Map Shows Size of County in Revolutionary Days

Map of
Augusta County
Virginia.
1738 —— 1770.
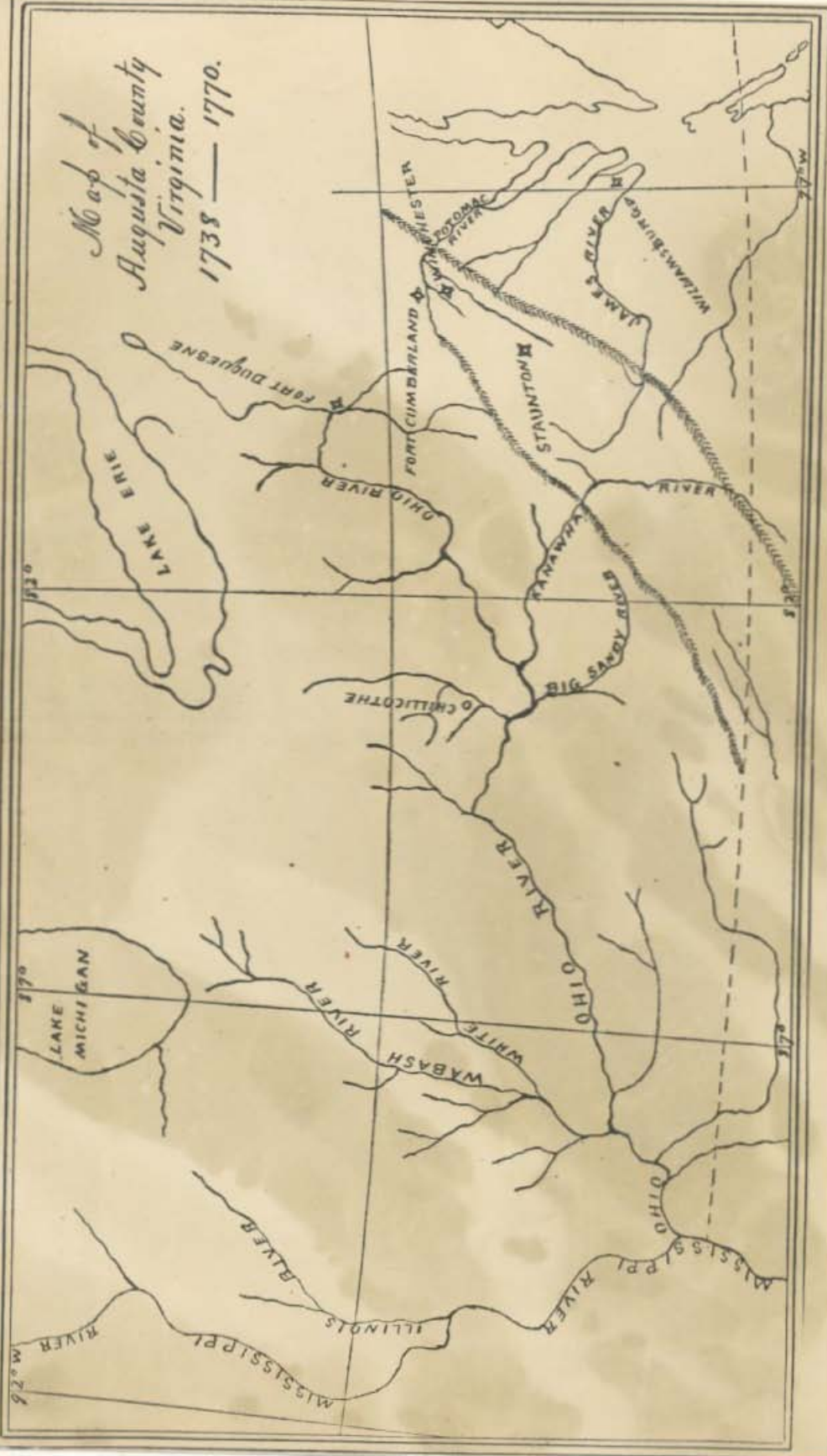
Federation of Iowa Stamp Clubs
20th Annual Exhibition and Convention
DES MOINES, IOWA

MAY 2 - 3, 1970

HOST CLUBS
Iowa Women's Philatelic Society
Des Moines Philatelic Society

Certificate of Participation

To _WOODROW WESTHOLM_

For _IOWA POSTAL HISTORY_

General Chairman

Exhibit Chairman

Ladies and gentlemen, permit me to add my words of welcome to that which may have already been expressed by your convention chairman and her efficient staff. We are all dedicated to the hope that this convention fellowship will prove to be one of your best, that individually you will gain new friends and acquire deeper appreciations for whatever facets of our hobby you may wish to pursue. Thank you for your personal attendance and the many efforts you have made and will continue to make to perpetuate such meetings and the general good of the P.M.C.C. I appreciate the opportunity to address your group.

Inasmuch as we are today meeting in the capital city of the best state in our Union, I will now proceed directly to the subject of my remarks, that being, in general, "Postal History," and more specifically, that of Iowa, as I have learned to know it through a study of nearly twenty years and a collecting effort that has been privileged the discovery of many interesting and valuable items, not to say the least of countless hours of personal pleasure.

POSTAL HISTORY -- GENERAL

We are apt to think of the post office as an institution of modern times, but there is plenty of evidence to show that the practice of sending messages, either written or by word of mouth, from one person to another has existed from the very earliest times.

There are several references in the Bible on this subject. We are told in II Chronicles how "the post went with the letters from the King and his princes throughout all Israel and Judah;" how "they passed from city to city through the country of Ephraim and Manasseh even unto Zebulon." In the book of Esther there are various references, such as "Letters were sent by post into all the King's provinces;" "the posts were hastened by the King's commandment." It appears, too, that these posts went sometimes on horseback, or on mule, camels, or young dromedaries. We learn in Jeremiah that there once were relays of these postmen. When one man had run until he was tired he was met by another man who was waiting for him, and who continued the journey. "One post shall run to meet another, and one messenger to meet another, to show the King of Babylon that his city is taken at one end."

The Kaffirs, a savage tribe in Southern Africa, although they were called one of the uncivilized races, had a postal service.

It seems singular that during the reign of Charles II, of England, in 1660, hundreds of years after people had found the usefulness of having a postal messenger service, people should object to any improvement in that service. Yet such was a fact. At that time, in London, letters were delivered by porters. A certain enterprising citizen named William Dockwray thought he could make an improvement on this method, and at considerable expense he started a penny post. He agreed to deliver letters and parcels six or eight times a day in the crowded part of the city and four times a day in the outskirts of the city. The porters fought strongly against this improvement,

claiming that their business would be ruined; while other people, more suspicious than sensible, accused the projector of trying to assist by his scheme one of the political parties of the period. But the enterprise was so useful that it finally succeeded in spite of all this opposition.

It was during the reign of Charles II that the post office became the subject of Parliamentary enactments, and the franking privilege, hitherto enjoyed by the King and the executive officers of the Government, was granted to members of Parliament, allowing them free service by the application of their signature upon the letter or packet cover. Opposition within the ranks of the membership of the House of Commons and the House of Lords was eventually overcome and the distinguished statesmen lost no time in loading down the post with free letters and packages to their friends in all parts of the kingdom. At that time the service was not organized with anything like the system that prevailed in after years. They could send almost anything they wanted to by the post. Old English post office records include lists of the packages and articles that were sent free under the franking privilege. After awhile the Government had to stop this kind of franking and allow only letters to pass free.

The man who brought this reform about was Sir Rowland Hill, and the postal service owes more to him than to any other man who has ever lived. He directed his attention to postal reform in 1835, his special desire being to bring about cheap postage.

The Penny-black, Great Britain, 1840, first postage stamp in world.

In the very early days in our own country the postal conveniences grew out of mutual arrangements between friends living in the same neighborhood. Letters that came from Europe, where our early ancestors had many correspondents, were left at some coffee-house at the port where the vessel landed. From there they were carried by the nearest neighbor to those to whom they were addressed. In the records of the General Court of Massachusetts for 1639 we find this notice: "It is ordered that notice be given that Richard Fairbanks his house in Boston is the place appointed for all letters which are brought beyond the seas, or are to be sent thither, to be left with him; and he is to take care that they are to be delivered or sent according to the directions, and he is allowed for every letter a penny, and must answer all miscarriages through his own neglect in this kind."

We find that the first postal law, under colonial rule, was made in 1657 in Virginia, when planters were directed to provide messengers to convey dispatches as they arrived to the next plantation, and so on, which, failing to do, they were to forfeit a hogshead of tobacco.

In 1672 the Government of New York provided a post "to goe monthly from New York to Boston," advertising "those that bee disposed to send letters, to bring them to the Secretary's office, where, in a lockt box, they shall be preserved till the messenger calls for them, all persons paying the post before the bagg is sealed up."

In 1692 the post office was carried on by the English, or home government, and the office of Postmaster-General for America was created. The rates of postage at that time were 9 cents for eighty miles or under; from New York to Philadelphia, 18 cents; to Virginia 24 cents.

In 1753 Benjamin Franklin, who was then Postmaster at Philadelphia, was promoted to be Deputy Postmaster-General for the colonies of America. This famous philosopher was a postal reformer. He ran a mail-wagon from Philadelphia to Boston, leaving each place on Monday evening and arriving on Saturday evening. He was the first officer to make the post office yield a revenue over and above its expenses.

After the Revolution the control of the post office was transferred to Congress, and Franklin was unanimously elected Postmaster-General for one year.

In old times, both in the United States and in England, when the rates of postage were very high, some people used to resort to ingenious methods to avoid the payment of the fee, which was then collected on delivery of the letter. Signs or pictures were sometimes used on the outside of the wrapper for the purpose of conveying ideas.

Coleridge, the poet, at a wayside inn once saw a young woman who was unable to pay the postage on a letter which the post messenger was delivering to her, and paid the fee in spite of the girl's protestations. When the postman left the girl confessed that she and her brother, who had sent the letter, had agreed that a few hieroglyphics on the back of a letter should tell her all she wanted to know, while the letter would contain no writing. She said that they were so poor that they had invented that method of corresponding. When Rowland Hill heard of this incident, he used it as an illustration of the absurdity of the old system of high charges for postage and won his case for the cheaper penny-post.

As the population of the United States increased and the "movement to the West" commenced, an even greater need for improved postal systems constantly prevailed. Settlers who had come one hundred or one thousand miles, had left homes, friends, and the amenities of civilization to stake their claims and their futures in the cheap lands of the West, universally felt an imperative need for contact with their old homes. They wanted books, government documents and reports, home newspapers, magazines, and most important of all, letters from relatives and associates. Such a service was in the control of the government's constitutional monopoly, hence the settlers looked first to the federal government and the Post Office Department for help.

Originally satisfied with a horseback mail, as the population increased such a service no longer sufficed. Settlers and complaining newspaper editors soon were urging government certification of mail routes as stage lines because they wanted a swifter and more certain means of bringing in all the bulk mail than the meager saddle bags of the horseback routes could promise. Conveyance by boat upon the inland waterways was not overlooked. The development of the railroads further alleviated the growing bulk of mail. With a more complete settlement of and a sophisticated rural America the need arose, in 1896, for a Rural Free Delivery system. In 1918 airmail speeded the delivery of mail. The change in transportation systems gradually eroded the importance of one over the other, or conversely, supplanted one by another. The era of the railroads, insofar as concerned the mails, was supplanted by the motorized Star-route truck system and the Highway Post Office service.

Aside from the methods of transportation, many changes have also taken place in the charges for the services and the markings applied to the mails. Skipping the Colonial postal history period, we look briefly at the postage-rate structure as it affected what is now Iowa, while still in unorganized and successively in territorial status under the jurisdictions of the Louisiana Purchase and the territories of Indiana, Missouri, Michigan, Wisconsin and finally Iowa.

