E. Gotcher, who tells the story of his ancestors who were postmasters, 1894-1918. A 1906 cover postmarked at Pine and a 1907 cover addressed to Pine are illustrated. "The Pine, Florida post office," *Fla. Post. Hist. J.* 21, No. 2 (May 2014).

Georgia

Atlanta and Savannah carrier markings are illustrated on covers by author L. Steve Edmondson, "A couple of reconstruction era Georgia CARRIER markings," *Ga. Post Roads* 22 No. 2 (Spring 2014).

Columbus and Savannah covers of 1838 and 1837 illustrate "Georgia express mail usages, Part 1" by James W. Milgram. Details about the express mail in general are provided. *Ga. Post Roads* 22 No. 2 (Spring 2014).

Savannah blue postmarks of 1869-70 are illustrated in "Color cancellations on the 1869 series: Savanna[sic]" by Ed Field. *U.S.C.C. News* 32, No. 2 (May 2014).

"Villa Rica, Ga. original V-mail sheets - rare survivors: Part 1" by Steve Swain contains an illustration of the sheet and instructions for its use. *Ga. Post Roads* 22 No. 2 (Spring 2014).

Hawaii

Schofield Barracks postmarks (1912-2010), pictures and a brief history of "The Schofield Barracks, Hawaii, post office" are provided by author Paul Petosky, *La Posta* 45, No. 1 (First quarter 2014).

Illinois

Antonius postal history is presented, based on government records and items from the Postal Bulletin. Maps and some postmaster information are provided, but no covers are shown. "Postal history of the Antonius (Adams County) post office" by Jack Hilbing. *Ill. Post. Hist.* 35, No. 2 (May 2014).

Austin used blue postmarks in the late 1870s. Author Gary W. Hall illustrates an example with a killer he refers to as "The Austin, Illinois 'A'." *Ill. Post. Hist.* 35, No. 2 (May 2014).

Chicago "World's Fair Station registered cover auctioned" on Ebay is illustrated in an article by Leonard Piszkiewicz. Date is 1893. *Ill. Post. Hist.* 35, No. 2 (May 2014).

Chicago postal delivery numbers (an early name for zone numbers) came into being in May 1943. A post card informing a resident of his zone number provides "Postal zone publicity," as illustrated in this note by Leonard Piszkiewicz. *Ill. Post. Hist.* 35, No. 2 (May 2014).

"Harrison, Illinois (Winnebago County)" by Timothy G. Wait presents an illustration of an 1848 cover with manuscript postmark of the town. According to the author it is the first reported stampless cover from Harrison. *Ill. Post. Hist.* 35, No. 2 (May 2014).

Iowa

Colfax, Newton, Eldon and Lineville are from "A sampling of mineral springs covers from Iowa" by Jim Petersen. Letters and clippings are also included. *Ia. Post. Hist. Soc. Bull.* No. 269 (April, May, June, 2014).

"Myron, Allamakee County Iowa" by Leo V. Ryan gives an account of the post office's establishment and the postmasters with their compensations. A Bank Note era cover is illustrated. *Ia. Post. Hist. Soc. Bull.* No. 269 (April, May, June, 2014).

Maine

Portland & Seaside H.P.O. study by author William Keller is continued in the second part, devoted to postal markings of the line. An addendum including clearer prints of the schedules and supplemental information is in the next issue. "Highway Post Offices,"*Trans Post. Coll.* 65, Part 2: No. 4 (May-June 2014); Addendum: No. 5 (July-August 2014).

Massachusetts

Auburn, Gardner, Shrewsbury, Sturbridge, Westborough and Worcester are part of "The Postal Service's latest CPU program" (referring to Contract Postal Units in Staples stores). Photographs and a postal marking are provided by author Kelvin Kindahl. *Mass. Spy* 15, No. 1 (Spring 2014).

Boston time on bottom cover of 1888 with elliptical killer appears to have the stamp replaced, creating "An ellipse with a story." Author is Roger D. Curran. *U.S.C.C. News* 32, No. 2 (May 2014).

Holmes Hole letter of 1842 bears ship rating and a Manila forwarder's handstamp. Information about the ship the year, etc., are obtained from a contemporary newspaper account. Douglas N. Clark, "Manila to Holmes Hole, 1842," *Mass. Spy* 15, No. 1 (Spring 2014).

Northampton (postal) station #2 is the subject of "A Northampton contract station and a mysterious marking" by Kelvin Kindahl. A post card view and a registry marking of the station are illustrated. *Mass. Spy* 15, No. 1 (Spring 2014).

Michigan

Great Lakes name of steamer postmarks are the subject of "Steamer *Lac La Belle*: where is P. Lake?" by Cary E. Johnson. An 1865 cover with a handstamp of Steamer *Lac La Belle* is illustrated. (P. Lake is evidently Portage Lake.) *Peninsular Phil*. 56, No. 1 (Spring 2014).

Detroit covers advertising the annual convention of the "National Association of Letter Carriers – 1900" are illustrated in an article by C. Wood. A post card which asserts that the association is "the only free marine delivery service in the world" is shown in addition to a Barry machine cancel of Detroit with a slogan promoting the convention. More items are illustrated in an addendum in the next issue. *Peninsular Phil*. 56, No. 1 (Spring 2014), Addendum: No. 2 (Summer 2014)."

"Detroit SHIP surprise" refers to an 1845 letter from Yates, NY to Detroit, postmarked as a ship letter, but rated as a steamboat letter (10c for over 300 miles, no ship fee). *Peninsular Phil*. 56, No. 2 (Summer 2014).

Ionia and Kalamazoo provide "New Michigan carrier marking discoveries," as illustrated by author Eric Glohr. Both uses are Bank Note period. *Peninsular Phil*. 56, No. 2 (Summer 2014).

"Plymouth , Michigan rural free delivery" covers (1902-3; routes 1, 2 and 3) are illustrated in an article by Michael Pappas. *Peninsular Phil*. 56, No. 1 (Spring 2014).

New Jersey

Express company business papers and covers from Camden and Atlantic Express Company, Central Express Company, Consolidated Express Company, Davis' Express, Delaware, Lackawanna and Western Express Company, Dodd & Childs Express Company, Dodds Express Company, Hope Express Company and Howard Express Company are illustrated and analyzed in "Recently discovered private express memorabilia used in New Jersey: Part III (C to H)" by Bruce H. Mosher, *NJPH* 42, No. 2 (May 2014).

Camden local post "Jenkins' Camden Dispatch" is the subject of an article by Larry Lyons. Adhesive stamps only are illustrated, although it is mentioned that some are known on cover. *NJPH* 42, No. 2 (May 2014).

Cape May is the subject of "Hometown post offices: Cape May, NJ" by Doug D'Avino. A list of postmasters, a cover of 1840 with manuscript markings and three more recent covers are shown, along with some post office photographs. *NJPH* 42, No. 2 (May 2014).

Haddonfield and Lambertville used date stamps with negative lettering on stampless covers (1840-1853 for Haddonfield and 1835-1841 for Lambertville). In "New

Jersey's negative lettered stampless postmarks" author Robert G. Rose illustrates covers with the markings, including examples with the auxiliary markings negative FREE and PAID. *NJPH* 42, No. 2 (May 2014).

Washington, later Neighborville, then Middle Valley; Schooly's Mount, later Schooly's Mountain, later Schooley's Mountain, later Schooleys Mountain and German Valley, later Long Valley are the subjects of "THE VALLEY: a tale of three post offices" by Jean R. Walton. Springtown also got into the picture since the Schooley's Mountain post office was sometimes located there, causing the latter to close temporarily. Maps, post offices and covers are illustrated. *NJPH* 42, No. 2 (May 2014).

New York

Black Rock, NY land was bought up by Peter Porter and his brother Augustus, who joined forces with Benjamin Barton in an attempt to move the customs houses at Buffalo and Fort Niagara to Black Rock and Lewiston. This article, "Porter, Barton & Co. and the free franking privilege" by David Przepiora concerns the political machinations of Porter, member of Congress, and Barton, Lewiston postmaster, to achieve this goal. Covers with the Porter and Barton free franks are illustrated. *Excelsior!* No. 22 (New Series) (March 2014).

Brooklyn, N.Y. Fulton St. (street car) R.P.O. and its two different 1896 postmarks are the subject of "News from the Cities" by David A. Gentry. *Trans Post. Coll.* 65, No. 4 (May-June 2014).

Canastota fancy cancel on 3c 1869-issue cover appears like a bumble bee, but is identified only as a "Canastota insect" by author Donald A. Barany. *U.S.C.C.* News 32, No. 2 (May 2014).

New York City label, suggesting another attempt at delivery, is shown on an 1889 letter from Chicago, which was ultimately returned to the sender, in Chicago. Peter Peloquin, "Letter returned; should it have been?" *Excelsior!* No. 22 (New Series) (March 2014).

New York post office's procedures "Cancelling and postmarking mail in the NYPO" are the subjects of an article by Roger D. Curran. On an international letter and an under-franked "held for postage" (Bank Note period) letter, two different clerks, with two different handstamps, were apparently involved on each letter. *U.S.C.C. News* 32, No. 2 (May 2014).

Patchogue star killer of 1891 is a new variety, according to David E. Williams, author of "Cover of the issue." *Excelsior!* No. 22 (New Series) (March 2014).

