

A Brief Postal History of Lancaster County

By M. LUTHER HEISEY

The antiquity of the need of communication is contemporary with the age of the human race. When first the need was felt for an oral or written communication with another human being, there began the germ of modern postal business—a business ranking among the most gigantic of all in the United States, and therefore in the whole world.

Our story concerns only our own county. But let us take a glimpse or two into the dim past. One of the first references to the “post” or post office is found in the Bible. In the eighth chapter and tenth verse of the Book of Esther we read: “And he wrote in the King Ahasuerus’ name, and sealed it with the king’s ring, and sent letters by post on horseback, and riders on mules, camels, and young dromedaries.” Fourteen verse: “So the posts that rode upon mules and camels went out, being hastened and pressed on by the king’s commandment.”

Herodotus, the Greek historian, tells of the mounted couriers who traveled in relays from station to station, or from “post to post.” His tribute to these messengers has been adopted by the carrier service of the United States Post Office Department: “Neither snow, nor rain, nor heat, nor gloom of night, stays these couriers from the swift completion of their appointed rounds.” The Romans marked the relay stations by a “post” alongside of the road, from which fact the term “post office” is derived.

Over one hundred years ago a county editor paid this tribute to the postal service:

“Nothing in the government of the United States is calculated to excite more admiration, nothing in itself is more stupendous, than the immense machinery of the Post Office establishment, and its widespread branches. Over this prodigious space, the post routes extend, diverge and traverse, in every direction, with the order, minuteness, and utility of the circulating fluids of the natural body; diffusing, as from hearts and sinews, the news and intelligence of the world, to the utmost extremities of the country; and

with a reaction equally uniform and rapid, returning the vivifying currents back through the centres. How comparatively unnoticed and quietly does all this mighty motion go on? What an impressive detail? What a gigantic aggregate?" So wrote Reuben Chambers in his *Bethania Palladium*, published near Gap in this county, September 6, 1833. If the puny postal service of his day elicited such words of high praise, Reuben no doubt would stagger in an effort to worthily describe the service of the present day, "a modern miracle in motion."

The progress of a community can well be marked by the growth and expansion of its postal system and facilities. As population grew and towns increased in number the demand for improved methods of communication became insistent. Let us visualize the crude condition of everything in the early colonial days — bad roads or lack of any, inadequate credit and banking facilities, difficulty in merchandise transportation, these all materially affected postal expansion. We, who are accustomed to rapid rail and air transportation, have no conception of the difficulties and delays of colonial mail service. Delivery, which is now a matter of hours, was then a matter of weeks or months.

As early as March, 1683, an Act of the Provincial Assembly provided for a semblance of post service: "Every justice of the peace, sheriff, or constable within the respective countries of this province and territories thereof, to whose hands or knowledge any letter or letters shall come directed to or from the governor, shall dispatch them within three hours at the furthest after the receipt of knowledge thereof, to the next sheriff or constable, and so forwards as the letters direct, upon the penalty of 20 shillings for every hour's delay. And in such cases, all justices of the peace, sheriffs, or constables are herewith empowered to press either man or horse for that purpose, allowing for a horse or man 2 pence a mile, to be paid out of the public stock."

Ten years later the Assembly appointed Andrew Hamilton, then governor of New Jersey, postmaster with an office in Philadelphia, "from whence all letters and packets may be with all expedition sent into any of the parts of New England and other . . . colonies in these parts of America, at which said office all return and answers may be received."

Lancaster, the largest of inland towns in the colonies, while lacking the advantage and convenience of coastal towns with their direct ship-borne mail service, nevertheless was fortunate for situation in its relation to other towns, the province, and the colonies. Well-worn Indian trails became the first paths followed by the mounted pioneers and traders; these trails in time were widened for wagon traffic, and to Lancaster reached the first great highway from the coastal cities. Naturally, Lancaster was among the first towns to secure postal facilities.

In this section the first and nearest available postal facilities were in far-off Philadelphia, at which point letters for settlers in the "back country"

The *Pennsylvania Gazette* of May 21, 1738, advertised a list of unclaimed letters for people in Donegal, Pequea, Octoraro, Salisbury, etc. A longer list follows in the issue of November 2, 1738.

About three years later, January 15, 1741, the paper continues to advertise unclaimed letters for Lancaster County folks, located at Wrightstown, Donnigal, Conestoga Road, Piquea, Octoraro, Pextan, Salisbury, etc.; one "to be held at John Postlewait's," one to Geo. Gibson, "the store keeper at Pequay."

were advertised, and awaited call by the owners or their agents. From this we would assume that Lancaster in 1741 had no post office, and possibly not for the next eleven years, or until 1752. Later on the daring post rider was placed on established routes, and hastened the delivery of letters. He was a welcome figure on his arrival at the general store of the community, as he drew up the reins and threw off his leather mail pouches with their eagerly-awaited messages and papers. Muddy roads and swollen streams stayed them not in their journeys. The slogan, "The mail must go through," was their

The *Pennsylvania Gazette*, May 15, 1755: "The new post between Philadelphia and Winchester, Virg'a. set out from the Post Office this morning, to continue his weekly stages, setting out every Thursday morning during the summer. Letters for Lancaster, York or Cumberland counties, and for the back parts of Virginia or for the army should be brought to the office before nine o'clock on Thursday mornings."

It is evident that Lancaster was a post office on this route.

motto, as it is for the present messengers. The Patriarch Muhlenberg in his hazardous travels wrote that he experienced "all the exertions of a post rider."

Three years before the post route was established to Winchester, Samuel Holland was printing the *Lancaster Gazette* "at the post office in King's Street." This is the first known post office in Lancaster proven by documentary evidence. This is further substantiated by a bond in possession of the Lancaster County Historical Society, bearing date of August 11, 1753, with an imprint reading, "Printed by S. Holland at the Post Office in King's Street." (See fac-simile on page 4.)

In 1756, the *Pennsylvania Gazette* advertised a list of unclaimed letters for Lancaster County folks held "at the post office in Lancaster." Previously, 1738 and 1741, the lists of letters were held at Philadelphia.

Post roads were few in those early days, and often a trustworthy personal messenger was sought. Such was the position of Col. John Stanwix,

Scaled with my Seal Dated the *Eleventh* Day of
August in the Year of our Lord One Thousand Seven
Hundred and *fifty three* in the *27th* Year
of the Reign of our Sovereign Lord *George the second* —
by the Grace of God, King of Great Britain, &c.

THE Condition of this Obligation is such,
That if the Above-bounden *Daniel Lowry* his

Heirs, Executors, Administrators, or any of them, shall and do well and
truly pay or cause to be paid unto the above-named *Edward Shippen*
and Thomas Lawrence or to their certain Attorney, Executors,
Administrators or Assigns, the just and full Sum of *Six Hundred and Sixteen*
pounds twelve Shillings and two pence half penny Lawfull Money aforesaid, on the
first day of September next ensuing the date of
this above Obligation

without any Fraud or further
Delay, then the 'above Obligation' to be Void, or else to be and remain
in full Force and Virtue,

Scaled and Delivered in
the Presence of us

Chas. Morse
Will. Utley

Daniel Lowry

LANCASTER: Printed and Sold by S. HOLLAND, at the Post-
Office, in King's-Street.

The above Bond proves the Existence of a Post Office in Lancaster as
Early as 1753.

in camp near Carlisle, June 13, 1757, writing to Col. John Armstrong. He complained that "there is no post to Lancaster."¹ Neither was there a post from Lancaster to Harrisburg.

In 1765, William Bradford, publisher of the *Pennsylvania Journal*, added "twelve new subscriptions to the eight he was already sending by the Lancaster Post to York."²

The second reference to a post office in Lancaster is found again in a printer's notice. Francis Bailey, publisher of the famous Lancaster almanac, advertises for sale the pamphlet written by Thomas Paine, known as "Common Sense," at the printing and post office in King Street.

The *Pennsylvania Gazette*, February 28, 1776: At the printing and Post Office in King Street (near the market), "Common Sense" printed and offered for sale by Francis Bailey.

Apparently there is no record extant giving the names of Lancaster postmasters prior to 1790. From the two references to printers, Samuel Holland and Francis Bailey, at whose places of business the post offices were located, we reach the valid conclusion that most of the Lancaster postmasters prior to the above date were either the printer or the newspaper publisher of the time.

In our vol. 33, p. 202, there are two items which prove the existence of early postal service. Among entries made by William Henry, treasurer of the Juliana Library, we find the following:

"April 5, 1768, to postage, letters from Samuel Magaw, 2s 6p.

"March 25, 1769, to cash paid B. Wolf, postage for the newspapers, 5s."

We do not know whether this Bernard Wolf ever served as postmaster, but we know he carried mail to Philadelphia in 1776. Edward Shippen, in a letter to his son, Joseph, wrote: "I am now sending under your care by our Post Barney Wolf £46 . . ." Later records seem to indicate that Wolf's son, Christian, a lad of but fourteen years, was entrusted with the mail, during the trying times when the British overran Chester County and threatened Philadelphia.³

There was no satisfactory post route to Harrisburg, for in March, 1777, Judge Jasper Yeates wrote to Mr. Burd, of Philadelphia, seeking his aid for

¹ *History of Cumberland County*, I. Daniel Rupp, 1846, p. 398.

² *Pennsylvania Magazine of History and Biography*, vol. 36, p. 226.

³ Tradition tells us that this youthful post rider, Christian Wolf, while in Philadelphia in 1777, awaiting the mail for the journey to Lancaster, learned of the adoption by Congress of an American flag. He hastened on the return journey with more than usual speed to tell of the new flag, its colors and design. A flag following his description, was promptly made, and floated majestically over the military prison in Lancaster, in but a few short weeks from the time Betsy Ross designed the flag and Congress approved of the pattern.

the establishment of "a regular post rider" from Harrisburg to Lancaster. And, yet, in the year before, Edward Shippen sent a letter to Colonel Burd by "the Paxtan Post." We assume that the letter went to Col. James Burd at his home, "Tinian," near Highspire.

And now we come to one of the most interesting items tied to Lancaster postal history. While the Continental Congress still remained in York, and Franklin's son-in-law, Richard Bache, was Postmaster General, Ebenezer Hazard was appointed Surveyor of the Post Office and Post Roads, and Inspector of Dead Letters to the General Post Office, and took the oath of office before a justice of the peace, J. Hubley, in Lancaster.^{3a} For that reason we print the oath in full:

I, Ebenezer Hazard, do acknowledge the United States of America to be free, Independent and sovereign States, and declare that the people thereof owe no Allegiance or Obedience to George the Third, King of Great Britain and I renounce, refuse and abjure my Allegiance & Obedience to him; and I do swear and defend the said United States against the said King George the Third, his heirs and successors, and his and their Abettors, Assistants and Adherents and will serve the said United States in the Office of Surveyor of the Post Office and Post Roads, and Inspector of Dead Letters to the General Post Office, which I now hold, with Fidelity and Impartiality, according to the best of my Skill and Understanding, and will render a true Account when thereunto required, of all Public Monies by me received or expended, and in all other Respects discharge the Trust reposed in me with Justice and Integrity, so help me God.

EBEN HAZARD

Sworn before me, one of the Justices of the Peace for the County of Lancaster, in the State of Pennsylvania, this twenty-second Day of June 1778.

J. Hible.

Ebenezer Hazard was appointed postmaster general on January 28, 1782. The justice of the peace was John Hubley, who served as such from August 12, 1777 to 1784.