By the Act of March 2, 1799 the zone rates for single letters
were as follows: Not over 40 miles, 8 cents; 40 to 90 miles, 10
cents; 90 to 150 miles, 12½ cents; 150 to 300 miles, 17 cents; 300
to 500 miles, 20 cents; and, over 500 miles, 25 cents. Every letter
brought in to the United States, or carried from one port to another,
in private ship or vessel, 6 cents, if delivered in post office where
received; if conveyed by post to any other place, 2 cents added to
the ordinary postage. The Act of April 30, 1810 added a Local (Drop)
letter rate of 1 cent. The Act of December 23, 1814, effective Feb-
ruary 1, 1815 increased all rates 50 per cent. The Act of February 1,
1816, effective March 31st, repealed the 50% increase and restored
the rates of 1799 and 1810. The Act of April 9, 1816, effective May
1st, changed the rates to 6 cents for single letters carried not over
30 miles; 30 to 80 miles, 10 cents; 80 to 150 miles, 12½ cents; 150
to 400 miles, 18½ cents; over 400 miles, 25 cents.

The next major change did not occur until the Act of March 3,
1845, effective July 1st, in which the zone rate for half-ounce let-
ters was 5 cents under 300 miles, 10 cents over 300 miles, with 2
cents for Local (Drop) letters, 2 cents Carrier fee and 2 cents per
sheet for circulars.

But, stampless covers pertinent to the study of Iowa postal
history were somewhat affected by some intermediate changes effected
by the Act of March 3, 1825, when the zone rate for 150 to 400 miles
was increased from 18½ to 18 3/4 cents to fit the currency (18 3/4
cents equivalent to 1½ reales, Spanish). And, also by the Acts of
March 2, 1817 and July 2, 1836.

Under the terms of the 1845 Act letters weighing over ½ ounce
were charged with the addition of one rate for each additional ½
ounce. Also, private (domestic) steamboat letters and printed mat-
ter received from a steamboat not under postal contract, taxed at
same rate as if they had been carried in the U. S. mail, by post-
masters at receiving offices. This only applied to non-postal
steamboats (for matter carried outside the mails).

The Act of March 3, 1847, effective July 1st, authorized postage
stamps. It fixed the rate of postage on letters conveyed to or from
Chagres at 20 cents; to or from Havana, 12½ cents; to or from Panama
30 cents; to or from Astoria (Oregon), 40 cents; to or from any place
on the Pacific Coast within the territory of the United States, 40
cents.

By the Act of March 3, 1851, from and after June 30th, the
single letter rate of ½ ounce was 3 cents not exceeding 3,000 miles,
prepaid, 5 cents if not prepaid, greater distances 6 and 10 cents,
and double rate for double letters. This act reduced Atlantic-
Pacific rates. Significantly, it provided that "postage on all

printed matter shall be prepaid by stamps or otherwise, or shall be charged double rates."

The Act of March 3, 1855, effective April 1st, was the first making the prepayment on domestic letters compulsory and provided that, for the greater security of valuable letters, the Postmaster General may establish a uniform plan for their registration at a fee of 5 cents each. Express companies and others were prohibited from carrying mail unless usual rate was affixed in U. S. stamps.

The Act of March 3, 1863, effective June 30th, defined Letter Mail as First Class Mail, prepayment compulsory, any distance 3 cents, drop letters 2 cents, printed matter 2 cents per 3 circulars. Private ship letters, foreign and domestic, double letter rates (still in force 1947). Prepayment by postage stamps made compulsory on Drop mail; all carrier and way fees abolished.

The introduction of postage due stamps in 1870 ended the stampless era for private ship letters; thus terminating the stampless period for all matters of interest to collectors, with the exception of Free and Soldiers' and Sailors' mail.

S Sgt M. Schindel A.F. 27919360
AFTER FIVE DAYS RETURN TO
377 Combat Support Hp.
Bot A   A.P.O. 96307
San Francisco, Calif.

FREE

UNITED STATES
ARMED FORCES MAIL
VIET NAM

The earliest town marks on stampless covers were in a straight line and for the most part without any boxing or other device. Often we find a separate straight line date stamps used with such a mark; certain of these marks have the date as a portion of the same mark as the town. In later usage we often find straight line marks boxed. In general, straight lines were gradually replaced by the early circle types and by ovals from about 1800 onwards. Oval postmarks were popular in a period roughly between 1820 and 1840. As a rule the oval town mark will have the name of the state at the bottom. The double oval is perhaps the most plentiful style of oval. Some of the double and a few of the single ovals bear various sorts of ornaments as well as the usual inscriptions. A few quite unusual oval types exist in which the lettering is in white cut into a colored ground. These have the appearance for the most part of homemade devices and are included with Fancy town postmarks. Fancy postmarks

are not standard types and include fancy pictorial and other irreg-
ular shaped designs. They are usually quite scarce and considerably
higher in value. Probably the most common type of cancel is the
circular, but it has its variations. There are plain circles, double
circles, double outer-line circles, double outer-line double circles,
and no outer-rim circles. In some cases the latter classification
is doubtless produced by the wearing away of the outer rim of the
circle on the cancelling device.

Dates in town marks are important to the study of postal history.
Most listings give consideration to the earliest or the latest dates
recorded. If dates are not evident on the face of the cover, it is
sometimes possible to ascertain the year by the date of the letter
contained within. Handstamped year dates in oval and circle town
marks are not common. The first postmark with handstamped year date
occurred in Baltimore in 1782. They appeared more frequently after
1800 but are fairly scarce and have added value.

Colors of postmarks make an interesting study. The common colors
are red, blue and black. Green, purple, magenta, yellow, brown and
orange are usually scarcer. The clarity of postmarks on well pre-
served covers adds much to the value and certainly heightens the in-
terest of the collector.

A general review of postal history, such as this must of neces-
sity be, in the interest of presentation time, unfortunately finds it
necessary to overlook even passing remarks of many specialized stud-
ies of the mail services; e.g., local mail service, carriers, way and
drop letters, interrupted flight cancels, train late, weather reports
and slogans, Rural Free Delivery, Railway Post Offices, Highway Post
Offices, flag cancels, pioneer airmail flight cancels, airport dedi-
cations, and an indecisive "last" but surely not least "First Day of
Issue" cancellations, of which even we can boast of a few.

Postal History is not
interesting to every-
one, but it has been a
"treasure-hunt" to me
with many happy hours
devoted to its study.

Through the centuries
kingdoms, countries &
states, even cities &
crossroad hamlets have been identified geographically. The above il-
lustrations appeared in a local newspaper article within recent days,
announcing the "progress" of our postal system that has become such a
big governmental business that local identities must be sacrificed.

Iowa, as we know it, is a gem in an elegant setting. It is rich in history. It was first seen by white men when Marquette and Joliet touched the west bank of the Mississippi River in 1673. From 1803, when it secured its first government by the famous Louisiana Purchase as a part of that territory, through successive transfers from Indiana, Missouri, Michigan, Wisconsin, to Iowa territories and finally statehood in 1846, it has steadily developed its resources.

Likewise, the postal history of Iowa is an interesting study. It is impossible to develop research material without an appreciation for or an understanding of the events that made our postal system a necessary part of our business and social life. Through the preservation of correspondence we have been able to trace the stages of development as the people moved into, then across our state. Postmarks trace the pioneer settlements, some of which have grown to large cities whereas others have long since served their purpose and are no longer even remembered by the present generation.

The postal system in Iowa dates from 1833, the first post office being established on May 27th in Dubuque (then called Dubuque's Mines because of Julien Dubuque's lead mines thereabouts).

True enough, there were settlers in Iowa prior to that time. No doubt they sent messages to their families and friends or in connection with their business but it was, at the very best, a difficult task. When Missouri became a state in 1821, this region reverted to its unorganized status and had no semblance of a government. Traders and trappers roamed the region, had their fur trading posts and other establishments, but no settlements could legally be made.

Usually wars between the Indian tribes were fought without interference by the government authorities, but when the Sioux descended on the lead mining region around Dubuque and drove out the legitimate owners, the Sac and Fox Indians, troops under Lt. Jefferson Davis (later President of the Confederate States) were dispatched to expel the usurpers. Following the successful conclusion of the Black Hawk War, United States forced the Sac and Fox Indians to make a cession of the Iowa land bordering the Mississippi River. The Black Hawk Treaty was signed on September 15, 1832, at Fort Armstrong, on Rock Island. This region was not opened to settlement until 1833. On several occasions the soldiers marched out from Fort Armstrong and Fort Crawford to forcibly remove those who were squatting on the land. The lack of laws in the region caused a great deal of trouble. To give the region some status in law and court it was attached to Michigan Territory in 1834 and divided into DuBuque and DeMoyne counties. At this time the first Fort Des Moines was established on the Mississippi River, at the present site of Montrose, by Col. Stephen W. Kearney. This post was garrisoned until 1837 when the troops were removed to Fort Leavenworth.

It is not difficult, under these circumstances, to understand why it was some years from the time white men first roamed the region until they could permanently establish their homes and make their livlihood here, that a need for post offices and their services was required.

A Comparison of the population statistics indicated there were but 50 whites in Iowa in 1832, but by 1836, only four years later, there were 10,531. And just two years later in 1838 (when Iowa Territory was established) this figure had more than doubled, numbering 22,589. This rapid growth all up and down the Mississippi River and also up the lower reaches of the Des Moines River created a need for postal service.

The settlers who lived in Iowa during the early days mingled work with play, and although they had many hard experiences, they also had many good times. Everything was very rude and primitive, and a great deal of what we today regard as necessities the pioneers considered as luxuries. As there were no railroads here then, the settlers depended entirely upon horses and oxen, and, in some instances, supplies were brought in on an occasional steamer. As soon as possible after a territory was opened up the government established military and territorial roads, but before this was done the settlers had made their own highways and byways. The first roads followed the old Indian trails. As there were no fences the settlers drove over the prairie in all directions. Mails were few and far between. For some time postage was twenty-five cents a letter. If a settler was too poor to pay this, the good natured man who acted as postmaster would trust him until the sum was available. The post office was at some store, and mail was received at irregular intervals at first, according as the condition of the roads and of navigation assisted or hindered. Settlers rode many miles to get their letters. More specifically, postage rates during the early days of settlement, as governed by the Act of March 3, 1825, were based upon the distance mail was carried. The Act of March 3, 1845 reduced the rates to two classifications; under 300 miles, 5 cents; over 300 miles, 10 cents. In 1855 letters could be carried 3,000 miles for 3 cents, over 3,000 miles for 10 cents. Finally, in 1863, an ordinary letter could be carried any distance in the United States for 3 cents.