Schenectady post office was evidently established in 1792, not 1793 as previously believed, according to newspaper lists of "Letters remaining in the Schenectady post office." Article is by Bob Bramwell. *Excelsior!* No. 22 (New Series) (March 2014).

North Carolina

Beards Mills postmark of 1815 and Jacksonville Times-Cummins machine cancel (1921) are "New Markings." reported by Tony Crumbley. *N.C. Post. Hist.* 33, No. 2 (Spring 2014).

Coleraine, Merry Hill, Turners X Roads, Hotel, Woodville, Windsor, Brittons Store and Roxobel post offices were the subject of an 1897 letter to the editor of a newspaper in Lasker, NC. In "A Bertie County historical find" author Tony Crumbley reproduces the letter and illustrates the stories with covers from the towns involved. *N.C. Post. Hist.* 33, No. 2 (Spring 2014).

Fort Anderson, built to protect Wilmington, was captured by Union forces in February 1865

and the Confederate soldiers defending the fort became prisoners of war. The situation is described in a letter from a Confederate Captain, mailed in the only known cover from Fort Anderson. Transcription is in "Fort Anderson: a Union prisoner of war camp for four days" by Harvey S. Teal. *Confed. Phil.* 59, No. 2 (Second quarter 2014).

Hotel, NC is the subject of a letter to the editor from Steve Jackson. An 1859 cover with manuscript Hotel postmark and three covers addressed to Hotel are illustrated. *N.C. Post. Hist.* 33, No. 3 (Summer 2014).

Raleigh, Hillsboro and Oaks are among the North Carolina postmarks on "Some North Carolina Confederate covers addressed to Thomas Ruffin" by Maurice M. Bursey. Ruffin was former Chief Justice of the North Carolina Supreme Court. *N.C. Post. Hist.* 33, No. 2 (Spring 2014).

Roanoke Island mail from Confederate soldiers before January 6, 1862 was handled through Elizabeth City. This is demonstrated by author Stefan T. Jaronski based on soldiers' letters with appropriate docketing. *N.C. Post. Hist.* 33, No. 2 (Spring 2014).

"Siler City, NC - a postal history" by Tony L. Crumbley follows the town (formerly Energy, NC) from its incorporation in 1884 through the twentieth century. Twelve postmark types on covers are illustrated. *N.C. Post. Hist.* 33, No. 3 (Summer 2014).

"Wilmington not Williamston" by Richard F. Winter corrects an error in the records, where a 1799 cover with the postmark abbreviation "Wmton" is incorrectly recorded. *N.C. Post. Hist.* 33, No. 2 (Spring 2014).

Ohio

Cincinnati (1909) and the Isle of Man (1960) are the origins of two Abbott Laboratories advertising post cards with simulated handwriting. Both are illustrated in "An early 'manuscript' medical ad card" by Dave Pool. *Ohio Post. Hist. J.* No. 140 (June 2014).

Cincinnati postmark with the letter A as (part of) its killer is the subject of "An 'A' from Cincinnati" by Matthew Liebson. Only speculation on the significance of the letter is offered. *Ohio Post. Hist. J.* No. 140 (June 2014).

Cleveland Circuit (street car) R.P.O. cover yields a new earliest date of use, just one day after establishment of the route. David A. Gentry, "News from the cities," *Trans Post. Coll.* 65, No. 5 (July-August 2014).

Columbus Grove receiving mark of 1909 with some digits of the year inverted is illustrated as "Something mysterious in Columbus Grove" by author Bernie Moening. *Ohio Post. Hist. J.* No. 140 (June 2014).

Leroy, Ohio insurance company used window envelopes to mail insurance policies, 1872-1900. A number of examples are illustrated by author Matthew Liebson in "The Ohio Farmers Insurance Company's window envelopes," *Ohio Post. Hist. J.* No. 140 (June 2014).

Manchester's first postmaster (1801) and his many jobs form the subject of "Settler, lawmaker and postmaster: Israel Donalson" by Alan Borer. *Ohio Post. Hist. J.* No. 140 (June 2014).

Norwalk company producing post office boxes is identified via an illustrated advertising cover and a photograph of a "modern vault." Matthew Liebson, "The hexagon postal box manufacturing Co. of Norwalk." *Ohio Post. Hist. J.* No. 140 (June 2014).

"Scipio Siding, 'Oiho'" refers to the spelling in a 1924 postmark. The history of the post office and five other markings are illustrated in this article by Allison Cusick. *Ohio Post. Hist. J.* No. 140 (June 2014).

"Tile, Ohio - an 'unlisted' post office in Muskingum County" is unlisted, as a post office, because it was a station, later a branch, of Zanesville (1901-1953). Three covers are illustrated by author Allison Cusick. *Ohio Post. Hist. J.* No. 140 (June 2014).

Oklahoma

Eschite post office, in Comanche County, was established March 12, 1907. This corrects a mistake in spelling and in establishment date, in two reference works. Author Joe H. Crosby, in crediting his source for this information advises "Digitized Daily Bulletin may have your answers." *Aux. Marks* 11 No. 2 (April 2014).

Whiteoak last day cover (1957) is illustrated in "Old album page notes" by Joe H. Crosby. History of the post office is traced from its opening in Cherokee Nation, Indian Territory, in 1898. A 1900 Whiteoak cover is also illustrated. *Okla. Phil.* 2nd Quarter 2014.

Oregon

Portland Station E was established in 1906. Moved several times, it ended up in the Montgomery Ward building in 1920. In 1940, it was renamed Wardway Station. The history and postal markings of Station E, along with Contract Station 42, located in the mail order department of Montgomery Ward, are the subject of "Station E and Montgomery Ward Portland, Oregon" by Charles Neyhart. *La Posta* 45, No. 1 (First quarter 2014).

Pennsylvania

"Corry fancy cancels" showing an eagle are illustrated and a census of 12 varieties is presented. Research is credited to Clifford Woodward, but no author is specified. *U.S.C.C. News* 32, No. 2 (May 2014).

Dents Run post card is illustrated by author Charles A. Fricke, who comments on this "Comic postcard with Dents Run, Penna. Non-standard flag cancel." *Pa. Post Hist.* 42, No. 2 (May 2014).

"Farm School (Centre Co.) PA - a tale of two covers" by Harry C. Winter concerns manuscript postmarks of the town (1861) and a handstamp used in 1862. *Pa. Post Hist.* 42, No. 2 (May 2014).

Harrisburg was the origin of a foreign made post card with divided address side. But writing on the address side was not allowed in the US at the time, making this "An illegal postcard from Harrisburg, 1905." Author is Allison Cusick. *Pa. Post Hist.* 42, No. 2 (May 2014).

"McSherrysville or McSherryville?" by David Latzko deals not only with the two possible spellings of the post office name, but with its origin (moved from Lower Chanceford and renamed McSherrysville or McSherryville) and its ultimate renaming as Airville in 1870. *Pa. Post Hist.* 42, No. 2 (May 2014).

Pittsburgh and Alleghany early uses of the 3c 1861 adhesive and late uses of the 3c 1857 issue are discussed in "Earliest reported use of the 3-cent 1861 issue in Pittsburgh and Alleghany, Pa" by Bob McKain. *Pa. Post Hist.* 42, No. 2 (May 2014).

South Carolina

Willington, S. C. R.P.O.s are studied, including lines running between Anderson, Spartanburg and Augusta, GA. William Keller, "The R.P.O.s of Willington, South Carolina," *Trans Post. Coll.* 65, No. 4 (May-June 2014).

South Dakota

Day County is located and its post offices listed, with names and compensations of early postmasters. Several covers are illustrated, 1880-1951. [Due to a printing error, the first page has been replaced by the first page of the authors' article on Davison County, from the previous issue of *Dakota Collector*.] Ken Stach and Gary Anderson. "A study of Day County, South Dakota," *Dak. Coll.* 31, No. 2 (April 2014).

Tennessee

Hickory Creek manuscript marking of 1857 is illustrated on a Nesbit entire. The content is the main subject of "Antebellum medical practice in rural America. A postal view" by Gene Fricks. *C.C. Phil.* 93, No. 1 (January-February 2014).

Texas

Republic of Texas letter from New York in 1838 is illustrated and analyzed by author Jim Stever. Sender is Samuel F. B. Morse and addressee is Ashbel Smith, Surgeon General of Texas. "Famous dot-dash code man sends letter to Texas," *Tex. Post. Hist. Soc.* Vol. 39, No. 2 (May 2014).

Bryan City cover of 1870, a Nesbit entire, but with postmaster name in postmark, leads author John Germann to a discussion of political matters of Bryan and nearby Millican, in reconstruction era Texas. "The unofficial postmark of Bryan City, Texas?" *Tex. Post. Hist. Soc.* Vol. 39, No. 2 (May 2014).

San Antonio 15c rate cover with Head-Quarters, Department of Texas imprint and addressed to Camp Cooper is the subject of "Mail to Camp Cooper & two new Texas CSA markings (or not)" by Thomas Richards and Vince King. Whether it is a Confederate use (1861-62) or pre-war is the topic of discussion in the paper. *Tex. Post. Hist. Soc.* Vol. 39, No. 2 (May 2014).

Vermont

"18th century Vermont covers" by Glenn Estus is a census of Vermont covers of 1800 and before, with town of postmark, date and present owner, for those institutionally held. *Vermont Phil.* 59, No. 2 (May 2014).

Burlington had as many as 32 subsidiary offices, but six of them have had no known postmarks. Author Glenn Estus illustrates a postmark from "Burlington Station No. 4." *Vermont Phil.* 59, No. 2 (May 2014).