The Act, under which Ebenezer Hazard and other surveyors were appointed, shows the importance of Lancaster as a terminal point in the stirring Revolutionary War days. It was passed October 17, 1777, and read: "That the Postmaster General be authorized to appoint two additional surveyors of the post office; and that all surveyors be allowed \$6 a day each for all expenses, and in place of all other allowance. That the tour be as follows: One from Casco Bay to Philadelphia, or while that city is in possession of the enemy, to Lancaster; one from Philadelphia or Lancaster to Edentown,

^{3a} We are indebted to Harry M. Konwiser, Editor of Postal Markings, New York City, for drawing our attention to this fact. Permission to reproduce the oath was obtained from the American Philosophical Society, Philadelphia, who obtained the original copy with the Dr. A. S. W. Rosenbach collection of postal papers.

N. C.; and the third from Edentown to Savannah, Ga." (Portland, Maine, is located on Casco Bay.)

According to a statement of Postmaster General Samuel Osgood, for the quarter beginning with October 5, 1789, there were but seventy-five post offices in the entire country; ten of these were in Pennsylvania, located at Bristol, Philadelphia, Chester, Lancaster, and the following six west of Lancaster — Yorktown, Carlisle, Shippensburg, Chambersburg, Bedford and Pittsburg.

Modes Of Transportation

As roads improved the stage coach displaced the post rider for the conveyance of mail. Lancaster City was the hub of many stage routes, as it later was the converging point of numerous trolley lines, which superseded the stage as a mail carrier. And now, in the lifetime of the writer, and with what seems like a touch of irony, the familiar blue and white buses — modernized and motorized — replace the trolleys as carriers of passengers and mail, covering much of the ground over which the old stages traveled.

Lancaster, fortunate to be on one of the first great turnpikes, was also a station on one of the first railroads constructed in this country. The old Columbia and Philadelphia Railroad, built in 1834, became in later years part of the famous New York and Pittsburgh Railway Post Office service. This line carries the heaviest mail of any road in the United States. The railroad lines are known to men in the postal service as R. P. O's. — Railway Post Offices. We print a facsimile of a letter canceled on the "Phila. & Cola. R. R., May 12, 1853." As the railroad system expanded, Lancaster County benefited by rapid mail service over many lines. Besides the New York & Pitts., we had the Reading Road with its Read. & Quarryville R. P. O., later called the Read. & Lanc.; the Lanc. & Harris line, via Columbia to Harrisburg; the Down. & Lanc. on the New Holland branch, running to Downingtown; the Col. & Perry., running on the river road to Port Deposit and Perryville, Maryland; and the Lanc. & Fred., running through Columbia and York to Frederick, Maryland.

Man, never content with the progress he is making, found the speed of the express train "turtle-like" in comparison with the latest invention — the airplane. So Lancaster, in marking the twentieth anniversary of the first air-mail flight in the United States, celebrated the event on Thursday, May 19, 1938, by dispatching by plane the first air mail ever flown from a Lancaster airport. At 3:14 P. M., five planes, bearing as many pouches of air mail, containing 8,000 pieces and weighing 126 pounds, left the Municipal Airport for Harrisburg. Mail from Harrisburg was flown to this city the same day.

The first regular mail service, on a daily schedule, was established on June 18, 1939, at the Lancaster Airport on the Manheim Pike. Lancaster was not a "stop" on this route, as the mail was dropped to the airfield, and the outgoing pouch was "picked-up" from a special device as the plane remained in continuous flight. This "pick-up" service took Lancaster mail to

towns in western Pennsylvania and West Virginia on the morning flight, and in the afternoon mail was flown to eastern Pennsylvania points.

Lancaster, unable to boast of a stop on a trans-continental air line, advances thousands of air mail letters daily to airports at Harrisburg, Philadelphia and New York, for expeditious dispatch to every corner of the United States.

Stage Routes

The post stage to Winchester, Virginia, in 1755, was the oldest stage route in this county. The next route in point of time, within our knowledge, was the New Holland and Ephrata Post, as announced in the Philadelphia papers of April 18, 1776:

"The New Holland and Ephrata Post will set off, beginning Apr. 24, Inst. from the house of Joseph Vandegriff, Cross Keys, 3d and Chestnut St. Phila. every Wednesday morning at 10 o'clock and deliver Newspapers and Letters on that day . . ." ⁴

In 1784, Frederick Schaeffer conducted a stage line between Lancaster and Philadelphia, which required three days in either direction. In 1788, Fred Dosh, with his two-horse stage, clipped off a day, making the round trip in four days. Matthias Slough ran a stage line in 1794 to Philadelphia, using four horses. The driver was Jonas Eckhart. So we see that within a decade the time required for the journey was reduced to one-third. We should recall the fact that the great turnpike was completed in the latter year, and doubtless that contributed to the speedier service.

There is a tragic story connected with the above stage line. Freely translated from the German, the *Lancaster Correspondent*, of March 13, 1802, states; "Jonas Eckhart, a resident of this town and for several years a stage driver employed by Mr. Schlaugh, met with an accident which caused his death. While on the way to Philadelphia, at the 21st milestone, a wheel fell from its axle. Jonas sprang from the seat, probably with the intention of preventing the stage from upsetting. In doing so his coat became fastened and he was thrown under the front wheel of the wagon, which went over his chest. His body was so mangled that, after the passengers had brought the horses to a standstill and went back to give him aid, they found him dying. He left a widow and two children to mourn his loss."

Ben Halliday was the mail carrier in 1785. He set out from Philadelphia every Monday morning, reaching Lancaster after a two-day trip. We read in the Philadelphia Directory of 1785 that "a stage sets out from the King of Prussia, Market Street, for Lancaster every Monday and Friday, at six o'clock in the morning, return Tuesday and Saturday."

By Act of Congress, passed May 20, 1788, the Postmaster General was authorized to employ posts for the regular transportation of mail "between the city of Philadelphia and the town of Pittsburg in the state of Pennsyl-

⁴ *History of Chester County*, by J. Smith Futhey and Gilbert Cope, 1881, p. 354.

vania, by the route of Lancaster, Yorktown, Carlisle, Chamberstown and Bedford; and that the mail be dispatched once in each fortnight from the post offices respectively."⁵

Five years later mail continues to go forward to these points. The *Lancaster Zeitung*, issue of April 24, 1793, informs us: "The Postmaster states that the mail for Pittsburgh will close every Sunday at 10 o'clock A.M., and for Philadelphia every Thursday at the same hour."

POST ROUTES IN 1809^{5a}

141. From Philadelphia to the Spread Eagle and Downingtown, to Lancaster, six times a week. Leave Philadelphia at 4 A.M., and arrive at Lancaster by 3 P.M. Leave Lancaster at 9 A.M., and arrive at Philadelphia same day by 8 P.M.

143. From Lancaster, by Elizabethton, Middleton, Harrisburg, Carlisle and Shippensburg, to Chambersburg, three times a week. Leave Lancaster every Monday, Wednesday and Friday at 3½ P.M., and arrive at Chambersburg the next days by 8 P.M. Leave Chambersburg every Monday, Wednesday and Friday at 4 A.M., and arrive at Lancaster the next days by 8 A.M.

149. From Lancaster, by Strasburg, Gap Tavern, Cochran's Tavern, Chatham and New Garden, to Newport, once a week. Leave Newport every Monday at 6 A.M., and arrive at Lancaster on Tuesday by 8 A.M. Leave Lancaster every Tuesday at 11 A.M., and arrive at Newport on Wednesdays by noon.

150, 151. Elkton, Maryland, to Lancaster; Lancaster to Milford.

POST ROUTES IN 1810

From Philadelphia, by Downingtown, Lancaster, Harrisburg, . . . Chambersburg, . . . Pittsburg, Canonsburg and Washington to West Middletown.

From Taneytown, Maryland, to Lancaster.

From Brick Meeting House, Maryland, by the Rising Sun, Unicorn, Black Horse, Sorrel Horse, Lancaster, Leditz, Ephrata, Reamstown, Adamstown,

⁵ From *Colonial and Revolutionary Posts*, by Harry M. Konwiser, Dietz Press, Richmond, 1931.

^{5a} The records of the post routes of 1809, 1810, 1825 and 1832 with other postal facts, were gathered in the library of the Post Office Department, at Washington, D. C. We hereby acknowledge the unstinted helpfulness of the librarian, Major W. P. Zantzinger, who is a great-great-grandson of Paul Zantzinger, of local Revolutionary fame.

Note. The plate on the opposite page shows postmarks of Chickies post office, now discontinued; Hempfield, now known as Rohrerstown; Cordelia (Ironville), disc.; Lancaster, Pa., Transfer Station, located in a room in the old Pennsylvania Railroad Depot, where the transfer clerk was stationed, who tapped the depot letter boxes, and sorted the pouch and sack mail for the many trains; Lititz postmark, showing an envelope corner from the famous Beck Family School; Fulton House, disc.; Lanc. & Harris. R. P. O.; and West Earl, now known as Brownstown.

Courtesy of Robert H. Goodell.

Reading, Stroudsburg and Middletown to Milford, and thence to Pittston.

From Wilmington, Delaware, by New Garden, Chatham, Gap and Strasburg to Lancaster.

From Lancaster, by New Holland, Churchtown, Morgantown, Pughtown, . . . to Bristol.

From Baltimore, Maryland, to York.

EXTENT OF MAIL ROUTES, JANUARY, 1825

	<i>How often carried in a week</i>	<i>Extent of miles</i>	<i>Annual trans- portation</i>	<i>Annual ex- pense</i>
Newark, Del., to Strasburg	once	35	3,640	\$ 250
Philadelphia to Lancaster	daily	62	45,260	
Lancaster to Chambersburg	daily	84	61,320	9,500
Lancaster to Gettysburg	thrice	50	15,600	
West Chester to McCall's Ferry . . . (circuit)	once	86	4,472	250
Mount Joy to Marietta	thrice	8	2,496	150
Elkton, Md., to Lancaster	once	50	5,200	260
Lancaster to Bristol	once	106	11,024	600
Lancaster to Columbia	once	12	1,248	90
Lancaster to Easton	once	88	9,152	575
Litiz to Lebanon	once	19	1,976	120

New Holland and other points in the eastern part of the county had the advantages of mail stage service. In a newspaper advertisement of 1828 we read:

"Henry Roland, P.M. at New Holland, served by stage running through, between Philadelphia and Lancaster, by way of Gulf Mills, Reeseville, Valley Forge, Moore Hall, Phoenixville, Kimberton, Yellow Springs, Morgantown, Churchtown, Blue Ball [this road is now known as Route 23].

"Leaving 244 Market Street, Philadelphia, every third, fifth and seventh days of the week, at 4 o'clock a.m.

"Run through in one day.

"Returning, leave Lancaster (William Cooper's Red Lion Hotel, West King Street) every second, fourth and sixth days of the week, at 4:00 o'clock a.m., and arriving at Philadelphia on the evening of the same day.

"The whole route is run with four-horse teams.

"Fares, \$4.00; way passengers, six cents a mile; all baggage at the owner's risk."⁶

Often the capacity of the old stage coaches was overtaxed, but they like the modern trolley cars seemed to follow the rule, "Always room for one more." Traveling in 1826, one passenger described the stage as "a vast, illimitable

⁶ *Anti-Masonic Herald*, New Holland, Pa., July 4, 1828.

wagon, capable of holding some sixteen passengers, with decent comfort to themselves, and actually encumbered with some dozen more."

In 1829, the *Lancaster Journal* advertises stage routes to Philadelphia and Columbia; the Columbia Mail going by way of Millerstown and Washington, that is, through the present towns of Millersville and Washington Boro. The Boro was then known as Manor post office. The Columbia Mail Coach continued over this route in 1833, leaving Cooper's Hotel, West King Street on Tuesday and Thursday mornings, at 7 o'clock.

