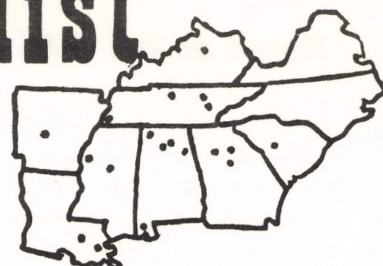


The Dixie Philatelist



Southern Philatelic Federation

NEWSLETTER



EDITOR: Benjamin E. Chapman, 2899 Jackson, Memphis, Tenn. 38108

FEBRUARY 1975 Vol.9 No. 1 Whole No. 27

SPF MEMBERSHIP DRIVE CONTINUES

SPF membership continues to increase with each passing month. Recipients of this edition are advised to check their dues status at once and continue to recruit new members.

Your editor is currently seeking articles for inclusion in future editions. If you have some short work that would be interesting to Federation members please contact him at the address above.

SECRETARY'S REPORT

Your attention is called to the provision in the new By-Laws of the Federation which directs the Secretary-Treasurer to drop all members from the rolls who have failed to pay their current dues by April 1st. To date only about half the membership has responded to the first dues notice. Also, special credit should be given to Joseph Buda, Jack Solomon, & Alan Atkins who gave a number of memberships in the Federation as Christmas presents. Thanks to their generosity, we have six more new members. These and others who have joined since November 1 are:

Joe Bateman, North Little Rock, AR; Eric Landnier, Pass Christian, Miss.; Terry Richerson, Campbellsville, KY; Pennsylvania Postal History Society, Darby, PA; James Schreiber, Ypsilanti, Mich.; Joe Walker, Ripley, TN; Etta Jurrissen, Edison, NJ; Robert W. Werner, New Rochelle, NY; Robert B. Brandeberry, Wilmington, Del.; Harry M. Woodward, Ralph Weil, Millard H. Mack, all of Cincinnati, OH; John Steele, Durham, NC; Ray B. Crow, Demaris Smith, and Harry J. Renn, all of Memphis, TN; and Marcus Landau, New Orleans, LA.



Membership Summary, February 1, 1975

Members as of Nov.1, 1974	96
Deceased	1
Resigned	1
New Members	<u>17</u>
Members in Good Standing	111

*** *** Remember, The Greenville Happening is Coming! *** ***

Notes on the U.S. 1869 Issue

by Benjamin E. Chapman

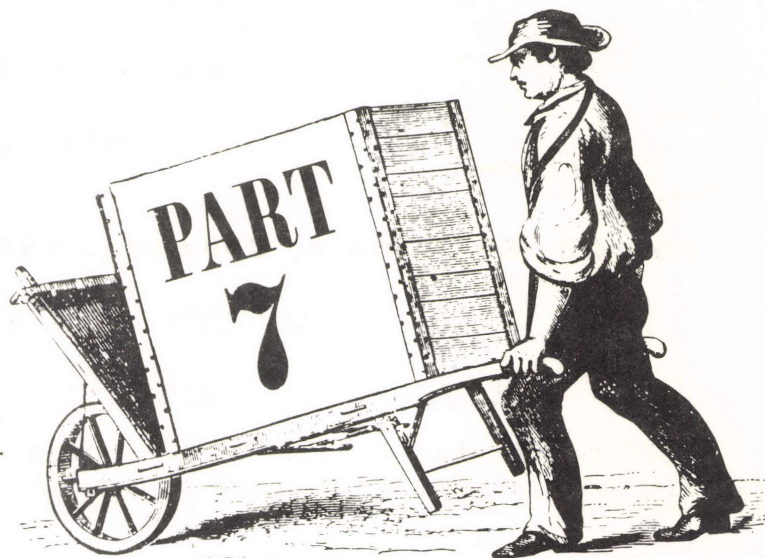
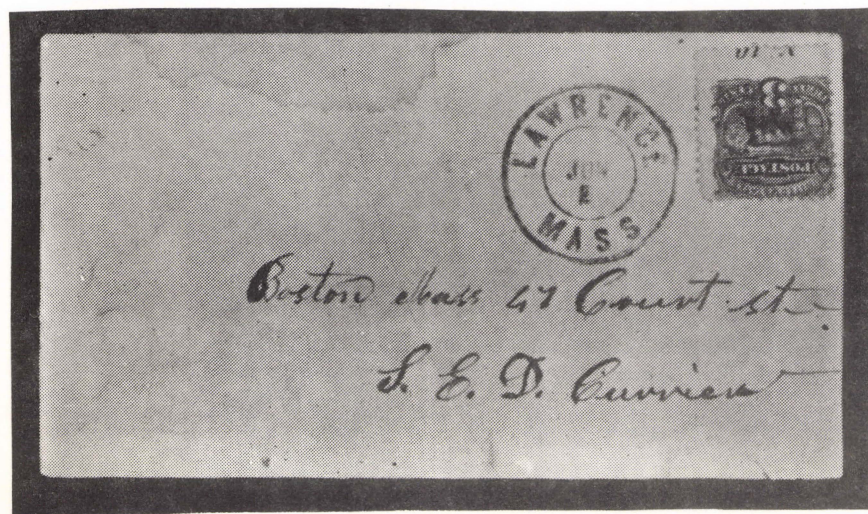
The article last time was apparently well received. I was blessed with two replies to my query, in almost the same day's mail. The first was from Ed Hill, Houston, who enclosed a #114 cover postmarked with an unusual "Dispatched Philad'a, Pa." CDS with time marking. The cover bore a fancy printed corner card and solid circular killer.

Almost simultaneously, I received a letter from Jim Schreiber, Ypsilanti, Mich., who reported that he had seen the Philadelphia time marking photo and wanted to report another Philad'a "Dispatched" marking which included the time. Of course, after seeing a photo of Jim's cover the two markings appeared very similar and this was fed-back to him. I am subsequently informed that Jim has written a nice article for the "Chronicle" concerning this (apparently) scarce marking and look forward to reading it this summer. I have no intention of beating him to the punch, so I will not illustrate Ed's (now Ben's) cover. Hopefully it will be shown in the "Chronicle."

As for the answer to the question: The covers bearing the US 1869 adhesives which are in my collection are found only rarely to contain a "time" in the CDS. The cities which apparently routinely used times include, New York, Philadelphia, Boston and Troy. The end: that's all I've seen, and why I asked the question.

It is reasonable to assume that only the largest cities would use such a marking. Therefore, I have consulted Holbrook's United States Mail and Post Office Assistant (Soon to be reprinted by the Collector's Club of Chicago) with respect to the cities which had Carrier (or Free City Delivery) service during the period of the 1869 issue. During the month of March 1869, 46 cities are listed which had Carrier service. The four cities listed above are first, 2nd, 5th and 22nd respectively with regard to mail volume.

Another reasonable assumption is that some of the Carrier cities had a time marking in their CDS during this period. I say some, because I have found several which do not show a time marking in their CDS. Illustrated is a Lawrence, Mass. cover which falls in this category. One nice thing about this cover is the beautiful "No. 10" which is showing below the frame of the 3c Locomotive. Plate number singles in themselves are toughies, but on cover, well that's another story.



Back to the point: Certainly there must be other cities which show a time in their CDS this early. The southern cities which made the "famous 46" include only Louisville (#12 with 21 carriers), Memphis (#20 with 12 carriers), and Nashville (#24 with 7 carriers). The end. New Orleans is not on the list and Richmond was added in September of 1869. I will have another column devoted to greater detail concerning the southern Carrier service, as reported in Holbrook later; but for now, let's continue the search for additional time markings in the CDS of 1869's on cover.

- - - - OK ?? - - - -

The Post Office in Early Arkansas
by Nathan B. Williams

Editor's Note: This is the second installment of the important postal history article, first published by the Arkansas Historical Association in 1911. It was supplied by Bruce Roberts of Little Rock, who asks for assistance in the collection of additional data from the membership. His address is 508 North Valentine, Little Rock, AR 72205. Bruce would like to see Xerox copies of any Arkansas covers prior to 1880 and will reimburse all expenses to those who help. In a letter recieved 1/24/75, Bruce asks the simple, but provocative question, "Has anyone ever seen a stamp or envelope of any denomination other than 3c mailed from Arkansas before 1880?" He, of course, is excepting the 4 covers known containing the 1847 issues. Think about it.

PART 2 As an aid to the development of the spirit of independence prevalent among the leaders of colonial thought, there was proposed in the year 1774 a "constitutional American post office." This service was organized by William Goddard of Baltimore, printer of the Maryland Journal, and passed into the control of the continental congress July 25, 1775, and Benjamin Franklin was made postmaster general at a salary of \$1000 per annum. Thus was the American post office made free al most one year prior to the declaration of independence.

On the adoption of the constitution of the United States the control of the post office was given to the federal government by the following paragraph:

"The congress shall have power to establish post offices and post roads."

In the early days congress appropriated money for opening and keeping in repair stage roads and paths to the interior in order that the mails might follow the sturdy pioneers and his family and afford them the means of communication, the comforts of friendly correspondence, the lights of the periodical press and keep them in touch with the activities of the government. These hardy pioneers early came to what is now Arkansas, and very shortly the government mail rider followed them.

The congress of the United States passed, on March 2, 1819, an act forming Arkansas Territory, but at least as early as July 1, 1817, there was one post office in what is now Arkansas and its name was "Arkansa," Missouri territory, and Eli J. Lewis was postmaster.

Table of the extent of the post roads, amount of postages collected, compensation of postmasters, incidental expenses, cost of transporting the mail, etc., in the Arkansas Territory for the years 1820, 1821, 1822:

DATA	YEARS		
	<u>1820</u>	<u>1821</u>	<u>1822</u>
Extent in miles of post roads	732	732	1257
Extent in miles on which the mail was actually carried	582	732	732
Amount of postage collected on letters	\$787.27	\$634.43	\$672.10
Postage collected on newspapers	48.10	37.23	34.79
Compensation of postmasters	291.68	238.52	250.00
Expenses of Postmasters	33.27	77.25	29.18
Net Balance of Postmasters' Accounts	510.42	355.89	426.71
Expense of Transporting the Mail	3509.38	5591.89	3517.94
Balance Against Each State	2998.96	3236.00	3091.23
Amount Collected From Each State	219.00	618.00	764.49

For the year ending March 31, 1827, the post offices in the Territory of Arkansas produced postage as follows:

- - - - - Note: The following pages are reproduced from Xerox - - - - -
copies of the original book, reduced slightly to
save space. Ye Ed hopes that they are readable.

Arkansas.....\$ 53.68	Little Rock.....\$ 254.19
Batesville.....80.05	Long Prairie.....16.93
Clark courthouse.....26.50	McLean's Settlement.....1.98
Crawford courthouse.....264.99	Marion.....2.99
Crittenden courthouse.....2.61	Miller courthouse.....88.93
Crystal Spring......18	Mouth of White River.....9.74
Dardanelle.....15.05	Peonery.....11.62
Davidsonville.....28.84	St. Francis.....1.20
Dwight.....16.59	Villemont.....16.76
Helena.....65.82	
Hempstead courthouse.....77.86	Total of Arkansas Ter-
Hix's Ferry.....8.11	ritory.....\$1,046.49
Izard courthouse.....1.87	

For the year ending 1828 they produced postage as follows:

Arkansas.....\$ 44.45	Little Rock.....\$ 278.24
Batesville.....87.85	Long Prairie.....13.62
Clark courthouse.....30.38	Marion.....11.51
Crawford courthouse.....192.73	Miller courthouse.....71.89
Crittenden courthouse.....7.61	Mouth of White River.....13.93
Crystal Spring.....3.61	Peonery.....9.37
Davidsonville.....20.28	St. Francis.....2.99
Dwight.....22.83	Villemont.....23.47
Helena.....63.36	Cantonment Gibson.....134.52
Hempstead courthouse.....149.37	
Hix's Ferry.....5.31	Total of Arkansas Ter-
Izard courthouse.....7.94	ritory.....\$1,195.46

For the year ending March, 1830, the post offices in the Arkansas Territory produced postage as follows:

Arkansas.....\$ 50.53	Little Rock.....\$ 248.24
Batesville.....114.54	Lost Prairie.....10.21
Cane Creek.....8.28	Marion.....15.99
Cantonment Gibson.....281.86	Miller courthouse.....23.81
Clark courthouse.....18.00	Mouth of Cache.....20.56
Clark's Salt Works......83	Mouth of White River.....26.78
Columbia.....1.31	Nicksville.....7.73
Conway.....11.84	Peonery.....11.70
Jackson.....8.98	Cosetot.....7.12
Lafayette courthouse.....6.97	Crawford courthouse.....80.37
Crystal Spring.....\$ 4.15	Pine Bluff.....\$ 16.51
Davidsonville.....30.31	Pleasant Hill.....49.06
Dwight.....31.39	St. Francis.....52.24
Fayetteville.....12.18	Tekataka.....10.23
Greenock.....13.99	Villemont.....47.74
Helena.....94.03	Vineyard.....11.37
Hempstead courthouse.....71.96	
Hix's Ferry.....6.25	Total of Arkansas Ter-
Izard courthouse.....18.72	ritory.....\$1,425.72

The amount of postage accruing at each post office in Arkansas Territory in the year ending March 31, 1834, was as follows:

House Document 176, Twenty-third Congress, Second Session.

A statement of the amount of postage accruing at each post office in each state and territory for the year ending March 31, 1834, etc.

ARKANSAS TERRITORY.