Soon after Governor Lucas entered upon his duties as the first chief executive of Iowa Territory, a Letter was addressed to him, at Burlington, Iowa, by the officials at Washington. Evidently the people out East knew little of events on the Upper Mississippi, for the letter went to Burlington, New Jersey, was returned to Washington, was sent out, this time to Burlington, Vermont, and again came back to Washington. The postmaster was disgusted. He wrote on the letter, "For heaven's sake let this letter go to some other Burlington, wherever it may be!" There were no envelopes in those days and the great wafer sealing the letter with the writing of the postmaster
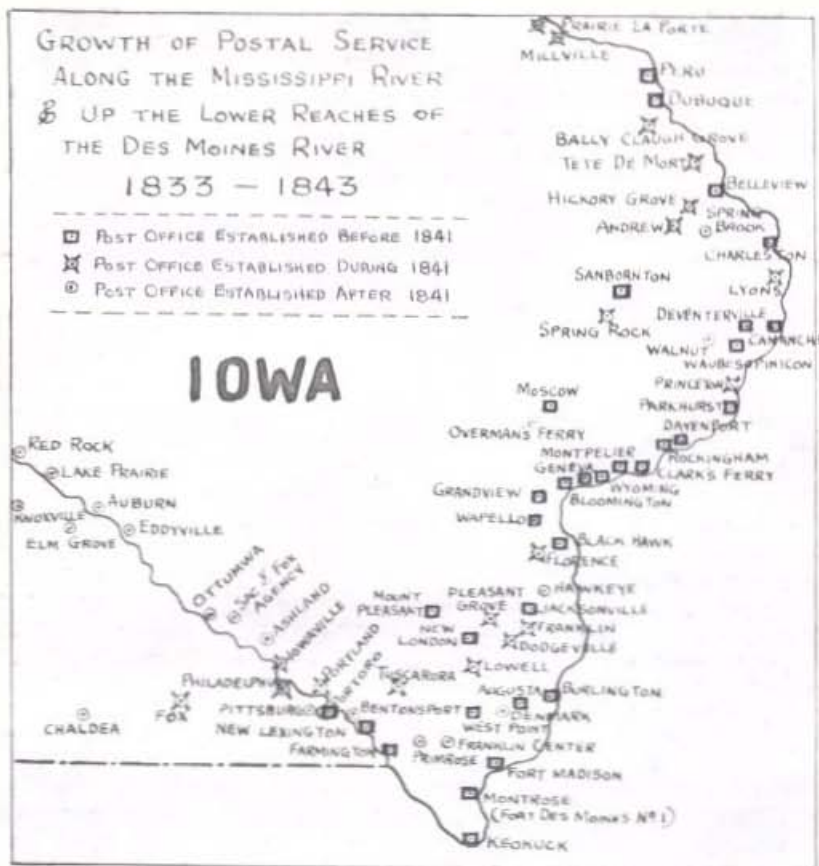
under the address, caused considerable comment.

Mail came weekly to Burlington, the first territorial capital.
It was brought from the East to Indianapolis by stage coach; thence
by two-horse hack to Iowa. From Burlington mail was taken by hack
to Davenport and by horseback riders to Dubuque. Before Iowa was a
territory letters were addressed, "Iowa Post Office, Black Hawk Pur-
chase, Wisconsin Territory."

The rivers were Iowa's first highways and were much larger than
they are now. The Iowa, Des Moines, Cedar and even the Turkey River
were thought to be navigable. Today the Mississippi and the Missouri
may be said to be the only navigable streams in Iowa. The first
steamboat to pass along Iowa's eastern border was the Virginia,
which, in 1823, carried supplies to Prairie du Chien. The pioneer
steamboat on the Des Moines was the S. B. Science, Captain Clark,
which made a short trip in the Fall of 1837. The steamer Ione land-
ed troops and supplies at Raccoon Forks in August of 1843 where the
capitol city of Iowa now stands. This became a busy route during
the next few years until the stage and railroad took the steamer's
place. Some of these lines held government contracts to carry the
mail and "Steamboat" or "Steam" markings on early covers verify and
portray this interesting phase of our early postal history. Until
the coming of the railroad, and for many years after the building of
the first lines, the stage answered the general demands of inland
travel and traffic. Frink and Walker was the company operating the
first stages in Iowa. In 1854 the Western Stage Company succeeded
the older concern. The mail routes covered by these stages were im-
portant to the rapidly expanding businesses and gave a more commerc-
ial atmosphere to the postal service that had seen its beginning in
the irregular steamer-trips and the post rider. The first rail in
Iowa was laid in May, 1854. By the end of 1855 there were sixty-
seven miles of track in operation. January 1, 1856, the first train
pulled into Iowa City, the westernmost station of Iowa. In August,
1866, the first train entered Des Moines over the Des Moines Valley
Road. In about six months, or in February, 1867, a locomotive ar-
rived at Council Bluffs. Steam had succeeded horses. Iowa's stage
coach days were drawing to a close. It was not until July 1, 1870,
however, that the last old coach left Des Moines for Indianola. With
the coming of the railroad, postal service in Iowa was again improved.
On August 28, 1864 the first trip of the U. S. Railway Post Office
was completed from Chicago to Clinton. The trip proved successful
and thereafter the growth of the Railway Mail Service was quite rapid.
All route agents became Railway Postal Clerks by 1890, and postmarks
changed from "Agt." to "R.P.O."

Rural Free Delivery service was established under President
Cleveland in 1896. Air mail service in Iowa commenced in 1920 when
a through service between New York and San Francisco was attempted,

but this service was not continuous, since the mail was carried by
train at night. It became apparent that the service, to be really
worthwhile, must be operated day and night. The first through day
and night service was inaugurated July 1, 1924. In more recent years
as the passenger and mail trains have been withdrawn from lines on
which small towns no longer supported the service, Star-routes and
Highway Post Offices have continued to furnish postal service. This
latter type of service has become quite popular in Iowa, so much so
that Des Moines has been termed "the highway post office capital of
the United States," seven routes operating from that point.

GROWTH OF POSTAL SERVICE ALONG THE MISSISSIPPI RIVER & UP THE LOWER REACHES OF THE DES MOINES RIVER 1833 — 1843

□ Post Office Established Before 1841
⌘ Post Office Established During 1841
⊙ Post Office Established After 1841

IOWA

The student of postal history satisfies his desire for know-
ledge with such references as the United States Postal Guides, maps
such as Andreas' Historical Atlas of Iowa, 1875, early Iowa Gazet-
teers and histories written by various authors which touch on the

subject. But the postal history collector feels he has gone but part
of the way unless he locates examples of these types of mail service
given Iowa covers throughout the periods just described. The story
of postal service in Iowa can be told much more effectively when il-
lustrated with covers neatly arranged on album pages together with a
brief description of the cover, the town or the contents of the cover.

Postal History of Iowa is interesting as it helps us better ap-
preciate the mail service we are presently enjoying. By study and
research we can learn the history of our state in a much more perso-
nal manner, visualizing the circumstances connected with each cover.
Many new friends may be added to our acquaintance in the search for
"ghost town" and other historically interesting covers. And finally,
and this is important, in my judgment, postal history collectors are
helping to preserve documentary evidence of the growth and advance-
ment of our postal system which might otherwise be destroyed and for-
gotten. The preceding remarks serve only to outline the postal his-
tory of Iowa; a more detailed study is necessary to thoroughly under-
stand and appreciate its definite growth, step by step.

trappers delivering it personally. Mail was very infrequent for these hardy pioneers. The need for an established postal system was not felt until the "squatters" crossed the Mississippi and the Des Moines rivers to establish their "claims", shortly before the Black Hawk War in 1832. The federal troops stationed at Fort Armstrong (Rock Island) and Fort Crawford (Prairie du Chien) found it necessary to forcibly evict these squatters on several occasions prior to June 1, 1833, official date of departure of the Indians from eastern Iowa and the opening for settlement by the whites.

Above map locates early military installations and explorer's routes

The Half-Breed Tract, in the southeastern tip of Iowa, was occupied as early as 1824 by some white men who had taken Indian women as wives. The Fox Indians, who had stubbornly guarded the "Mines of Spain" at what later became Dubuques Mines, ever since the death of Julien Dubuque in 1810, were driven out of the area by a series of inter-tribal wars with the Sioux. Immediately, some thirty white men, without any legality whatever, crossed the Mississippi and took over the lead mines. Soon after, however, soldiers from Fort Crawford evicted them. Scores of white families line up to use the three improvised ferries at Dubuque, Burlington and Rockingham (Davenport) at the expiration of the Indian title to the Purchase. Many of the settlers searched for water-power sites for mills and for topographical conformations which would make a natural site for a town. Many of these mills were never built and few of the hastily selected town sites ever became important. Some towns were inevitable; among these were Keokuk, Montrose, Fort Madison, Burlington, Bloomington (Muscatine) and Dubuque.

The general survey of the public lands in Iowa began in the fall of 1836, under the authority of the Surveyor General at Cincinnati, Ohio. First the boundaries of the congressional townships had to be located, and then the townships were subdivided into thirty-six sections according to the system inaugurated by Congress in 1796. To start this work the sum of $50,000 was appropriated on May 9, 1836, to be applied to the survey of lands "in Michigan Territory, west of the lake, and in Wisconsin Territory." Although the first land surveys were definitely governmental in character it is interesting to note that the first surveys

and plats of town sites, like so many other acts of the frontier, were made through the initiative of individuals and not by authority of the government. Surveys of Burlington and Dubuque were made in the fall of 1833 while Iowa was still an unorganized territory. In addition to the survey of public lands and the maintenance of Territorial offices, the Federal government was instrumental in the establishment of post offices and post roads.

Mail, always highly prized by pioneers, was brought across the Mississippi almost as soon as the first white people came into the area, often by private carriers before the Post Office Department assumed charge. By an act adopted on July 2, 1836, provision was made for post roads reaching Burlington, Mount Pleasant, Bellevue, Keokuck, Fort Des Moines (No. 1), Gibson's Ferry, Iowa, Clark's Ferry, Davenport, Parkhurst, Dubuque, Peru, Durango and Weyman's Ferry. The passage of laws establishing post roads would have been futile if towns and post offices were not already present to fix the routes and terminals.

Between 1836 and 1840 a large number of post offices were established in Iowa. The first delivery of mail within the original limits of Burlington in 1834, for example, was through the private enterprise of Wm. R. Ross who later became postmaster in 1835. In the spring of 1834 he had written Postmaster General William T. Barry asking for the establishment of a post office at Flint Hills (early name of Burlington). He was granted a route between "Flint Hills, Ill.," and Sho-ko-kon, seven miles from Burlington on the east side of the Mississippi. The mail was delivered on horseback and the compensation consisted of the proceeds of the office.

Colonel George Davenport was the first postmaster in the vicinity of Davenport, being appointed to the office at Rock Island (Illinois) in 1824. Previous to this time the mails came at intervals which were regulated by the movement of troops and supplies up the Mississippi to Rock Island. This was sometimes but once a year. The nearest post office was 300 miles away at the little town of Atlas near the mouth of the Illinois River. During the next few years the post roads were gradually extended until Quincy became a duly constituted office. About 1830 the Quincy route was suspended and mail then came from Chicago and Galena by horseback to Rock Island. Davenport held office several years before he was duly sworn in by Judge David Irvin.

Antoine Le Claire received a commission as first postmaster at Davenport on April 19, 1836. He received mail from Stephenson (now Rock Island), Illinois, and brought the letters to Davenport in his coat-tails. He received seventy-five cents for his first quarter's work.

On April 2, 1836, a bill was introduced into Congress to establish the Territory of Wisconsin. Michigan was seeking statehood and provision must be made for the government of the remainder of the sprawling territory outside the new state. New territorial organization was welcome. Representatives from the remote parts of Michigan Territory lived as much as five hundred miles from Detroit, the capital, and frequently, it was impossible in the winter for them to attend sessions of the legislature. Laws were sometimes put into effect months before copies of them were received in the extremities of the Territory.

During Michigan Territorial jurisdiction Iowa consisted of but two counties, Du Buque and De Moine. They were much too large for efficient administration, according to Governor Dodge of Wisconsin Territory. Consequently, on December 7, 1836 Demoine County was split into Des Moines, Lee, Van Buren, Henry, Louisa, Cook, and Muscatine counties, but none of these had their present boundaries. On December 21, 1837, old Du Buque County was divided into Dubuque, Clayton, Jackson, Benton, Linn, Jones, Clinton, Johnson, Scott, Delaware, Buchanan, Cedar, Fayette, and Keokuk counties.

Under the Territory of Wisconsin, Iowa began to have its first real government. Its first census was taken in 1836. Its first election was held on October 10th. One of the important decisions of the first legislature was the choice of the capital. Dubuque made every effort to secure it, but Burlington succeeded.