In December, 1831, the mail stage to Reading was put into operation by the way of Litiz, Ephrata, Reamstown and Adamstown. It left John Michael's Inn, North Queen Street, on Mondays, Wednesdays and Fridays.

At the same time the mail line to Lebanon was opened by way of Rohrerstown (Hempfield P. O.), Petersburg (East Hempfield P. O.), Manheim and Mount Hope.

Speaking of Columbia in 1832, we learn from *Hazard's Register* that "a daily line of mail stages passes through this borough between Philadelphia and Baltimore, and a daily line of mail stages runs between this place and Harrisburg."⁷

POST ROUTES IN 1832

1031. From Philadelphia, by Black Horse, Salisbury, Williamstown, Paradise, Lancaster, Mount Joy, Elizabethtown, . . . to Pittsburgh, 302 miles and back, daily, in 4 horse post coaches.

1051. From Reading, by Adamstown, Reamstown, Ephratah, Litiz and Neffsville, to Lancaster, 35 miles and back, three times a week, in 4 horse post coaches. Leave Lancaster every Tuesday, Thursday and Saturday at 4 A.M., and arrive at Reading same days by 10½ A.M.

1082. From Lancaster, by Millersville and Manor, to Columbia, 13 miles and back, once a week. Leave Lancaster every Friday at 7 A.M., and arrive at Columbia by 11 A.M.

1083. From Lancaster, by Fairmont, Intercourse, Hat, Piquea, Cains and Waggontown, to Downingtown, 33 miles and back, once a week. Leave Lancaster every Friday at 6 A.M., and arrive at Downingtown same day by 6 P.M.

1084. From Lebanon, by Shaefferstown, to Litiz, 20 miles and back, once a week. Leave Litiz every Monday at 9 A.M., and arrive at Lebanon same day by 1 P.M.

1094. From Wilmington, Delaware, by Gap, Arbela, Strasburg and Lampeter to Lancaster, 47 miles and back, three times a week, in 4 horse post coaches. Leave Lancaster every Tuesday, Thursday and Saturday at 4 A.M., and arrive at Wilmington same days at 2 P.M.

1095. From Lancaster, by East Hempfield and Manheim to Lebanon, 25 miles and back, once a week. Leave Lancaster every Thursday at 8 A.M., and arrive at Lebanon same day by 12 noon.

⁷ *Hazard's Register*, vol. 9, p. 148, March 10, 1832.

1096. From Philadelphia, by Oxford, Kirk's Mills, Rock Springs, Maryland, Conowingo, Bell Air to Baltimore, 106 miles and back, three times a week, in 4 horse post coaches.

1098. From Philadelphia, by West Chester, Swan, Gap, Arbela and Strasburgh to Lancaster, 58 miles and back, daily, in 4 horse post coaches. Leave Lancaster every day at 5 A.M., and arrive at Philadelphia same day by 6 P.M.

1100. From Downingtown, to Earle, Hinkleton, Ephratah, Brickerville to Hummelstown, 61 miles and back, once a week.

1101. From Elkton, Maryland, to Kirk's Mills, Little Britain, Webster's Store, Chestnut Level, Rawlingsville, Martickville and Conestoga to Lancaster, 50 miles and back, once a week. Leave Lancaster every Tuesday at 4 A.M., and arrive at Elkton same day by 8 P.M.

1102. From Russellville, by Mount Vernon, Colerain and Spring Grove to Chestnut Level, 18 miles and back, once a week.

1103. From Port Deposit, Maryland, by Rowlandsville and Rock Springs, Maryland, to Chestnut Level, 19 miles and back, once a week. Leave Chestnut Level every Wednesday at 2 P.M., and arrive at Port Deposit same day by 7 P.M.

1104. From Columbia, by Marietta, Maytown, Bainbridge, Falmouth, Middleton and Highspire to Harrisburg, 30 miles and back, three times a week, in stages.

1105. From York, by York Haven [crossing the Susquehanna River], Falmouth, Middleton and Highspire to Harrisburg, 24 miles and back, daily, in 4 horse post coaches.

1234. From Newark, Delaware, by Bart, Strasburgh and Leesburgh to Lancaster, 48 miles and back, once a week. Leave Lancaster every Wednesday at 5 A.M., and arrive at Newark same day by 7 P.M.

In January, 1856, Postmaster General James Campbell closed a contract with Benjamin Mishler (of Bitters fame) "to convey a mail from Lancaster to New Holland, Blue Ball, Weavers, Bowmansville and Krower's [Knauer's] to Reading and back, three times a week."⁸

STAGE LINES IN 1877⁹

Brickerville to Ephrata, via Durlach and Lincoln; Emanuel Stober, proprietor.

Christiana to Kirkwood, via Nine Points, Bartville, etc. Ellis Prawl.

Christiana to Smyrna, via Bart, May, Clonmell and Kirkwood. Ellis Prawl.

Churchtown to Union Station, via Terre Hill and Reamstown. William Rice.

Conestoga Centre to Columbia, via Safe Harbor and Washington Boro. John Clark.

Conestoga Centre to Lancaster, via New Danville. Henry Brenberger.

⁸ *Lancaster Examiner and Herald*, January 16, 1856.

⁹ From Barnes' *Directory of Lancaster*, 1877-78, p. 157.

Fairville (Terre Hill) to Lancaster, via Fairmount, Farmersville and Brownstown. S. Killian.

Gap to Intercourse, via Buyerstown.

Gap to Pequea, via Cains and Lapps. G. N. Worst.

Gordonville to Lancaster, via Paradise and Soudersburg. William Blair.

Lancaster to Peach Bottom. N. O. Anderson.

Lancaster to Safe Harbor, via Millersville, Petersville and Rockville. Wm. Bones.

Manheim to Mount Hope, via Penn and White Oak. Peter M. Will.

Marietta to Maytown. George Markley.

New Holland to Lancaster.

New Holland to Waynesburg (Honeybrook), via Goodville and Churchtown. Henry Brown.

Reamstown to Reading, via Gouglersville, Adamstown and Swartzville. Simon Killian.

Stevens to Cocalico, via Schoeneck and Reinholdsville. Samuel Lied.

LANCASTER STAGE LINES IN 1890

From Fountain Inn for Greenland, Soudersburg, Paradise and Leaman Place. Silas W. Marron, driver and proprietor.

From Fountain Inn for Fertility, Wheatland Mills and Strasburg. Norman W. Waidley.

From Fountain Inn for Willow Street, Smithville, Buck, Chestnut Level, Greene, Peter's Creek, Pleasant Grove, Fairmount, Mechanics' Grove, Lyle and Little Britain, in Pennsylvania; Rock Springs, Oakwood and Rowlands-ville, in Maryland. Howard Pearsol.

From Leopard Hotel for Binkley's Bridge, Leacock, Bareville, New Holland and Blue Ball. Wm. Stansbury.

From Franklin House for Landis Valley, Oregon, West Earl, Brownstown, Farmersville, Martindale and Terre Hill. Amos Goshen. John Goshen from 1894. Brownstown was the relay point for a change of horses. In inclement weather, John found it necessary to use four horses instead of the pair.

From Franklin House for Neffsville. Adam H. Shaeffer.

From White Swan for New Danville, Conestoga, Marticville, Coleman-ville, Mount Nebo and Rawlinsville. Fred. Hart.

From Eagle Hotel, northwest corner North Queen and Orange Streets, for Neffsville, New Haven (Kissel Hill) and Lititz. Charles Miller.

Leave Millersville, from street car depot, for Slackwater, Rock Hill and Safe Harbor.

The gay 90's were sad times for the old stage drivers, for they, one by one, were crowded out of business by the ever-expanding and more rapid system of electric suburban lines, which carried not only passengers but baggage and mail. Their crews and messengers were as much impressed with the importance of their jobs as were the ancient stage drivers. Typical of these faithful messengers was old Jake Hollinger standing at the Brownstown trol-

ley station, waiting for the arrival of the car, with the pouch of mail securely pinched between his feet to prevent any surreptitious acquisition of the same.

Smiles are the usual greeting of the mail carrier, but we have seen frowns upon the countenances of the trolley passengers as they viewed the huge stack of mail, even that going to their home town, as from its depth emanated odors obnoxious to their olfactory organs, perhaps caused by such articles as dead baby chicks, hides, etc.

Rates Of Postage

The cost of carrying letters, etc., forms an integral part of this story. While the rates of postage applied to all parts of the country, it is interesting to know what Lancastrians, as well as all other citizens, were charged for the service, and what changes and reductions were made throughout the decades.

The first colonial postal service was inaugurated with the avowed purpose of creating revenue for the Crown. The charges were so excessive that the colonists whenever possible sought private conveyance for their letters. As the system expanded under the constitutional government, it became the fixed policy of Congress to reduce rates as growing receipts permitted. Infrequently we found congressmen who thought the Postal Department should increase rates and make the service a source of revenue. But this viewpoint never became popular, and the people and their representatives looked upon the postal system solely as a public convenience, a disseminator of information and knowledge, and an aid to business enterprises of the nation. One of the strongest proponents for the continuance of the "service not profit" policy of the Postal Department was the late Congressman Clyde Kelly, of Pennsylvania, known and beloved by many Lancaster postal workers.

When the public has an intelligent knowledge of the tons of franked matter handled, of newspapers carried free in the county of publication and at low rates to distant points, of magazines and books carried at an unprofitable rate, and of the multitudinous extraneous services rendered for other departments of our national government, no alarm is felt at the bogey of a postal deficit, and excuses are unnecessary to explain it away.

In 1693, the postage rates to and from Philadelphia to Lewis, Maryland, and Virginia, were 9 pence; to and from every place within 80 miles of Philadelphia, 4½ pence.

By an Act of Parliament in 1765, the rates were fixed as follows: "All letters, etc., from New London and Philadelphia to any place not exceeding 100 English miles, and so back again: Single [sheet], 6 pence; double, 1 shilling; treble, 1 shilling, 6 pence; ounce, 2 shillings."

And later under the Constitution, the following rates became effective on June 1, 1792:

For every single letter

cents

Not exceeding 30 miles.....	6
30 to 60 miles.....	8
60 to 100 miles.....	10
100 to 150 miles.....	12½
150 to 200 miles.....	15
200 to 250 miles.....	17
250 to 350 miles.....	20
350 to 450 miles.....	22
Over 450 miles.....	25

Congress fixed the rates in 1799, and continued them in 1810, as follows:

Single sheet of paper

cents

Less than 40 miles.....	8
40 to 90 miles.....	10
90 to 150 miles.....	12½
150 to 300 miles.....	17
300 to 500 miles.....	20
Over 500 miles.....	25

In the latter year, the drop or local rate was fixed at 1c.

By Act of Congress, February 1, 1815, the rates were increased fifty per cent, no doubt to raise revenue to meet the expenses of the War of 1812. This act was repealed one year later.

Rates effective May 1, 1816:

Single sheet of paper

cents

Less than 30 miles.....	6
30 to 80 miles.....	10
80 to 150 miles.....	12½
150 to 400 miles.....	18½
Over 400 miles.....	25

By Act of Congress, March 3, 1825, the above rates were altered as follows:

150 to 400 miles.....	18¾
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Act of Congress, March 3, 1845. For every single letter in manuscript, or marks or signs, by mail, under 300 miles, 5 cents; over 300 miles, 10 cents. Drop or local letters, 2 cents each.