Arkansas.....\$ 90.38	Martin's.....\$ 3.58
Batesville.....221.87	Miller courthouse.....
Bayou de Roche.....4.85	Morrison's Bluff.....46.62
Big Creek.....4.52	Mouth of Arkansas River.....14.87
Black's.....	Mouth of Cache.....22.85
Cabeen's.....28.12	New Gascony.....11.98
Cane Hill.....173.85	Paralifta.....20.92
Cosetot.....1.71	Pine Bayou.....11.79
County Line......45	Pine Bluff.....83.73
Crawford courthouse.....80.00	Pleasant Island.....11.47
Crowley's.....6.33	Pleasant Hill.....
Dardanelle.....25.80	Point Remove.....14.39
Desarc.....8.52	Heckatoo.....5.50
Dogwood Spring.....9.61	Helena.....107.56
Dwight.....50.23	Hix's Ferry.....24.09
Fairview.....13.52	Hempstead.....138.02
Fayetteville.....221.02	Hot Springs.....47.88
Fort Smith.....222.60	Izard courthouse.....29.23
Fort Towson.....19.22	Jackson.....23.95
Fourche-Dumas.....15.12	Jacob's Staff.....29.69
Grande.....3.55	King River......47
Greenock.....26.74	Lafayette courthouse.....34.15
Cantonment Gibson.....164.44	Lake Port.....40.50
Choctaw Agency.....19.52	Languelle.....9.35
Clark courthouse.....54.81	Lee's Creek.....11.04
Clinton.....	Lewisburg.....55.24
Columbia.....233.83	Liberty.....9.03
Conway.....19.22	Litchfield.....35.05

Corca Fabre.....29.39	Little River Lick.....87.37
Logan's.....17.26	Little Rock.....879.60
Lost Prairie.....	Richland Creek.....23.11
Magnet Cove.....5.43	St. Francis.....118.68
Saline Crossings.....\$ 18.23	Vineyard.....\$ 78.90
Scotia.....28.98	War Eagle.....29.34
Short Mountain.....84.10	White River.....44.88
Spadra Bluff.....	White Run.....
Strawberry River.....11.00	Wolf Creek.....13.73
Tekataka.....3.22	
Talbert's.....17.91	Total of Arkansas Ter-
Ultima Thule.....8.92	ritory.....\$4,100.21
Van Buren.....50.78	

In 1824 the following post routes existed in Arkansas:

Greenville, presumably in Missouri, Newport to Pinkney once every week, eight miles, at an annual expense of \$100.00.

Jackson to Greenville fortnightly, fifty miles, at an expense of \$480.00.

Greenville to Batesville once a week, 124 miles, annual expense of \$849.00.

Batesville to Little Rock once a week, 104 miles, \$750.00.

Memphis to Arkansas fortnightly, 140 miles, \$500.00.

Little Rock to Arkansas fortnightly, 120 miles, \$500.00.

Little Rock to Crawford courthouse fortnightly, 155 miles, \$575.00.

Little Rock to Miller courthouse fortnightly, 215 miles, \$1,000.00.

Clark courthouse to Natchitoches once every four weeks, 320 miles, \$500.00.

Cahawba, Arkansas, to Greenville weekly, 70 miles, \$600.00.

Under date of January 16, 1826, the postmaster general reported to congress a list of post routes established within these two years, and few, if any, had produced one-third part of the expense of carrying mail on the same. The following routes are included in this list:

Route No. 407, touching Greenville in Missouri, Fourche De Thomas and Davidsonville in Arkansas Territory, produced \$178.52 in postage, while the expense of mail carrying was \$849.11.

Route No. 410, Little Rock to Arkansas, produced \$42.08, at an expense of \$500.00.

Route No. 412 proceeded from Little Rock by way of Clark courthouse to Miller courthouse. Route No. 413 ran from Clark courthouse to Natchitoches, Louisiana. These routes remained in this condition in the years 1827 and 1828.

On March 4, 1830, in a list given by the postmaster general of the post routes on which the mail is carried on Sunday, appears the following:

IN ARKANSAS.

From Memphis, Tennessee, to Greenock, Arkansas Territory.
Little Rock to Nicksville.
Little Rock to Miller courthouse.
Batesville to Little Rock.
Hempstead courthouse to Natchitoches.
From mouth of Cache to Helena.
Mouth of Cache to mouth of White River.
Memphis to Little Rock.
Batesville to Izard courthouse.

The total length of post roads in Arkansas Territory on the 1st of July, 1832, was 1,932 miles, and upon these roads the mail was carried on horseback and in sulkies, at a total cost of \$193,076.00 for the year.

On May 13, 1820, post roads were established by lines in Arkansas Territory from St. Michael's, Missouri, by Batesville and Lawrence courthouse to Arkansas, and from Cadron by Pulaski courthouse and Hempstead courthouse to Wachita courthouse, Louisiana.

At different times congress made appropriations for opening and completing roads in Arkansas, and on April 11, 1836, just prior to the admission of the State in June, 1836, we find

in senate document 300, twenty-fourth congress, first session, a report on the subject upon which we have abstracted the following:

Estimates of funds for completing roads in Arkansas, and for which road appropriations have heretofore been made:

Little Rock to St. Francis River.....	\$ 30,000.00
Jackson to Fort Smith.....	25,000.00
Strong's to Batesville.....	35,000.00
Helena to mouth of Cache River.....	10,000.00
Columbia, in Chicot County, to Little Rock.....	20,000.00
From the southern boundary line of the state of Missouri to the town of Fulton, on Red River.....	20,000.00
	<u>\$140,000.00</u>

Appropriations have been made for the first named road at different times. The first act is that approved January 31, 1834.

The second, third and fourth roads were authorized and appropriated for by the act of June 30, 1834.

The fifth road was authorized and appropriated for by act of June 30, 1834.

The sixth road was appropriated for on March 2, 1831, July 3, 1832, and February 24, 1835.

Appended hereto is a post route map of Arkansas bearing date of 1839, which shows the post routes in existence at that time.

The reader will have doubtless already discovered many names and places which now no longer appear upon the map of the State. As to the exact location of these places, or as to what has become of them, their history and that of their people, is left for other investigators. This paper is only intended to be a compilation of original sources of material upon this subject.

According to the reports of the post office department in 1828, there existed the following counties and principal post office in each, in the Territory of Arkansas:

Counties.	Principal Post Office.
Arkansas.....	Arkansas.
Chicot.....	
Clark.....	Clark courthouse.
Conway.....	
Crawford.....	Crawford courthouse.
Crittenden.....	Greenock.
Hempstead.....	Hempstead courthouse.
Independent.....	Batesville.
Izard.....	Izard courthouse.
Lafayette.....	Lost Prairie.
Lawrence.....	Davidsonville.
Lovely.....	Nicksville.
Fuller.....	Fuller courthouse.
Phillips.....	Helena.
Pulaski.....	Little Rock.

ARKANSAS COUNTY.

Arkansas "Mo. T."	Mouth of Arkansas.
Eli J. Lewis, July 1, 1817.	Wm. R. Campbell, March 12, 1832.
Arkansas.	
Eli J. Lewis, "new bond, July 15, 1828."	Charles Mapes, December 6, 1832.
Hewes Scull, June 2, 1830.	Stephen Van Rensselaer Ryan, February 17, 1835.
Changed to Arkansas Post, December 27, 1831.	South Bend.
	James H. Lucas, November 11, 1835.
Heckatoo.	White River.
Thompson Simpson, November 29, 1832.	William Montgomery, June 1, 1826.
Henry I. McKenzie, May 5, 1834.	Joseph Bennett, January 7, 1836.
Philip Read, March 12, 1836.	
Reuben Dye, July 14, 1836.	

CARROLL COUNTY.

Carrollton.	King's River.
Henderson Lafferty, January 15, 1834.	John P. Boidston, December 30, 1833.
Hiram Davis, December 31, 1835.	Marion Clement, November 18, 1834.
Blythes.	John W. Moore, June 11, 1836.
John Blythe, December 31, 1836.	
Crooked Creek.	
Joseph Hickman, July 14, 1836.	

CHICOT COUNTY.

Bartholomew, discontinued March 27, 1829.	S. E. Jones, September 9, 1835.
John O. Dabney, November 29, 1832.	(Villemont) [changed to Columbia].
Edward Wiley, December 19, 1833.	Alanson Morehouse, February 20, 1830.
Lake Port.	James Blaine, March 1, 1833.
William B. Patton, April 28, 1830.	Hiram Morrell (?), August 24, 1835.
Joel Johnson, December 15, 1831.	Fulton.
S. R. Gilmore, November 8, 1832.	Lewis Johnson, December 20, 1834.
Henry Roberts, February 17, 1835.	Charles McDermott, January 19, 1836.
Grand Lake.	
Nathan B. Quilling, October 3, 1834.	

CHOCTAW NATION.

Choctaw Agency.	Eagle Town.
F. W. Armstrong, June 26, 1833.	Loring S. Williams, July 1, 1834.
Fort Coffee.	Geo. F. Lawton, April 22, 1835.
James A. Scott, April 20, 1835.	Loring S. Williams, March 31, 1836.
<i>Disc 20 Sept 1838 (PO of John W. ...)</i>	

CLARK COUNTY.

Caddo, discontinued April 18, 1831.	Franklin Settlement, discontinued July 13, 1829.
Jacob Barkman, November 25, 1828.	Thomas Franklin, January 19, 1827.
Clark c. h.	Raymond.
Jacob Barkman, February 23, 1820.	John S. T. Callaway, June 11, 1835.
Samuel M. Rutherford, July 11, 1822.	Wolf Creek.
Willis Dilliard, June 29, 1825.	William Gentry, January 18, 1832.
Jacob Barkman, February 4, 1826.	Asa Thompson, May 21, 1833.
Daniel Ringo, March 27, 1828.	John D. Robinson, March 8, 1834.
Moses Collins, May 27, 1830.	John Spear, December 20, 1834.
Archibald Rutherford, March 15, 1834.	

CHEROKEE NATION.

Kidron.
James Orr, September 17, 1833.

Correct Bill CONWAY COUNTY.

Cadron Hills.	Lewisburgh.
Abner Pitts, May 25, 1829.	Thomas Mathers, May 22, 1832.
Benjamin Hogan, December 2, 1829.	Nimrod Menefee, April 8, 1833.
Joseph Borden, March 3, 1831.	Joseph I. Simmons, August 30, 1833.
Rodney Earheart, May 22, 1832.	Peonery.
Conway c. h. (changed to Marion).	George Bentley, November 21, 1825.
Silas T. Taneray, May 26, 1826.	Nimrod Menefee, May 24, 1828.
Harrisburg, discontinued May 22, 1832.	Point Remove (late Peonery).
James Wand, April 12, 1830.	Frederick Fletcher, January 14, 1831.

CRAWFORD COUNTY.

Barton's Mills.	Sanford N. Elmore, February 17, 1835.
John Logan, June 14, 1834.	Masard Creek, discontinued November 28, 1832.
Inquire of secretary of state if this party was in senate. At his speaking gave out whiskey and water.	Edmund B. Bayse, December 22, 1830.
Cantonment Gibson. <i>correct file</i>	McLean's Settlement.
John Nicks, February 21, 1827.	Gilbert Marchel, October 13, 1826.
R. S. Gibson, July 12, 1832.	McLean's Settlement (changed to Short Mountain, March 10, 1827).
E. W. B. Nowland, November 8, 1832.	Mulberry, discontinued September 30, 1833.
Cotocton.	Thomas Moore, May 18, 1830.
Ira Smoot, October 5, 1836.	Ozark.
Dardanelles.	William Hail, December 31, 1836.
Edward W. Duval, May 12, 1823.	Pleasant Hill, discontinued November 28, 1832.
Crawford c. h.	John C. Sumner, July 3, 1828.
George Pickett, August 12, 1823.	Short Mountain.
Gilbert Marshall, August 14, 1828.	Gilbert Marshall, December 10, 1827..
James Wilson, September 7, 1830.	Thomas Hickson, December 19, 1833.
John Gregg, March 8, 1832.	William Hull, December 26, 1835.
Crawford c. h. (changed to Pleasant Hill).	Tekatoka.
Alexander McLean, September 1, 1832.	Edward W. Duval, March 6, 1828.
Fort Smith.	Van Buren.
John Rogers, March 19, 1829.	Thomas Phillips, March 7, 1831.
William Duval, October 27, 1829.	John Dunmore, December 3, 1836.
Father of Ben Duval.	
Lee's Creek.	
Thomas Shannon, January 12, 1832.	

THE OHIO CANAL

by Alan T. Atkins

Years before the first steamboat, the New Orleans, leaped the "FALLS OF THE OHIO" in 1811, far sighted men of Louisville, Ky. were already planning how to overcome this obstacle.

The site of Louisville, Kentucky had been known for years as the "Falls of the Ohio"-River. During the winter and early spring months, when the Ohio River waters were high, rafts, barges, keel boats and even steamboats could jump the falls at Louisville. If successful they continued down stream to whichever riverport they were destined including New Orleans. However, when returning upstream everything STOPPED at Louisville. Cargoes had to be removed below the falls and transported around the obstruction and re-loaded on an upstream boat above the falls.

In 1804 a canal was proposed to go around the "Falls of the Ohio"-River. That year the OHIO CANAL CO. was incorporated. The plans and enthusiasm lay dormant for many years until 1814 when some of the charter members concluded to take action.



Figure 1

A letter from Mr. James Prentiss, headed Lexington, Ky. and dated Sept. 1, 1814, was written to "L. Baldwin, Esq., Cambridge near Boston, Mass^{ts}." (See Figure 1.) Mr. Prentiss wrote without punctuation, as follows:

"My dear Sir
Your much respected favour of 6 inst. is to hand. Your conditions therein stated relative to coming to this country to make a survey of the Falls of Ohio for the Ohio Canal Co. have been submitted to said company and by them accepted.

They all understand to be these, sic.
To pay you ten dollars per day during

your absence from Cambridge (provided you make no unnecessary delay on the road nor are detained by indisposition).