East Clarendon fancy killer showing the head of Admiral Dewey on a 1900 cover is the subject of "Cover of the issue," author not specified. *Vermont Phil.* 59, No. 2 (May 2014).

Putney (un-attached rate), Thetford (oval with manuscript lettering, 1813), first day (of rate) covers (July 1, 1851) and Weston (Earliest known, 1832) are illustrated in "The Post Horn" by Bill Lizotte. *Vermont Phil.* 59, No. 2 (May 2014).

West Poultney, as Poultney, Vt. was called from 1824 to 1857, has had manuscript postmarks, circular date stamps and handstamped rate markings. Illustrations and descriptions are given by author Glenn Estus in "A postal history of West Poultney (1824-1857)." *Vermont Phil.* 59, No. 2 (May 2014).

Virginia

Wheeling's Athenaeum [Atheneum] Prison is described and a cover of 1863 (one of three known) is illustrated. A previous misunderstanding about the correspondence (of Confederate Colonel Angus McDonald) is clarified. Patricia A. Kaufmann, "The Athenaeum Prison at Wheeling, (West) Virginia," *Confed. Phil.* 59, No. 2 (Second quarter 2014).

Wisconsin

Brook Hill Local Post (1953-67) has been the subject of a previous article in the same journal. In "Walter C. Brink's Brook Hill Local Post: questioning as a postal history research guide," James E. Byrne questions the validity of the service as a local post. Accompanying is an article "The search for Walter C. Brink: a postal history research guide" by the same author. *Badger Post. Hist.* 53, No. 4 (May 2014).

"Milwaukee illustrated letter sheets" by Bob Baldridge contains illustrations of three such sheets, 1849-1860s, one used as a folded cover and the others as enclosures. Also illustrated is an unused Magnus cover and letter sheet, with views of the city. *Badger Post. Hist.* 53, No. 4 (May 2014).

Randolph, Black River Falls and Pepin post offices are illustrated in "Notable Wisconsin post offices" by Paul Petosky. *Badger Post. Hist.* 53, No. 4 (May 2014).

Journal Abbreviations

Aux. Marks = *Auxiliary Markings*. Tony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.

Badger Post. Hist. = *Badger Postal History*, Ken Grant, E11960 Kessler Rd. Baraboo WI 53913 and William B. Robinson, 1641 Bruce Ln., Green Bay WI 54313-5503.

C.C. Phil. = *Collectors Club Philatelist*, Gene Fricks, 25 Murray Way, Blackwood NJ 08012.

Chronicle = *Chronicle of the U.S. Classic Postal Issues*, Michael Laurence, 324 East 41st Street, Apartment 1001-C, New York N.Y.10017.

Colo. Post Hist. = *Colorado Postal Historian*, Bill German, 1236 Sequerra St., Broomfield CO 80020

Confed. Phil. = *Confederate Philatelist*, Peter Martin, Box 6074, Fredericksburg VA 22403.

Dak. Coll. = *Dakota Collector*, Gary Anderson, Dakota Postal History Society, Box 600039, St. Paul MN 55104.

Excelsior! = *Excelsior! The Journal of the Empire State Postal History Society*, David E. Williams, 7115 Abbey Woods Drive NE, New Salisbury IN47161-9644.

Fla. Post. Hist. J. = *Florida Postal History Journal*, Deane R. Briggs, 160 E. Lake Howard Dr., Winter Haven FL 33881.

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, William Dall, Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = *Illinois Postal Historian*, Leonard Piszkiewicz, 951 Rose Court, Santa Clara CA 95051.

La Posta = *La Posta: A Journal of American Postal History*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.

Mass. Spy = *The Massachusetts Spy*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

N.C. Post. Hist. = *North Carolina Postal Historian*, Tony L. Crumbley, Box 681447, Charlotte NC 28216.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, Robert G. Rose, Box 1945, Morristown NJ 07062.

Oh. Post. Hist. J. = *Ohio Postal History Journal,* Alan Borer, 568 Illinois Ct., Westerville OH 43081.

Okla. Phil. = *The Oklahoma Philatelist*, Reggie Hofmaier, 4005 Driftwood Circle, Yukon OK 73099.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.

Prexie Era = *The Prexie Era*, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-4302.

Tex. Post. Hist. Soc. J. = *Texas Postal History Society Journal*, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.

Trans. Post. Coll. = *Transit Postmark Collector*, Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648.

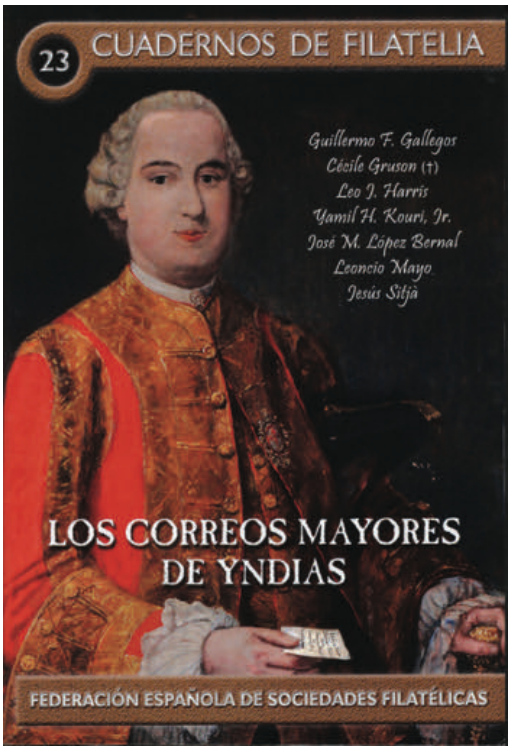
U.S.C.C. News = *U.S. Cancellation Club News*, Roger D.Curran, 20 University Ave., Lewisburg PA 17837.

Vermont Phil. = *The Vermont Philatelist*, Glenn A. Estus, PO Box 451 Westport NY 12993-0147

Los Correos Mayores de Yndias

a review by Rachel Moore
Associate Professor of History, Clemson University SC

Number 23 in the Cuadernos de Filatelia, available on line at www.fesofi.es, or 283-page hard cover, in Spanish, from the Federación Española de Sociedades Filatélicas at Calle Felipe III, 66, 28012 Madrid, Spain. ISBN: 978-84-89406-35-3.



A disinfected letter sent October 13, 1630, from Rodrigo Pacheco y Osorio, the 15th Viceroy of Nueva España, in Mexico City to Vera Cruz.

Having recently arrived to Mexico in 1574, the tanner Alonso Ortiz wrote in one of his many letters back to his wife in Spain of the correspondence he had received thus far.

Juan López Sayago gave me some of your letters, and I have others from a sailor who told me he got them from a certain de la Parra, who died at sea. From both sets of letters, I was most pleased to learn that you and all my children are well. Also, I was very happy to find among the letters given to me by Sayago a missive from my compadre Leonis de la Parra, because even though he wrote in his letter of having sent me others, none of them have reached me.

The business of dispatching and receiving mail during the colonial period in Latin America was one full of obstacles and uncertainty. While many, such as Ortiz, turned to more informal means to transport their letters, others, among them colonial administration officials, merchants and some private citizens, relied upon the mail system put in place by the Spanish Crown: the Correo Mayor.

Despite the fact that the history of the Correo Mayor does not touch upon the history of *all* letter writing and delivery during the colonial period in Latin America, it remains valuable for the light it sheds on the families and networks that served as a foundation for Latin America's first postal system under the Spanish. Several institutional histories of the postal service in Latin America have touched on the history of the Correo Mayor using archival

materials available in Latin America itself. The contributors to the volume *Los Correos Mayores de Yndias* make a unique contribution to the history of the Correo Mayor and, more broadly, the postal history of Latin America by employing a wider range of documents, among them covers and archival material from Spain. Collectively, their conclusions reveal that the history of the Correo Mayor was truly a transatlantic one.

Los Correos Mayores de Yndias first presents the reader with an impressive introduction to the early history of the Correo Mayor, written by José Manuel López Bernal, and the family granted the privilege of serving as the administrators of the Correo Mayor, written by Leoncio Mayo. López vividly recreates the atmosphere of the founding of the Casa de Contratación de las Indias, the government body responsible for supervision of Spain's colonies, and the subsequent founding of the Correo Mayor. He draws extensively from the Archivo General of the Indies in Seville as well as several other archives in Seville and Madrid. Even better, he quotes his findings at length here. Mayo documents the extended involvement of the Carvajal Vargas family with the Correo Mayor. Like López, he lays a firm foundation of Spanish history for his larger discussion of the Correo Mayor. This chapter is richly illustrated with images of the Carvajal Vargas family. Indeed, a portrait of Fermín Francisco de Carvajal-Vargas, the last Carvajal to administer the Correo Mayor, graces the front of the volume.