The new rates of July 1, 1851, were: letters, half ounce, 3 cents prepaid, 5 cents not prepaid, for any distance under 3000 miles; over that distance, double rates; weekly newspapers to go free in county of publication. For convenience in paying the three-cent rate, the mints were authorized to coin three-cent pieces.¹⁰

The following appeared in the *Independent Whig* for March 20, 1855: "The P. O. Dept. calls attention to the new postage laws requiring that all letters between places in the U. S. shall be prepaid from and after the 1st of

¹⁰ *Lancaster Intelligencer*, March 11, 1851, p. 2.

April, 1855, by stamps or otherwise, and from and after the 1st of January next P. M's. must place postage stamps upon all prepaid letters upon which such stamps may not have been placed by the writers, or which may not be enclosed in stamped envelopes. From and after the 1st of April, 1855, the postage to be charged on each single letter for any distance in the U. S. not exceeding 3000 miles is 3 cents, and over 3000 miles 10 cents."

Boyd's Lancaster Directory for 1857 printed these Rates of Postage:

Letters, each half ounce, under 3000 miles, prepaid 3 cents; over 3000 miles, 6 cents.

Postage to California and Oregon, 10 cents; Great Britain and Ireland, 24 cents; German States, 30 cents.

Letters must be prepaid by stamps.

Printed matter, first 3 ounces 1 cent; each subsequent ounce 1 cent.

Newspapers and periodicals, paid quarterly in advance, first 3 ounces, $\frac{1}{2}$ cent, each subsequent ounce, $\frac{1}{2}$ cent.

Newspapers, in the state where published, if weighing not over $1\frac{1}{2}$ ounces, one-half of the above rate; weekly papers, in the county where published, free.

Books, bound or unbound, weighing not more than 4 pounds, may be sent by mail, for each ounce, as follows: under 3000 miles, prepaid, 1 cent; unpaid, $1\frac{1}{4}$ cents. Over 3000 miles, prepaid, $1\frac{1}{2}$ cents; unpaid, 3 cents.

In 1863, letters were carried for 3 cents, regardless of distance.

Congress, by Act of March, 1879, divided all mail into four classes:

First, written matter, 3 cents per $\frac{1}{2}$ ounce.

Second, regular publications to subscribers, 2 cents per pound.

Third, printed matter, books, etc., 1 cent for each 2 ounces.

Fourth, merchandise, 1 cent per ounce.

On October 1, 1883, the letter rate was reduced to 2 cents per $\frac{1}{2}$ ounce.

In 1885, the rate was changed to 2 cents for a whole ounce.

In 1917, during World War I, the letter postage was increased to 3 cents an ounce, the additional cent placed on letter mail as a war tax measure, but this new rate was later continued year after year for postal revenue only.

On April 15, 1925, these rates became effective:

Letters, 3 cents; postal cards, 1 cent; picture post cards, 2 cents.

Newspapers and magazines, 2 cents for each 2 ounces.

Third class, $1\frac{1}{2}$ cents for each 2 ounces.

Fourth class (parcel post), two-cent service charge added to existing pound rates.

In 1930-31, the letter rate was 2 cents an ounce; post and postal cards, 1 cent each; newspapers and magazines, 1 cent for each 2 ounces; third class, $1\frac{1}{2}$ cents for each 2 ounces.

Since 1932, the letter rate has been 3 cents for each ounce.

AIR MAIL RATES: in 1930-31, 5 cents for the first ounce, 10 cents for each additional ounce; in 1932-33, 8 cents for the first, 13 cents for each additional ounce; since 1934, the rate has been 6 cents per ounce.

Postal Receipts

Postal receipts of a community are "straws which show the way the wind blows." They are a reliable index of the size, importance and progress of town or city.

The oldest record of yearly receipts shows that Postmaster Samuel Turbett of Lancaster did a total business of \$62.00 for the year ending October 5, 1791, with a salary of \$12.40. Smile, if you will, at those figures, but what postmaster of to-day would not settle on the same basis of percentage!

Receipts for the three months, from October 5, 1789, to January 5, 1790, for mail originating at Lancaster for points on the way to Pittsburgh, were \$10.65; of that amount \$2.13 was paid to the postmaster as his commission or salary.

The next oldest record shows that Joseph Smith, storekeeper and first postmaster at Columbia, reported receipts for the year 1799 of \$10.44.

The first complete list of Lancaster County post offices, with receipts for the year ending March 31, 1827, follows:¹¹

Adamstown	\$ 6.77	Manheim	80.86
Andrew's Bridge	5.76	Marietta	\$ 158.91
(later Octoraro)		Martickville	24.34
Arbela61	Maytown	47.19
Bainbridge	18.26	Millersville	9.13
Bart	20.59	Mount Joy	130.24
Churchtown	63.99	New Holland	85.06
Coleraine	15.25	New Providence	10.59
Columbia	486.45	Octoraro	14.18
Earle	21.99	Paradise	126.08
(later Blue Ball)		Peach Bottom	31.20
Elizabethtown	100.99	Reamstown	49.78
Ephrata	64.68	Rock Hill	1.67
Gap	19.70	Salisbury	157.69
Hinkletown	6.97	Strasburg	89.05
Lampetre Square	26.85	Stumptown	3.88
Lancaster	2,074.23	(later New Danville)	
Leacock	36.32	Union	3.42
Lexington	13.90	Webster's Store	46.96
Litiz	112.01	Number of offices, 37.	
Little Britain	11.03		

The following table of receipts of the Lancaster post office will serve as a study of its times of rapid prosperity and its rare and short-lived periods of depression.

In 1881, \$30,941.22.

In 1884, \$36,692.29.

¹¹ *Hazard's Register*, vol. 1, p. 123.

The following figures show the amount of business transacted at the Lancaster post office for the fiscal year ending with June 30, 1886, when Henry E. Slaymaker was postmaster:¹²

Domestic money orders issued	\$65,457.84
International orders issued	4,109.44
Domestic orders paid	98,585.68
International orders paid	1,307.77
Registered letters in transit	3,388
Registered letters for city delivery	3,680
Registered letters sent from city	4,416

Total amount of registered mail 11,484

Mailed letters received and delivered	945,594
Papers, etc., received and delivered	577,466
Mailed postal cards received and delivered	176,565
Letters collected	322,626
Papers, etc., collected	100,298
Postal cards collected	72,825

Amount received from stamps, stamped envelopes,
wrappers, etc. \$33,929.74

Amount paid U. S. over all expenses for salaries,
rents, etc. 17,818.41

1889.....	\$ 41,090.61	1906.....	\$177,587.45
1898.....	68,814.00	1910.....	141,954.17
1900.....	74,827.00	1911.....	153,983.80
1905.....	113,386.37	1912.....	163,687.07

For the fiscal year ending June 30, 1912, the money order department of the Lancaster post office issued 26,165 money orders, amounting to \$229,633.64; the number of orders paid was 27,952, amounting to \$214,295.95.

1915.....	\$191,473.90	1934.....	\$508,431.15
1917.....	227,036.06	1935.....	588,853.75
1918.....	215,148.81	1936.....	621,354.48
1920.....	388,312.47	1937.....	653,740.78
1925.....	588,403.08	1938.....	660,237.00
1928.....	666,075.75	1939.....	697,299.00
1929.....	650,824.90	1940.....	706,917.90
1930.....	641,396.62	1941.....	747,761.06
1931.....	584,588.07	1942.....	756,479.43
1933.....	470,626.03	1943.....	839,519.45

What a far cry from Lancaster postal receipts of \$2,074.23 in 1827 to over three-quarters of a million dollars in 1943.

¹² *Resources and Industries of the City of Lancaster, 1887*, by W. U. Hensel.

From the height of 1928, it took a ten-year journey in the wilderness of depression until the former peak was again reached in 1938, and surpassed thereafter.

To show that the efficiency of the local postal force increases throughout the years, the following comparison is given:

	Receipts in: 1910	1928	1942
	\$141,954.17	\$666,075.75	\$756,479.43
Number of regular clerks.....	27	62	57
Amount of business transacted per each clerk:	5,257.56	10,743.16	13,271.57

Postal Notes

The prime importance of the postal service to the government and the people is best demonstrated by the fact that since 1776 and throughout every war in the country's history, those employed in the postal service and in the transportation of mails were exempt from military service. Only in the present World War were they subject to the Selective Service Act, and yet their work is more vital to the speeding of the war effort than that of many who hold so-called "defense" jobs. But the exemption act did not restrain many from volunteering their services for military duty, which they performed with credit to themselves and the entire postal system.

Congress passed an Act, July 8, 1776, That postmasters be excused from military duty; and again, August 8, 1776, That post riders be exempt from military duty. Later, August 30, 1776, Congress made this regulation: That there be employed on the public post roads a rider for every 25 or 30 miles, who shall set out three times a week, on receipt of mail, and travel night and day, until it is delivered to the next rider.

And do not think that the privilege accorded our soldier boys of sending their letters and post cards free of postage is a new departure. A Resolution of Congress, January 9, 1776, stated: "That letters to and from private soldiers in actual service be carried free of postage." Notice that it was a two-way proposition then — TO and FROM the soldiers.

As we noted the expansion of Lancaster postal business and the attendant increase of receipts, we find it as interesting to learn of the growth of the postal personnel. At first, the sole worker of the small office was the postmaster. When Mrs. Mary Dickson became postmistress in 1829, she employed her daughter, Mary R., as assistant. Here a budding romance enters our story, for as the work increased it became necessary to secure additional help. John Gundacker Offner became the first clerk on record employed in a Lancaster post office, and it is apparent that he not only loved the work — but the workers as well; for in due course of time Mary R., who knew how to handle the "mail," became Mrs. Offner. What a comparison with those who have a large postal bill through writing to a soldier-lover overseas were these two economical souls employed in the same post office!

The post office in 1855 was removed to old city hall on Penn Square, and we find shortly thereafter the employees were, in addition to Postmaster

Swarr, William A. Morton and H. R. Fahnestock as clerks, and John H. Reigart as carrier.

In 1867, there were, including the postmaster, eight employees.

When the post office was located in the Kepler Building on North Queen Street, in 1883, there were six clerks and seven carriers.

In 1892, when the office was placed on the first floor of the new Federal Building on North Duke Street, the working force consisted of Postmaster Ellwood Griest, Assistant James H. Marshall, ten clerks and sixteen carriers.

An extension was made to the building in 1907, and the working force consisted of twenty-five clerks and twenty-three carriers in that year.

Increasing postal business demanded larger quarters. Great as the need was, relief was delayed by World War I and the ensuing depression. During those years, when the Christmas season approached, it became necessary to lease quarters for the handling of the increasing amount of incoming parcels. The long room in the Foltz Building, 32 East Chestnut Street, served this purpose, because of its location midway between the depot and post office. Later on, when the site at Chestnut and Prince Streets was purchased, all incoming parcels were handled in the old school building located there, until operations on the new Federal Building started early in 1929. Then the parcel post quarters were removed to Bitner's Tobacco Warehouse, rear part, 221 North Prince Street. Here it remained but a short time until the spacious quarters in the new building were ready for occupancy.

On January 13, 1930, the new Federal Building was finished and occupied.¹³ Into it trooped a small regiment of postal workers: eleven supervisors, fifty clerks, two laborers, forty-seven carriers, one mechanic, and eight rural delivery carriers.

In the present year (1943), the force numbers: ten supervisors, fifty-seven clerks, two laborers, fifty-three carriers, one mechanic, and six rural delivery carriers.

The site acquired by the Federal Government was an historic spot. A volume could be written about it, but that is another story. On the north part stood the first public schoolhouse in Lancaster, erected in 1823, largely through the efforts of the Rev. William Augustus Muhlenberg. Here it was in 1825, that Lafayette's voice resounded through the hall as he acknowledged the stupendous ovation accorded him. But the writer remembers it best of all as the place where he successfully passed the civil service postal examination. In the last days, the school building was used as parcel post quarters on the first floor, and as city school administrative offices on the second floor.