On June 12, 1838, President Van Buren approved the establishment of the Territory of Iowa and the Organic Act became effective on July 4, 1838. A permanent territorial capital was established at Iowa City in 1841. Later, after statehood, the capital was moved to Des Moines near the center of the state, where it is presently located.
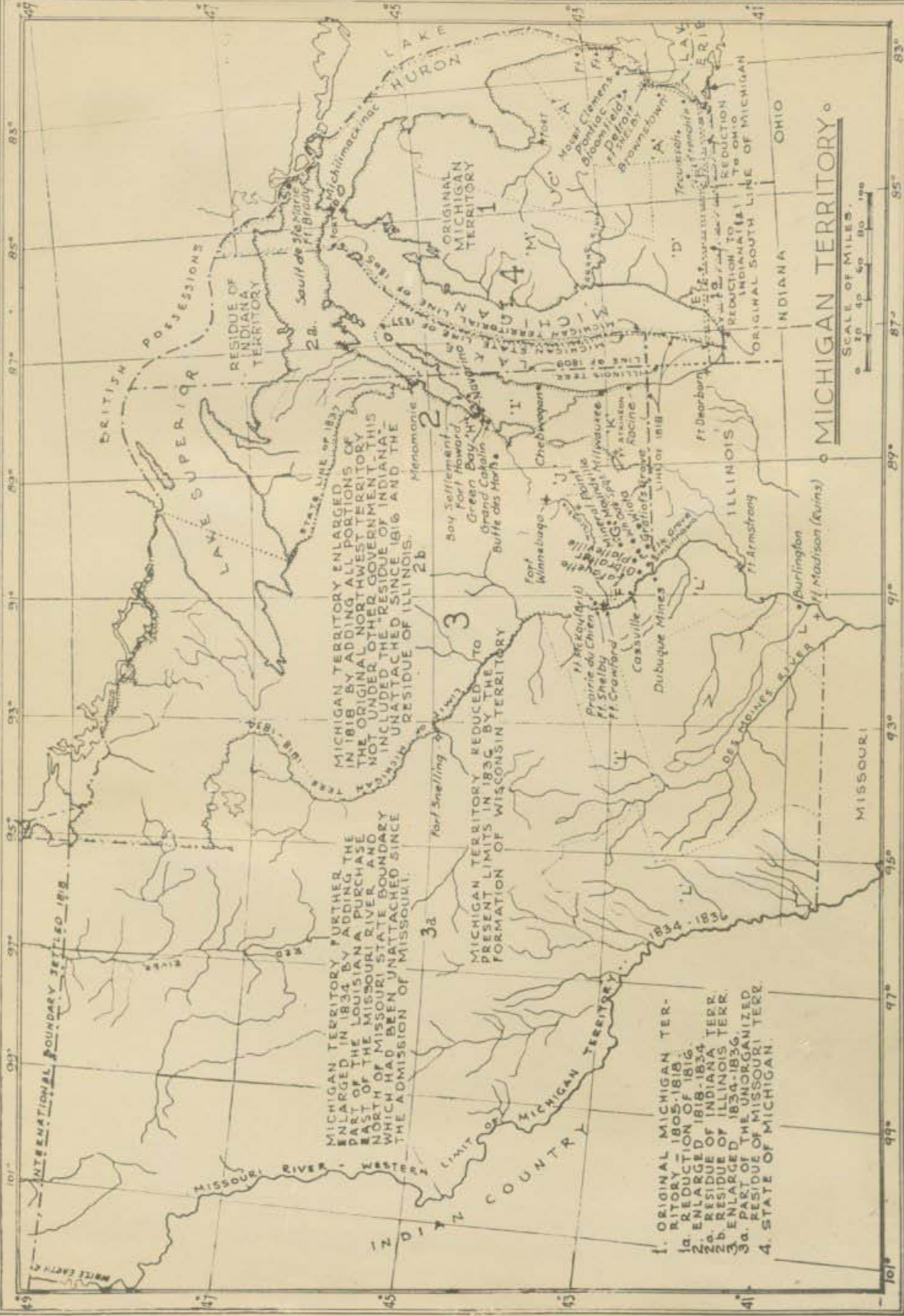
GALENA, ILLINOIS.
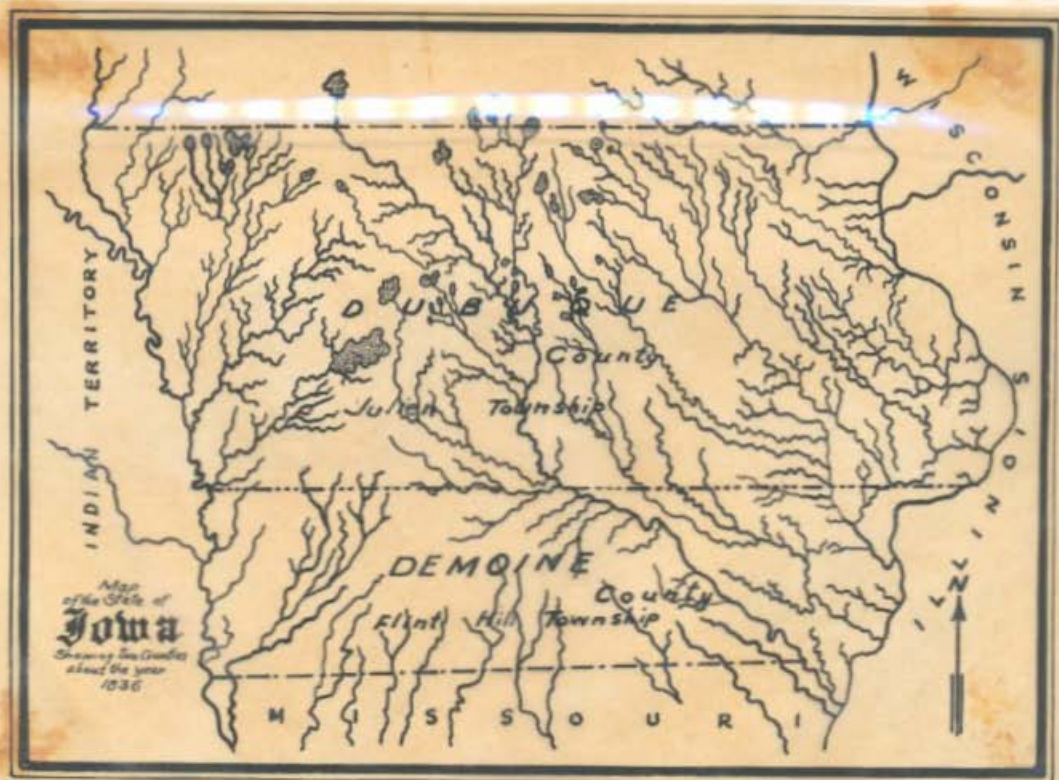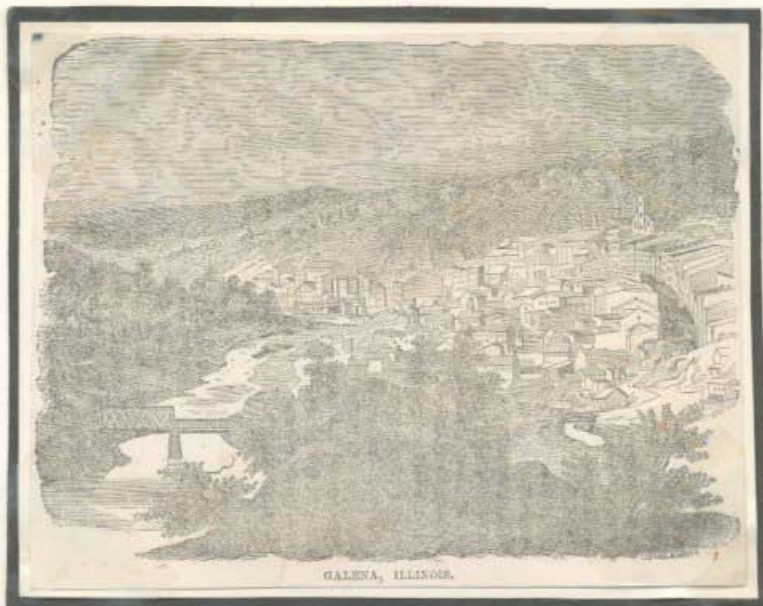
The message written on the face of this letter is typical of the spe-
cial favors asked of accommodating postmasters during those early days
of our postal system.   The postage of 12½¢ was prepaid in this inst-
ance as evidenced by the **PAID** marking.   It was a simple matter there-
fore to hold the letter at the Port Byron postoffice, just across the
Mississippi from Parkhurst, instead of allowing it to go down to Rock
Island, across to Davenport and back up the river.   No doubt Mr. Sum-
mers was well known thereabouts and arranged to pick up such letters.

MICHIGAN TERRITORY

SCALE OF MILES
0   20   40   60   80   100

1. ORIGINAL MICHIGAN TER-
   RITORY – 1805–1818.
1a. REDUCTION OF 1816.
2. ENLARGED OF 1816.
2a. RESIDUE OF INDIANA TERR.
2b. RESIDUE OF ILLINOIS TERR.
3. ENLARGED 1834–1836.
3a. PART OF THE UNORGANIZED
   RESIDUE OF MISSOURI TERR.
4. STATE OF MICHIGAN.

MICHIGAN TERRITORY ENLARGED
IN 1818 BY ADDING ALL PORTIONS OF
THE ORIGINAL NORTHWEST TERRITORY
NOT UNDER OTHER GOVERNMENT. THIS
INCLUDED THE "RESIDUE OF INDIANA"
UNATTACHED SINCE 1816 AND THE
RESIDUE OF ILLINOIS.

MICHIGAN TERRITORY FURTHER
ENLARGED IN 1834 BY ADDING THE
PART OF THE LOUISIANA PURCHASE
EAST OF THE MISSOURI RIVER, AND
NORTH OF MISSOURI STATE BOUNDARY
WHICH HAD BEEN UNATTACHED SINCE
THE ADMISSION OF MISSOURI.

MICHIGAN TERRITORY REDUCED TO
PRESENT LIMITS IN 1836 BY THE
FORMATION OF WISCONSIN TERRITORY.

Rockingham W. T. 6th June 1838
Robt. T. Lytle Esq.
Surveyor Genl.
*Surveyor Genl. Office*
Cincinnati
Oh.

ROCKINGHAM

Post Office established March 11, 1837 in Du Buque County, Wisconsin Territory. First Postmaster was John H. Sullivan, who continued in office when it became a part of Scott County. Second Postmaster was James Hazlett, appointed September 16, 1840 during Iowa Territorial period. This office was discontinued December 16, 1847 when it became a part of the rapidly expanding town of Davenport. This amalgamation resulted from the loss of the county seat by proponents for Rockingham who lost their fight with those of Davenport after having first combined efforts in a scheme to defeat the bid of Buffalo (originally Clark's Ferry) by arranging for the transfer of two townships to Muscatine County in order that they would be nearer the center of their county. Rockingham Road is a modern reminder of the past.