The subsequent chapters of *Los Correos Mayores de Yndias* examine the Correo Mayor regionally, with contributors writing on Peru, New Granada (consisting roughly of Colombia, Ecuador, Panama and Venezuela), Chile, Río de la Plata (consisting roughly of Argentina, Bolivia, Paraguay and Uruguay), Mexico, Guatemala, and Cuba. Jesús Sitjá Prats writes on Peru, New Granada, Chile and Río de la Plata, illustrating his discussion with rich illustrations of the earliest letters that passed between the New World and Europe as well as maps of the area covered by the Correo Mayor. He shows a keen interest in the ways in which the development of the Correo Mayor also resulted in the cataloging of routes and distances in Latin America. John Harris uses the postal markings of the Correo Mayor to drive his discussion of the institution in Mexico. Like several contributors to this volume, Harris notes that, while the Correo Mayor enjoyed a monopoly on mail delivery, contraband ran rampant during the colonial period. In their contribution on Guatemala, Cécile Gruson and Guillermo Federico Gallegos reiterate Harris's contention that many letters moved outside the official postal system. In the case of Guatemala, which was considered part of the viceroyalty of New Spain, for much of the period under study there was no regular mail and informal means of delivery or express mail were often the only way to relay letters. Yamil Kouri, Jr. concludes the regional studies with a discussion of the Correo Mayor in Cuba. He notes that service to the interior of Cuba via Correo Mayor did not begin until the second half of the eighteenth century. Indeed, with the incorporation of the Correo Mayor into the Real Renta de Correo in the 1760s, Cubans had very little exposure to mail delivery via its earlier incarnation.

Los Correos Mayores de Yndias represents a valuable, vivid and well-documented take on the postal history of Latin America. The beautifully reproduced color images will be of interest to philatelists and other enthusiasts alike. For ease of use, the editors might have included page numbers in the table of contents. Without these, the reader has to mar this sumptuous book with bookmarks (or, even worse, Post It notes) indicating the beginning of each chapter. However, this is a niggling critique of an incredibly useful contribution to postal history.

Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

General – Fakes and Forgeries

"The Era of the French Colonial Group Type – Caveat Emptor," by Edward Grabowski, elucidates upon the story behind this attractive cover posted at Oubatché, New Caledonia, in 1898, which owing to the mismatch of postmark dates on the front and back, turned out to be the front from one cover and the back from another, cleverly glued together to provide this otherwise unsalable fraud. (*Collectors Club Philatelist,* Vol. 92, No. 3, May-June 2013. The Collectors Club, 22 East 35th St., New York, NY 10016.)

General - Research Information Sources

"Researching Canadian Postal History: A Primer," by Kevin O'Reilly, provides ideas on how to discover further information on any particular cover when researching postal history. While written for use by Canadian postal historians, the same techniques can be used for researching the postal history of any location or country. (*PHSC Journal*, No. 156, Winter 2014. Secretary, Scott Traquair, P.O. Box 25061, RPO Hiway, Kitchener, ON N2A 4A5, Canada.)

Austria

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

Bahamas

"World War II: Veterans Guard of Canada in Bahamas and British Guiana," by Eric Yendall, brings to our attention several covers posted presumably by members of the Veteran's Guard stationed abroad and the mystery of three British Guiana covers possibly censored elsewhere. (*B.N.A. Topics*, Vol. 71, No. 1, First Quarter, 2014. Official Journal of the British North American Philatelic Society, Wayne Smith, 20 St. Andrews Road, Scarborough, ON M1P 4C4, Canada.)

Bavaria

"Lettere dagli antiche stati tedeschi agli antichi stati italiani, Prima parte," by Angelo Teruzzi, illustrates the tariffs and explains amounts due upon arrival on letters addressed from Bavaria to the various old Italian States, as per various postal conventions, and by one of three possible routes, via Austria, via France or via Switzerland, 1850-1866. (*Cursores, Rivista di Storia Postale*, No. 17, March 2014. A.I.S.P. Director Angelo Simontacchi, Via Leopardi 3, 20123, Milano, Italy.)

British Guiana

"Postmarks of the British West Indies: British Guiana," by David Horry, illustrates a vast number of loose stamps cancelled by datestamps, some quite interesting, from all over British Guiana, 1937-1954. (*British Caribbean Philatelic Journal,* No. 251,

April-June 2014. British Caribbean Philatelic Study Group, Secretary Mary Gleadall, 394 Kanasgowa Dr., Connestee Falls, Brevard, NC 28712.)

"World War II: Veterans Guard of Canada in Bahamas and British Guiana." (See under Bahamas.)

Canada

"Transatlantic Rate Handstamps: One Shilling and Two pence Sterling," by Malcolm Montgomery, proposes a study of the one shilling two pence rate handstamps, in use on transatlantic mail during the period 1841-1855. (*PHSC Journal*, No. 156, Winter 2014. See address of contact under General – Research Information Sources.)

"Point Alexander and McMartin's Point Post Offices," by Ferdinand Bélanger, researches the postal history of these two early post offices located in the Ottawa Valley, originally established for the forestry industry, 1853-1910. (*PHSC Journal*, No. 156, Winter 2014. See address of contact under General – Research Information Sources.)

'The Early Canadian Packets – Part 2," by Malcolm Montgomery, analyses several transatlantic covers for rate and identifies the steamer which carried them, 1859-1867. (*B.N.A. Topics*, Vol. 71, No. 2, Second Quarter, 2014. See address of contact under Bahamas.)

"Postal History of Alberta: Morley and the Stoney Nakoda Reserve," by Dale Speirs, reviews the history and postal history of this area and the post offices of Morley and Caldbeck, 1888-2011. (*B.N.A. Topics*, Vol. 71, No. 1, First Quarter, 2014. See address of contact under Bahamas.)

"A well-traveled Small Queen UPU cover to France with a provenance – almost!" by Ronald Majors, traces the journey and vicissitudes of an 1893 letter addressed to Philip La Renotiere von Ferrary, in Paris, France, which arrived in London in damaged condition, was patched up with officially sealed labels, refused by Ferrary in Paris and returned to Canada's Dead Letter Office. (*B.N.A. Topics*, Vol. 71, No. 1, First Quarter, 2014. See address of contact under Bahamas.)

"The First Canada Post Office Department Dead Letter Office 'Officially Sealed' Label," by C.R. McGuire, discusses the journey of an 1897 registered letter from Toronto to Brockville, which could not be delivered and was sent to the Dead Letter Office, where it was opened to obtain the writer's address and sealed with an example of Canada's first "Officially Sealed" label. (*B.N.A. Topics*, Vol. 71, No. 1, First Quarter, 2014. See address of contact under Bahamas.)

"Postal History of Alberta: Vulcan and District," by Dale Speirs, provides the history and postal history of the early communities of Vulcan, Thigh Hill, Reid Hill, Kirkcaldy, Ensign, Brant, Frankburg, Eastway, Hicksburg, Loma, 1905-2010. (*PHSC Journal*, No. 156, Winter 2014. See address of contact under General – Research Information Sources.)

"Update on the "D.w." Covers – Part 1," by Chris Hargreaves, continues the study of this mystery boxed handstamp struck on airmail covers addressed to locations in Western Canada, 1930-1932. (*B.N.A. Topics*, Vol. 71, No. 2, Second Quarter, 2014. See address of contact under Bahamas.)

"Circular Army Censor Markings Used by the Canadian Army in Newfoundland, WWII," by Paul Binney, studies and classifies these round censor markings, which allows for the identification of the sequence of these markings and the periods of their production. He has also been able to determine the number of production runs based on the characteristics of each marking and has assigned individual markings

to military units, 1940-1945. (*B.N.A. Topics*, Vol. 71, No. 2, Second Quarter, 2014. See address of contact under Bahamas.)

"P.O.D. Rules & Regulations," by J. (Gus) Knierim, transcribes the regulations with regard to the treatment of registered mail, 1948. (*PHSC Journal*, No. 156, Winter 2014. See address of contact under General – Research Information Sources.)

"A Well-Travelled Centennial Airmail Cover" by Bill Ferguson, reviews an interesting 1972 cover which traveled from Rexdale, Ontario, to Cyprus, Malta and England, in search of member of the Canadian forces on Cyprus. (*B.N.A. Topics*, Vol. 71, No. 1, First Quarter, 2014. See address of contact under Bahamas.)

Colombia

"Railroad Ends Bogota's Isolation in 1909," by Thomas P. Myers, describes the background and history of the development of the railroad from the port of Giradot on the Magdalena River, and its extension to Bogota, in the mountains, 1873-1909. (*Copacarta,* Vol. 30, No. 3, March 2013. Journal of the Colombia/ Panama Study Group, Secretary Scott Scaffer, 15 Natureview Trail, Bethel CT 06081.)

Cuba

"The Last Days of "*La Empressa"*: A Curious Item," by José Maria Raya, illustrates and explains an 1851 cover from Spain to Mexico, which stopped at Havana where a scarce straight line, unframed "Habana" transit marking was applied before sending the letter on to Mexico on what may have been the final voyage of the Empresa maritime company. (*Journal of Cuban Philately,* No. 14, October-December 2013. International Cuban Philatelic Society, Secretary Laura Maria Herrera, P.O. Box 34434, Bethesda, MD 20827.)

"The Railroad System in Cuba and its Use for the Transportation of Mail, (1837-1898)," by Carlos Echenagusia García, relates the development of the rail system throughout Cuba, identifying each branch in turn and describing its history. Known postal markings used by the railroad system are illustrated. (*Journal of Cuban Philately,* No. 14, October-December 2013. See address of contact under first entry for Cuba.)

France

"'Cluedo' – A Whodunit? from the Siege of Paris," by Ashley Lawrence, proposes three alternative theories how a particular letter written by William Brown, addressed to his wife in England, passed through, or over, the Prussian lines during the Siege of Paris, 1870-1871, and asks the reader to determine which, if any is the true story. (*The Journal of the France & Colonies Philatelic Society,* No .270, December 2013. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol BS8 3PG, England, United Kingdom.)