On the south side of the site was a God's Acre, the resting place of worthy Lancastrians of Moravian faith, whose remains were reinterred in

¹³ The writer has in his possession the first letter delivered from the new office. Without prearrangement a special delivery letter was mailed to him by his brother, and it arrived Sunday morning, January 13. The special messenger, knowing our interest in things philatelic, gave the letter first service. The letter is signed by Messenger Curvin Hengst and countersigned by Postmaster Charles H. Stormfeltz.

Greenwood Cemetery. The only reminders of the past days are a few majestic sycamores whose shade sheltered this last resting place of many notable Lancaster families — Graffs, Dehoffs, Ebermans, Reigarts, Demuths, Benders, Henrys, Rathvons, etc.

The Post Office Department established letter carrier service as we know it on July 1, 1863. Sometime thereafter the service was extended to Lancaster; prior to that time the delivery service was of a semi-private nature. The "carrier" delivered your letters when requested for a fee of one or two cents. Many cities had private companies making delivery of letters, such as "Barr's Penny Dispatch" in Lancaster.¹⁴ In 1868, wooden boxes were placed on some street corners in Lancaster for the collection of mail. The first ones were inadequate and insecure affairs; later they were made of iron, improved from time to time, until to-day we find a substantial letter box of iron, placed upon a concrete post. Formerly any handy post, tree or building supported the letter box.

In 1789, there were but 75 post offices in the United States. There were in Lancaster County: 103 offices in 1857; 158 in 1883 (the largest number in any county in the nation); 167 in 1888; 97 in 1935; 84 in 1942. This decline in the number of offices was due solely to the rapid extension of the rural delivery system in the beginning of this century.

Lancaster became a post office of the first class on July 1, 1890; the only other first class office in the county is Paradise, which became such on July 1, 1920. First class offices must have annual receipts exceeding \$40,000.

Second class offices, having receipts from \$8,000 to \$40,000, are Columbia, Marietta, Elizabethtown, Mount Joy, Landisville, Manheim, Lititz, Ephrata, New Holland and Kinzers.

Third class offices, with incomes of \$1,500 to \$8,000, are Adamstown, Akron, Christiana, Denver, East Petersburg, Florin, Gap, Holtwood, Millersville, Quarryville, Smoketown and Strasburg.

Lancaster County post offices, not mentioned in the above groups, are of the fourth class.

Lancaster P. O. Statistics

A report for the quarter ending March 31, 1854: number of letters mailed, 50,527; received, 41,281. "This is an average received and sent of over 1,000 a day," is the boastful statement of those times.

In 1881, we find that the carriers delivered 1,262,223 pieces of mail, and collected 292,758.

Periodically the mails were weighed for a basis governing the pay to the railroad companies for transporting the same. At the Pennsylvania station, for the period from February 11 to March 16, 1885, 133,171 pounds were received, 151,160 sent out; a total of 284,331 pounds. The weighers for the Quarryville (Reading) railroad reported for the same period 6,973 pounds received, and 9,117 dispatched.

¹⁴ "Local Penny Dispatch and Internal Revenue Stamps," by M. Luther Heisey and Henry W. Holcombe, vol. 47, p. 25.

January 12, 1926, was a red-letter day for the Lancaster post office, the receipts being slightly over \$8,000, the largest for a single day to that date. On September 17, 1942, the day's receipts of \$8,297.90 topped the former figure.

The month of February, 1942, showed receipts of \$77,801, the highest February figure in recent years; for the month of December, 1943, receipts were \$102,830.90.

MONEY ORDER BUSINESS. In 1882, money order receipts amounted to \$78,280.53; and foreign orders were issued as follows: Great Britain 65, Canada 9, Germany 300, and Switzerland 14.

Thirty years later (1912), the business had increased considerably. The number of orders issued was 26,165 for \$229,633.64; orders paid were 27,952, amounting to \$214,295.95.

In another seven years the money order business had tripled; the total amount for 1919 being \$1,562,779.48.

The record for the fiscal year ending June 30, 1942, shows: orders issued, 125,047 for \$1,109,611.15; fees, \$12,152.68. Orders paid, 297,590 for \$1,786,196.15.

The enormous sales of Postal Savings Bonds, Defense Stamps and War Savings Bonds are handled by the Money Order Department.

PARCEL POST. Fought by the powerful express companies, the people of the United States were unable to enjoy the advantages of a parcel post system until January 1, 1913. Then the four-pound package limit was abandoned, and this convenient service grew rapidly. For the delivery of small parcels, the Lancaster office was furnished with two autos on April 24, 1914. They were of a three-wheel type, with the driver's seat at the rear above the single, guiding wheel, the long compartment for parcels being to the front; the balance of these cars was faulty, and they would easily turn over on their sides to the annoyance of the driver. They were comical affairs, and to-day would be impractical in the heavy traffic with the limited vision of the driver who was seated far to the rear. However, in a short time, they were replaced by a small fleet of handy, serviceable Ford trucks, similar to those used at the present time.

For a period of fifteen days, April 1 to April 15, 1914, the Lancaster office sent out 16,186 parcels, weighing 34,636 pounds; the number of incoming parcels was 18,796.

In 1918 several Rural Motor Truck routes were established; they were designed primarily for hauling farm products to city dwellers, with a view to reducing the high cost of living. One such route operated from Gettysburg, via Lancaster, to West Chester, and the local driver was Martin Dorwart. The trucks were usually packed to the roofs, principally with egg crates, but this service was short-lived.

In 1924, for nine days preceding Christmas, 25,446 incoming parcels were handled; in 1929, 34,355 parcels; in 1942, 33,694 parcels.

During the six days preceding Christmas in 1930, there were 962,200 letters canceled; for the same period in 1942, 962,500 letters.

LETTER CASE EXAMINATIONS. When you drop your letters into the slot at the Lancaster post office, they are not subjected to any haphazard system, but handled by a trained body of distributors. Letters destined outside our state are distributed under their proper state label, but letters for Pennsylvania are sorted by "scheme." Each clerk is required annually to submit to an examination on distribution of Pennsylvania post offices, which are divided into several sections. This requires diligent, grinding memory work at home by the clerks. While the minimum requirement is fifteen cards per minute, with a percentage of 95, many splendid records for speed have been made locally.

The best record in the Lancaster office was made on April 1 (of all days), 1937, by Clerk Charles L. Leary. He "threw" Section A, consisting of 767 cards, bearing the names of post offices in southeastern Pennsylvania, without an error and at a speed of sixty-nine cards per minute. Truly, a wonderful performance, exceeded by few in the entire postal service.

PROMINENT POSTAL PEOPLE. George Plitt, a native of this county, in his "report as special agent of the Post Office Department in 1841 contained the first recommendation in favor of abolishing the franking privilege."¹⁵

Congressman William Walton Griest served for years as chairman of the Committee on Post Offices and Post Roads. He was ever a friend of the postal workers. He introduced a bill in Congress for village delivery service, and was an advocate of low postal rates. It was largely through his efforts that Lancaster secured a new Federal building, completed and occupied in 1930.

Robert S. Regar, of this county, attained to the high office of administrative assistant to the postmaster general.

Captain John M. Groff was connected with the Post Office Departmental Service in Washington, D. C., later becoming secretary to Congressman Griest. During the first World War he served in France, in charge of A.E.F. postal service. In 1926 he was acting postmaster of the local office.

Harry H. Albright, assistant postmaster under John E. Malone, later became secretary to F. W. Woolworth, in New York City.

When the Post Office Department inaugurated the policy of promoting efficient men in the service to the position of postmasters, two local clerks gained that distinction; they were Edwin L. Whitson and Charles H. Stormfeltz.

Other local workers who won promotion in the postal service were the following, all becoming inspectors: George P. Reidenbach, Roy Steffy, Fred Morrison, Joseph P. Sherr and Arthur Freiberg.

¹⁵ From "Eyes of History," in the *Weekly Express*, March 12, 1873.

Postmasters At Lancaster

The following is a complete list of the postmasters who served Lancaster, with the date of their appointment, and when known the location of the office. There were postmasters prior to 1790, but records showing the same were destroyed when the building of the Post Office Department at Washington, D. C., was burned on December 15, 1836.

*Postmaster and
Date of Appointment*

*Location
of the Post Office*

Samuel Turbett
February 16, 1790
Reappointed
November 28, 1791

Southwest corner of King and Christian Streets.

John Stone
April 25, 1793

Henry Willcocks
October 1, 1795

William Hamilton
January 1, 1797
(d. April 10, 1820)

On September 2, 1796, removed to building opposite Mr. Stoff's new houses, later known as the Manor House, West King Street. It was one door below the King of Prussia Tavern.

Matthias Slough
as Deputy Postmaster
February 8, 1797

White Swan Tavern, southeast corner of Queen Street and Penn Square.

Dr. George Moore
April 1, 1798
(d. April 20, 1809)

In his drug store just above John Michael's tavern; place later occupied by Bowers and Hurst's store and Shreiner's jewelry store.

Ann Moore
(widow of Dr. Moore)
May 29, 1809

At the house of Christopher Mayer, Esq., northeast corner of Penn Square. On April 3, 1813, removed to the house next door east of Mr. Diffenbaugh's tavern. July 31, 1827, removed to the house next door east of William Hambright's tavern, West King Street. April 1, 1828, moved to the house "lately occupied by William Frazer, Esq."

Mary Dickson
April 11, 1829

On April 21, 1829, moved to the *Lancaster Intelligencer* book store, 106 North Queen Street.

George W. Hammersly
November 9, 1850

At the location later occupied by the Haberbush harness and trunk shop, later the Kreckel shop, 30 Penn Square.

Henry M. Reigart
April 4, 1853
Hiram B. Swarr
November 10, 1856

At City Hall, Penn Square, from April 28,
1855.

John J. Cochran
March 22, 1861
Henry W. Hager
April 5, 1869
Mrs. Ellen H. Hager
January 15, 1872

Motto of the Postal Service:

CELERITY SECURITY CERTAINTY

James H. Marshall
January 17, 1876
Henry E. Slaymaker
April 28, 1886

On October 1, 1883, removed from City Hall to the Kepler Building, 42-44 North Queen Street, former site of the old Black Horse Tavern. This office was 36 by 115 feet.

Ellwood Griest
November 22, 1889
John E. Malone
January 12, 1894

Moved to the new Federal Building, 120 North Duke Street, September 1, 1892. In 1907, an extension was made to the building at a cost of \$75,000.

Ellwood Griest
January 31, 1898

Adam C. Reinoehl
March 13, 1900

S. Clay Miller
February 8, 1901

Henry L. Trout
July 30, 1909

Louis N. Spencer
October 30, 1913

Edwin L. Whitson
February 28, 1922

Captain John M. Groff
Acting Postmaster
February 1, 1926

Charles H. Stormfeltz
July 3, 1926

Charles M. Howell
Acting Postmaster
June 30, 1934

Charles M. Howell
March 18, 1935.

"Any one who aids in improving the postal service performs an act of good citizenship, and is a friend of good government."

—POSTMASTER GENERAL JOHN WANAMAKER.

Moved to the new Federal Building, West Chestnut and Prince Streets, January 13, 1930. Cost of building, \$400,000.

We are informed by the Post Office Department that the Lancaster office is not listed in *Finlay's Journal*, 1775-1776. It is listed in *Franklin's Ledger* 1776, but the name of the postmaster is not given. The earliest subsequent record available indicates that Samuel Turbett was postmaster there in 1788-89. Letter books indicate he was continued under the constitution."