To pay all reasonable expenses on your journey, & here you are therefore authorized to set out as soon as possible, which however must be in time to reach here by 15 to 20 Oct. at latest, as the fall rain begins about that time & would prevent a survey of an essential part of the falls. You ought to be here by 10 Oct. if possible.

The stage from Boston to Pittsburgh is 10 to 11 days. From Pittsburgh here 8 to 10 days by water or horse. (Page 2) I recommend the stage by all means to Pittsburgh.

You will probably be informed by resolution of the Co. through their agents D. Carneal, I. Quathery & R. Todd or one of them - If not do not delay to come as I am authorized to request it immediately and do it the sooner, as all agents are residents of Louisville (70 miles distant) and may not write you so soon.

Our company want many mechanics of all kind particuarly carpenters and masons. For good men we will give \$250 for year and board or \$25 for the six summer months. If you will engage us any number of hired hands we will pay you for all trouble. They must pay their expenses here & wages to commence on their arrival. They will work here or at

(Continued on Page 7)

THE OHIO CANAL (Cont.)

Louisville as they choose and will be employed one year and probably three if they wish it. You can undoubtedly find many in your neighbourhood who are idle, and would be pleased to come. I hope you will so have your business that should you so incline to reside with us a few years you need not be compelled to return this year as I have no doubt you will find ample inducement not to return for many years.

I beg you will write immediately and inform when you will set out & at what time we may expect to see you here.

With much respect & esteem,

Dear Sir, Sincerely your ob. Ser.

James Prentiss

N/B Will you bring a copy of the Middlesex Canal Co. charter?"

Whether or not Mr. Baldwin availed himself of the promised glory, we do not know.

However, in 1825 the Portland Canal Co. was founded and in the same year DeWitt Clinton (builder of the Erie Canal) broke ground for the Louisville Canal.

It was completed in 1831, however in 1829 the steamer "Uncas" squeezed through the unfinished canal on Dec. 21st.

The first year (1831), the Louisville canal took in tolls of \$12,750.00. The canal had cost one million dollars. In that first year, 406 steamers as well as 421 Flat & Keel boats went through the locks.

Finally, downstream traffic from Pittsburgh to New Orleans was complete. More importantly, upstream traffic from New Orleans to Pittsburgh was now feasible, a distance of 1,929 miles.

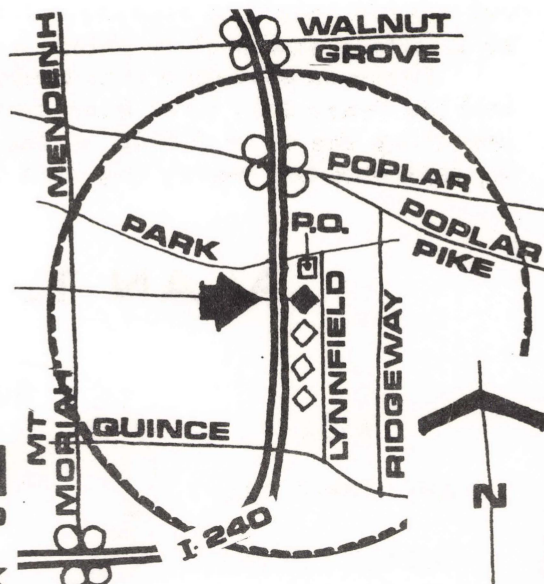
The first steamboat, the New Orleans, was captained by Nicholas J. Roosevelt, a great-uncle of Teddy Roosevelt. On his downstream trip to New Orleans in 1811, he did remove his wife and daughter from the boat, at Louisville, prior to jumping the falls.

In 1835, a letter from Miss Mary Moore, headed Jefferson Barracks, Mo. described her trip from Pittsburgh including jumping the falls at Louisville, safely. This avoided waiting in the canal. **

**HOUSE OF STAMPS
IS MOVING - FEB 1**

OUR NEW LOCATION
JUST SOUTH OF THE POST OFFICE • ON LYNNFIELD RD

SUITE 144 • BLDG A • LYNNFIELD OFFICE PARK
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ARKANSAS PHILATELIC ASSOCIATION REPORTS

The Arkansas Philatelic Association has just elected the following officers: President, Joe Bateman; Vice President, William "Ed" Bennett; Treasurer, Charles Melbarger; Secretary, Bruce Roberts. Forty-two members and guests attended the Christmas party -- Dinner, Speakers, the whole bit. At that gathering a display of hardware won by APA members (some awards dating back to 1958) was shown.

At PARPEX in Dallas, B. L. Timmerman won a gold medal and the Reserve Grand with his "Plate Maker's and Siderographer's Initials." Bruce Roberts took a silver for his "Arkansas Postal History, 1829-1861," and Joe Bateman garnered a bronze for his showing of "U.S. Banknotes."

ARKPEX '75 is planned for June 27-29, 1975 at the Little Rock Mall on South University. This date was incorrectly reported in LINN'S as June 20-23. We understand that excellent exhibits will be shown from Dallas and Federation members from Maine to California are invited to participate. The prospectus is available now from P.O. box 2874, Little Rock, Ark. 72203. The show will be sporting a Bicentennial category this year.

MEMPHIS SOCIETY HAS NEW EDITOR(S)

The current edition of the "Memphis Philatelist" comes our way under the editorship of Ms. Demaris C. Smith. Her initial offering is a fact-packed 6-page newsletter executed in fine style. The MSCS will be having a resumption of its (possibly forgotten) SPRING RALLY on April 1, 1975 at the first regular Tuesday meeting of the month. Planned is a "Clothes Line" exhibit for the main event. A maximum of 4 pages may be shown by members only and 4 categories will be judged: 1) First time exhibitors, 2) Those who have exhibited before, but who have not won any award, 3) Exhibitors who have been previous award winners, and 4) Junior members of the Society. +++ FUN +++ FUN +++ FUN +++
Current officers of the MSCS include: Joe Frye, President; Clem Reiss, 1st VP; Bill Parks, 2nd VP, George Crocker, Secretary; and Bill Bartlett, Treasurer. Ben Chapman, former editor of the "M-P", has been appointed editor of the "Chairman's Chatter" of the USPCS. MEMPHEX '75 is scheduled for November 7-8, 1975. Place this date on your calendar.

FEEDBACK

"Betty Stone's article on Philadelphia was fine, and I hope that it contributed as much to other readers' philatelic knowledge as much as it did to mine. Postal historians have for almost two centuries wondered about Benjamin Franklin's curious frank which usually appeared as, B. Free Franklin.

Ms. Stone attributes this to Franklin's patriotism, as have many others over the years; but the opinion of most students is that this is not correct. Franklin valued his money, as we all know, and a much more logical explanation is that he was always afraid that someone would cut out his franking signature from a stampless cover, add a few words above it in the form of an I.O.U., and seek to obtain a sum of money for it.

There is evidence that there were swindlers about even in the early days of this nation and his fears may have been better justified than we might realize today. In any event, by inserting the word FREE in the middle of his franking signature, instead of before it or after it, this was one worry Ole Ben could banish from his mind."

Herman Herst, Jr.

ALAN T. ATKINS

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"GIVE YOUR COLLECTION OUR BEST"

The Dixie Philatelist

Southern Philatelic Federation

NEWSLETTER



EDITOR: Benjamin E. Chapman, 2899 Jackson, Memphis, Tenn. 38108

May 1975

Vol. 9 No. 2

Whole No. 28

FUN CITY, May 2-4, 1975: A group of philatelists were found this weekend, hanging around the bar at the local Ramada Inn in Greenville, Mississippi. Sheriff Provisional stated that the ring leaders were all apprehended and are being held on charges of exciting euphoria upon a large group of followers. These nasties were listed as Charles Miller, Nathan Goldstein and Wilburn Kent.

It is reported that the gathering has been held twice in the past and that the event is becoming quite an annual affair. Undercover detectives noticed definite indications of mental intoxication upon the opening of any of several "albums" and several other assorted "shoe boxes" of age-stained postal material. Patrolman Imperf noted several attempts of cover-up by the participants, when code names such as "General", "Type IV" and "Watermark" were dropped.

Final clamp-down occurred when Lieutenant Vignette was in the process of trying to swap his 1968 Badge (#1343) for a vintage Locomotive (#114). The philatelist noticed the inferior quality of workmanship in the piece and shouted, "Cracked Plate." This instilled Sergeant Steamboat to begin the raid by sounding, "Freak!"

As the dust settled, following a gourmet dinner and archaic form of huckstering known as a donation auction, many suckers were found to be exclaiming, "How did I deserve this?" Additionally, the bearded "auctioneer" and his "tiny" helper were hauled in for extensive questioning when it was discovered that most of those in attendance headed for the nearest oasis following the debauchery. All that could be obtained, however were statements of com-

plete innocence & non-involvement by the pair.

Although no specific law could be found on the books which was broken, many tattered pieces of paper were being quietly fondled by the attendees. It appears at this time a serious threat to the community has been averted. No doubt this "Happening" might have been a prelude to the opening of one of those "Message Parlors" which have been causing such a fuss in our neighboring cities to both the north and south. On Sunday, the group just dissappeared. Next year, your local officials will be ready.**

GREENVILLE



Yes folks, these are last year's pictures.
The new ones got lost in the mail.

Secretary-Treasurer's Report ++ May 15, 1975

The Southern Philatelic Federation was the recipient of \$204 at the annual benefit auction held in Greenville, Mississippi on the evening of May 3, 1975 -- a most impressive total! The membership should note that the publication of the "Dixie Philatelist" in its present format is made possible through the generosity of those involved with this auction. The nominal \$2 dues (annually) merely covers the cost of mailing the journal.

New Members: Ron Cipolla, Houston, Tx.; Leon Christiansen, Clinton, Wisconsin; Cy Horowitz, Tannersville, N.Y.; Joey H. Johnson, Jacksonville, Alabama; Walter J. Kirby, Little Rock, Arkansas.

Members dropped for non-payment of dues:

William R. Benfield
Mack Crutchfield
W. R. Dekay
Mrs. Patricia Dewell
Don Garrett
W.D. Griffin
Heinrich Hahn

Leonard Hartman
Nick Koutroulis
M. Clinton McGee
Steve Morrow
Erik B. Nagel
Charles Yuspeh
Harvey Warm

Current membership:

Last Report	111
New Members	+5
Dropped	-14
Total Membership	102

Funds on hand May 15, 1975 in Hamilton First American Bank, Memphis Tennessee:
\$388.07

No Bills Outstanding.

(Signed) Jerry S. Palazolo

ALAN T. ATKINS

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Winners at ARIPEX '75

Federation members Hubert Skinner, Bill Bauer and Ben Chapman were among the winners at the APS Spring Meeting in Phoenix, Arizona, April 25-27. Hubert won the Reserve Grand Award (a huge Kachina trophy) for his exhibit, New Orleans Postal History 1861-1865. Bill also grabbed a Gold Medal for his, Colorado Postal History 1859-1900. Ben came up with a Bronze Award for The Plate, Printing and Usage of the U.S. 3c 1869 Locomotive.

Your editor also received a Gold Award in the Philatelic Literature competition for his entry, MEMPHEX '74 Souvenir Program.

THOSE CANADIAN BACKSTAMPS

Notes on the U.S. 1869 Issue

by Benjamin E. Chapman



Anyone who has seen covers from the U.S. to Canada during the 1869 period will agree that they are loaded with transit information. Apparently our Canadian cousins loved to apply backstamps to letters passing through their offices.

The cover shown in Figure 1 is a good case in point. A single 6c 1869 paid the rate to Canada during the approximately 2-year use of the issue. This item originated in Bangor, Maine on March 1, 1870.

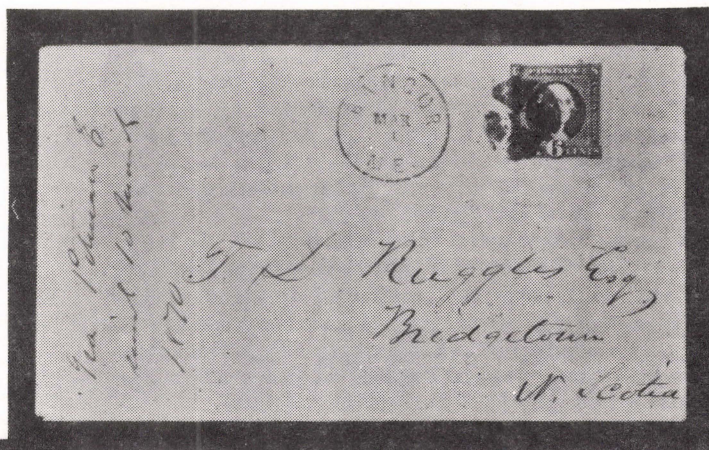


Figure 1

On the back, three handstamps may be seen. Two of these are easily identifiable (see Figure 2): St. John, New Brunswick and Bridgetown, Nova Scotia. The third presented somewhat of a challenge since only a "LIS" could be seen. In addition, I wondered why this cover passed through New Brunswick on the way to Nova Scotia.

A close look at a map of the period provided some of the answers. The third backstamp apparently belongs to the town

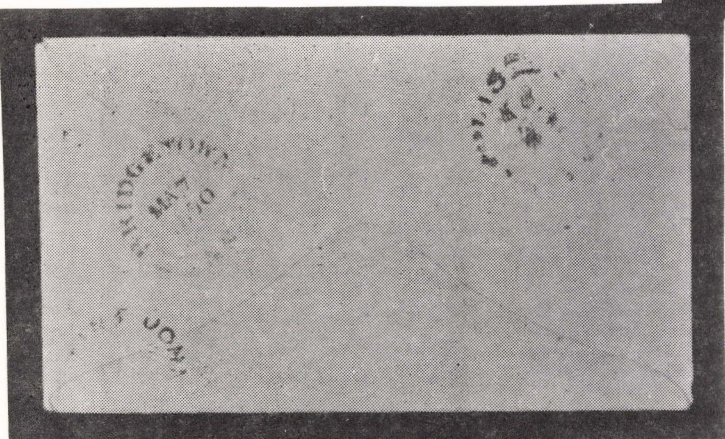


Figure 2

of Annapolis, N.S., which is located in a beautiful harbor, just southwest of Bridgetown, N.S.