Laurel Summers Esqr.
Parkhurst P.O.
Scott County
I. T.
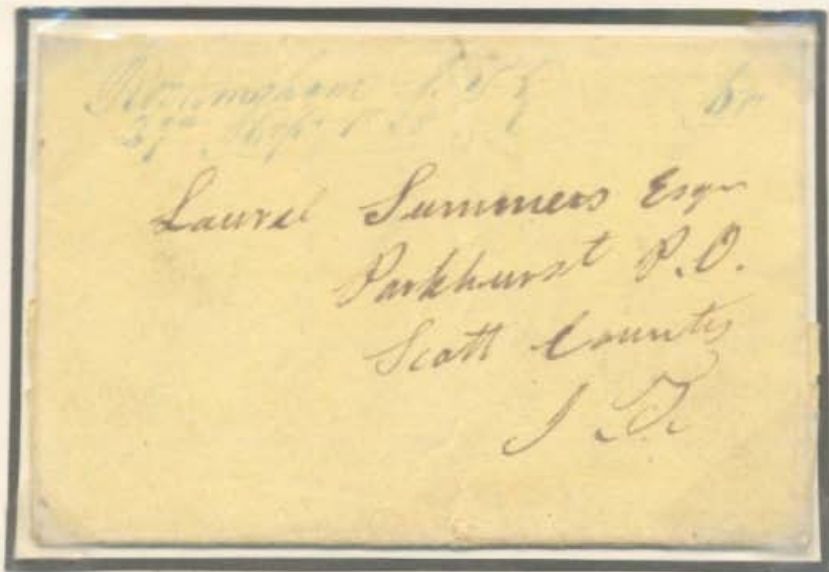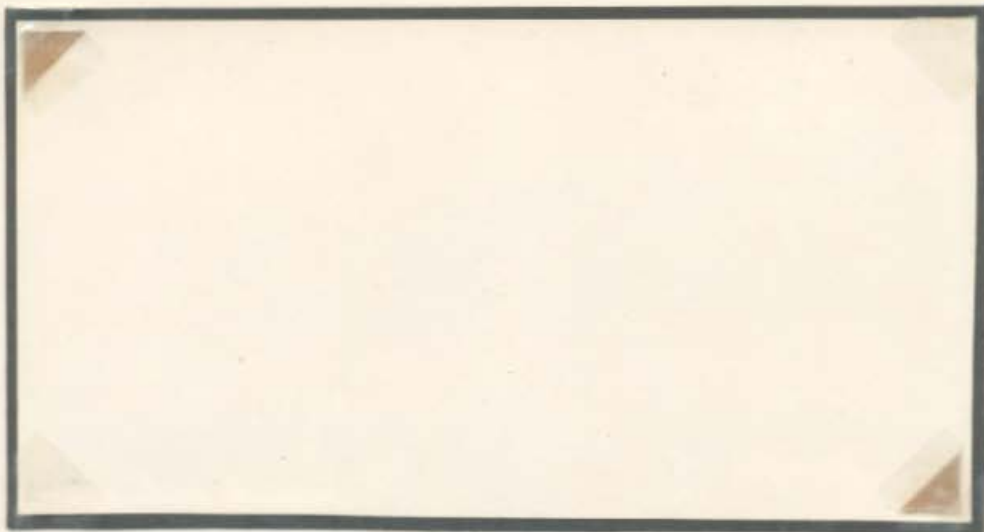
BLACK HAWK

Post Office established May 27, 1837 in Louisa County, Wisconsin Territory.
First Postmaster was William L. Toole. Elisha Hook was the second Post-
master, taking office May 5, 1838 and continued in office when the name was
changed to Toolesborough, during Iowa Territorial period.

TOOLESBOROUGH

Post Office established May 27, 1837 as Black Hawk, during Wisconsin Ter-
ritorial period, with William L. Toole as its first Postmaster. First Post-
master of Toolesborough was Elisha Hook, appointed November 9, 1839.
Spelling was changed to Toolesboro on August 27, 1892 and the office was
finally discontinued on December 31, 1903.
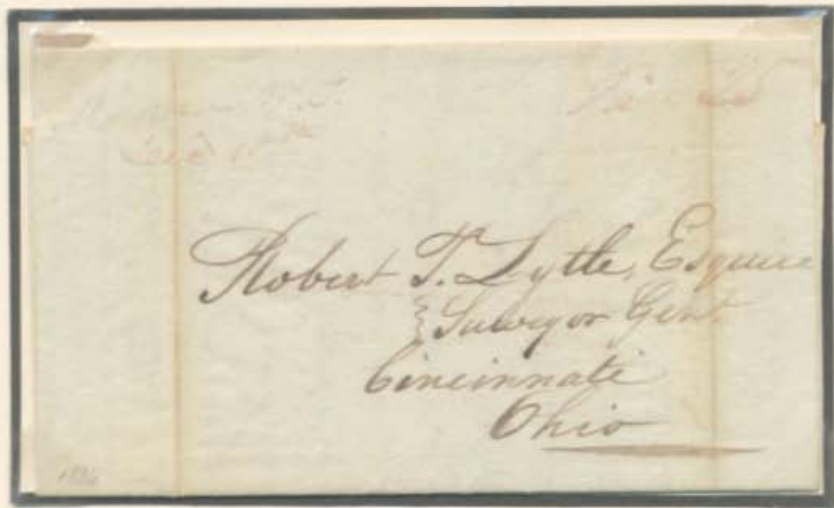
FORT MADISON

Post Office established February 22, 1836 in Warren County, Illinois during
Michigan Territorial period. First Postmaster was John Box. Second
Postmaster was James Douglass, appointed November 18, 1836 during Wis-
consin Territorial period. Third Postmaster was Jesse B. Brown, appoint-
ed May 26, 1838, now being located in Lee County. Fourth Postmaster was
Johnston I. Phares, appointed October 18, 1838 during Iowa Territorial
period. First of these two letters is cancelled "Madison, W. T." in man-
uscript, omitting "Fort", by Postmaster Douglass, indicative of the localiz-
ed description of that town in its earliest days (the fort having been evacua-
ted and destroyed in 1813). The other letter bears a typical example of a
"Wis. T." cancellation altered in manuscript to indicate its proper useage
during Iowa Territorial period.

Free Wm A Burt P.M.
Mt Vernon Mich

Robert T. Lytle Esq.
Surveyor General of the U.S.
Cincinnati Ohio

DAVENPORT

Post Office established April 19, 1836 in Des Moines County, Michigan Territory. First Postmaster was Antoine Le Claire. Second Postmaster was Duncan E. Eldridge, appointed February 13, 1838 during Wisconsin Territorial period, it then being located in Scott County. Manuscript cancellation of the first letter is typical of early post offices prior to the institution of handstamping devices; a good example of a Postmaster's franking-privilege, even exercised away from his own office. The second letter bears one of the earliest handstamped cancellations reported from an Iowa office in which the use of "IOWA" replaces "I.T." during Iowa Territorial period.

PAID
Paid

DAVENPORT
JAN
6
IOWA

A.G. Ellis Esq,
Surveyor General
Iowa & Wisconsin
Du Buque

`To Billy Westholm
November 13, 1962

For many hours of pleasure (we hope!)

From Daddy
Woodrow Westholm
1605 Thompson Avenue
Des Moines 16, Iowa

LENOX, IOWA.
JUN 20 1910
R. F. D. No. 1

Remember, dear Son ---
"Good toys, like good stamps,
will always be appreciated."

GREAT BRITAIN # 1 (Penny Black) FIRST POSTAGE-STAMP IN WORLD

Woodie Westholm
1605 Thompson
Des Moines
Iowa

Buff envelope cancelled (black) with "PAID 3" rate and postmark used only
in the period 1852-56, including "C" in town-name, abbreviating state "I?"
Keokuck (Lee Co.) post office established May 3, 1836, spelling later chang-
ed to Keokuk, still in service. William Patterson was postmaster from Apr.
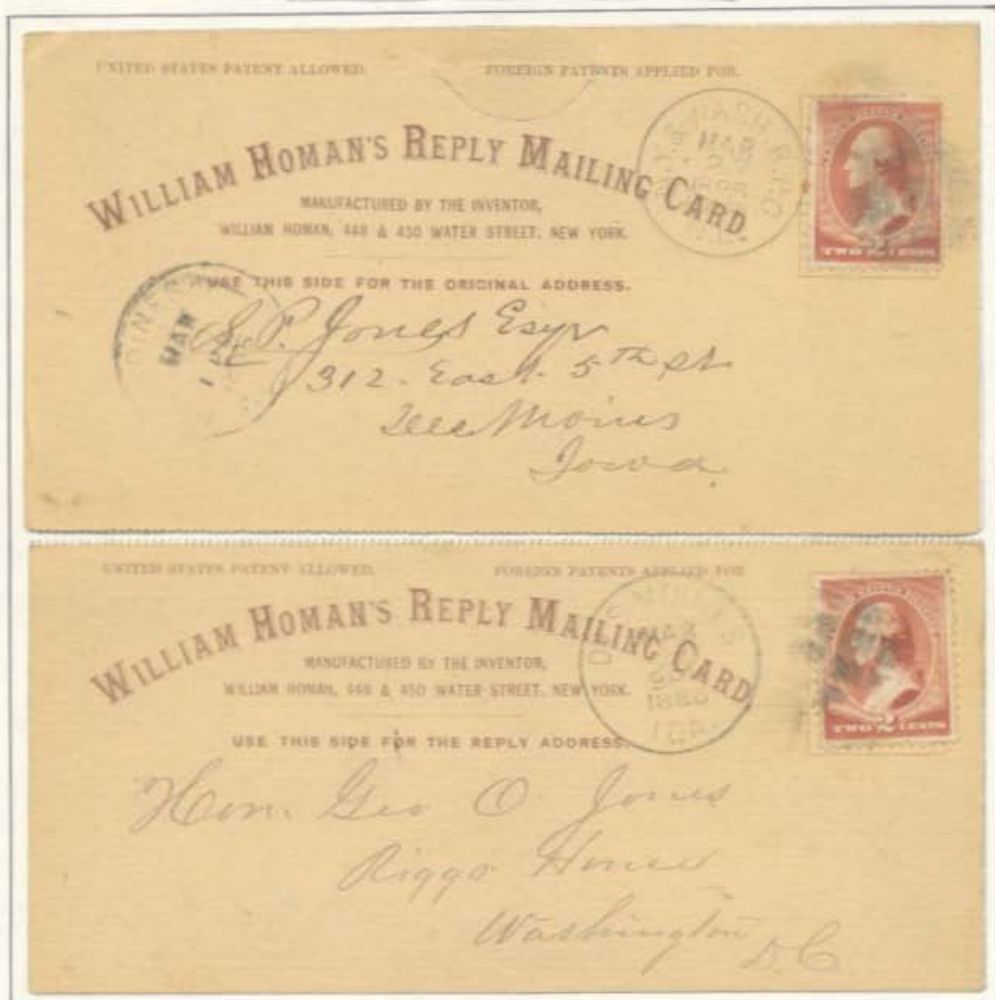8, 1853 until Apr. 6, 1857.
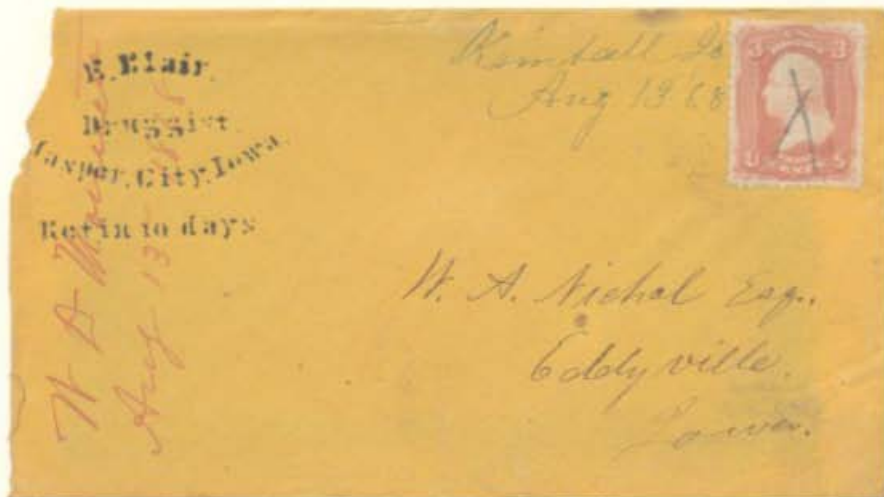
Amber advertising envelope of druggist at Jasper City, letter enclosure is
datelined "Kellogg," but postmarked (manuscript) "Kimball Io. Aug 13 '68."
Post office established Jun. 2, 1865 as Kimball (Jasper Co.) but renamed
Jasper City May 20, 1869, finally Kellogg Mar. 21, 1871, still in service.
An excellent example of postal history as affected by name changes.