First Sub-Stations in Lancaster

No.	In Charge of	Location	Established
1	Milton S. Falck	West James and Pine Sts.	August 1, 1899
2	H. Z. Brian	29 North Broad St.	October 1, 1899
3	Christian Kroeger	West Orange and Pine Sts.	November 1, 1900
4	John J. DeMarra	Rockland St. and Howard Ave.	February 1, 1901
5	Andrew G. Frey	135 East Lemon St.	April 1, 1901
6	Harry A. Helfrich	High and Dorwart Sts.	July 1, 1901
	(This station has remained in the same family to the present time.)		
7	Abram W. Gochenour	South Queen and Hager Sts.	July 1, 1901
	Harry E. Musselman	South Queen and Hazel Sts.	In 1903
8	David G. Martin	s w Chestnut and Plum Sts.	March 15, 1902
9	Joseph S. Brientnall	519 North Plum St.	July 1, 1902
10	Josephine W. Ball	507 East King St.	April 1, 1903

Post Offices In Lancaster County In 1832

The following is a list of Lancaster County post offices, with the names of the postmasters, as found in *Hazard's Register*, vol. 10, p. 84, August 11, 1832. The unusual arrangement indicating the mileage was due perhaps to the method of "zoning" or basing charges for letter postage on the distance to be covered.

Post Offices	List of Postmasters	Miles from	
		Washington	Harrisburg
Adamstown	Henry Flickinger	133	46
Arbela	Christian Sherts, Jr.	120	46
Bainbridge	Geo. Blattenberger	103	18
Bart	James M. Quigg	110	55
Brickerville	Samuel S. Rex	122	45
Buck	John Dance	92	54
Cain's	John Cain	128	64
Chestnut Level	Philip Housekeeper	89	51
Churchtown	Edward Davis	129	54
Colerain	Hugh Andrews	104	61
Columbia	William P. Beatty	99	28
Conestoga	Enoch Megrady	107	43
Earl	Amos S. Kinzer	123	49
East Hempfield	Jacob Myers	115	33

	<i>List of Postmasters</i>	<i>Miles from Washington</i>	<i>Harrisburg</i>
Elizabethtown	John Maglauchlin	110	17
Ephrata	John Gross	125	38
Fairmont	Samuel Kinzer	117	43
Falmouth	John C. Klein	98	15
Gap	James G. Henderson	125	51
(The) Hat	William Lightner	122	48
Hinkletown	Isaac Winters	128	43
Intercourse	Benjamin Fraim	120	46
Kirk's Mills	Jacob Kirk	85	63
Lampeter	Henry Miller, jr.	114	40
Lancaster (c h)	Mary Dickson	109	35
Leacock	John Gilgore	116	42
Leesburg	James K. Menough	118	44
Litiz	Frederick A. Zitsman	117	43
Little Britain	Isaac J. Hutton	81	58
Manheim	John Bartruff	119	39
Manor	George G. Brush	102	31
Marietta	James A. Sterrit	102	25
Martickville	Jacob Holl	100	46
Maytown	James B. Ferree	104	23
Millersville	John Evans	109	38
Mount Joy	Okey Hendrickson	117	24
Mountville	Ira Woodworth	103	32
Neffsville	William Farney	113	39
New Holland	Henry Roland	121	47
New Providence	Benj. B. Eshleman	129	63
Paradise	David Witmer, jr.	118	44
Piquea	Adam Barr	126	62
Rawlinsville	Morgan Rawlins	95	51
Reamstown	Frederick Zeigler	129	42
Salisbury	Wm. D. Slaymaker	123	49
Spring Grove	John Ramsay	99	56
Strasburg	William Russell	116	48
Swan	James Dickinson		
Webster's Store	Jeremiah Brown, jr.	86	54
Williamstown	Christian Hess	121	47

Total. 50

List Of Post Offices In Lancaster County

The following is a list of post offices which exist, or which existed at one time, in Lancaster County. The data are given in the following order: Name of office, date established (figures, such as R167, indicate number of boxes on rural routes); partial list of postmasters, with time of service or date of appointment; c-name changed, d-discontinued. Post offices showing postmasters of date 1940 to 1944, are the present active offices.

ADAMSTOWN, Henry Flickinger, 1832; S. E. Stauffer, 1887; Samuel Rathman, 1944.

AKRON, named for Akron, Ohio, est. October, 1864; Samuel Wolf, 1864; Jasper M. Wolf, September, 1940.

ALERT (Meadville), Salisbury Township, a P. O. in 1902.

ANDREW'S BRIDGE, a P. O. in 1827; Benjamin Kent, 1833; c-Octoraro.

ARBELA, est. cir. 1827, at Black Horse Tavern in Strasburg, now Paradise Township, four miles east of Strasburg; Christian Sherts, Jr., 1832.

AVATA, est. October 3, 1891; c-Rheems, February 5, 1894.

BAINBRIDGE R167, George Blattenberger, 1832; Eliza F. Galbraith, 1857; Margaret Ellis, 1870; Mrs. Jane F. Mackley, 1926 to date.

BAMFORD, d-July, 1916.

BAREVILLE R305, M. B. Weidler, 1857; Walter P. Dunwoody, 1944.

BART, James M. Quigg, 1840; Elizabeth Miller, 1857; Louis M. Chance, 1944.

BARTVILLE, John Homsher, Jr., 1873; J. Guy Roop, 1944.

BAUMGARDNER, a P. O. in 1894.

BAUSMAN, David H. Bausman, Samuel S. Lynch app. December 20, 1911; Harold Herr, February 1, 1940.

BEARTOWN, Martin Sensenich, 1873.

BELLAIRE, near Elizabethtown, est. 1884; d-April 30, 1907.

BELLEMONT, near Vintage, Samuel Spindler, 1859; Clem. Eby, 1869; d-February 29, 1908.

BETHESDA, Thomas Labazius, 1859; James Pegan, 1863.

BILLMEYER, Ira J. Long; d.

BINKLEY'S BRIDGE, Daniel Summy, April, 1856; John Beck, 1874; Eli Alt-house, 1883.

BIRD IN HAND R225, (formerly Enterprise), H. Vincent Miller, 1944.

BLAINSPORT (formerly Reinholdsville) est. 1884.

BLUE BALL, est. January 1, 1834, William Coleman, 1857; Harry R. Bowers, 1944.

BONVIEW, est. May 21, 1892; c-McCall Ferry, March 3, 1896.

BOWMANVILLE, est. 1840, Samuel Bowman, 1840; James R. Kern, 1944.

BRICKERVILLE, T. E. Bentz, 1864; Wayne H. Weidman, 1939; d-March 31, 1939.

BROWNSTOWN, est. cir. 1860, A. K. Hornberger, 1883; Mrs. Mildred G. Cooper, 1944.

BRUBAKER, est. March 14, 1898, Edwin B. Brubaker, 1898; d-June 30, 1913.

BRUNNERVERVILLE, est. 1861, John B. Wissler, 1883; Marlin Hurst Lauver, 1942; d-April 30, 1942.

BUCK, W. Myers, est. May 4, 1830; Samuel Antrim, 1869; Peter Eby, 1869; d-January 14, 1905.
BUYERSTOWN, est. June 3, 1865; d-April 30, 1907.
CAINS, est. July 5, 1828, John Cain, 1828; Robert Baldwin, 1873.
CAMARGO (named for a town in Mexico), est. 1848, H. H. Breneman, 1857; David Mowrer, 1869; Elmira Winters, 1870.
CAMBRIDGE, est. January 30, 1851, John W. Irwin, 1851; Margaret Stevens, 1873; William E. Plank, 1944.
CEDAR LANE, est. May 16, 1878, Chas. Sweigart, 1878; d-February 14, 1909.
CHESTNUT LEVEL, Mrs. Barbara Johnson, 1857; Henry V. Fairlamb, June 1, 1859.
CHICKIES (or Chiques), Carson Haldeman, 1869; Ephraim S. Myers, 1873; d-October 30, 1909.
CHRISTIANA, R214, est. August 8, 1849, Frederick Zarracher, 1849; J. D. Borland, 1893; Walter E. Russell, 1944.
CHURCHTOWN, a P. O. in 1805, Edward Davis, 1811; Marshall J. Speakman, 1856; Mrs. Mayme L. Yohn, app. March 2, 1937-1944.
CLAY, est. 1873, Emanuel Weidman, 1873; Hiram Erb Steinmetz, 1876; d-January 15, 1935.
CLONMELL'S (near Kirkwood), James B. Kennedy, 1859; John Kennedy, 1870.
COCALICO, est. January, 1829, Richard Flickinger, 1857; S. S. Gible, 1883-90.
COLEMANVILLE, Joseph H. Peters, 1857; John W. Gardner, 1869.
COLERAIN (Union), David Cochran, 1869; C. R. Terry, 1882.
COLLINS (Colerain Township), est. July, 1883, Lindley Hutton, 1883.
COLUMBIA R558, est. cir. 1797, John Mathiot, 1809; Harry P. Schreiner, 1944.
CONESTOGA R438, est. March 1, 1827, E. Magreedy, 1827; Adam Kendig, 1857; Mrs. Ella C. Smith, 1944.
CONEWAGO, S. M. Krauser, 1882.
CONOY (Collin's Station), a P. O. in 1890-1902.
COOPERSVILLE, est. January 1, 1834; c-Smyrna.
CORDELIA (Ironville), d-November 19, 1907.
CRESWELL (named for John A. J. Creswell, Postmaster General), est. cir. 1869, Levi B. Immel, 1869; B. McElroy, 1882; d-July 10, 1909.
DADO (Salisbury Township), a P. O. in 1892.
DENVER R539, est. cir. 1868, A. R. Royer, August 7, 1868; Samuel M. Shirk, 1944.
DILLER, near Bird in Hand; est. March 9, 1900; d-February 28, 1902.
DISSLER (Clay Township), a P. O. in 1898.
DISSTON (Millport), est. April, 1891.
DRUMORE R125 (Fishing Creek), J. Roy Smith, died June 20, 1943.
DURLACH, est. 1840, Harrison Elser, 1840; Henry S. Eberly, 1868-1883.
EARL, est. November 6, 1816, John Wallace, 1816; Amos S. Kinzer, 1829; c-Blue Ball, January 11, 1833.
EAST EARL R396, Clarence P. Shirk, 1944.
EAST HEMPFIELD ("Heckel Stettle"), Henry G. Imhoff, 1857; Andrew Holzworth, 1869; c-East Petersburg, February, 1882.

EAST PETERSBURG (formerly East Hempfield), est. February 1, 1882, Mrs. Fanny Bell, 1890; E. S. Harry, 1944.

EBY'S, a P. O. in 1894.

EDWIN (Fulton Township), est. 1884.

ELIM, J. C. Pyle, January, 1940.

ELIZABETHTOWN, est. 1781 (?), records in P. O. Department in 1805, George Redsecker, 1781 (?); Michael Coble, 1811; Harry R. Schneitman, 1944.

ELLSWORTH, 1½ miles south of New Holland, a P. O. in 1892.

ELM, John M. Bomberger, 1944.

ELSTONVILLE.

ENTERPRISE (later Bird in Hand), John Dunlap, 1857; John Frolich, 1869.

ERBDALE (Penn Township), a P. O. in 1900.

EPHRATA R1051, J. W. Gross, 1857; John Fessler, 1890; W. Fred Smith, 1944.
First office in the county to have village delivery service, 1912; advanced to second class, July 1, 1915; new office erected in 1937.

FAIRLAND (Penn Township), a P. O. in 1890.

FAIRMOUNT, J. L. Walker, 1882.