One interesting aspect of the apparent route is that there was a ferry which ran from St. John to Annapolis.

The map of the area is shown in Figure 3, which puts things in their proper perspective. It is approximately 150 air miles between Bangor and Bridgetown today. The dates are: Bangor, March 1; St. John, March 3; (Annapolis), ?; Bridgetown, March 7. Additionally the letter is docketed on the front as March 10, 1870, which gives us a complete picture of this piece of postal history.

Try looking at your Canadian Backstamps, bet you get some surprises! **

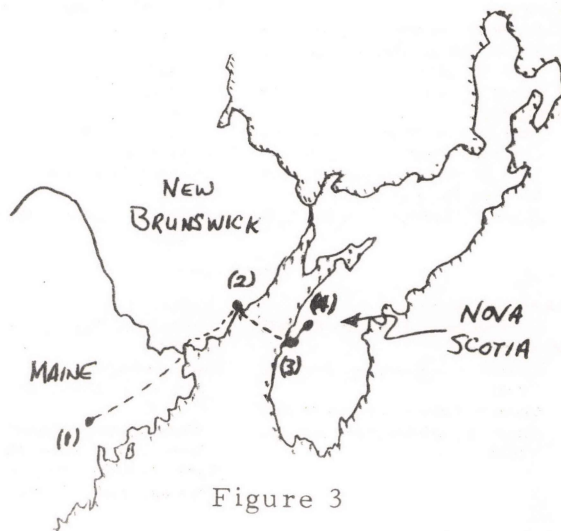


Figure 3

The Post Office in Early Arkansas
by Nathan B. Williams

Editor's Note: This is the third instalment of this Arkansas Postal History article originally published in 1911.

Bruce Roberts of Little Rock adds these introductory remarks for this section:

Some confusion exists as to the post offices of Hempstead County. Hempstead (C.H.), A.T., is one of the only Arkansas Territorial post offices from which several covers are extant. The earliest date reported is Dec. 7, 1826.

According to the Williams article, Washington, Ark. was established Sept. 5, 1828. A cover exists with only "Paid 12 1/2" on the outside, but bears the heading "Washington, A.T., Feb. 21, 1828" inside. The mystery, however, is that Official P.O. records show that Hempstead C.H. was changed to Washington in 1839. To further compound the confusion, a letter exists with a Hempstead C.H. CDS on the outside in 1835 with a letter heading inside of Washington, A.T.

At this point it appears that Hempstead, C.H. was the official designation imposed by the USPOD on the town, while the local citizens considered the town Washington. Points to note are that the Bowie Knife was invented in Washington and that the town served as the Confederate capital of the state after Union troops occupied Little Rock. #BIR#

CRITTENDEN COUNTY.

Buford's Landing. Elijah Buford, April 1, 1836.	Grande, changed later to Marion. Arthur C. Welch, April 26, 1830.
Bird B. Smith, September 30, 1836.	Charles N. Blackmore, July 9, 1830.
Canadian. George C. Barfield, November 29, 1832.	Alexander Ferguson, May 2, 1830.
Canadian, discontinued April 18, 1831.	Joseph S. Neely, August 1, 1834.
Canadian, restored February 2, 1833.	Greenock. William Ferguson, August 8, 1827.
Crittenden c. h. Wm. D. Ferguson, March 24, 1826.	Marion. John Robertson, March 31, 1835.
Crittenden c. h., changed to Greenock, August 8, 1827.	Alexander I. Nobles, November 2, 1835.
	James H. Wathen, March 29, 1836.
	William Kerr, September 21, 1836.

GREENE COUNTY.

County Line. Wm. G. Arledge, November 11, 1833.	Greenfield. Isaac Brookfield, October 3, 1834.
Eutaw. Robert Polley, December 27, 1833.	Daniel Martin, June 3, 1836.

← * HEMPSTEAD COUNTY. * →

Conway. James S. Conway, May 24, 1828.	Long Prairie, discontinued August 5, 1831.
Delaware Village, discontinued August 30, 1826.	Thomas Dillard, September 30, 1824.
James Byenside, March 7, 1826.	Lost Prairie, discontinued September 30, 1833.
Hempstead. John English, February 23, 1820.	Jacob Buzzard, July 29, 1828.
James M. Stuart, July 3, 1822.	Spring Hill. Richard Pryor, February 14, 1835.
Allen M. Oakley, August 22, 1829.	Washington. Allen M. Oakley, September 5, 1828.
Abraham Black, April 12, 1830.	
James W. Judkins, July 13, 1830.	

HOT SPRING COUNTY.

Bayou de Roche. Jedediah Millard, August 10, 1832.	Magnet Cove. Alexander Rogers, October 30, 1832.
Hot Springs. Richard C. Hawkins, July 22, 1831.	Warm Springs. Alexander White, December 19, 1829.
Aaron N. Labian, January 5, 1833.	Warren Dunham, March 19, 1830.
Hiram A. Whittington, May 21, 1833.	Richard C. Hawkins, May 2, 1831.
	Warm Springs, changed to Hot Springs, July 22, 1831.

INDEPENDENCE COUNTY.

Poke Creek, changed to Batesville, January 7, 1824.	Oil Trough, discontinued April 30, 1829.
Charles Kelly, November 7, 1820.	Charles Kelly, February 18, 1829.
Batesville. Hartwell Boswell, May 22, 1824.	Pleasant Island. John M. Childress, May 2, 1832.
Daniel Anthony, November 7, 1828.	White Run, discontinued July 30, 1833.
Charles H. Pelham, January 19, 1833.	Peyton Tucker, April 26, 1832.
William L. McGuire, March 29, 1836.	Sulphur Rock. Thomas Tunstall, March 4, 1834.
	Austin A. Gibbons, August 10, 1835.

IZARD COUNTY.

Izard c. h. Spencer Crouch, Mar. 8, 1826 (?).	Robert Livingston, November 29, 1832.
Jacob Wolf, October 12, 1826.	Asa McFeltch, November 22, 1834.
Liberty. Charles Sneed, April 10, 1833.	Talbot's. Frederick Talbot, first date January 5, 1832; December 12, 1832.
Philadelphia. John Falconer, February 22, 1819.	James A. Caldwell, December 6, 1833.
Pine Bayou. John A. Allen, December 27, 1831.	

JEFFERSON COUNTY.

New Gascony. Antoine Barraque, November 29, 1832.	Pine Bluff. John W. Pullen, January 2, 1833.
	James T. Pullen, December 20, 1834.

LAFAYETTE COUNTY.

Conway. James S. Conway, May 24, 1828.	William H. Conway, June 22, 1835.
Thomas Quigg, November 8, 1832.	Lost Prairie. Benjamin P. Jett, February 8, 1834.
Esna M. Lowe, November 25, 1836.	Isaac N. Jones, August 4, 1835.
Lafayette c. h. Jesse Douglass, July 29, 1828.	

JACKSON COUNTY.

Litchfield c. h.
John C. Saylers, December 22, 1830.

LAWRENCE COUNTY.

Columbia. William Jarrett, October 31, 1829.	Jackson. Robert Smith, Jr., August 27, 1829.
Crowley's. John Crowley, November 29, 1832.	William Black, March 1, 1832.
Benjamin Crowley, November 29, 1832.	John Ficklin, May 18, 1832.
Crystal Spring, discontinued August 28, 1829.	Hix's Ferry. John Rodney, February 24, 1824.
Win. Russell, November 13, 1826.	Jesse Ives, March 21, 1828.
Reuben R. Russell, February 7, 1828.	Michael F. Taylor, June 29, 1830.
Davidsonville. Henry Sanford, June 16, 1821.	Peyton R. Pitman, November 29, 1832.
Reuben Richardson, July 25, 1826.	Fourche Dumas ("late Columbia"). William Jarrett, March 1, 1833.
Henry R. Hynson, December 29, 1829.	James G. Russell, September 21, 1836.
Robert Smith, Jr., March 27, 1829.	"Fourche de Thoma," discontinued.
Davidsonville, changed to Jackson, August 27, 1829.	Peyton R. Pitman, May 6, 1820.
	Strawberry River. Peter Haldeman, December 12, 1832.

LOVELEY COUNTY.

Nicksaville, discontinued October 2, 1829. *Est 25 April 1828*
John Dillard, April 25, 1828.

MILLER COUNTY.

Fort Towson, discontinued August 27, 1828.	John H. Fowler, January 14, 1826.
Geo. C. Gooding, September 7, 1832.	James Clark, December 10, 1830.
William King, June 30, 1827.	James D. Harding, March 10, 1834.
John Thurston, May 24, 1828.	James W. Doss, February, 1835.
Miller c. h. John H. Fowler, September 5, 1824.	Travis G. Wright, October 28, 1835.
Geo. F. Lanton, June 23, 1826.	James H. Johnston, September 30, 1836.

To be continued next issue with final installment.

Notes on the 1847 Issue: Louisiana and the City of New Orleans

by Hubert C. Skinner

More of the 1847 stamps were used per capita in Louisiana than in any other state south of the latitude of Cincinnati, Ohio, and Washington, D.C. Undoubtedly, this heavy usage was due largely to the great volume of commercial mail originating from New Orleans business firms, especially those engaged in the cotton trade. The census of 18 records 116,375 people residing in New Orleans and a total of 517,739 people living in the state of Louisiana. The following quantities of 1847 stamps were received by post offices in Louisiana: (Elliott Perry, Pat Paragraphs, no. 14, p. 318)

	<u>5c</u>	<u>10c</u>
Baton Rouge	1,000	400
Franklin	400	100
Minden	200	100
New Orleans	43,500	40,500
Plaquemine	200	150

Note that nearly as many 10c as 5c stamps were received at the New Orleans post office. This illustrates the greater than usual proportion at New Orleans of single rate letters travelling longer distances (over 300 miles) and requiring 10 cents postage. I would include mail to such places as St. Louis, Cincinnati, New York City and other east coast cities. For this reason, most of the recorded 1847 covers from New Orleans bear either the 10c value or two of the 5c stamps.

Elliott Perry (Pat Paragraphs, no. 14, p. 318) suggested that, "A number so small as thirty might include all the Louisiana covers known with 1847 stamps." This estimate is far too conservative, as at least 30 to 40 of the 10c 1847 covers are now known to exist. However, whatever the total number may be, relatively few covers from Louisiana franked with 1847 stamps have survived.

From April 18, 1849 to April 7, 1853, Michel Musson was Postmaster of New Orleans. He was a member of an aristocratic New Orleans Creole family, and had amassed a considerable fortune in the cotton trade before being appointed Postmaster of New Orleans by President Zachary Taylor. He could have been Postmaster-General but his business interests prevented his accepting the appointment to Washington. During his administration as postmaster, he introduced the first registry or "Valuable Letter" system and he created the New Orleans United States City Post for the carrier delivery of mail; an acknowledged improvement and a great service to the people. It is of interest that he was the uncle of Edgar Degas, the famous painter. Musson's portrait was painted by Degas, and an elder gentleman appears in the foreground of the great Degas masterwork "The Cotton Market New Orleans", painted in 1873. One may exercise the rare privilege of visiting New Orleans and viewing this painting at the New Orleans Museum of Art (Delgado Museum) between July 15 and July 14, 1975, when it will return to its native city for the first time, on loan from its owner, the Museum at Pau, France.

Recently, a manuscript ledger sheet kept by Michel Musson and the letter of transmission of this record to the Third Assistant Postmaster-General in Washington, D.C., were located and acquired by the writer. The ledger sheet illustrated here (see page 7) shows the number of 1847 stamps returned to Washington, after the new stamps of the 1851 issue were placed on sale and the new rates of 1 July 1851 went into effect. This record (which is believed to be complete and correct) shows that on four occasions between 12 July and 4 Oct 1851, a total of only \$365.90 worth of the 5c and 10c stamps were returned. Thus, nearly all of the 1847 stamps sent to New Orleans were sold to the public as shown by the small number of these stamps redeemed by Postmaster Musson.

A small broadsheet headed "Schedule of Mails and Postages" (see page 6) was produced and issued by Michel Musson on October 31, 1851. This broadsheet lists and describes the variety of mail services and connections in operation in New Orleans at this time and gives a complete rate schedule for all services including the carrier delivery of letters by the

New Orleans Postal History (Cont.)

N.O.U.S. City Post. It also lists mail departures and arrivals to the communities of Lafayette and Carrollton, then suburbs of the city, but now well within the limits of the Crescent City. Note that almost all other departures of the domestic mails traveled the inland waterways either on Lake Steamers across Lake Pontchartrain (via Covington or Mobile), or by River Steamers plying the Mississippi River. The foreign mails were carried as "Ship Mail" down the Mississippi River to the high seas.

The text of the letter of transmittal accompanying the ledger sheet of 1853 is as follows:

P.O. New Orleans
15th April '53

Sir

In answer to your favor of the 8th inst, received this day, I beg leave to transmit, herewith, a statement of the stamps (old & new issues) which I returned to your Bureau since 1st July '51. Hoping it will prove correct, of which please inform me, I remain

Very respectfully
Your obedt. Servt.
M. Muson, P.M.

J. Marron Esq.
3d Asst. P.M. Genl.
Washington, D.C.

The text of another letter in the same find of manuscripts, reads:

P.O. New Orleans
16th Sept. 1851

Sir

In reply to your enquiries under date of 5th Inst., I have the honor to transmit, herewith, a comparative statement of amounts of postages on unpaid letters, on letters paid by stamps and on letters paid in money, sent from this office during the months of July & August 1850 & 1851.