"Le Type Pasteur – the 75 centimes blue (Yvert 177, SG 400)," by Bill Mitchell, examines the uses for a relatively uninspiring stamp and comes up with some startling short periods of time that it was used to pay rates which only lasted for a short time before they were changed, making this a scarce stamp on cover, 1924-1926. (*The Journal of the France & Colonies Philatelic Society,* No .270, December 2013. See address of contact under first entry for France.)

"A Ban-Breaking Cover from France to the United Kingdom in 1943," by Roy Reader, tells the story of how a French cover addressed to England in January 1943 got through, after the Germans had banned all correspondence to England originating from Southern, or Vichy France. (*The Journal of the France & Colonies Philatelic Society,*

No .270, December 2013. See address of contact under first entry for France.)

France, Offices Abroad

"The French Office in Palestine – 1948," by Raymond McGarrity, discusses the situation leading up to the issuance of four stamps by the French Consulate in Jerusalem, and illustrates three covers which passed through this short-lived post, which only handled mail addressed to France or French controlled areas. (*The Israel Philatelist*, Vol. 65, No. 2, Spring 2014. Journal of the Society of Israel Philatelists, Inc., Secretary Howard S. Chapman, 28650 Settlers Lane, Pepper Pike, OH 44124.)

Genovese Republic

"Un'antica buca delle lettere in Portovenere," by Piero Giribone, illustrates and discusses a 1680 open mouth marble mail slot originally set in a wall, where people outside the building could drop their mail and have it collected inside the building, together with an early letter with notation "found in a 'buca' (literally "hole" or "mouth") letter collection box", as well as some additional notes concerning other" buca" in the Genova area. (*Bollettino Prefilatelico e Storico Postale,* No. 174, April 2013. Organo Ufficiale del'Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

Germany

"Graf Zeppelin Mail to Panama." (See under Panama.)

"Il servizio postale regolare della L.A.T.I. sulla rotta sud-atlantica (seconda parte)." (See under Italy.)

Great Britain

"WWI – British Censorship at Syra/ Syros," by Graham Mark, relates the background and postal history of British censorship on the Greek island of Syros and shows five interesting covers with typical censor markings and tapes,1916-1918.(*Civil Censorship Study Group Bulletin*, No. 178, April 2013. Secretary Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921.)

Greece

"WWI – British Censorship at Syra/ Syros." (See under Great Britain.)

India

"A 225 Numeral Cancel on a 3-Skilling Oscar." (See under Norway.)

"Indian Expeditionary Force – In-Bound Mail," by J. Robert Gray, uses a single cover, in-bound to an Indian army officer at Tank, North West Frontier Province, to illustrate the many problems in mail processing and distribution overcome by the Indian Postal Service, 1914-1915. (*Collectors Club Philatelist,* Vol. 92, No. 3, May-June 2013. See address of contact under General – Fakes and Forgeries.)

"WWII – Early Censorship at Calcutta – Have we been Mislead?" by Max Smith, discusses a scarce marking (Passed/ for/ Transmission) found on mail to or from Calcutta, originally supposed to have indicated a grace period for underpayment of airmail postage had been granted, but the author has come to the conclusion that it was a censor marking, 1939. (*Civil Censorship Study Group Bulletin*, No. 178, April 2013. See address of contact under Great Britain.)

Israel

"The First Sign of Life – A Rothschild in the Shanghai Ghetto," by Jesse Spector and Robert Markovits, thoroughly analyses a 1946 cover from Shanghai to New York mailed by one Otto Rothschild, who it turns out is not a member of that famous family

of bankers and financiers, (*The Israel Philatelist*, Vol. 65, No. 1, Winter 2014. See address of contact under France, Offices Abroad.)

"The French Office in Palestine – 1948." (See under France.)

"Israel Foreign Postal Rates, May 16, 1948 to December 31, 1954, Part 6, New Zealand," by Ed Kroft, outlines the surface and airmail rates to New Zealand during the period indicated, and presents them in table form, with illustrations of pertinent covers. (*The Israel Philatelist*, Vol. 65, No. 2, Spring 2014. See address of contact under France, Offices Abroad.)

"Undercover (Clandestine) Mail between Israel and Arab Countries after 1967, [Part 1]" by Josef Wallach, explains how mail was transferred from Israel to Arab countries, and vice versa, after the 1948 War, transcribes the 1943 British General Post Office Regulations prescribing the "Conditions under which letters may be sent to relatives or friends in enemy countries or enemy occupied territory", and discusses Israel's "Open Bridge" policy. "Part 2" illustrates mail transfers between Arab States and Israel via third countries between 1952 and immediately after 1968. (*The Israel Philatelist*, Vol. 65, Nos. 1 and 2, Winter and Spring 2014. See address of contact under France, Offices Abroad.)

"Israel Mobile Post Offices in Judea and Samaria," by Genady Berman, provides the background to the establishment of mobile post offices in Israel, lists in table form the locations presently served by them, illustrates postmarks used during 2010 and 2011, and gives us a very detailed map of the West Bank. (*The Israel Philatelist*, Vol. 65, No. 1, Winter 2014. See address of contact under France, Offices Abroad.)

Italy

"Istanze ed Evoluzioni delle Communicazione Sociale – La Posta Va al Caffé, by David Donadeo, traces the evolution of mail addressed to an individual in care of a particular coffee house, to the transformation from meaning a coffee house to a light eating establishment, or caffé, to the modern internet café, 1652- Present. (*Storie di Posta,* New Series No. 9, May 2014. Rivista del'Accademia Italiana di Filatelia e Storia Postale, President Franco Filanci, Viale Partigiani d'Italia 16, 43100 Parma, (PR), Italy.)

"Rapporti postali fra le Indie Occidentali e l'Italia nel XIX secolo," by Federico Borromeo, provides historical background on the West Indies, examines a number of correspondences in detail (in effect, a census of covers known) and gives extensive explanations for many covers mailed between Italy and Trinidad, Danish West Indies (including British and French offices), Haiti, Dominican Republic (including British offices), Cuba and Puerto Rico (including British and French offices), 1822-1903. (*Cursores, Rivista di Storia Postale*, No. 17, March 2014. See address of contact under Bavaria.)

"Lettere dagli antiche stati tedeschi agli antichi stati italiani, Prima parte." (see under Bavaria.)

"Lettere dagli USA all'Italia via Brema – Un percorso inconsueto," by Friedrich Meyer, looks at the structure of the Bremen City Post, the role of the Thurn & Taxis post in Bremen, the history leading up to the first transatlantic mail contract, postal markings found on those letters passing through Bremen, postal rates to the various old Italian States, and finishes up with examples of mail transiting this route, 1853-1869. (*Cursores, Rivista di Storia Postale*, No. 17, March 2014. See address of contact under Bavaria.)

"La strada della poste è ferrata," by Giulio Guderzo, researchs the history of railroads in Italy, the revolutionary impact they made on the peninsula by knitting together the new kingdom created in 1859-1860, the modernization of mail transport by rail and construction of telegraph lines adjacent to the railway lines, with tables of statistics showing ambulant transport service for correspondence as at 1 January 1864. (*Storie di Posta,* New Series No. 9, May 2014. See address of contact under first entry for Italy.)

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori," by Franco Faccio, examines the handling of mail between Austrian Lombardy, Parma, Modena, Romagna, Tuscany, Sicily, Naples, Marche, Umbria and the Sardinian States, the re-establishment of mail exchange between the countries, and explains the amounts of postage due upon arrival and their calculation. (*Cursores, Rivista di Storia Postale*, No. 17, March 2014. See address of contact under Bavaria.)

"Corrispondenze con l'estero; La cartolina postale simplice e la cartolina doppia con risposta pagata, (seconda parte)," by Daniele Cesaretti, introduces the reader to the various regulations and laws governing the use of post cards and prepaid reply cards, together with transcriptions of these laws and regulations, 1878-1890. (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

"Il recapito, un servizio postale in collaborazione – Pregate/ Vostri Corrispondenti," by Luigi Ruggero Cataldi, brings to our attention the desire of the postal service to speed up mail delivery in larger cities by having the public insert a "post code" when addressing their mail, alphabetic in the 1880's and 1890's, and numeric after 1919, when large cities were divided into "quarters", and later the introduction of "zip codes" in 1967. (*Storie di Posta,* New Series No. 9, May 2014. See address of contact under first entry for Italy.)

"L'Esposizione Mondiali di Milano del 1906 – Poste e Filatelia da Espo," by Adalberto Peroni, delves deeply into the great international fair of 1906 held in Milano, describing exhibits of many objects including agricultural products, aquiculture, arts, machinery, decorations, hygiene, transport, telegraph, and illustrates souvenir documents, booklets and papers produced for the fair, as well as special postal markings and cinderella stamps, a horse drawn postal coach and a list of philatelic exhibits, with the names of the exhibitors. (*Storie di Posta,* New Series No. 9, May 2014. See address of contact under first entry for Italy.)

"La città di Messina nella storia dell'aeronautica nazionale," by Vincenzo Caruso and Giulio Santoro, reviews the aero-history of the city of Messina (Sicily) from its beginnings in 1912, and illustrates many early post cards showing early airplanes. (*Sicil-Post Magazine*, No. 28, December 2013. Rivista della Associazione Nazionale di Storia Postale Siciliana, Prof. Dr. Umberto Balistreri, Via Salvatore Aldisio 3, 90146 Palermo, Sicily, Italy.) See address of contact under tenth entry for Italy.)