FALMOUTH, Abraham Collins, 1857; Jonas Bobblettze, 1890.

FARMERSVILLE, Christian F. Groff, 1857; Jeremiah S. Longenecker, 1944.

FERNGLEN (Drumore Township), a P. O. in 1902.

FERREE'S, d-January, 1829.

FERTILITY, John Dunlap, 1859; H. B. Groff, 1882.

FIVEPOINTVILLE, Absalom Eshelman, cir. 1885.

FLORIN (formerly Spring Garden), est. March 12, 1882, E. R. Hershey, 1889; James B. Eschbach, 1944.

FRUIT (Fruitville, Manheim Township), est. June 16, 1899; d-November 20, 1900.

FRY'S MILLS (Ephrata Township).

FULTON HOUSE (named for Robert Fulton), est. cir. 1853, James Swift, 1859; Joseph Swift, 1882.

FURNISS, William F. McSparran; Verle Booth, 1935; d-January 15, 1935.

GAP R277, a P. O. in 1805, Hollingsworth Marsh, January 1, 1809; Joseph Gest, Jr., 1811; William Lernman, April 1, 1832; Lemuel N. Ammon, 1924-36; Carolyn T. Foulk, 1944.

GLENOLA (Upper Leacock Township), est. June 20, 1891; c-Leola, June 10, 1896.

GOCKLEY, 1½ miles west of Schoeneck, est. June 1, 1886; d-May, 15, 1902.

GOODVILLE (formerly Old Earl), est. cir. 1844, Martin E. Stauffer, 1857; William M. Stroman, 1944.

GORDONVILLE R240, James Quigley, 1857; Amos Hershey, 1877; S. K. Burkey, 1893; Earl M. Rynier, 1944.

GOSHEN, Samuel C. Wood, 1873; W. A. Drenne, 1893.

GREENBANK (East Earl Township), Samuel E. Ranck, 1869-82.

GREENE (Fairfield), S. J. Boyd, 1869-89; W. F. McSparran, June, 1910.

GREENLAND, Benjamin Buckwalter, 1857; Michael McGonnigle, 1859; E. J. Buckwalter, 1869.

GROFF'S STORE, est. August, 1851, Samuel S. Groff, 1851-69; Benjamin Hershey, 1882.

GUTHRIE'S FORD, Alexander Andrews, 1811. (125 miles from Washington.)

HAHNSTOWN, a P. O. in 1896.

HANCOCK, est. February 27, 1886, Henry Melcher, 1886; c-Lobata, January 9, 1895.

HAT (The), a P. O. in 1832.

HEMPFIELD (later Rohrerstown), John Frank, the second P. M.; John Sechrist, cir. 1853-69.

HENSEL (formerly Centreville), J. W. McSparran, 1939. This office received its name from Adlai Ewing Stevenson, first assistant postmaster general during Cleveland's first administration (1886). Stevenson in 1893 became vice-president of the United States. It was during a visit to the late William Hensel in Quarryville, that Stevenson named the little post office; d-March 15, 1939.

HERRVILLE, est. January, 1886, William D. Herr, 1886.

HERTZLER, near Churchtown; a P. O. in 1902.

HESS (Salisbury Township), a P. O. in 1892.

HESSDALE (formerly Leesburg or Martinsville), A. W. Hess, 1912-40; Emma Laura Hess, app. April 5, 1940.

HIGHVILLE, Aaron Hughes, 1857; David K. Fry, 1869; C. M. Kauffman, 1881; d-July, 1909.

HINKLETOWN, Isaac Winters, 1832; R. S. Reidenbach, 1882.

HOLLINGER, est. 1889, George Plantholt, sole postmaster of this office, serving for forty-six years (1889-1935); d-August 1, 1935.

HOLTWOOD R232 (formerly McCall Ferry), est. May 13, 1911, Adam L. Winters, re-app. June 25, 1940.

HOPELAND, Harry Ulrich, 1944.

HUBERS (Drumore Center), a P. O. in 1892.

HUNSECKER'S MILL, d-March 31, 1907.

INTERCOURSE, Amos Rutter, 1869; J. K. Eaby, 1889; Charles M. Brubaker, 1926 to date.

IVA (s. e. of Strasburg), a P. O. in 1890.

JUNCTION, Jacob S. Hershey, 1877.

KING'S BRIDGE, a P. O. in 1892.

KINZERS R226, Robert Tagert, 1857; Mrs. Joseph Aiken, 1883; Wm. E. Rutter, 1944.

KIRK'S MILLS, Jacob Kirk, 1832; Levi Kirk, 1857.

KIRKWOOD R141, John H. Swisher, 1857; Thomas J. Goodhart, 1932-42; Mrs. Anna Lefever, 1944.

KISSEL HILL (New Haven), est. March 7, 1888; d-December 31, 1918.

KREADY, est. May 26, 1891; d-July 25, 1898.

LAMPETER (Lampeter Square), est. June 1, 1819, Benjamin Witmer, 1819; Eli R. Witmer, since January 12, 1911.

LANCASTER R3084, Charles M. Howell since 1934.

LANDIS VALLEY, est. 1872, H. L. Brackbill, 1872; Mrs. Hannah A. Hauck, 1887; L. H. Longenecker, 1888.

LANDISVILLE, named for John Landis, 1832-1839, great-grandfather of David Bachman Landis; John C. Landis, 1854; Simon B. Minnich, 1857; John B. Kern, 1890; John Harry Grube, app. April 23, 1940, new office erected in 1937.

LAPARK, Thomas A. Keller; John D. May, 1917-25.

LAPPS, Henry Rhoades, 1873.

LEACOCK (known locally as Mechanicsburg), Samuel C. Garber, 1811; John Gilgore, 1832; Frederick Swope, 1841; Kathryn E. Kurtz, 1944.

LEAMAN PLACE, E. Herr Esbenshade, 1869.

LEDGER, d-May, 1914.

LEESBURG (now Hessdale), d-August, 1836.

LEOLA, est. June 10, 1896, Claude A. McCarty, 1937, 1944.

LETORT (Masonville), est. May, 1887.

LEXINGTON, est. February 1, 1882, Samuel D. Schreiner, 1882.

LIBERTY SQUARE, Joseph P. Hutton, 1857; David Brown, 1869.

LIME ROCK, est. 1880, D. C. Hershey, 1882.

LIME VALLEY, J. J. Gabraith, 1873; H. F. Haverstick, 1882.

LINCOLN (formerly New Ephrata), named for Abraham Lincoln, Reuben W. Bard, 1873; I. A. Snavelly, 1883; W. T. Sherman Hacker, 1898-1940; Mrs. Martha M. Stamm, app. August, 1941.

LITITZ R1045 (formerly Lititz), Christian Hall, 1806-22; Frederick Zitzman, 1822-49; Daniel Krieder, 1857; Henry Buch, 1888; Robert E. Pfautz, 1944. New office erected in 1939.

LITTLE BRITAIN, Isaac J. Hutton, 1832; John Gibson, Esq., 1869.

LOBATA, est. January 9, 1905; d-June 30, 1906.

LYLE'S (New Texas), est. September, 1857, Amos Lyle, 1857; John Cummings, 1869.

MANHEIM R1142, John Heintzelman, 1815; Peter Heintzelman, 1821; John Bartruff, 1824; Samuel Ensminger, 1841; George Eby, 1845; Henry Shaffner, 1845; Gabriel Shaffner, 1849; Daniel W. May, 1849; George D. Miller, 1853; Andrew J. Eby, 1853; John M. Ensminger, 1861; Jeremiah M. Hahn, 1875; Simon S. Young, 1885; Samuel M. Long, 1889; Benjamin A. Donovan, 1893; Christian J. Reiff, 1898; Charles A. Dunlap, 1902; Clarence H. Young, 1915; John L. Coldren, 1924; Raymond E. Brosey, acting P. M., 1936; Mrs. Ruth E. Mackley, 1936, re-app. June 20, 1940; new office erected in 1935.

Extract from a letter of the First Assistant Postmaster General, dated April 19, 1902: You are hereby authorized to establish Rural Free Delivery from your office, to commence Tuesday, July 1, 1902, with one carrier, including horse hire. . . . Henry H. Hershey has been appointed carrier and John W. Metzger substitute carrier. (The notes on the Manheim office were secured from George L. Heiges.)

MANOR (later Washington Boro), est. June 19, 1828, George G. Brush, April 1, 1832; N. Urban, 1869.

MARIETTA R114, Samuel Bailey, app. April 16, 1813; James A. Sterrit, July 7, 1829; Jacob Glatz, October 4, 1832; John H. Goodman, June 9, 1841; Jacob Glatz, July 11, 1843; John I. Libhart, November 11, 1845; Simon

S. Nagle, March 27, 1849; James Cushman, June 7, 1853; Charles Kelly, February 13, 1858; Abraham Cassell, March 12, 1861; Geo. H. Ettler, January 2, 1883; John Crull, September 17, 1885; Elizabeth Miley, 1943.

For the year ending September 30, 1820, H. P. Wilcox, the postmaster at Marietta, reported the following disbursements: office rent \$60, fuel \$25, candles and oil \$10, John E. Page, clerk, \$150, G. J. Willard, from August 1 to September 30, \$40.

MARTICVILLE (Frogtown), a P. O. in 1832, Hiram Watson, 1857; David Huber, 1869; Henry Huber, 1877.

MARTINDALE, John J. Zinn, 1888; Mrs. Edith M. Withers, 1944.

MARTINSVILLE, Franklin S. Hoak, 1869.

MASCOT, est. July, 1890, J. K. Ressler, sole postmaster for this office; appointed by Postmaster General John Wanamaker; served the entire period of forty-three years (1890-1933); d-April, 1933.

MAST (south of Cambridge), d-August, 1909.

MASTERSONVILLE, Joseph Masterson, 1857; John S. Masterson, 1883; S. S. Gible, 1889-1900.

MAY, John J. Galbraith, 1869; Daniel B. Sener, 1882.

MAYTOWN, George Ferree, July 1, 1831; Elizabeth Johnstin, 1870; Maude E. Culp, 1944.

MCCALL FERRY, est. March 3, 1906, c-Holtwood, May 13, 1911.

MCSPARRAN, near Peter's Creek; a P. O. in 1902.

MECHANICS' GROVE, James Evans, 1869; J. R. L. Acheson, 1882.

MILLERSVILLE R183, est. 1820; Abraham Peters, 1820; Peter H. Lyne, July, 1853; John M. Hartman, re-app. June 23, 1941.

MILLWAY, est. cir. 1854, John Nissley, 1883; Amos S. Shrom, 1944.

MILTON GROVE (Centreville), est. April 28, 1873, Frank B. Grosh, 1873; P. S. Brubaker, 1882; d-April 15, 1914.

MONTEREY (named for Monterrey in Mexico), est. cir. 1881, Benjamin Hershey, 1881.

MOTLEY, est. February 9, 1870, Frank B. Grosh, 1870; c-Milton Grove, April 28, 1873.

MOUNT HOPE, A. Bates Grubb, 1857.

MOUNT JOY R434, Okey Hendrickson, first postmaster, 1832; Joshua Leader, 1857; Charles J. Bennett, 1944.

MOUNT NEBO, Andrew Pegan, 1869; Alexander L. Pegan, 1873; John S. Brubaker, 1890.

MOUNTVILLE, Isaac M. Conklin, 1864-70; R. M. Fridy, 1882; Jas. W. Hoover, 1944.

MUDDY CREEK (Fivepointville or Dry Tavern), Isaac Messner, 1857; L. D. Gockley, 1870; Levi Weinhold, 1894.