Very respectfully,
Your Obedt. Servt.,
M. Muson, P.M.

Fitz. Henry Warren Esq.
2d. Asst. P.M. Genl.
Washington, D.C.

Unfortunately, the list described in this letter is not present. It would enrich the knowledge of New Orleans Postal History if this list still exists and could also be located. Apparently the Department wanted to see the effects of the new law about prepayment of postage and the use of stamps to do so. **

SCHEDULE OF MAILS AND POSTAGES.

NEW ORLEANS POST OFFICE.

to FALL AND WINTER ARRANGEMENTS.

Office (Week days, from 7 o'clock A. M. to 6 o'clock P. M. Hours, Sundays and Holidays, from 9 to 11 o'clock A. M.)

GREAT EASTERN MAIL. 7 P. M. Arrives daily at 8 A. M. Closes daily at 1 P. M. for unpaid letters; at 1 1/2 P. M. for prepaid letters; at 2 P. M. for prepaid foreign letters.

Letters for the Continent of Europe and the various countries, via England, by Ocean steamers. MUST BE PREPAID.

Supplies the following way offices: Fort Pike Bay St. Louis, Pass Christian, Mississippi City, Biloxi and Pascagoula, closing on Wednesdays and Saturdays, at the above named hours.

GREAT WESTERN MAIL. Supplying Baton Rouge, St. Francisville, Natchez, Grand Gulf, Vicksburg, Lake Providence, Worthington's Point, Greenville, Grand Lake, Columbia, Napoleon, White River, Helena, Memphis, Randolph, New Madrid, Hickman, Columbus, Ky., Cairo, Paducah, Shawneetown, Henderson, Evansville and Louisville—four times a week. Closes at 3 P. M. and supplying Natchez, Vicksburg, Napoleon, Memphis, Cairo, Paducah, Evansville and Louisville—twice a week. Closes at 3 P. M. Arrives daily—hours irregular.

ST. LOUIS MAIL.—Supplying Natchez, Vicksburg, Napoleon, Memphis, Hickman, Cairo and St. Louis—Closes daily (Sundays excepted) at 3 P. M. Arrives daily—hours irregular.

VICKSBURG MAIL.—Supplying Donaldsonville, Baton Rouge, St. Francisville, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph's, Grand Gulf, Warrenton and Vicksburg—Closes daily (except Sunday) at 3 P. M. Arrives daily (except Sunday) by 10 A. M.

ST. FRANCISVILLE, OR COAST MAIL.—Supplying McCutcheon's, Taylor's, Bonnet Carré, Edgar's, Bringer's, Donaldsonville, and others, New River, Bayou Goula, Iberville, Plaquemine, Manchac, Bruly Landing, Baton Rouge, and others, Lobdell's Store, Port Hudson, Hermitage, Waterloo, St. Francisville and Pointe Coupee, and others—Closes on Sunday and Wednesday, at 7 A. M. and Friday, at 12 M. Arrives on Monday, Tuesday and Friday, by 12 M.

RED RIVER MAIL.—Supplying Alexandria, Grand Ecore, Natchitoches, Shreveport and Eastern Texas—Closes twice a week, at 3 P. M., generally on Tuesday and Friday. Arrives twice a week—days irregular.

OUACHITA RIVER MAIL.—Supplying Trinity, Harrisonburg, Columbia, Monroe, Ouachita City, Wilmington, Champagnolle and Camden, Ark.—Closes twice a week, generally on Tuesday and Friday, at 3 P. M. Arrives twice a week—irregular.

COVINGTON, OR LAKE MAIL.—Closes on Monday, Wednesday and Friday, at 9 A. M. Arrives on Tuesday, Thursday and Saturday, by 4 P. M.

LAFAYETTE MAIL.—Closes daily, (except Sunday,) at 1 P. M. Arrives daily, (except Sunday,) at 11 A. M.

CARROLLTON MAIL.—Closes on Monday, Wednesday and Friday, at 1 P. M. Arrives on Tuesday, Thursday and Saturday, by 1 P. M.

GALVESTON, BALDRIA, INDIANOLA AND PORT LAVACA.—Closes every Sunday, at 7 A. M. Due every Tuesday or Wednesday, at 4 P. M.

BRAZOS SANTIAGO, POINT ISABEL, BROWNSVILLE AND RIO GRANDE.—Closes every Thursday, at 7 A. M. Due every Monday, at 2 P. M.

HAVANA MAIL. Closes, direct, on the 9th and 24th of each month, at 7 P. M. and via Charleston, on the 9th and 24th, at 1 1/2 P. M. Due on or about the 3d, 10th, 18th and 24th. POSTAGE PAYABLE IN ADVANCE. On Letters, 10 cents; on Newspapers, 2 cents.

WEST INDIA ISLANDS, MEXICO, PORTS IN THE GULF OF MEXICO AND ON THE ATLANTIC COAST OF SOUTH AMERICA, via Panama, and thence by Atlantic Mail Steamers—Closes, direct, on the 9th and 24th of each month, at 7 P. M.; and via Charleston, on the 9th and 24th, at 1 1/2 P. M. Due on or about the

3d, 10th, 18th and 30th. POSTAGE PAYABLE IN ADVANCE, as follows:

British Possessions. When the distance from the U. S. mailing office is: Half oz. [News- Letter, paper, 10c. 2c. 25c. 2c.]

Not British Possessions. When the distance from the U. S. mailing office is:

2,500 miles or under 35c. 4c. Over 2,500 miles 45c. 4c. When received in the United States, and the distance to the office of delivery is:

2,500 miles or under 10c. 2c. Over 2,500 miles 30c. 2c.

NEW GRENADA, WEST COAST OF SOUTH AMERICA, CALIFORNIA AND OREGON, SANDWICH ISLANDS, NEW SOUTH WALES AND CHINA—Closes on the 9th and 24th of each month, at 7 P. M.

Arrives on or about the 3d and 10th. POSTAGE PAYABLE IN ADVANCE, except to California and Oregon. The postage to places on the West Coast of South America, via Panama, is on each single letter 50 cents, and on each newspaper 8 cents, when sent; and 25 cents each letter and 1 cent each paper, when received.

SCHEDULE OF POSTAGES.

The following are the Rates of Postage since the 1st of July, 1851:

1.—LETTER POSTAGE, by half ounce or under, between places within the United States: Prepaid. Unpaid. 3,000 miles or under 3c. 5c. Over 3,000 miles 5c. 10c.

2.—LETTER POSTAGE, by half ounce or under, when conveyed by the United States, wholly or in part by sea, and to or from a foreign country—to be prepaid: 2,500 miles or under 10c. Over 2,500 miles 30c.

(Excepting, however, all cases where such postages have been or shall be adjusted at different rates by Postal Treaty, or Convention, already concluded, or hereafter to be made.)

3.—NEWSPAPERS, not exceeding 3 ounces in weight, TO ACTUAL AND BONA FIDE SUBSCRIBERS—Postage payable quarterly IN ADVANCE:

DISTANCES.	Monthly.	Semi-Monthly.	Weekly.	Tri-Weekly.	Daily.
50 miles or under.....	1 1/2	2 1/2	5	10	15
Over 50 and not over 300.....	2 1/2	5	10	20	30
Over 300 and not over 1,000.....	3 1/2	7 1/2	15	30	45
Over 1,000 and not over 2,000.....	5	10	20	40	60
Over 2,000 and not over 4,000.....	6 1/2	12 1/2	25	50	75
Over 4,000 miles.....	7 1/2	15	30	60	90

On newspapers not containing over 300 square inches the postage is one fourth of the above rates, payable in advance.

4.—Transient Newspapers, Circulars unsealed, Handbills, Prices Current, Engravings, Bound Books, Pamphlets, and all other description of printed matter, not weighing over 32 ounces, for each ounce or fraction of an ounce—PAYABLE IN ADVANCE; if received unpaid double those rates:

500 miles or under..... 1c. Over 500 and not over 1,000..... 3c. Over 1,000 and not over 2,000..... 5c. Over 2,000 and not over 3,000..... 8c. Over 3,000 miles..... 10c.

5. MAGAZINES AND PERIODICALS, other than Newspapers, same rates as above; except that if the postage is paid quarterly IN ADVANCE, it is to be at half these rates.

6.—Drop Letters..... One cent each, instead of two cents, Advertised Letters..... as formerly.

When Delivered by the U. S. City Post: Each letter received by mail..... 2c. additional. Each drop letter..... 1c. do. Each city letter..... 1c. do. Each circular or handbill..... 1c. do. Each newspaper or magazine..... 4c. do.

M. MUSON, Postmaster.

October 31, 1851

Stamps of the New issue received by Mr. Houston
P.M. at New Orleans La from the P.O. Department.

When sent	When received	Amount	Stamps returned
1851 June 21	1851 July 1	890 "	
" July 1	" " 10	150 "	
" " 5	" " 13	300 "	on 12 th July '51 - 5 ⁺ & 10 ⁺ Stamps \$222.25
" " 10	" " 18	900 "	
" " 12	" " 20	900 "	
" " 18	" " 26	1.100 "	on 3 rd Aug '51 - 5 ⁺ & 10 ⁺ Stamps - \$112.95
" " 25	" Aug 3	2.000 "	
" " 29	" " 6	540 "	
" Aug 5	" " 13	1.000 "	on 2 nd Sept '51 - 5 ⁺ & 10 ⁺ Stamps - 25.90
" Oct 11	" Oct 11	500 Carriers'  ditto  3 ⁺ Stamps  60  25	
" Nov 18	" Nov 29	4.340  -	on 4 th Oct '51 5 ⁺ & 10 ⁺ Stamps - 4.80
1852 Jan 20	1852 Feb 1	2.940 -	ditto  3 ⁺ Stamps  57  25
" Mar 8	" Mar 16	2.700 "	on 29 Nov '51  1 ⁺ , 3 ⁺ , 12 ⁺ Stamps  371  *
" April 14	" April 22	5.840 "	on 5 th June '52  3 ⁺ Stamps  103  v
" Aug ⁺ 2	" Aug ⁺ 9	2.700 "	Credited 5 th June 1852
" " 23	" Sept 1	2.900 "	
" Oct 8	" Oct 16	400 "	
" " 23	" Nov 13	3.672 	Your letter of advice dated Sept 28 th 1852, but there were but 600 stamps of 12 ⁺ instead of 2000 of 12 ⁺ as advised.
" Nov 16	" " 23	6.260 "	
1853 Jan 27	1853 Feb 4	3.240 "	on 19 th Jan '53  1 ⁺ & 3 ⁺ Stamps  25.25
" Mar	" Mar 28	2.100 "	on 19 th Mar '53  Carriers' Stamps  400  *
* He is charged with only \$3.969:-			on 2 April '53  3 ⁺ Stamps  9.27
* 10 Carriers' stamps short \$8.47 credited.			
		\$45.372 "	of which:
Application made on			old stamps of 5 ⁺ & 10 ⁺ \$365.90
the 11 th April for \$1800 - 3 ⁺ stamps			New d. of 1 ⁺ , 3 ⁺ , 12 ⁺ - \$32.52
			Carriers' Stamps - 400 " \$1.298.42
E & O. E. P.O. New Orleans 15 th April '53			
			Mr. Houston P.M.

1975 Area Exhibitions

HUNTSPEX '75 was held May 17-18 at "The Heart of Huntsville" Shopping Mall. The show featured a 15-dealer bourse and Sunday Auction. We have not received word about any Federation winners, nor did we receive notice of this event for coverage in the Feb. edition.

NOPEX '75 will be held October 3-5, 1975 at Braniff Place (formerly the Jung Hotel) in New Orleans. This year the sponsoring Crescent City Stamp Club will host the annual convention of the United Postal Stationery Society and the annual business meeting of the Southern Philatelic Federation. Braniff Place is within walking distance of the famed French Quarter and the new downtown location has much to offer, including larger facilities.

Highlighting the 300-frame exhibition will be the Marcus White Showcase, a competition of the year's postal stationery winners from across the nation. Plans are being completed for a 24-table Bourse, major auction, traditional NOPEX awards banquet aboard a crusing riverboat, usual outstanding program with several philatelic articles, special souvenir postal cards, appropriate cacheted envelopes and distinctive cancellation.

Prospectus available from: Exhibition Chairman Crescent City Stamp Club, P.O. box 7096, Lakeside Station, Metairie, Louisiana 70011. Fee for the 9-page frames remains at \$3.

ARKPEX '75, annual Little Rock, Arkansas show/bourse, will be held June 27-29, 1975 at the Little Rock Mall. This is a location change from last year. The address will be 500 South University. Show to include a 250-frame exhibit, 15-dealer bourse, US Postique sales booth & USPS exhibit, special show cancel & souvenirs, Postal History symposium, Midland Stamp Co. Auction. Prospectus available from P.O. box 2874, Little Rock, AR 72203.

ATPEX '75 will again be held during the third weekend in October, the 18th and 19th at the Old English Inn at Glenwood Road and I-285 in Decatur, Georgia. It is expected to have 150 frames of exhibits, 25 dealers, hourly doorprizes, frequent seminars and a Sunday Awards Brunch. ATPEX is sponsored by the Atlanta Stamp Collectors Club and persons interested in receiving a prospectus or additional information may contact the Exhibition Chairman: Roy DeLaFosse, Box 54003, Atlanta, Georgia 30308.

MEMPHEX '75 will move headquarters again to the Admiral Benbow Airport Motor Inn, 2201 Winchester Road (at intersection of Winchester and Airways). The show will be held November 8-9, 1975 and will feature the annual convention of the American Philatelic Congress. The Congress, of course, is the group which annually issues the beautiful hard-cover book covering all facets of philately.