"Il servizio postale regolare della L.A.T.I. sulla rotta sud-atlantica (seconda parte)," by Flavio Riccitelli, reviews German mail which used the L.A.T.I. Italian air mail service to South America, and connected with flights to North America, in 1940 and 1941, illustrating many covers and explaining the postal tariffs. (*Vaccari Magazine,* No. 49, May 2013. Publisher Paolo Vaccari, Via M. Buonarroti 46, 41058 Vignola (MO), Modena, Italy.)

"Le relazioni postali internazionali dell'Italia nel secondo dopoguerra, ovvero: Il 100 Lire nel mondo," by Claudio E. Manzati and Aniello Veneri, presents the airmail tariffs in force 1946-1955 and provides a number of covers illustrating usage of the 100 Lire stamp, either as a single stamp or with other stamps. (*Cursores, Rivista di Storia Postale*, No. 17, March 2014. See address of contact under Bavaria.)

Italy, Offices Abroad, Levant

"Qualche novità sulle poste italiane nell'Impero Ottomano," byMario Chesne Dauphine, provides some new information to supplement his earlier article on the Italian post offices in Constantinople, including discussion of the datestamps, "Costantinopoli/ Transito Galata", and "Posta Militare/ 15," the use of the 10 piastre denomination overprinted on 60 centesimi stamps for use as postage dues in 1922-1923, ending with some notes concerning Posta Militare No. 171, located at Smyrna. (*Bollettino Prefilatelico e Storico Postale,* No. 174, April 2013. See address of contact under Genovese Republic.)

Lombardy-Venetia

"Giornali in Posta – Prima parte – L'Epoca dei bolli", by Clemente Fedele and Francesco Luraschi, discuss the role of newspapers and periodicals in spreading news, illustrates many different handstruck or typographed tax or postal markings applied to newspapers and printed matter, and transcribes 25 applicable regulations and postal documents from 1750-1850. (*Storie di Posta,* New Series No. 9, May 2014. See address of contact under first entry for Italy.)

"I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866, (nona e ultima parte)," by Lorenzo Carra, begins with the 1862 re-activization of the postal convention between Austria and Italy and continues through the transfer of the Venetian provinces to Italy in 1866. Many covers are illustrated with postal tariffs explained. (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

"Storia postale del Lago di Garda," by Vincenzo Portulano, provides a table of distances calculated according to department and depending upon the distance traveled showing the fixed price for a simple letter in each of the distances mentioned. A second table shows the progression of letter weights and the corresponding tariffs. (pre 1815, Napoleonic?) (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

Mexico

"The Güller Canceling Devices of Mexico," by Mike Ludeman, examines the "Güller" type postmarks used by the Mexican postal administration beginning in 1888 and includes descriptions of the Güller proof impression books, the characteristics of the device (date and time in a band across the center with vertical lines in the upper and lower lunettes), and illustrates a page from the original proof book. The name "Güller" comes from the last name of the Swiss inventor and manufacturer, Johann Jakob Güller. (*Mexicana*, Vol. 63, No. 1, January 2014. Mexico-Elmhurst Philatelic Society International, c/o Eric Stovner, 2301 N. Baker St., Santa Ana, CA 92706-1948.)

Modena

"La vera storia del 1848 nel Ducato di Modena e riflessi di storia postale (Seconda parte)," by Giuseppe Buffagni provides a time line of military events from 10 June 1848 to 6 August 1848, and a second time line of postal importance from 5 April 1848 through 26 July 1848. (*Bollettino Prefilatelico e Storico Postale,* No. 174, April 2013. See address of contact under Genovese Republic.)

"Destinazioni e incoming estere del Ducato di Modena, 1852-1860," by Fabrizio Salami, has prepared a table showing quantities known of outgoing and incoming foreign mail, by country, which shows which countries covers are common, medium or rare, and then proceeds to illustrate and explain them. (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

Mozambique

"100 Years [after] the world war of 1914-2014, The Portuguese Colony of Mozambique," by Vaz Pereira, looks at the preliminary history of Portugal's entry into World War I on the side of the Allies, discusses the free frank privilege given to the soldiers, censorship of the mails and the issuance of War Tax stamps by Portugal, compulsory on all mail. (*Cursores, Rivista di Storia Postale*, No. 17, March 2014. See address of contact under Bavaria.)

New Brunswick

"A New Brunswick Exchange Circular Handstamp," by Spencer G. Sealy, discusses a broken circle exchange office marking used by exchange offices for land mail destined to and from British North America and the United States.1851-1867. (*PHSC Journal*, No. 156, Winter 2014. See address of contact under General – Research Information Sources.)

New Caledonia

"The Era of the French Colonial Group Type – Caveat Emptor." (See under General – Fakes and Forgeries.)

Norway

"A 225 Numeral Cancel on a 3-Skilling Oscar," by Warren Grosjean, provides the reader with his research concerning the obliteration on a Norwegian stamp of 1857, which was cancelled with an East Indian Type 8 Numeral Obliterator No." 225." Unfortunately, this obliterator was not assigned to a specific town, and as such, the town of origin cannot be identified. (*The Posthorn,* No. 274, February 2013. Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

Palestine

"Rare Jaffa Ottoman Censor Cachet: World War I – First Day Cancel," by Yehuda Kleiner, shows the three censorship head branches and sub-offices located in the Holy Land during World War I, and an unframed, straight line censor cachet apparently only in use for a few days. (*The Israel Philatelist*, Vol. 65, No. 2, Spring 2014. See address of contact under France, Offices Abroad.)

"Advice of Delivery Rates," by Arthur Biderman and the Palestine Study Group, discusses the advice of delivery forms in use during 1918-1941, and the postage fees applicable for this service. (*The Israel Philatelist*, Vol. 65, No. 1, Winter 2014. See address of contact under France, Offices Abroad.)

Panama

"Graf Zeppelin Mail to Panama," by Brad Wilde, shares the results of his studies concerning Graf Zeppelin (LZ 127) mail destined for, or transiting, Panama and was able was able to track down 20 covers and post cards bearing Panama stamps that were mailed on the flight to Cuba, 1928-1937. (*Copacarta,* Vol. 30, No. 3, March 2013. See address of contact under Colombia.)

Parma

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

Prince Edward Island

"Unreported Prince Edward Island Postal Markings," by Doug. Murray, has compiled a list of 93 post office markings (datestamps?), which to date, have not been reported or recorded, in an effort to stimulate collectors to look through their collections for the missing markings. (*PHSC Journal*, No. 156, Winter 2014. See address of contact under General – Research Information Sources.)

Romagna

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

Roman States

"… Ed io non pago e rifiuto," by Vito Mancini, writes about refused letters, how they were handled and illustrates and explains two letters which were refused, 1817-1851. (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

Russia

"Soviet and Russian Federation Mail Surveillance - Part IVa, From mid-1941 through 1945," by David M. Skipton, continues his study of mail surveillance and provides a time line of military censorship changes from July 1941 through November 1945. (*Rossica*, No. 160, Spring 2013. Journal of the Rossica Society of Russian Philately, Secretary Dr. Alexander Kolchinsky,1506 Country Lake Drive, Champaign, IL 61821-6428.)

Russia, Offices in China

"The Stations of the Chinese Eastern Railway on Postal and Telegraph Correspondence of the Russian Empire, (Part 3)," by V.G. Levandovskiy (translated by Matthew Kahane), continues to provides background, history about the Chinese Eastern Railway, and the location of the stations of Lyaoyang, Hai-ch'êng, Tashi-ch'iao, Wang-chia-lin, Chin-chou, Port Arthur, Dalny, Ashikhe, Mao-Ershang, Utzimi, Imyangpo, Shitokhetze, Handaokhetze, Shansi,Hailing, Ekho, Muling, Syaosuifen and Pogranichnaya. Profusely illustrated with post card scenes and postal marking from these scarce towns. A table identifying the stations (in both Latin and Cyrillic characters) is included. (*Rossica*, No. 160, Spring 2013. See address of contact under Russia.)

Sardinia

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

Sweden

"Postal History of Swedish Pomerania (1648-1815)," by Friedhelm Bernhardt, relates the progression of postal history for this small area in northern Germany, on the Baltic Sea, and illustrates four covers originating from there. (*The Posthorn,* No.

274, February 2013. See address of contact under Norway.)

Switzerland

"A Very Unusual Swiss Postage Due Stamp," by Harlan F. Stone, relates the story of how a telegram tape indicating the amount of postage due on an express letter came to be attached to the envelope, 1938. (*Collectors Club Philatelist,* Vol. 92, No. 3, May-June 2013. See address of contact under General – Fakes and Forgeries.)

Syria

"Ottoman Censor Markings during World War I: Syria." (See under Turkey.)

Turkey

"The First Ottoman Registration Labels," by Hans Paul Soetens, provides a census of these elusive labels, only known to have been used in large cities, 1898-1905. (*The Levant*, Vol. 7, No. 2, May 2013. Journal of the Ottoman & Near East Philatelic Society, Secretary Rolfe Smith, 705 SE Sandia Drive, Port St. Lucie, FL 34983.)

"Rare Jaffa Ottoman Censor Cachet: World War I – First Day Cancel." (See under Palestine.)