MURRELL, est. October 2, 1889, Grael N. Widder, 1889; d-December 31, 1919.

NARVON R273, Harry L. Whitaker, 1944.

NEFFSVILLE, est. January 1, 1829, Daniel Hoffman, 1857; John B. Wechter, 1873; Mrs. Fannie Wechter; Ada G. Wechter, 1940; George P. Kratzert, 1944.

NEW BERLIN (Wolf's Station, now Akron), Samuel Wolf, 1865.

NEW DANVILLE (Stumptown), John Conrad, Esq., 1856-70; Henry Conrad, 1873; Irene R. Benedict, 1935; d-March 30, 1935.

NEW HOLLAND R570, a P. O. in 1805, Samuel Holl, 1811; Peter Ream, 1857; Wilford G. Stauffer, 1944.

NEW MILLTOWN, est. April 15, 1850, Levi Hoover, 1850; T. J. Ringwalt, 1857; c-Buyerstown June 3, 1865.

NEW PROVIDENCE R201 (Black Horse), est. August, 1836, Jacob Stoutzenberger, cir. 1836; John Tweed, 1857; Frank W. Helm, 1869; Harry C. Bair, 1944.

NINE POINTS, Lewis Phipps, 1857; John M. Rutter, 1864; Robert A. Ferguson, 1873; Edith D. Mendenhall, 1944.

OAK BOTTOM, a P. O. in 1899.

OAK HILL, Jonathan Hamilton, 1857.

OAKRYN (Little Britain Township), est. August 8, 1893; George W. Day, 1893; d-May 31, 1910.

OAK SHADE (near Oak Hill), J. Sutton, 1857.

OCTORARO (Andrew's Bridge), Nathan Thompson, 1811; Francis H. Pennock, 1857; Benjamin Longenecker, 1882.

OLD LINE, est. January, 1857, Jacob Fry, 1857; B. F. Diffenderfer, 1883.

OREGON (Catfish), named by Henry E. Leman during the Oregon boundary controversy, John K. Watkins, 1857; Grabill Bear, 1877; F. P. Bard, 1882.

PARADISE R268, named by Joshua Scott, est. 1804, David Witmer, Jr., April 1, 1822; Amos L. Witmer, 1857; Harry S. Frew, 1900-16; Samuel T. Hershey, app. May 1, 1940, a second class office on January 1, 1916; first class office, July 1, 1920.

PEACH BOTTOM R315, Park C. Shenk, Jr., 1944.

PENN (Elm), named for William Penn, Hiram R. Hull, 1857; Jacob H. Mace, 1882.

PENNVILLE, H. R. Hull, 1864.

PENRYN, Ruth B. Malschnee, 1944.

PEQUEA R271 (Martic Township), Paul D. McClune, 1944.

PEQUEA (Salisbury Township), Adam Barr, 1832; "Amos S. Sweigert app. P. M. vice Samuel Kurtz, a lieutenant in the army," April, 1863; G. G. Worst, 1869.

PEQUEA CREEK (formerly Shoff's), est. July 26, 1909; c-Pequea.

PETER'S CREEK (formerly Rock, later Peach Bottom), Lawrence Hipple, 1853; James A. McConkey, 1873.

PLEASANT GROVE, Jeremiah B. Haines, 1857.

PUSEYVILLE, Mahlon Pusey, 1857.

QUARRYVILLE R684, est. 1849, James E. Ewing, 1857; G. W. Hensel, 1873; I. Haines Dickinson, 1890; A. H. Fritz, July 1, 1914; Harry B. Wimer, 1944.

RANCK'S, est. March 1, 1882, Robert Miller.

RAWLINSVILLE, Wm. E. Ramsey, 1857; Elias Aument, 1869.

REAMSTOWN, a P. O. in 1803, Jacob Kling, 1803; Frederick Ziegler, 1810; Andrew Ream, 1845; Jacob R. Reddig, 1870; Andrew J. Ream, 1885; William B. Reddig, 1889; Jacob C. Reddig, 1944.

RED RUN (Brecknock Township), Benj. W. Balmer, 1873; Solomon Kern, 1877.

REFTON, Mrs. Bessie Reinhart, 1944

REIDENBACH'S STORE, Jesse Reidenbach, 1873.

REINHOLDS R328, est. 1864, Jesse Reinhold, 1864; James M. Brunner, 1888; Stephen E. Hornberger, 1944.

REINHOLDSVILLE, est. April 17, 1840, George Reinhold, 1840; William Keith, 1851.

RHEEMS, est. February 5, 1894, Andrew S. Bard, 1944.

ROCK, est. September 22, 1848; d-July 13, 1853.

ROHRERSTOWN, John N. Snavely, 1944.

RONKS R298, Robert D. Hoffecker, 1944.

ROSEVILLE, named from profusion of roses, est. prior to 1872.

ROSSMERE, d-May, 1909.

ROTHVILLE, est. cir. 1845, Jer. Roth, 1857; Jacob Wechter, 1873; Samuel B. Myers, 1883.

ROWENNA, Edwin O. Hendrickson, app. July 1, 1921; d-May 3, 1934.

SAFE HARBOR, John Kolb, 1857; Maynard J. Herr, 1870; Dr. J. C. Gatchell, 1873; Levi Brenner, 1890.

SALISBURY (Springville), Henry F. Slaymaker, 1811; Wm. D. Slaymaker, July 1, 1824; James F. Smith, April 1, 1832; Henry Worst, Jr., 1857.

SALUNGA, Israel C. Landis, 1873; Simon H. Heistand, 1944.

SCHOCK'S MILLS, M. S. Moore, 1882, c-Rowenna.

SCHOENECK, est. November 8, 1837, Michael Kline, Jr., 1837; Andrew Wislar, 1841; Charles H. Mease, 1944.

SENSENIQ, est. March 17, 1892, Daniel S. Sensenig, 1892; d-August 31, 1909.

SHOFF'S, c-Pequea Creek, July 26, 1909.

SILVER SPRING, Henry G. Bruckhart, 1870; Samuel W. Zook, 1944.

SLACKWATER, Jacob Kauffman, 1857; Samuel P. Fehl, 1865; David Caldwell, August, 1865; Wm. H. Shober, 1873; Mary A. Singer, 1888.

SMITHVILLE, est. prior to 1840, John C. Smith, 1840; John Strohm, Jr., cir. 1861-65.

SMOKERS, near Intercourse, est. February, 1889.

SMOKETOWN, Galen L. Brookmyer, since 1937.

SMYRNA (Coopersville), John Homsher, Jr., 1857; Jacob Hersh, 1896.

SOUDERSBURG, A. E. Moore, 1873; Paul B. Clemens, 1944.

SOUTH HERMITAGE, Dr. John Wallace, 1857; William H. Bunn, 1914.

SPRING GARDEN, est. July 1, 1864; Samuel Hinney, 1864; John Bassler, 1870; c-Florin, March, 1882.

SPRING GROVE, est. March 15, 1870, John H. High, 1873; c-Union Grove, November 18, 1910.

SPRUCE GROVE (Colerain Township), a P. O. in 1900.

SPORTING HILL, D. H. Miller, 1873; Joseph R. Zug, 1883.

SPOTTSWOOD, near Churchtown; a P. O. in 1902.

STEVENS R340, named for Thaddeus Stevens, est. August 17, 1864, Samuel K. Slabach, 1864; R. H. Eberly, 1891; Mabel B. Weaver, 1944.

STRASBURG R218, a P. O. in 1805, John Whitehill, January 1, 1809; John Caldwell, 1811; Charles W. Johnston, re-app. June 20, 1940.

SWAN, est. May 7, 1830 in Lancaster County; the next year moved into Chester County; d-July 24, 1843. The office was located southeast of Gap.

SWARR'S MILLS (n. w. of McGovernville), Jacob Hershey, 1857; d-November, 1863.

SWARTZVILLE, W. A. Neibel, 1869; John Smith, 1873.

TALMAGE, Freman P. Dixon, 1944.

TAYLORIA, est. February 13, 1900; d-April 15, 1938.

TERRE HILL, est. cir. 1848, Jeremiah Garman, 1856; Mrs. Maude J. Slater, 1944.

TRUCE, est. June 8, 1887; d-June 30, 1915.

UNICORN, on post route #150 as early as 1809, William White, 1811.

UNION GROVE, est. November 18, 1910; d-December 30, 1933.

UNION STATION (later Denver).

VESTA, near Marietta, est. July 6, 1880, J. H. Druckemiller, 1882; d-July 10, 1886.

VICI, near New Holland; a P. O. in 1902.

VINOLA, Salisbury Township, est. July 26, 1893; d-August 31, 1903.

VINTAGE (formerly Williamstown), Mrs. Helen K. Kurtz, app. June 1, 1938; re-app. October 14, 1940; d-November 15, 1941.

VITA, near Gap; a P. O. in 1902.

VOGANVILLE, est. 1845, C. S. Hoffman, 1845-54; Herman S. Hoffman, 1854-69.

WAKEFIELD, est. cir. 1853, Samuel Wilkinson, 1857; Isaac Brady, 1873.

WASHINGTON BORO R236, est. March 19, 1875, Albert McLance, 1881; J. S. Wertz, February, 1915; Ruth E. Funk, 1944.

WATCH, Lancaster Township, est. June 3, 1885; perhaps located in Bitner-ville or near the watch factory; Abraham Bitner, the only postmaster; d-December 31, 1889.

WEAVERLAND, a P. O. in 1889-1914.

WEAVER'S MILLS, a P. O. in 1856-67, John Weaver, 1857.

WEBSTER'S STORE (Goshen), Jeremiah Brown, Jr., 1832.

WEIDMANVILLE, a P. O. in 1894.

WEST EARL (later Brownstown), Jacob Busser, Jr., 1857; A. K. Hornberger, 1873.

WEST WILLOW, est. April 16, 1879, Henry S. Herr, 1879; E. M. Bachman, 1885; Willis M. Shank, 1944.

WHEATLAND MILLS, John Musselman, 1860; C. W. Binkley, 1885.

WHITE HORSE TAVERN, Joseph Showalter, 1811.

WHITE OAK (Penryn or Unionville), John Stauffer, 1857; Moses Light, 1864; N. W. McAllister, 1888.

WHITE ROCK, a P. O. in 1899.

WILLIAMSTOWN (now Vintage), Christian Hess, April 1, 1832; d-1843.

WILLOW STREET, H. M. Kreider, 1857; Mrs. Elizabeth N. Nolt, 1932 to date.

WINDOM, est. June, 1889. Windom was the 100th post office in the county in 1889.

WITMER (formerly West Enterprise), Mrs. Annie E. Harnish, 1944.

WRIGHTSDALE, H. H. Wright, 1888; d-August 31, 1908.

For a more extensive list of postmasters consult:

Ellis and Evans' *History of Lancaster County* — Columbia p. 549, Elizabethtown p. 620, Lititz p. 1076.

Mast and Simpson's *Annals of Conestoga Valley* — Churchtown p. 623.

M. G. Weaver's *History of New Holland*.

Proceedings Lancaster County Historical Society, vol. 30, p. 67 — Reamstown, vol. 32, p. 66 — Lampeter.

Reference Works On The United States Postal Service

For further study of the Postal Service consult:

"The Story of Our Post Office," by Marshall Cushing, 1893, A. M. Thayer & Co., Boston, Mass.

"United States Postal Policy," by Clyde Kelly, 1932, D. Appleton & Co., New York City.

"Synoptic Sketch of Postal History," by Fergus R. Ellsworth, 1936, Milwaukee, Wis.

"Weekly Philatelic Gossip," for February 20, 1943, Holton, Kansas.