All of the standard features of the Memphis team will be in evidence again this year, with hopefully, the addition of a United States Philatelic Classics Seminar. Prospectus available from Joe Frye, Box 11425, Memphis, Tenn. 38111.

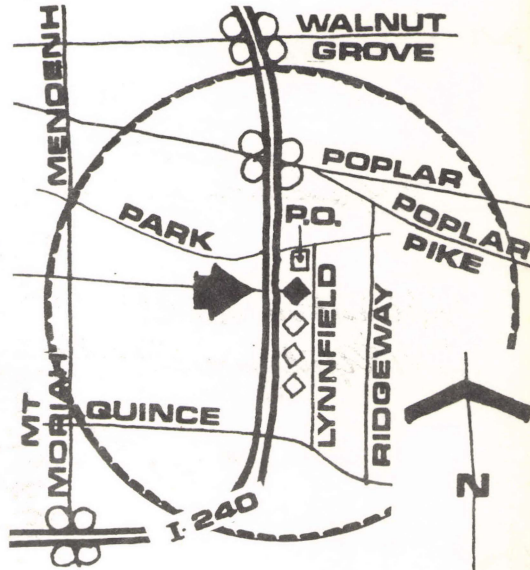
+

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The Dixie Philatelist

Southern Philatelic Federation
NEWSLETTER

EDITOR: Benjamin E. Chapman, 2899 Jackson, Memphis, Tenn. 38108

August 1975

Volume 9 No. 3

Whole Number 29

NOPEX '75

NOPEX '75 is beckoning all Federation members! The October 3-4-5, 1975 show is being staged at the Braniff Place Hotel in downtown New Orleans. Publicity Chairman, M. Jack Reinhard, has announced that the sponsoring Crescent City Stamp Club will be hosting the annual convention of the United Postal Stationery Society (UPSS) in conjunction with the exhibition.

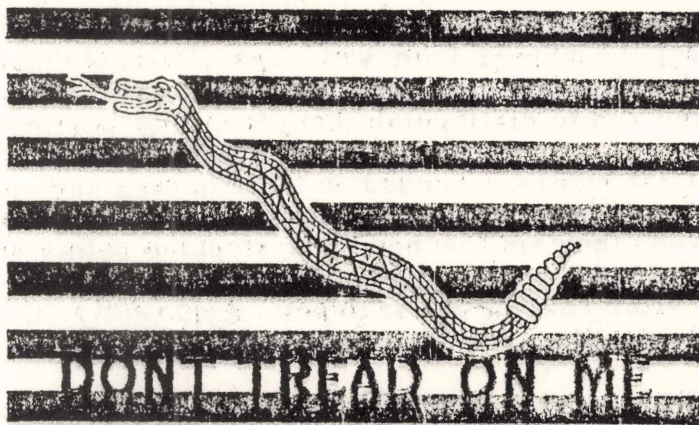
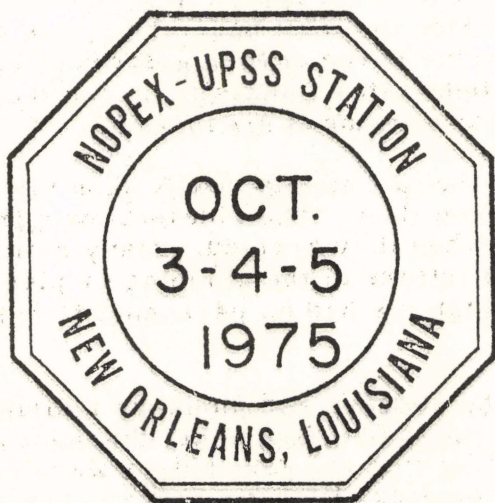
Also, our own organization, the Southern Philatelic Federation, will hold its annual business meeting during the 3-day festivities. The membership is cordially invited by our President, Hubert C. Skinner, to attend the meeting and participate in the discussions relative to the future course of action the Federation will taking.



The prospectus and entry forms for the 43rd annual New Orleans Philatelic Exhibition are available from John B. Donnes, CCSC, P.O. box 7096 Lakeside Station, Metairie, Louisiana 70011.

A special cancellation featuring the "First Navy Jack-1775" as the 'obliterator' has been prepared and will be in service at the USPS Exhibition Substation. The cancellation dually honors the Bicentennial of America's Independence and the U.S. Navy. Collectors may send prepared stamped, self-addressed envelopes to receive the special cancellation.

Special cacheted envelopes picturing the 1-cent postal card of 1875 and the 5-cent Taylor stamped envelope of 1875 will also be available. They will be serviced with a U.S. Bicentennial commemorative single and receive the special cancellation. Serviced cacheted envelopes will sell for 35c each or 3 for \$1. Please include a #10 stamped, self-addressed envelope with each order to: Wm. C. Owen, 316 Tamarack, Gretna, Louisiana 70053.



1775 - 1975

New Members

Peter Corradi, Anderson, S.C.; Mrs. Margaret Wunsch, Aurora, Ill.; Bruce W. Hazelton, Cumberland Ctr., ME; David L. Jarrett, New York, N.Y.; Maitland A. Satch, Baton Rouge, La.

Reinstated: W. R. DeKay

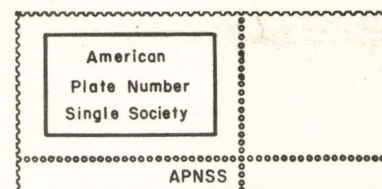
New Address

Jerry S. Palazolo
777 Eastern Dr.
Memphis, Tenn. 38122

Membership	
Last Report	102
New Members	5
Reinstated	1
Total	108

Correspondence

New Federation member, Peter R. Corradi, 306 Meadow Park Drive, Anderson, SC 29621, writes that he is the President of The American Plate Number Single Society. This organization, founded on Jan. 1, 1974, has quite a nice publication, "Plate Numbers", which is before your Editor. Further information may be obtained from Peter.



John McFaul, Secretary-Treasurer of the Mobile Philatelic Society, P.O. box 538, Mobile, Alabama 36601, sends an interesting newspaper clipping under the byline of Buddy Smith, in his column, "South Alabama Review." It is quoted here in part.

"Through research efforts by Mrs. Annie Waters for the Escambia County Historical Society, (the postrider's contribution) to American history have been brought to light in the society's newsletter. The riders in the old Mississippi Territory had much tougher terrain to ride over and through than did the better known Pony Express riders. The riders of this area had all sorts of obstacles--thick woods, creeks, rivers, hills, gullies, Indians & such.

"Back in the early 1800's, there were many forts and squatters' homes scattered throughout the Mississippi Territory. To establish communication, the U.S. Government financed a postal system. In 1815, letters were folded and sealed with wax. There were no envelopes or postage stamps then. The words 'paid' or 'collect' were written on a corned or the letter to designate who was to pay the rider. The amount of postage was determined by weight as it is today. However, the distance a letter was to be carried was considered in figuring the cost. Letters sometimes cost 25c back then, a whopping amount for the era.

"A test of mailbag materials was ordered by the Postmaster General April 21, 1815. Deerskin bags dressed with oil and linen bags dressed with oil were tested to determine which was best to protect the mail and withstand the friction caused by the horses' movements. Deerskin bags proved best. They were adopted and called 'portmanteaus'. Legal documents and other important papers were wrapped in paper then placed in a cover of leather or hide with the fur outside before being placed inside the mail bag. This was to protect the papers from water when a rider had to swim his horse across a stream. A few months after the document bags were put into use, the Postmaster General ordered them painted red to distinguish them from the portmanteaus that were used for luggage.

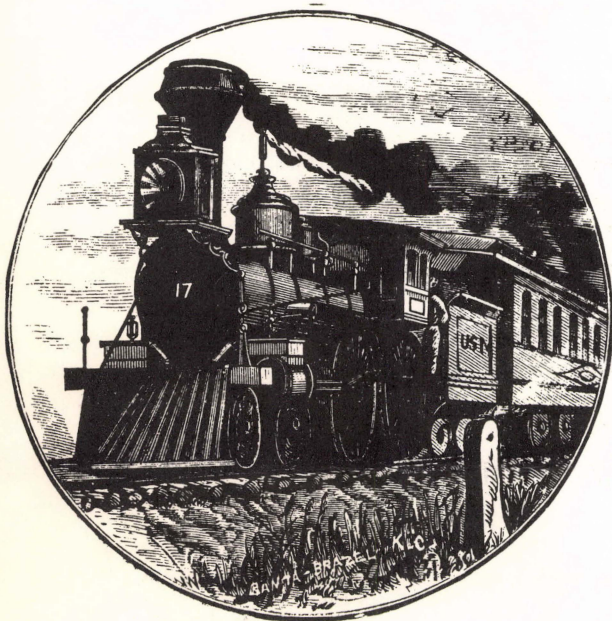
"Post riders depended on their horses and, naturally, bought strong, swift ones for their rounds. There were complaints about the mail service even then. The riders blew a trumpet when they approached their stopping points and again when they arrived. Many settlers complained that they did not have enough time to get their letters to the stopping or pickup point after hearing the trumpet. Apparently, the pickup stations had no personnel to hold letters for the arrival of the post riders.

"Newspapers, even then, were important in keeping the settlers and pioneers informed on what was going on. In 1817, Israel Pickens, registrar at the land office in St. Stephens, wrote Postmaster General Josiah Meigs, Jr., a letter complaining that the post riders were not delivering newspapers as efficiently as they should. This resulted, Pickens said in preventing 'all opportunity of intelligence in any connected manner.' "

Notes on the U.S. 1869 Issue

by Benjamin E. Chapman

PART 9

Shades on the Locomotive

Every time I see a description in an auction catalogue which begins, "•114 Blue", I cringe! It's not that they don't exist, just extremely uncommon. But I'm getting ahead of myself.

In any discussion of this type, I believe it best to rely on the experts. If the reader will allow, I shall be quoting from personal correspondence from John Birkinbine, II, noted 1869 researcher. Basically, there are 5 major colors on the Locomotive: Blue, Ultramarine Blue, Ultramarine, Brilliant Ultramarine and Violet Blue.

All of the various shades of basic ultramarine are the most common. The 'true blue' (with no hint of green) is hard as heck to find, while the 'violet blue' is a rarity. As of this date, John and I are aware of two and possibly three used singles along

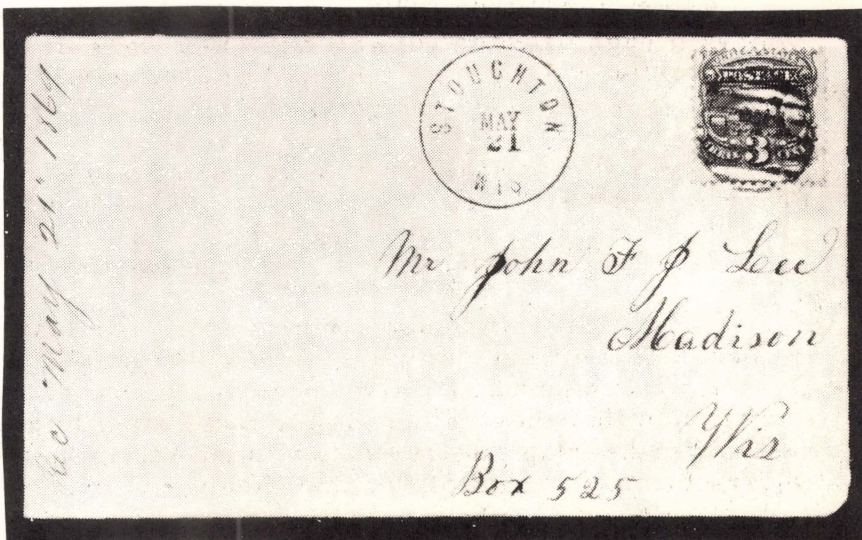
with only one cover. No doubt other 'violet blues' are hanging around ready to be found, but they will be few and far between. The one cover which is illustrated herewith is a personal find of which I am quite proud. So, search through your Stoughton, Wis. covers dated on or about May 21, 1869 for similar goodies. The brilliant ultramarine is "the shade that hits you in the eye when you see it. Bright and brilliant and beautiful."

"Now on each of these five varieties, you have gradations. Pale, normal and dark. Pale signifies that white ink was added to the batch and shows a pale or somewhat chalky appearance. Dark indicates that black pigment was added to the ink batch and the trained eye can spot this darkness or blackness. You now have - theoretically - fifteen colors and shades. Each of these come in light, normal and deep gradations. Light indicates a diluted ink, usually from lack of ink on the press. Deep is just the opposite - a concentrated inking of the stamp due to fresh plate inking."

Problems? "...light versus pale. Just remember that the pale has white in it and is not necessarily lightly inked. And dark versus deep - dark does not always have the beautiful depth of color and looks like someone put a little lamp black on the stamp."

"A complete major shade chart in nice condition is really a challenge! There are many many intermediate shades, but the above 45 basics are quite enough. One thing to remember is that toned paper really affects the color appearance. So when classifying & exhibiting it is practical to eliminate these aged specimens."

I've found it best to do shade classification work early in the day when eyes are fresh and in the presence of sunlight instead of artificial (and thus varying) sources. Good hunting! **



The Violet Blue on Cover

NOTICE: Editorial problems have necessitated that the concluding segment of Nathan Williams' article on Arkansas postal history be presented on the following page without heading.

MONROE COUNTY.

Jacob's Staff.

Joseph Jacobs, June 14, 1830.
Robert S. Bell, January 20, 1834.

Mouth of Cache.

John Maddox, November 4, 1828.
John Burris, June 17, 1833.
George W. Blakemore, August 24, 1835.

PHILLIPS COUNTY.

Big Creek.