"Ottoman Censor Markings during World War I: Syria." by John Garton, illustrates and explains the handstruck markings from Aleppo, Damascus, Hama and Homs post offices, 1914-1918. (*The Levant*, Vol. 7, No. 2, May 2013. See address of contact under first entry for Turkey.)

Tuscany

"Corrispondenza estera per la Toscana con la mediazione sarda, 1818-1851," by Alessandro Papanti, illustrates a map showing the Sardian and Tuscan exchange offices, provides summaries for each of the three Sardo-Tuscan postal conventions, with tables of Sardinian and Tuscan postal tariffs, and amounts to be paid for transit fees. (*Cursores, Rivista di Storia Postale*, No. 17, March 2014. See address of contact under Bavaria.)

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori". (See under Italy).

Two Sicilies – Naples

"… Ed io non pago e rifiuto", by Vito Mancini, writes about refused letters, how they were handled and illustrates and explains two letters which were refused, 1817-1851. (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

Two Sicilies – Sicily

"1212: la 'Bolla d'oro di Sicilia' di Federico di Svevia e il servizio postale del regno federiciano," by Vincenzo Fardella de Quernfort, illustrates and discusses the great seal of Frederick of Swabia, [Frederick I of Sicily], and the postal taxes of the day. (*Sicil-Post Magazine*, No. 28, December 2013. See address of contact under tenth entry for Italy.)

"Italia-Austria: Gli accordi provvisori settembre 1859-maggio 1862, Seconda Parte, i rapporti con i Governi Provvisori." (See under Italy).

"Regno delle Due Sicilie 1859-1860, La posta fra Palermo e Napoli con vapori commerciali napoletani," by Francesco Lombardo, starts off with a table of paid and unpaid postal tariffs, and then illustrates 25 covers addressed to Palermo or Napoli showing these rates. (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

"Corrispondenza 'Via Mare' in Sicilia prima e durante la Dittatura garibaldina e la Luogotenenza sardo-italiana," by Vincenzo Fardella de Quernfort, provides historical information, identifies the steamers which were in use off the coast of Sicily during Garibaldi's dictatorship of the island, and illustrates some interesting covers carried by these vessels, together with a table of arrivals and departures from 18 May 1860 through 27 June 1860. (*Sicil-Post Magazine*, No. 28, December 2013. See address of contact under tenth entry for Italy.)

Vatican City

"Vatican City Collecting Basics: Part 6 – Postal History," by Greg Pirozzi, briefly takes the reader though an individual analysis of 10 covers and post cards, explaining the labels, postal rates and postal markings on each, 1852-1980. (*Vatican Notes,* No. 358, Second Quarter 2013. Official Organ of the Vatican Philatelic Society, Secretary Joseph Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

"Concordia discordantium cononum," by Giovanni Fulcheris, looks at high denomination stamps, the 500 Lire of 1948, the 1,000 Lire of 1949 and the 300 Lire of 1951, and examines their usages on heavy covers. (*Vaccari Magazine,* No. 49, May 2013. See address of contact under eleventh entry for Italy.)

Venetian Republic

"Serenissima Repubblica di Venezia: percorsi, tassazioni e tariffe postali da e per l'estero. Il corrieri di Lione e lo scambio della corrispondenza con la Francia," by Giorgio Burzatta, starts off with an early map of north western Italy and the French frontier showing postal routes, describes the rates, lays out the routes of 25 covers, all dated between 1596 and 1789, and finishes with a table of tariffs between France and Italy for 1676, 1704, and 1759. (*Bollettino Prefilatelico e Storico Postale,* No. 174, April 2013. See address of contact under Genovese Republic.)

Postal History Awards & Events

At American Philatelic Society Stampshow in August, the Society's medal for best postal history exhibit was awarded to **Anthony F. Dewey,** whose "A Postal History of Hartford, Connecticut" also won a gold medal.

Vermeil medals in Literature were awarded to members:

David Crotty for *Pan American Airways 1939-1944 Atantic Wartime Operations Catalog*

Douglas N. Clark for *From Indian Trails to the Birth of a Nation*

Diane DeBlois & Robert Dalton Harris for the *Postal History Journal*. They were also honored with the The American Philatelic Congress Diane D. Boehret Award for the best of the best from the previous year's literature exhibitions.

Frequent contributor **James V. Milgram** and our late Vice-President **David Lee Straight** were inducted into the Writers Unit Hall of Fame.

At the **Eighth Postal History Symposium: "Transoceanic Air Mail"** in September in Bellefonte PA, Treasurer **Gary Loew** ("The Bathurst Connection: The Centrality of Gambia to the Development of Transatlantic Air Mail") and frequent contributor **David Crotty** ("The Veil has been Lifted" Fisherman's Lake, PAA Builds a Seaport in the Jungle") gave papers.

The Italian Presence in East Africa

a Review by Joseph J. Geraci

L'Italia in Africa Orientale: Storia, Posta, Filatelia, Volume I, by Bruno Crevato-Selvaggi and Piero Macrelli, in Italian, 12 X 8.5 inches, 471 pages, board covers, 2014 Associazione Italiana Collezionisti Posta Militare, Via Mentana 19, 47921 Rimini, Italy. info@aicpm.net. Inquire about cost and postage.

In the 19th-century scramble for African Colonies by the European powers, Italy was late to the table. Beset by financial and political problems at home, with an economy mostly based upon agriculture, resources could not be spared to establish colonies in Africa. It was only in 1869 that the explorer Giuseppe Sapeto acquired the Bay of Assab as a trading station on the Red Sea. However, Italian sovereignty was not established until July, 1882, by Royal Decree which claimed the territory as an Italian colony.

Two volumes are planned for this work.Volume I describes the history and postal history of Eritrea and Somalia up to 1936. Volume II will continue the story from 1936 through 1941, when the East African colonies were lost. The earliest postmark for Eritrea is an unframed, straight line "Baia di Assab," the last part of which is illustrated here, struck on a 2 Lire "Estero" issue of January 1, 1874.

Chapter 1, the section on Eritrea, describes the history of the colony, and the postal service, including the dates when various post offices opened, what services they provided, the postal tariffs, shipping lines serving the colony, various postage stamps issued for use in the colony and telegraph services, both in the colony and in Ethiopia. Chapter 2 reviews the military campaign of 1895-1896 against Ethiopia. Chapter 3 discusses Somalia from 1889 through 1935, beginning with the Benadir Society and continuing with the initiation of postal services, postage stamps issued, steamer routes and airline routes after 1935. Chapter 4 deals with Oltre Giuba, a small strip of territory across the Juba River bordering southern Somalia and northern Kenya and Uganda, ceded to Italy by Great Britain in 1925, as partial fulfillment of promises made in 1915 to induce Italy come into the war on the Allied side. Chapter 5 is concerned with the postal history of Ethiopia as well as French and British Somaliland from 1862-1936.

The next section is that of a Catalogue beginning with Eritrean post and telegraph offices in alphabetical order, illustrating the various different datestamps and other postal markings issued to each town, 1881-1941. All towns are taken separately, with time-line data shown in chronological order, where known, including opening date, special services provided, and date of closing. All known markings are illustrated. Next are listed the telegraph stations in Ethiopia, followed by the postmarks of the 1895-1896 military campaign, followed by Somali post and telegraph offices markings.

Profusely illustrated with covers posted in most post offices in full color, this book is a joy to examine, as well as a valuable reference.

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Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message, Joseph J. Geraci

I have just returned from StampShow, in Hartford, CT. Our Society shared a booth with the American Philatelic Congress (APC) and the American Association of Philatelic Exhibitors (AAPE). I consider our presence quite successful as we acquired three new members, with a fourth pending.

As has been our custom in recent years, a number of members and guests participated in our Friday Night Dutch Treat Dinner. A reservation had been made at the Dish Bar & Grill on Main Street. We asked for and were given a quiet corner in the back of the restaurant which turned out to be perfect for conversation. No music was playing and there was no shouting over it, or other noises, to make one's self heard. Very often, the noise is so loud at these society dinners that one must yell to be heard. Not this time! The food was good, prices were reasonable and the company was interesting. It was a perfect get together.

We are still looking for more board members. As mentioned in the June Issue of this journal, with the passage of time we seem to lose more board members for various reasons than we acquire. I would like to reverse this process and ask you, our members, to step forward and make an application to become a board member. Years ago, we had 12 members on the board, each with three year terms. I would like to get back to that number once again. But, we are looking for people willing to spend time and work for the Society. For those who are interested in joining our board, tell us about yourself. Send me a brief résumé at j.j.geraci@att.net. concerning your background, occupation and interests. I look forward to hearing from those individuals who wish to become part of a vibrant postal history society.

Treasurer Gary Loew reports that as of the third week in August, PHS has received approximately 115 membership payments for 2013 and 2014, some of which were made by PayPal. For those who wish to pay using that method, kindly use the email address Payments@Postal HistorySociety.org Please add $2.50 (U.S. currency) to your annual dues figure, ie: $35.00 + $2.50 for U.S. members (or for overseas members who wish an electronic only journal); $40.00 + $2.50 for Canadian/ Mexican members; and $50.00 + $2.50 for members living in other areas of the world. Of course, if you don't want to use PayPal, Secretary George McGowan will accept checks for the net amount mailed to him at P.O. Box 482, East Schodack, NY 12063, U.S.A.

It is never too early to make plans for future meetings. Directors Michael Mead and Yamil Kouri indicate we are welcome to hold our Annual Meeting in the Spring at Boxborough, MA, at the popular show sponsored by the Northeastern Federation of Stamp Clubs, held over the weekend of May 1-3, 2015. We have met there before, and it was a most enjoyable experience. Won't you consider joining us on that weekend?