Issue of 1883

PERFORATED 12

PRINTED BY THE AMERICAN BANK NOTE CO.

UNITED STATES PATENT ALLOWED   FOREIGN PATENTS APPLIED FOR.

WILLIAM HOMAN'S REPLY MAILING CARD.

MANUFACTURED BY THE INVENTOR,

WILLIAM HOMAN, 448 & 450 WATER STREET, NEW YORK.

USE THIS SIDE FOR THE ORIGINAL ADDRESS.

S. P. Jones Esq.
312. East 5th st.
Des Moines
Iowa.

UNITED STATES PATENT ALLOWED   FOREIGN PATENTS APPLIED FOR.

WILLIAM HOMAN'S REPLY MAILING CARD

MANUFACTURED BY THE INVENTOR,

WILLIAM HOMAN, 448 & 450 WATER STREET, NEW YORK.

USE THIS SIDE FOR THE REPLY ADDRESS.

Hon. Geo O. Jones
Riggs House
Washington D.C.

WILLIAM HOMAN'S REPLY MAILING CARD

Early, experimental Reply Mailing Card, postally used between Washington,
D. C. and Des Moines, Iowa, March 27th and 30th, 1886, by brothers Hon.
George O. and S. P. Jones. Printed instructions read, "Use this Side for
the Original Message, and hook the Reply Card under the Tongue. Detach
the Reply Card, affix a two-cent postage stamp where marked, write the
reply on the other side, and mail it. The Double Card may be returned.
Affix a two-cent postage stamp where marked, write the reply on the other
side, fold and lock the card, with the Reply Address on the outside, and
mail it." Note perforated edges where cards could be separated.

Name of Balloon Le Denis Papin No. 39

Time of Ascent Dec.7 '70 at 1 A.M.

Place of Ascent Gare d'Orleans

Descent Same day, 7 A.M. at
Ferte-Bennard

Kilometers travelled 170

Name of Aeronaut Mons. Domalin

Passengers if any 3 - Messieurs
de Montgaillard, Robert and Delort

Amount of mail carried 55 kilos

PARIS BALLOON FLIGHT COVER

Mail has, through the ages, been delivered in various and devious methods of
conveyance. The seige of Paris, France resulted in the transportation of this
particular cover by means of a balloon, as cited in the above flight-data.

The

Addresses **B**usiness & **C**'s ancellations

OF IOWA POSTAL HISTORY ARE SHOWN
IN THIS EXHIBIT OF A REPRESENTATIVE

A THROUGH **Z**

RANDOM-SELECTION FROM OUR IOWA
COVER AND POSTMARK COLLECTION. A
BRIEF NOTATION WITH EACH ITEM IS
GIVEN RELATIVE TO ESTABLISHMENT AND
DISCONTINUANCE DATES, POSTMASTER
APPOINTMENTS, AND DESCRIPTION OF THE
CANCELLATION TYPES AND RELATIVE
SCARCITY AND PERIODS OF USE.

Two stampless-letter examples of the necessity of using existing postal facilities in neighboring states to expedite delivery of mail destined for offices within our state, when service had not yet been established in areas just being surveyed and settled.

ABOVE: An 1849 letter from Allamakee County addressed to Iowa City, postmarked from Prairie du Chien, Wisconsin.

BELOW: An 1852 letter from Taylor County to Dubuque, postmarked at Maryville, Missouri.

Stampless envelope bearing manuscript free-frank of Postmaster Thomas Mitchell who served the Apple Grove (Polk Co.) post office from its establishment Aug. 16, 1849 until May 17, 1854. The office was finally discontinued Mar. 6, 1868.

Government postal card cancelled (purple), double circle type, with Maltese cross killer, both tieing stamp. Avoca (Pottawattamie Co.) post office established Jan. 15, 1869, still in service. Jonas B. Blake was postmaster when this card was mailed Aug. 28, 1878.

Government postal card cancelled (purple) with 4-sided shield, rarely used
in Iowa. Bancroft (Kossuth Co.) post office, first known as Greenwood Cen-
tre (May 13, 1870), established Nov. 17, 1881, still in service. First
postmaster E. Frank Clark was in office when this card was mailed, serving
until Jan. 11, 1886.

Government postal card cancelled (black), no outer circle type town & date
postmark, nondescript cork killer cancelling stamp. Brooklyn (Poweshiek Co.)
post office, first named West Brooklyn (Aug. 28, 1869) established Jan. 24,
1871, still in service. George Phillips was postmaster when this was mailed
Apr. 18, 1884.

Government postal card cancelled (black) Sep. 28, 1886, single circle and
3-ring target killer tieing stamp. Very rarely used "IA." abbreviation of
Iowa, often misinterpreted as Indiana. Casey (Guthrie Co.) post office es-
tablished Oct. 28, 1872, still in service. Mailed during postmastership of
S. Y. Thompson Sr.
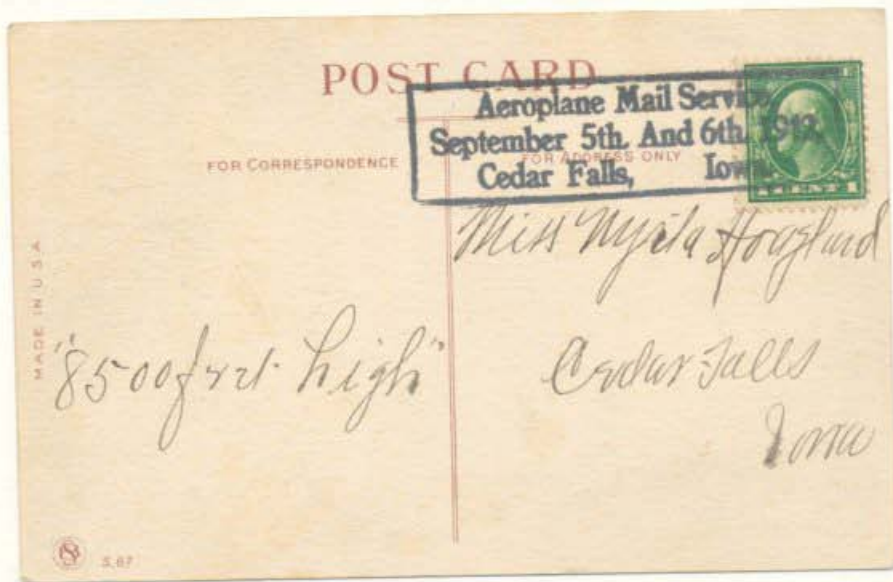
Greeting card specially cancelled for mailing aboard one of Iowa's few pio-
neer airmail flights in 1912. Autographed on reverse by Lincoln Beachy,
pilot, and noted "8500 feet high." Cedar Falls (Black Hawk Co.) postoffice
established Jan. 3, 1850, still in service. Edwin H. Wilson served as
postmaster Jul. 24, 1912 until Dec. 16, 1915.

VIA
AIR MAIL

DES MOINES
DEC 20
6 30 PM
IOWA

IOWA

M r. Hans C. Hansen

Los Angeles.

DAMAGED BY AIR PLANE WRECK
DECEMBER 22, 1930

215 N. Rampart

CRASH COVER, DEC. 22, 1930, ALHAMBRA. CALIF. AIRPORT.

ON DEC. 22ND, 1930, AT ABOUT 2:00 A.M. THE SALT LAKE CITY-
LOS ANGELES PLANE CARRYING 1445 POUNDS OF MAIL AND ONE
PASSENGER CRASHED INTO A RESIDENCE NEAR THE ALHAMBRA
TERMINAL. A PROPER LANDING WAS THWARTED WHEN SMOKE
FROM NEARBY ORANGE GROVE SMUDGES BLINDED THE PILOT.
SKIMMING AN ORCHARD WHILE ATTEMPTING TO GET BACK INTO
THE AIR THE PLANE KNOCKED DOWN A ROW OF PHONE POLES
WHEN THE COLD WEATHER PREVENTED THE MOTORS FROM
FUNCTIONING PROPERLY. QUICK WORK BY UNINJURED PILOTS
HOWARD BERT COX AND GEORGE SHERWOOD RESCUED THEIR
PASSENGER AND ALSO THE OCCUPANTS OF THE HOUSE WHICH
HAD ALSO CAUGHT FIRE. BOTH THE PLANE AND HOUSE WERE
DESTROYED BUT THE PILOTS AND FIREFIGHTERS WERE ABLE TO
SALVAGE ABOUT 40% OF THE MAIL, WHICH, AS ABOVE, RECEIVED
A CACHET "DAMAGED BY AIR PLANE WRECK/DECEMBER 22, 1930"

CARRIED VIA WESTERN AIR EXPRESS PLANE

ABOVE COVER ORIGINATED AT DES MOINES, IOWA DEC 20-6 30 PM-
1930.
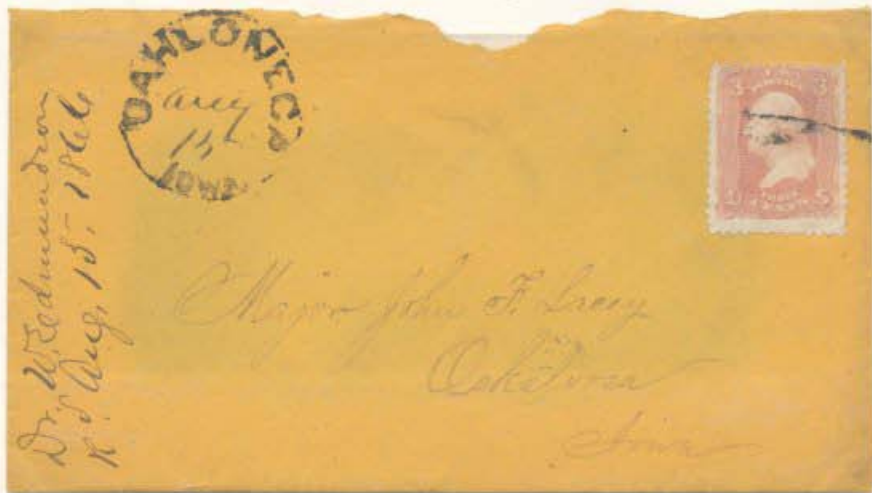
Amber envelope cancelled in 1866 (black) with woodcut type, privately made
device, date inserted in manuscript. Dahlonega (Wapello Co.) post office
established Jun. 13, 1844, discontinued Nov. 30, 1907, mail to Ottumwa.
John Davis was postmaster Dec. 11, 1865 until Sep. 5, 1866.

Amber envelope cancelled in 1860 (black) small single circle type in which
"FORT" has been removed for use at renamed Des Moines office. Very late use
of such device, nearly three years after change and other properly spaced
town-name postmarks seen bearing earlier dates. Des Moines (Polk Co.) post
office established Jul. 30, 1857, still in service. Its first postmaster,
Wesley Redhead, served until May 6, 1861.

Small white envelope cancelled in 1865 (blue manuscript) abbreviating town-name, seldom done by Iowa postmasters. English Settlement (Marion Co.) post office, first named Durham's Ford Dec. 28, 1848, established Jul. 24, 1850, discontinued Jul. 10, 1878. Macklin Copeland served as postmaster from Aug. 10, 1855 until Sep. 24, 1869.


Manilla envelope cancelled (black) single circle and double-framed Maltese-cross killer tieing stamp. Eagle Center (Black Hawk Co.) post office established Jun. 19, 1879, discontinued May 31, 1904, mail to Waterloo. Josiah Hill served as postmaster from Sep. 18, 1890 until Apr. 1, 1899.