James Hawks, November 8, 1830.
Helena.
William B. R. Horner, May 15, 1821.
George W. Ferebee, August 22, 1827.
Austin Kendrick, January 28, 1830.
Eli P. Lewis, November 24, 1831.
John Steele, January 6, 1834.
Samuel S. Smith, August 11, 1834.
William T. Joemans, August 10, 1835.

Hopefield.

William D. Ferguson, April 25, 1825.
Hopefield, removed to Crittenden c. h., March 24, 1826.
Robert Ellis, April 23, 1828.
Lick Creek.
Peter Edwards, February 11, 1836.
Martin's.
Josiah S. McReill, March 1, 1833.
St. Francis.
William Strong, March 1, 1826.

PIKE COUNTY.

Zebulon.

Asa Thompson, May 29, 1834.
David Dickson, November 6, 1835.

POPE COUNTY.

Dardanelle.

Joseph Brearly, February 8, 1833.
Dwight.
Cephas Washburn, August 19, 1823.
Dwight, discontinued, March 10, 1830.
Dwight, re-established, August 21, 1830.
Aaron W. Lyon, August 21, 1830.
Robert Davidson, September 19, 1833.
Logan.
James Logan, February 11, 1832.
Noadiah Marsh, May 14, 1833.
Miles T. Scott, November 14, 1834.

Morrison's Bluff.

Arthur Clark, April 19, 1830.
Lorenzo N. Clark, November 20, 1830.
Alonzo C. Sadler, June 22, 1835.
Scotia.
Twitty Pace, May 26, 1830.
Alfred E. Pace, May 2, 1832.
Laban C. Howell, March 26, 1834.
Spadrie Bluff.
Elijah B. Alston, November 4, 1831.
Tekatoka.
Edward W. Duval, March 6, 1828.
Thomas Murray, Jr., June 9, 1832.

PULASKI COUNTY.

Rayon Metre.

Moses H. Blue, September 17, 1835.
Caldwell (late New Kentucky).
Charles Caldwell, November 11, 1823.
Thos. R. Rutland, November 8, 1832.
Collegeville.
Ezra W. Owen, February 17, 1835.
Des Arc.
Lewis Kirkpatrick, June 8, 1831.
James Walker, November 11, 1833.
Dogwood Springs.
Ezra Owen, December 19, 1829; November 29, 1832.
Mount Prairie, discontinued July 27, 1830.
Edward Johnson, Jr., January 12, 1829.

New Kentucky, changed to Caldwellton.

Richard T. Banks, May 21, 1831.
Wm. Collins, March 1, 1832.
Little Rock. *Correct B.R.*
Amos Wheeler, April 10, 1820.
Henry W. Conway, October 17, 1821.
Thomas W. Newton, August 25, 1823.
John T. Fulton, February 8, 1830.
William Field, December 28, 1831.
John T. Fulton, August 4, 1835.
Pine Bluff.
James Seull, January 25, 1828.
Saline Crossing.
William Locket, August 5, 1831.
Vaugine.
John Dodge, April 27, 1825.

SALINE COUNTY.

Benton c. h.

Green B. Hughes, May 2, 1836.
Collegeville.

Ezra M. Owen, February 17, 1835.
Alum Fork.
Valentine Brazile, July 14, 1836.

ST. FRANCIS COUNTY.

Bay of St. Francis.

George W. Stokes, June 26, 1832.
Cool Spring.
Thomas Duval, March 25, 1833.
Fairview (late Bay of St. Francis).
George W. Stokes, December 15, 1832.
Langueille.
Archibald McDaniel, December 31, 1831.
St. Francis.
Wm. Strong, March 1, 1826.

I. T. Foster, August 28, 1829.
Spencer Crouch, March 12, 1831.
Austin Kendrick, December 29, 1831.
Thos. Curl, December 1, 1832.
Isaac Mitchell, November 18, 1834.
Crow Creek.
Wm. Fulkerson, November 2, 1835.
Walnut Camp.
Charles Neely, March 25, 1835.

SEARCY COUNTY.

Yellville.

Wm. Kavanaugh, September 13, 1836.

SEVIER COUNTY.

Clark's Salt Works, discontinued May 26, 1830.
James Clark, December 6, 1828.
Cosetot, discontinued January 8, 1834.
Asa Hartfield, September 13, 1828.
Little River Lick, changed to Ultima Thule.
Wm. Chandler, December 6, 1828.
Benj. H. E. Hartfield, June 8, 1831.
Paracifta.
John Clark, February 20, 1830.
Geo. Taaffe, May 21, 1832.

H. G. McDonald, November 18, 1834.
Pine Woods.
Wm. Wright, December 19, 1833.
Ultima Thule.
Joseph McKean, December 9, 1833.
Walnut Prairie.
Benj. H. E. Hartfield, December 6, 1833.
Fort Towson.
Geo. C. Goad, September 7, 1832.

RANDOLPH COUNTY.

Pocahontas.

Thomas O. Marr, April 21, 1836.

Fourch Dumas.

James G. Russell, September 21, 1836.

UNION COUNTY.

Black's.

Jonathan Black, March 1, 1832.
Cabeau (?).
Henry Clark, April 22, 1829.
John T. Cabeau (?), May 31, 1832.

Charles L. Roffe, October 5, 1832.
James Waters, September 10, 1834.
Corea Fabre.
Benjamin Gooch, December 22, 1830.
Hiram Smith, November 29, 1832.

WASHINGTON COUNTY.

Cane Hill.

Bryan H. Smithson, October 13, 1829.
William B. Woody, June 8, 1830.
Philemon H. Troutt, December 27, 1833.
Benj. Estill, August 10, 1835.
Fayetteville.
Larkin Newton, August 27, 1829.
Bryan Smithson, October 29, 1833.
A. M. Wilson, deputy.
Washington c. h.
Larkin Newton, February 9, 1829.
Washington c. h., changed to Fayetteville, August 27, 1829.

Mountain.

John Billingsly, December 11, 1833.
Richland Creek.
Thos. Smith, December 12, 1832.
War Eagle.
Isaac Crow, December 15, 1832.
John Buchanan, December 12, 1835.
Vineyard.
Lewis Evans, February 21, 1829, first sheriff of Loveley County.
John Latta, December 28, 1833.

VAN BUREN COUNTY.

Clinton.

Russell Bates, December 20, 1833.

Here is a list of post offices which are doubtful, i. e., may be in another state. In some of the early books the same abbreviation (A. T.) is occasionally used for both Alabama and Arkansas territories, and in some cases reference and comparison with the atlas and postal guide does not settle the questions.

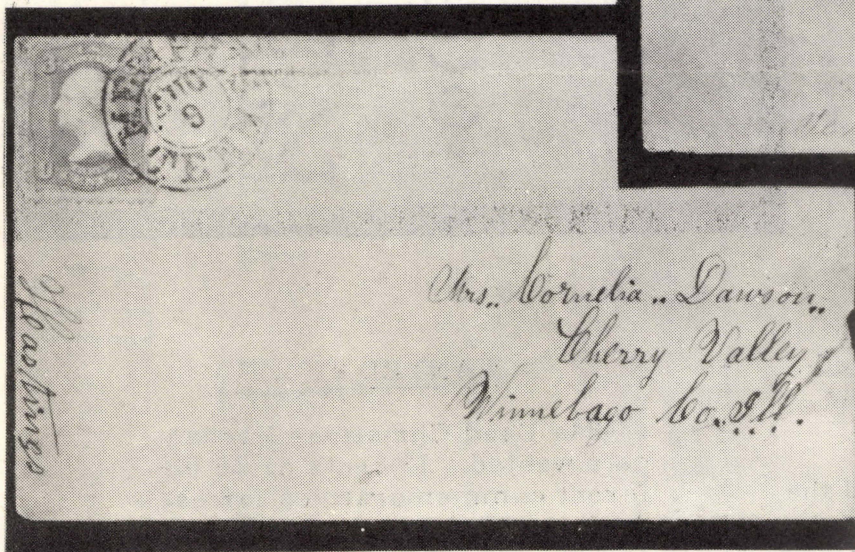
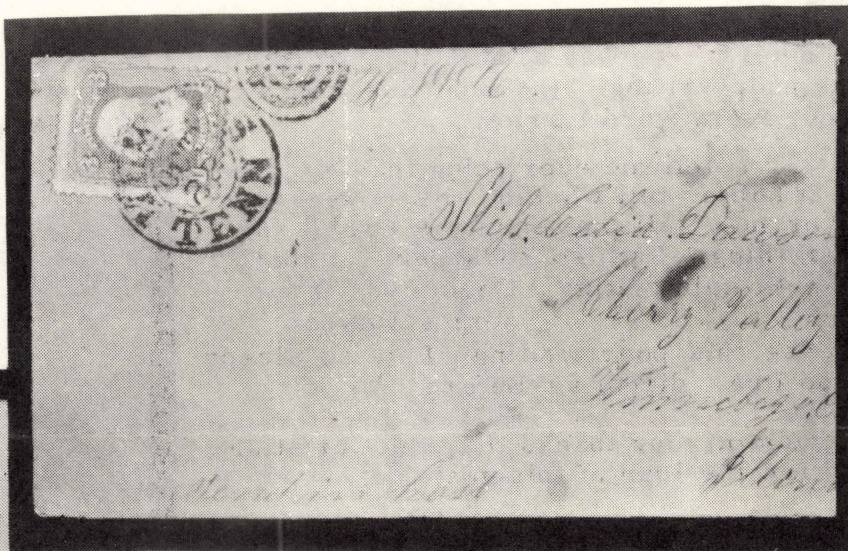
Fisher's Store, A. T.
George Fisher, October 10, 1818.
Discontinued, 1822.
(Probably Alabama.)
Russell's Settlement, A. T.
"Same as Greensboro."
Frederick Peek, February 3, 1819.
(There is a Greensboro in Alabama.)
Mooresville, A. T.
Washington Keyes, January 21, 1819.
(There is a Mooresville now in both these states.)
Marathon, A. T.
Lewis Dillahunty, February 3, 1819.
(No such p. o. in either state.)

Howard c. h., Mo. T.
Alex. Lucas, July 1, 1817.
(Probably in Missouri.)
Lyne Creek, A. T.
(Blank), November 14, 1818.
(Probably Alabama.)
Brinlee, A. T., Clarke Co.
Jacob Brinlee, February 14, 1832.
Brinlee, discontinued, July 14, 1832.
(No Brinlee nor Brinley in Alabama.)
Davidson, A. T.
Adam Ritchey, June 28, 1817.
Richard Searcy, March 2, 1820.
Davidson, Mo. T.
Arch Ritchey, January 1, 1818.

This concludes the Williams article on Arkansas Postal History. Federation members are urged to send in additional data and discoveries for promulgation. **

Gunboats on the White River

One day not too long ago your editor was admiringly viewing the postal history collection of Leon Christiansen, P.O. box 57, Clinton, Wisconsin 53525, when he noticed several covers of interest to Mid-South collectors. These covers and one of the letters which was enclosed are reproduced here through the courtesy of Leon; one of our newest Federation members.



The series of covers which are illustrated were directed either to or from James Dawson during the summer to fall of 1864. Dawson was stationed on the Union gunboat USS Hastings, which participated in the battle of White River, Arkansas on July 4, 1864. The letters from Dawson were posted in Memphis sometime later. The letter to his sister Celia was not postmarked un-

til Oct 22, indicating quite a delay. This letter is herewith transcribed in part:

Write soon as you get this

Miss Celia Dawson
dear Sister

White River Arkansas
July the 5th 1864

It is with pleasure that I take my pen in hand to just let you know that I am in the land of living yet well and hearty at present So also is George I received your letter last night at twelve We came down from Duvals Bluff yesterday Duvals Bluff is one hundred and seventy miles up White River We spent our fourth of July fighting about one hundred

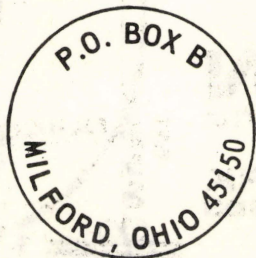
(over please)

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Gunboats (Cont.)

miles up the river the Rebels came on to us unexpectedly But we soon made the place to hot to hold them and they ran away there is three thousand of them in all I believe they did not happen to hurt anyone on this Boat the other two Boats was not so fortunate there was some wounded and some killed on the the Gun Boat Fawn and the Tyler the Rebels sank the Gun Boat Queen City and Burnt her we killed a good many of theirs and took a lot of prisoners we was at our Guns all day and I am awful tired and sleepy so you must excuse this poor writing the Boat Rocks so I can hardly hold the pen and my eyes will go short about every word I write.

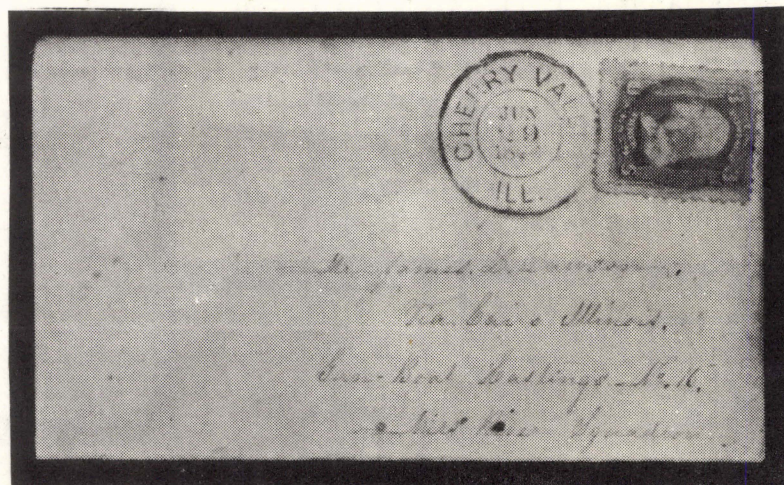
.....tell me everything that is going on at home tell whether the Horses are fat or not tell me about the Crops and everything I am so so sleepy I shall have to quit writing Good Bye Write soon
James Dawson
Excuse this poor writing I am so sleepy
Good Bye direct as Before

Again, our thanks to Leon Christian-
sen for the loan of this material. **

#

NOTICE : Your editor is in need of postal history manuscripts of all types for inclusion in the "Dixie." If you have previously been only a reader, please consider giving of your time to the Federation. November edition deadline is November 1, 1975. Please inquire!