Robson Lowe once described philatelists a "students of science" but postal historians as "students of humanity."

Cover Illustration

The Old Violin 1886, oil on canvas, 38 x 23 5/8 inches, by William Michael Harnett [1848-1892]. National Gallery of Art. Harnett studied at the same time as the younger John Frederick Peto, the artist represented on the cover of our last issue, at the Pennsylvania Academy of Fine Arts, both becoming adepts at the painterly style of trompe l'oeil. In the 1930s, several paintings believed to be Harnett's were discovered to be Peto's, with a forged signature – until then it was imagined that Harnett worked in two styles: one very meticulous, which might owe its precision to Harnett's training as a silver engraver, and one more loose and impressionistic. Both artists painted rack pictures on commission (such as Peto's on the cover to *PHJ* 158) and both posed a violin against a painted hinged wooden door (Harnett was an accomplished violinist).

Harnett exhibited his violin painting at the Cincinnati Industrial Exposition in 1886, where it caused quite a sensation. A policeman was detailed to stand beside the painting to prevent viewers from trying to pluck off the envelope. The painting was purchased by Frank Tuchfarber, a highly regarded Cincinnati printmaker, so that he could make a chromolithographic copy. The print was widely distributed and enhanced Harnett's reputation, particularly among the rising Middle Class. The lithographic stones were purchased by the Donaldson Art Sign Company and the print reissued in 1887.

The techniques for 'fooling the eye' with paint have been analyzed: the newspaper clipping, appearing to be white is actually the white ground showing from behind strips of a thinned layer of black. Although the "typeface" looks real it is composed of illegible scratches in the black paint. For the cancelled stamp, Harnett first painted a light square with a serrated border, giving each tooth its own delicate highlights and shadow. He then applied a thin layer of light brown paint, scraping it with a blunt stylus to make the design (figures representing Peace and Commerce holding hands across the numeral 25 – those unfamiliar with the stamp have 'seen' crossed flags as the image). Next, Harnett used a minute pointed tool to make the almost microscopic engraving lines. He painted the cancellation mark with black and then smudged the entire stamp with his finger. His fingerprint is still visible.

The artist used subtle shading and highlights to create the ripples and creases on the smooth blue envelope. He deftly angled and clipped the corner to suggest that the envelope had been stuck into the frame, turning the illusion on end: perhaps the envelope is the only real object here and everything else is painted? To extend the deception even further, Harnett used the self-addressed envelope as his signature for the painting (his address, 28 14th Street, New York City). Harnett seems to be teasing the viewer here: why, after using such painstaking techniques to fool the public, would the artist reassert his identity in such a tangible form?

Though in many reproductions the image of the postage stamp looks greenish, the original painting implies that Harnett had as his model the 25 centimes yellow of the late 1880s. The "R" and the numeral markings are for receiving registered mail at New York, which the 25 centimes would have covered. But 25 centimes more was necessary for postage – Harnett

perhaps just liked the added interest on the envelope.

Harnett has been honored with two U.S. postage stamps: a six cent of 1969 depicts the 1892 painting *Old Models* and a 32 cent from the 1998 Four Centuries of American Art reproduces a portion of the 1878 painting *Music and Literature*. [See Amanda E. Gaukstern and John F. Dunn, "Art on U.S. Stamps: William Harnett" *U.S. Stamp News* March 2008; catalog of the Harnett Centennial Exhibition 1948 at The Downtown Gallery, NY; Henry Adams, "Hmmm … is it live or is it trompe l'oeil?" *Smithsonian* March 1992 Vol. 22 No. 12.]

Personal Perspectives on Postal History – Michael Mead

Having been blessed with the opportunity to follow many different career paths – education, the law, accounting, business – at times it has seemed a mystery as to why I chose a career in professional philately. A convenient answer is that I have always found philately to be endlessly complex, fascinating and, in the end, humbling – humbling as there is nothing else I could have done with my professional life that could have proved more difficult in the end to achieve financial success. These are truthful statements but, upon reflection, not the whole story.

Starting work at H.E. Harris Co. of Boston in the fall of 1973 I discovered what many thoughtful writers have described as the innate desire that many of us have to bring order to chaos. The loose pile of stamps, the miscellaneous shoebox of covers call out to us to be sorted, catalogued, and grouped into logical units, to be, in effect, brought whole into an orderly universe. There is deep personal satisfaction to be derived from the process; a feeling of inner peace, satisfaction with a job well done. And, of course, there are always more piles of material – an endless loop.

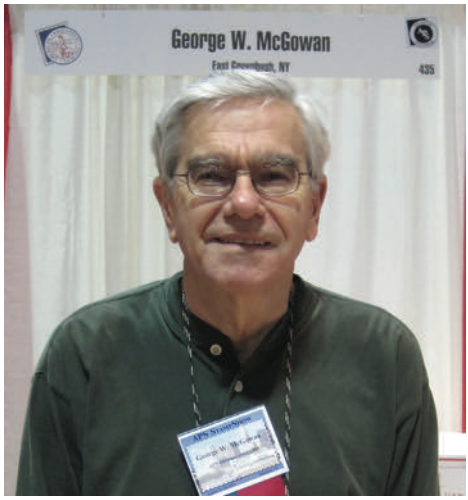
And yet my lifetime interest in the hobby and business is fueled by more than mere technical sorting. Ultimately, for me, it all comes down to a matter of aesthetics. When I became a self-employed philatelist in January of 1983 I began to see myself as a specialized type of art dealer. I believed my wife, with her strong creative bent, had all the family talent in that regard, but I thought I had pretty good taste in art and always found myself quite at home in a good museum or gallery. It dawned on me that ultimately what made philately work for me was the aesthetic side. Quite simply I found the miniature art of stamps to be a beautiful thing. The skills of fine engraving and quality lithography are fields requiring remarkable artistic talent; with this awareness I started to think of what I was doing as a professional to be a pretty elevated endeavor.

And then, postal history. Aesthetic beauty also attaches to quality postal history. A fine cover is a work of art on a slightly larger scale: starting with a beautiful stamp or stamps, building with choice of paper, clarity and style of handwriting, quality and interest of postmarks properly laid out to tell the story of the letter's remarkable journey. The result of these positive attributes coming together in an item pleases the attuned eye, much as viewing a fine painting. Poor stamps, dirty paper, smudged handwriting, unreadable cancels all conspire to place the offending item in the category of bad art – to be avoided (unless rarity trumps aesthetics which, while unsettling, is certainly a practical point!).

Many philatelists graduate to postal history over time; this certainly has been my journey. Nevertheless, the aesthetic underpinning of it all follows and informs me every step of the way.

We invite members to share their own Personal Perspectives on Postal History - send to the editors: agatherin@yahoo.com

Meet the Newest Board Members



George McGowan (left) - our Society secretary, and Michael Mead are both dealers in postal history, and were photographed at their booths in Hartford at APS Stampshow.

Changes in Address - George McGowan, Secretary

Dr Charles DiComo
1298 Hammock Way
Lancaster, PA
17601-4695

George B Shaw
3925 Collis Oak Ct
Fairfax, VA
22033-2476

Dr Tim O'Connor
65 Commonwealth Ave #4B
Boston, MA
02116-2304

Dr Peter P McCann
8335 Abingdon Ct
University Park, FL
34201-2024

James H O'Mara
14 W Waterside Pkwy
Palm Coast, FL
32137-1501

The four volumes of the ***American Postal Network, 1792-1914*** by Richard R. John, the contents of which we listed in the last issue, is available as an ebook (the great advantage is the searchability) through site.ebrary.com. It is still expensive, but a library might be more willing to make it available to patrons in this format.

The Royal Philatelic Society London announces a digitization available for the **Earl of Crawford**'s collection of philatelic literature published prior to 1913. Search for "Crawford" on www.rpsl.org.uk/catalogue_search.asp.

Richard Dana Sheaff, who served for several years on the USPS Citizens Stamp Advisory Committee and has recently moved back to New England, maintains a web site, to which he recently added information about the **Boscawen Provisional.** http://www.sheaff-ephemera.com/list/boscawen/

We invite other members to share this advertising space

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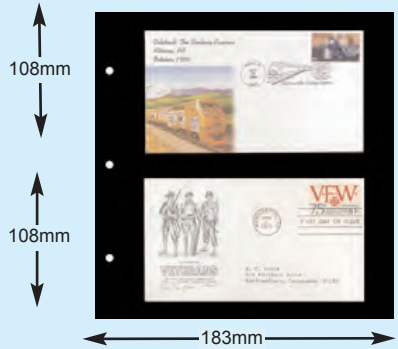

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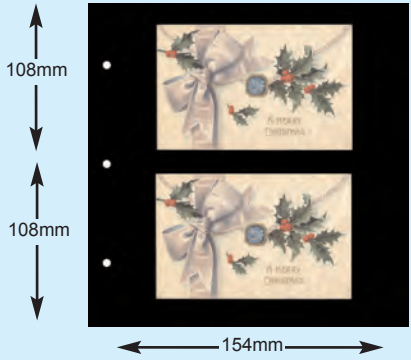

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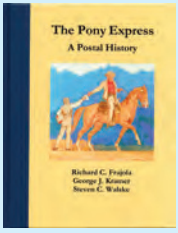

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