Small white envelope cancelled (black) single circle type used during terri-
torial into early statehood period. Rate indicated by unique PAID arc-can-
cellation designed much like then-current 3¢ coin. Fairfield (Jefferson Co.)
post office established May 25, 1839, still in service.

Amber envelope cancelled (black) large circle type with "precancelled" 3
killer on stamp. Extensive research determines use of this rate marking on
stamps only for the relatively short period of early January to middle-March
of 1853, thereby suggesting cancellation may have been applied to possibly a
single sheet, truly Iowa's earliest precancel. Fort Des Moines (Polk Co.)
post office established Dec. 31, 1846, first known as Raccoon River Dec. 13,
1845, changed to Des Moines Jul. 30, 1857. Hoyt Sherman was postmaster from
Jun 26, 1849 to Feb. 10, 1853.
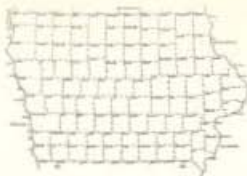
Stampless, folded letter with manuscript town, date and rate marking, from Iowa Territory's northernmost post office, cancelled only one and one-half months before statehood and subsequent jurisdiction by Minnesota eventually. Fort Snelling (Dubuque Co.) post office established May 9, 1828 but not under Iowa jurisdiction until Jul. 4, 1838. Franklin Steele was appointed postmaster Mar. 31, 1840.

Buff envelope cancelled (bold black) with balloon-type circle tieing stamp, in 1857. Frankville (Winneshiek Co.) post office established Sep. 6, 1853, discontinued Jun. 30, 1911, mail to Postville. Thomas Bell was postmaster from Dec. 19, 1854 to Oct. 1, 1858.

Stampless, folded letter with manuscript (black) town and date cancel, 1851, free-frank of Robert Gower, first postmaster from establishment date until Sep. 9, 1856. Name of office was changed to Cedar Bluff Dec. 30, 1859, which discontinued Oct. 31, 1953, mail to Tipton.
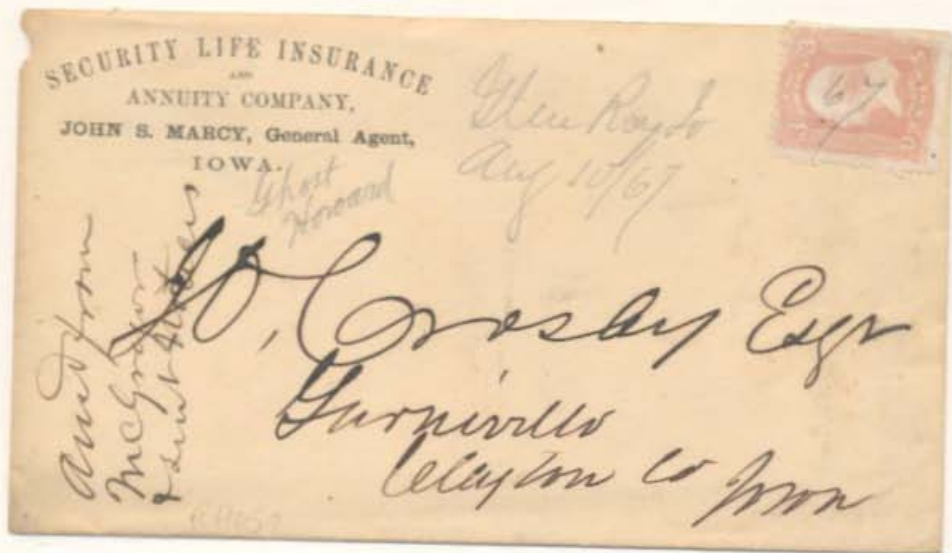
Early insurance advertising envelope cancelled (pencilled manuscript) with "Io." abbreviation of Iowa, "67" year date killer on stamp. Glen Roy (Howard Co.) post office, first known as Newbury Jul. 20, 1865, established Jan. 23, 1866, changed to Lime Spring Nov. 24, 1875, now Lime Springs. Mailed during first postmaster James Greenleaf's service.

Government postal card cancelled (pink, rare) postmaster-type town and date postmark, 4-ring target killer on stamp. Holland (Grundy Co.) post office established Aug. 14, 1877, still in service. Postmaster Stephen W. Burroughs served from Oct. 30, 1885 until Jan. 17, 1888.

Government envelope cancelled (magenta) straight-line town-name with manuscript date and registry number. Pen cancels on stamps. Hibbsville (Appanoose Co.) post office established Aug. 19, 1854, Jacob W. Hall, postmaster. James Hibbs served as only other postmaster Mar. 16, 1859 until discontinuance Apr. 30, 1902, a period of forty-three years!

Yellow envelope cancelled (black) single circle, faint target killer on 15¢
1866 postage issue, to Europe. Iowa City (Johnson Co.) post office estab-
lished Nov. 14, 1839, first Napoleon Mar. 2, 1839; still in service.

Civil War patriotic envelope cancelled (manuscript) lower-left, pen-cancel-
led stamp. Iola (Marion Co.) post office established Jun. 29, 1859, dis-
continued Jun. 13, 1883, mail to Durham. David T. Durham was only postmaster.
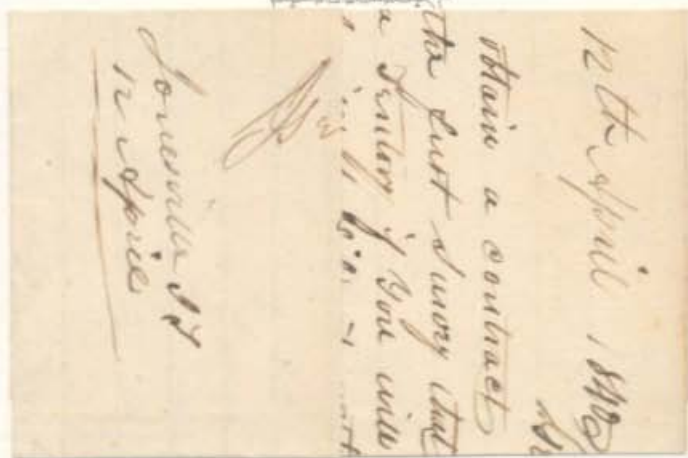
Stampless, folded letter cancelled across left end (black manuscript) from
a territorial post office that was in service only four months. Jonesville
(Jones Co.) post office established Jan. 23, changed to Edinburgh May 30,
1840, which was discontinued Apr. 28, 1847, once again in service from May
27, 1856 to Aug. 3, 1873. James Hutton served as postmaster from establish-
ment until discontinuance in 1847.

Buff envelope cancelled (bold black) balloon-type postmark and straight-line
"PAID" rate marking, with original spelling of office. Jaynesville (Bremer
Co.) post office established Apr. 4, 1854, changed to Janesville May 23,
1876, still in service. Seymour T. Hotchkiss was postmaster Apr. 8, 1858
to Apr. 20, 1861.

Issue of 1869
PERFORATED 12
### PRINTED BY THE NATIONAL BANK NOTE Co.
GRILLED

THE first pictorial issue of the United States was introduced in 1869 and is still considered one of our most beautifully engraved issues. The 15¢, 24¢ and the 30¢ values exist with the center inverted and are very scarce.

Very fine illustrated advertising corner-card of "James Murdock Jr.,
Lever and percussion seal presses. Steel burning and Stamps, Brands,
Stencils. 139 W. 5th St., Cincinnati, Ohio" Rare green 8-bar circuler-
grid killer cancel tieing 1¢ stamp, proper postage for circuler letter.
Very interesting advertising leaflets enclosed.
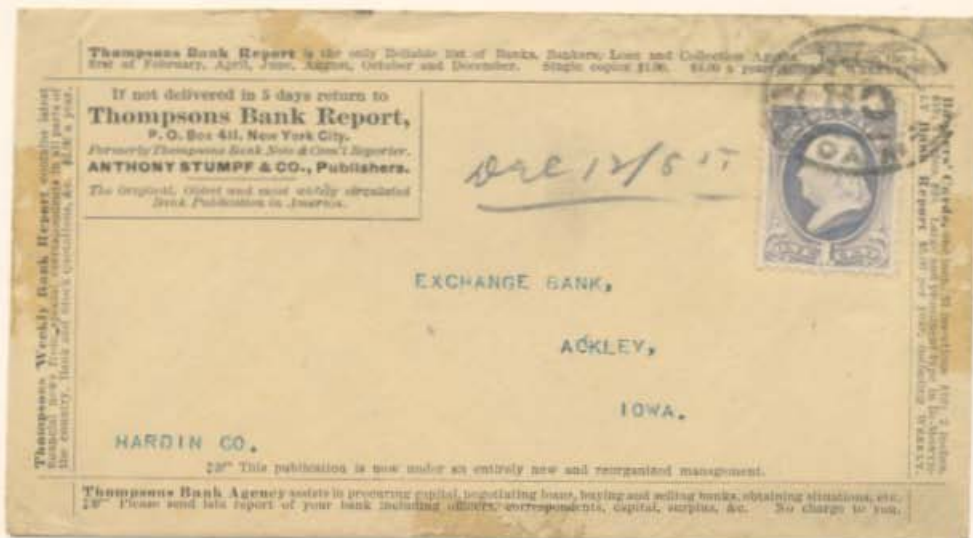
Somewhat uncommon type of advertising envelope with corner-card of
"Thompsons Bank Report, P.O. Box 411, New York City. Anthony Stumpf & Co.
Publishers." Unusual arrangement of marginal advertisement of various
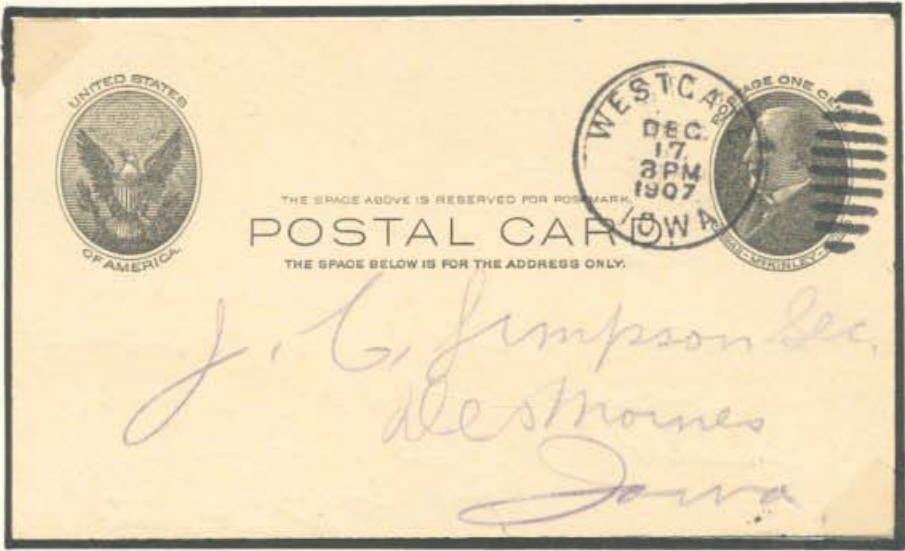of their services. Standard postmark for circular letters on 1¢ stamp.

Post office established 28 Jan 1858; Joseph Chitester, first postmaster. Was
changed to Westgate 9 Dec 1886, Nathan W. Spear first postmaster; still in
service. Situated in the northeast corner of section 21, Fremont Township.
Located on the Chicago, Great Western Railroad. Population (1950) 226.

`POST OFFICE DEPARTMENT,`
Official Business.

John Oakford

Postmaster of *Delaware*
Care of P. M.   *Polk Co.*
of Ft. Desmoines   *Iowa*
Polk Co.
Iowa

DELAWARE (Polk County) IOWA - 12 Apr 1854

(No. 8)
POST OFFICE DEPARTMENT

Sir: April 12th, 1854

Herewith you will receive a key fitting the iron mail lock.