ARKPEX '75 Winners June 27-29 found the following Federation members in the winners circle at Little Rock: Grand Award, Charles Yuspeh; Reserve Grand, B.I. Timmerman Gold Medals to Bruce Roberts & Eric Wear; Silver to Joe Bateman, Charles Meltabarger, Edward Bennet, Stan Kruger and Bedford Joyner. Bronze to Walter Kirby. Judges included Ray Crow, Bill Bauer, Nathan Goldstein, Bill Bartlett and Hubert Skinner. A postal history symposium had as panelists Dr. John Ferguson, Jerry Palazolo, Dr. Hubert Skinner, William H. Bauer and Dr. Bruce Roberts. The symposium was attended by about 40 people. Good Show. **



+ + + + +

+ WANTED !! +

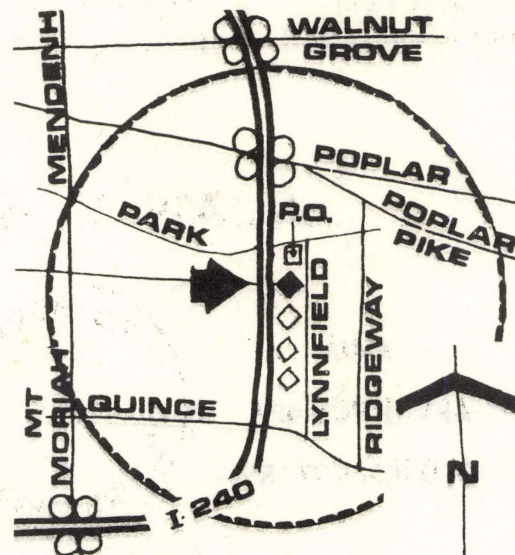
+ #1384a Used Christmas Precan- +
cels wanted. 15 cents or 25 dif- +
ferent commemoratives for each +
Atlanta, New Haven or Memphis. +
For the other trades send SASE. +
Edward Kroll, Jr., 828 Superior, +
Wyandotte, Michigan 48192. +

+ + + + +

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THE DIXIE PHILATELIST

EDITOR:
Jerry S. Palazolo

-- WINTER 1976 --

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Making Tracings of Postmarks

JERRY S. PALAZOLO

Several requests for help in making tracings of postmarks have been directed to this editor in recent months. For the benefit of others who might like to try their hand at tracing, a set of simplified instructions to follow as taught to me over ten years ago by my good friend Bruce Oakley.

MATERIALS: Soft lead pencils
Hard lead pencils
Tracing paper
Good quality finished card stock (must have a finish suitable for black drawing ink)
Rapidograph Pen with a #1 or #2 point
Draftsman's ink compass
Draftsman's pencil compass (optional)
Art gum

The following procedure is for circular postmarks. Once mastered this technique can be used and adapted for other types of postmarks.

STEP 1: Place tracing paper over postmark, and with hard lead pencil sketch all parts of the marking including the date logo. Be careful to sketch as accurately as possible with special attention to marking overall height of the clearest letters in the postmark. This will assure a more accurate reproduction, as you will see.

STEP 2: With a millimeter gauge, measure the diameter of the outer rim of the postmark. Now, using the draftsman's ink compass, reproduce the circle on the card stock with whatever color ink you want to do your tracing in. Most people use black ink to reproduce all postmarks, but some choose to do the tracing in the exact color of the original

postmark. If the marking you are copying has a double rim or an inner circle, go ahead and reproduce it also at this time being sure to use the exact same spot for the point of the compass as you used before.

STEP 3: Using the soft lead pencil, blacken the back of your tracing of the postmark (see Step 1). Now center the tracing face up over the circle(s) you made on the card stock in STEP 2. Carefully go over the entire tracing (except the circle, of course) with the hard lead pencil, again being careful to accentuate the height of the clearest letters in the cancel.

STEP 4: (OPTIONAL) After removing the tracing paper, you may want to use the draftsman's pencil compass to draw guidelines inside the inked circle (STEP 2). Such guidelines should be placed at the top and the bottom

of where you want the letters in the town name to appear. Be careful to use the same hole you punctured in the card stock earlier when you drew the ink circle(s) in STEP 2. Although optional, this step is recommended to insure a more uniform and professional appearance in the finished product.

STEP 5: Now, using the Rapidograph pen, carefully go over each letter as it appears in the "off-set" tracing you have created on the card stock. Refer often to the original postmark for details such as serifs which may not show up clearly in the tracing. Allow ink to dry thoroughly, then touch up with a soft art gum to remove pencil markings.

the mail bag

Charles Miller (Charter member) of Greenville recently underwent open heart surgery in Jackson. Seems, he's on the road to full recovery and is already planning to join us in both Jackson and Philadelphia.

Those from the Mid-south planning to attend Interphil, there apparently will be no group tour out of Memphis due to necessity of so many early departures. Please be advised, though, that Allegheny Airline offers their "Liberty Fare" at a very favorable rate. (They also offer the best service to Philadelphia).

This editor is cooperating with Yancey Green in the compilation of a listing of Tennessee stampless covers. Much progress has already been made, but your help is needed. Please report any Tennessee stampless markings that do not appear in the 1970 edition of the Sampson Stampless Cover Catalogue. If you have a large number of new or unlisted markings you may request a copy of our preliminary draft which contains in excess of three times the markings listed in Sampson. Special attention will be given to clarifying and updating the listings for the major cities. Any help will be appreciated and acknowledged.

SPF member Ed Williams is sponsoring a resolution which has been introduced to the Legislative Council suggesting that the United States Postal Service correct the bicentennial postage stamps that portray the Tennessee State Flag upside down and recall all such stamps already issued. Copies of this resolution have been sent to the United States Postmaster General.

NEWS FLASH!! The Greenville "Happening" will not be in Greenville this May. By mutual agreement of all of those involved, the event has been moved to Jackson, Mississippi. By necessity of space limitations, the attendance must still be limited by invitation only. As usual we will hold our annual benefit auction after the banquet. As you well know, the proceeds of this sale enables the S.P.F. to operate in the black. Contributions have been generous in the past and bidding spirited. Those unable to attend might like to forward a donation lot to the editor. Such would be appreciated and acknowledged. Those planning to attend, please bring along something.

One question remains. Can a Greenville "Happening" really happen in Jackson, even if everyone happens to happen by? (See next issue)

The Great Overland Mail

Editor's note: The following eyewitness account of the inauguration of the Overland Mail appeared in the September 16, 1858, edition of the Daily Appeal in Memphis. It should be noted that the word "train(s)" as used in this article refers to four-horse stage coaches. It was not until 1860 that this route was able to employ the use of railroads from Memphis into Arkansas. On March 12, 1861, the contract for this "Southern" route was allowed to expire by Congress and a new route chosen from St. Joseph, Missouri along a northerly route.

The First mail by the Overland Route to California leaves Memphis this morning. The inauguration of this important addition to the postal facilities of our Pacific possessions is another illustration of the wise and liberal policy of the Post Office Department under its present able and energetic administration. The opening of this route is one of the most important enterprises of the day, and is destined, as we think, at no distant period, to work a complete change in the channel of communication between the Atlantic States and California, and to attract a considerable portion of the travel that now finds its destination by a long and tedious route, exposed to the double dangers of a sea voyage and the pestilential diseases of the tropics. It furnishes facilities of intercommunication between the civilizations of the East and the West through the vast intervening wilderness over which the wide-spreading tides of immigration, advancing from the opposite shores of the Union, will soon meet and mingle their peaceful waves. It is the precursor of a Pacific Railroad--that other and better means of transit, which will come in due season, to supply the increasing demands of trade and travel, and to unite in a closer bond of fraternal union the children of this far-stretching Republic. It is with peculiar pleasure therefore, that we hail the inauguration of an enterprise of such magnitude and importance in its present bearing, and so pregnant of promise for the future.

We had the pleasure of an interview yesterday with MR. J. T. CHIDESTER, a member of the firm of CHIDESTER, REESIDE & CO., sub-contractors under BUTTERFIELD & CO., upon the western end of the route, between Memphis and Fort Smith, who came down to superintend the departure of the first train. From MR. CHIDESTER we gained much interesting information in regard to the route, the arrangements of the Company for carrying out their contract, and other matters connected with this gigantic enterprise. Semi-weekly trains will leave St. Louis and Memphis simultaneously on each Monday and Thursday and connecting at Fort Smith, Arkansas, will proceed by what is known as the Southern Route, passing El Paso, Fort Yuma and Tejon Pass to San Francisco. The distance is about 2,500 miles, and the schedule time 25 days, but the contractors are confident they can make it in even less time.

We learned from MR. CHIDESTER that all the preparations of the overland California Mail Company are complete and in perfect readiness for the commencement of the service. All the stations are prepared, and the last of the stock reached the ground a week ago. The stations are ten miles apart and through the Indian country, each station has a guard of 25 men, well armed--a force fully adequate, with the protection afforded by the manner of the construction of the stations, to successfully resist any number of Indians likely ever to be collected in one hostile body. Each train will be guarded from station to station, through the wilderness, by a squadron of 25 mounted men.

The vehicles used upon the road beyond Fort Smith are of the description known as Celerity Wagons. They are of the build of the common Troy coach and the body is hung upon the same kind of springs and in similar manner. Instead, however, of the heavy wooden top, with iron railing round it, in common use, they have a light canvas covering supported by light upright after the manner of a Jersey wagon. This covering affords ample protection against the weather, while it greatly diminishes the weight of the vehicle as well as its liability to upset. The Company have over one hundred of these coaches on the ground and have been running them regularly and with very profitable results, for some time past, upon portions of the route.

MR. CHIDESTER also informs us of the means used to supply the stations in the Llanos Estacados or Staked Plains, with water. This desert, by the route of the Company's road, is about 75 miles wide. From streams upon either side of the Plains, the Company supplies water to the stations with regular Water Trains fitted up expressly for the purpose. The wagons used for this purpose are constructed with large tin boilers, similar in shape to the boilers of a steamboat, and capable of holding as much water as a team of six mules can draw. These trains run regularly, conveying water to the different stations, where large reservoirs are prepared to receive and preserve it for the use of passengers and the employees and stock of the Company. This is of course a very expensive method of supplying the indispensable element, but as thus far all efforts to obtain it by boring or otherwise have proved futile, the Company must submit to it for the present.

It will be seen that the Company has spared no expense to perfect such arrangements as will insure success to the enterprise. They have furnished the entire route with an ample supply of men, provisions, water, stock, vehicles, teamsters and tools and workshops to keep their equipments in repair. It is a gigantic undertaking, but not beyond the compass of American courage and enterprise. The prudent foresight and judgment displayed by the Company in perfecting their arrangements, give assurance that every difficulty and danger will be surmounted, and that a rich harvest of honor and profit will soon reward the pioneers in this adventurous service. The Contractors upon this end of the route, are gentlemen of abundant means and untiring energy, and so far as the success of the service shall depend upon them, we feel safe in predicting it will be complete. MR. CHIDESTER has entered into the work with ardor and a determination to push it forward to the utmost extent of his means and energies. As a citizen of the South he feels a just pride in the enterprise, and will omit no exertion to further its interests. Most heartily do we wish him and the Company success.

From -
Daily Appeal, Sept. 16, 1858
p. 2, col. 1.

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Chase Work Reprinted

Dr. Carroll Chase was the leading authority on the U. S. 3¢ stamp of 1851 during his lifetime. He began to publish the results of his studies in 1909 and in 1929 the first edition of his major work was published. In 1942 a revised edition of his book was published which incorporated corrections and changes which varied from a few lines to rewritten paragraphs. This 400-page hardcover reprint contains the text of the 1942 edition and the illustrations from the 1929 edition which were used for their better quality. Over 100 halftone illustrations are included along with some plating charts and diagrams.

Dr. Chase's work was so meticulous and detailed that extensive revision in light of subsequent studies is not required. This Quartermaster edition contains a foreword by Thomas J. Alexander which includes corrections, mostly typographical, to the 1942 edition along with updated information on perforation, color, earliest dates used for each plate, sources of plating aids, and a bibliography of articles on new discoveries and progress in plating made since 1942. This book is a necessity for all U. S. Classics specialists and a useful reference for those interested in 19th century U. S. postal history.

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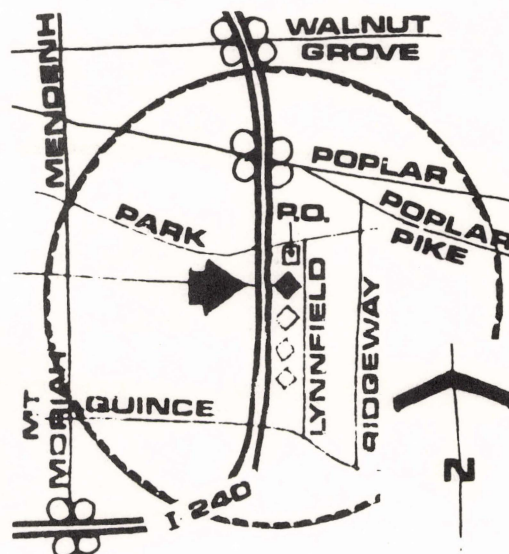
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