The safe keeping of the mail key should always be an object of your systematic and watchful care. It must never be exposed to public observation, nor placed where it may be lost or stolen, nor suffered to pass even for a moment, into the hands of any one not a sworn officer of the department. The loss of a mail key, as it affords facilities for robbing the mails, is an act of carelessness more pernicious to the mail service than almost any other which a postmaster can commit.

As very serious and extensive injuries have been suffered by the department and the public from this cause, the Postmaster General finds it necessary to adopt the rule that the loss of a mail key shall be deemed cause for removing the postmaster so offending; & he will feel constrained rather to discontinue a Post Office than to leave the mail key in careless hands.

You are requested to give particular attention to the instructions contained in the printed regulations of the Department--chapters 46 & 47.

When a mail lock or key is broken it should not be repaired, but returned to the Department with an explanatory letter.

When a lock on a mail bag cannot be opened with the proper key it should not be broken, nor should the strap of the bag be cut, but the lock may be removed, if you have a perfect one to substitute for it, by cutting the staple of the bag. In that case a new staple should be put on the bag before it is used again.

You will retain this circular in your office, but cut off the annexed blank receipt, and after having filled it up with the name of your office, county, and State, and signed and dated the same, return it by first mail to this office.

/s/   John Oakford
         CHIEF CLERK

To the Postmaster of Delaware.

Government postal card cancelled (green) with bold-lettered, large circle type used during early statehood period and "10" in circle killer normally seen only on stampless items, unusual as late as 1876. Libertyville (Jefferson Co.) post office established Feb. 3, 1846, still in service. Written by Washington J. M. Smith, postmaster Feb. 21, 1873 to Mar. 15, 1878.

Advertising envelope of James C. Jay, originator of Iowa's only "local" mail service, "Richwood & Jay's" between La Hoyt and Mount Pleasant, bearing a triangular local-stamp tied by "J" at lower-left. La Hoyt (Henry Co.) post office established Jul. 29, 1880, discontinued Aug. 31, 1904. John Durk was postmaster from Apr. 1, 1888 until May 15, 1901.

Amber envelope cancelled (black) doughnut-type, straight-line "PAID" killers
on 10¢ stamps, double-letter rate to California in 1862. Muscatine (Musca-
tine Co.) post office established Jun. 26, 1849, first named Bloomington
Sep. 25, 1837, still in service. John Malin was postmaster Mar. 30, 1861
until Apr. 15, 1869.

White envelope bearing special 75th anniversary postmark dated Oct. 12, 1928
not permitted under present postal regulations. Marshalltown (Marshall Co.)
post office established Jun. 13, 1854, still in service. Miller S. McFar-
land was postmaster Apr. 10, 1928 to Oct. 11, 1933.

Yellow advertising envelope, unusual for a physician and surgeon, cancelled (black) octagon town and date, segmented-cork killer cancels on stamps. Newell (Buena Vista Co.) post office established Oct. 11, 1870, first named Sargentsville Jun. 6, 1870, still in service. Frank P. Mack was postmaster Dec. 5, 1878 until Oct. 16, 1885.

White envelope cancelled (black) double circle type with italic letters, fancy star killer ties stamp. North English (Iowa Co.) post office established Feb. 27, 1852, still in service. Ebenezer B. McCracken was postmaster Nov. 18, 1875 to Jul. 22, 1885.

Buff envelope cancelled (black) with original spelling of office. Oceola
(Clarke Co.) post office established Dec. 19, 1851, spelling changed Dec.
11, 1872 to Osceola, still in service. A. C. Johnson was postmaster May 2,
1861 until Apr. 30, 1866.

White envelope cancelled (black) circle type with cork-killer designed for
insertion of monthly date changes. "AUG" still used on Sep. 5, 1890.
Ogden (Boone Co.) post office established Jan. 21, 1871, first named Yough
Aug. 10, 1860, still in service. Earl Billings was postmaster Oct. 24,
1889 until Apr. 2, 1891.

Government postal card cancelled (black) serrated-oval County type with 4-ring target killer on stamp. Powhattan (Pocahontas Co.) post office established Oct. 8, 1878, discontinued May 2, 1881; reestablished May 3, 1882, changed to Rubens May 21, 1883, which was discontinued Oct. 23, 1884. John Fraser was postmaster May 3, 1882 until May 21, 1883.

White envelope cancelled (black) circle with 4-bar killer type in which Iowa was misspelled "IOWO," only such example reported for an Iowa office. Packwood (Jefferson Co.) post office established Jan. 8, 1883, still in service. Mrs. Libbie L. Lockhart was postmaster Jul. 1, 1930 - Sep. 30, 1945.

Small white envelope cancelled (black) circle type with "IOA." abbreviation of state, 4-ring target killer ties stamp. Queen City (Adams Co.) post office established Feb. 16, 1858, originally Icaria Jun. 7, 1855, discontinued May 19, 1873; Andrew J. Kridelbaugh was postmaster Apr. 3, 1872 until discontinuance date.

Government postal card cancelled (black) double-lined circle, pinwheel killer ties stamp. Quarry (Marshall Co.) post office established Aug. 9, 1869, discontinued Feb. 27, 1909, mail to Marshalltown. Benjamin F. Rose was postmaster Sep. 6, 1880 to Jun. 28, 1882.

Government postal card cancelled (black) double circle County-Postmaster
type, shield-killer cancel. Radcliffe (Hardin Co.) post office establish-
ed Dec. 27, 1880, still in service. Addison N. Drake was the first post-
master, until Dec. 4, 1885.

Cream envelope cancelled (black) with woodcut type device resulting in bold,
varied letters, date inserted in manuscript. Riceville (Mitchell Co.) post
office established Apr. 16, 1861, still in service. First postmaster Dennis
Rice served until Mar. 12, 1867.

White envelope cancelled (black) doughnut-type marking with 4-ring target
killer and manuscript "Free" directed to a member of Congress. Sioux City
(Woodbury Co.) post office established Mar. 6, 1855, still in service.
John C. C. Hoskins was postmaster Nov. 12, 1862 to Mar. 12, 1878.

National Life Insurance Company

305-306 Citizens Nat'l Bank Bldg.   DES MOINES, IOWA
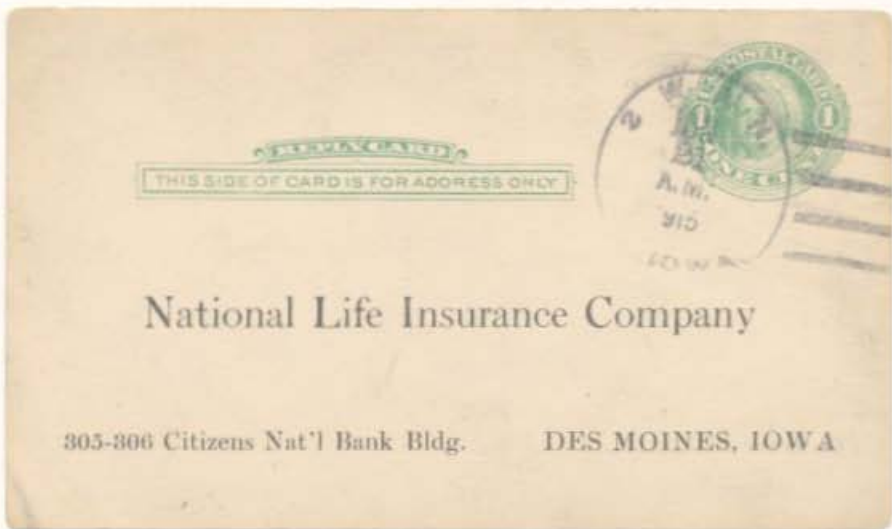
Government postal card cancelled (black) in typical circle with 4-bar killer
tieing stamp. But note that a <u>swan</u> replaces the "S" of the town-name, rather
unique for a 20th century cancel. Swan (Marion Co.) post office established
Jan. 26, 1880, still in service. Samuel J. Koons was postmaster Sep. 14,
1914 until Jan. 22, 1917.

Government postal card cancelled (blue) plain circle, 6-bar circle cork
killer on stamp. Town-name is misspelled "STEWART," this being one of
only two copies reported. See below for information on post office.

Government postal card cancelled (black) plain circle, skull and crossbones
killer cancel on stamp. Such killer has been seen only from this and Logan
post office in Iowa. Stuart (Guthrie Co.) post office established Jan. 21,
1871, first named Macksville Jul. 10, 1862, still in service. Henry C.
Trout was postmaster Jan. 14, 1875 until Dec. 16, 1881.

Stampless, folded letter cancelled (blue manuscript) and written by Post-master Stephen Holcomb. Tom Corwin (Allamakee Co.) post office established May 14, 1849, changed to Bunker Hill Mar. 18, 1852, finally to Ion Mar. 17, 1855, which was discontinued May 14, 1906.

White envelope cancelled (black) standard circle with 7 wavy-bar killer in which the first "N" of town-name was omitted, creating this error. It was even more unique inasmuch as there is no post office in the United States named THORTON. Thornton (Cerro Gordo Co.) post office was established Mar. 13, 1888, still in service. Carl M. Hansen has been post master since Jun. 22, 1950.

Government postal card cancelled (blue-black) County-type with solid Maltese cross killer on stamp. Union (Hardin Co.) post office established Apr. 12, 1860, still in service. Daniel W. Walker was postmaster Jan. 9, 1882 until Jun. 7, 1882.

Spanish-American War patriotic envelope cancelled (black) plain circle, smudged cork-killer on stamp. Unionville (Appanoose Co.) post office established Sep. 15, 1849, still in service. Calvin W. Morrison was postmaster Dec. 27, 1897 until Aug. 18, 1910.

Amber envelope cancelled (blue) balloon-type circle and straight-line "FREE"
manuscript (black) free-frank of James H. B. Harris, postmaster from May 18,
1859 until Mar. 25, 1861. Vernon Springs (Howard Co.) post office estab-
lished Jan. 29, 1856, discontinued Jun. 10, 1869.

Government postal card cancelled (green) large double-oval, solid star
killer on stamp. Also seen cancelled in red, purple and black. Van Meter
(Dallas Co.) post office established Aug. 31, 1868, still in service,
originally named Tracy Apr. 10, 1868. John W. Welch was postmaster May 23,
1889 until May 5, 1893.

Government postal card cancelled (black) oblong octagon, doughnut-killer on stamp. West Bend (Palo Alto Co.) post office established Aug. 13, 1862, still in service. James Johnston was postmaster Jan. 3, 1881 until Mar. 6, 1883.

Amber envelope cancelled (black) circle with original spelling of town-name. Pen-cancelled stamps. Waverley (Bremer Co.) post office established Feb. 27, 1854, still in service. Spelling changed to present-day Waverly.

Amber envelope cancelled (black) circle, stamp apparently uncancelled.
Yough (Boone Co.) post office established Aug. 10, 1860, changed to Ogden
Jul. 21, 1871, which is still in service.

Government Columbian envelope cancelled (purple) double-circle, Postmaster
type, with italic letters, bold 3-ring target killer on stamp. Yarmouth
(Des Moines Co.) post office established Nov. 18, 1881, still in service.
Charles Fye was postmaster Nov. 7, 1891 until Apr. 9, 1894.

A government postal card cancelled (black) circle and 4-ring target killer tieing stamp. Zearing (Story Co.) post office established Dec. 20, 1881, first named Illinois Grove Sep. 14, 1857, still in service. John C. Burkhart was postmaster May 8, 1882 until Oct. 28, 1885.

Amber advertising envelope cancelled (red) circle, solid star killers on stamps. Zenorsville (Boone Co.) post office established Jun. 29, 1876, John P. Zenor serving as postmaster until Jan. 29, 1886. Discontinued Dec. 5, 1900, mail to Boone. An excellent example of how the general store merchant served often as postmaster, and even had a village named for him.