

THE PATENT

Monthly newsletter of the Lebanon Stamp Collectors Club

March 2023

Number 44

Featured contributor:

Hal Klein

Lebanon County, Pennsylvania Postal History

Postal History has been described in many ways. I view it as a lens through which I'm able to explore history... its events, people, places and things. My fascination began with my first purchase of Lebanon Postal History, a stampless folded letter (*SFL*) with Blue Oval (*Type I*,) from an Apfelbaum auction in the 1960s, while I was still in high school. The letter was addressed to James Baldwin of Boston, in October 1822 shown in this article. It concerned the Lebanon Union Canal and the Lebanon Union Canal Tunnel - the oldest tunnel in the United States. I was hooked!

1792: Construction of The Union Canal Begins. Its First Engineer, William Weston

"A canal linking the Susquehanna and Delaware valleys in southeastern Pennsylvania was first proposed by Pennsylvania founder, William Penn, in 1690. Nearly a century passed before a route for a canal actually was surveyed by David Rittenhouse and William Smith, between 1762 and 1770. It was the first canal ever surveyed in the United States. Spurred by the discovery of anthracite coal in the upper Susquehanna Valley, two companies were chartered by the Pa. General Assembly to undertake the project."

From west to east, the route of the canal was to follow the Swatara Creek upstream from Middletown to the Quittapahilla Creek, then continue upstream, past Lebanon and Myerstown, to its headwaters. It then crossed overland to the Tulpehocken Creek, downstream to Reading on to the Schuylkill River, and down river into the Delaware River at Philadelphia.

Construction began in 1792, under the direction of the British canal engineer, William Weston. The first shovel of earth was turned by President George Washington. In the first year, several miles of the canal were dug and five locks were built between Myerstown and Lebanon, before financial difficulties caused the work to cease."

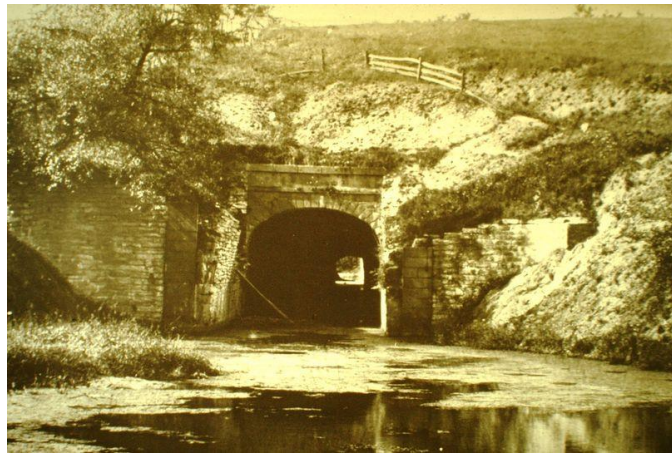
1821: Reorganization and The Engineer, Loammi Baldwin, Jr.

In 1811 the two canal companies were reorganized and merged into the Union Canal Company of Pennsylvania. Construction resumed in 1821 under the direction of a young civil engineer from Boston, Loammi Baldwin, Jr. The second engineer of the Union Canal began his duties on September 1821. It would be the stormiest relationship in the history of the Union Canal.”¹

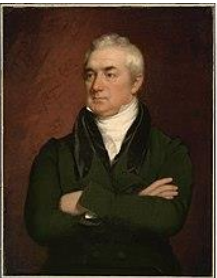
Under the direction of Baldwin, the design of a 729-ft. tunnel went through solid rock to the ridge, which separated the headwaters of the Quittapahilla Creek and Clarks Run...Lebanon’s Union Canal Tunnel.

Reference:

1 The Two Canals of Lebanon County, ©1966 Dean M. Aungst, Lebanon County Historical Society, pp 29



“He also encountered another engineering difficulty, the continual resupply of water at the Summit Level. This task that was compounded by leakage and required an elaborate pumping mechanism to keep it open.”²

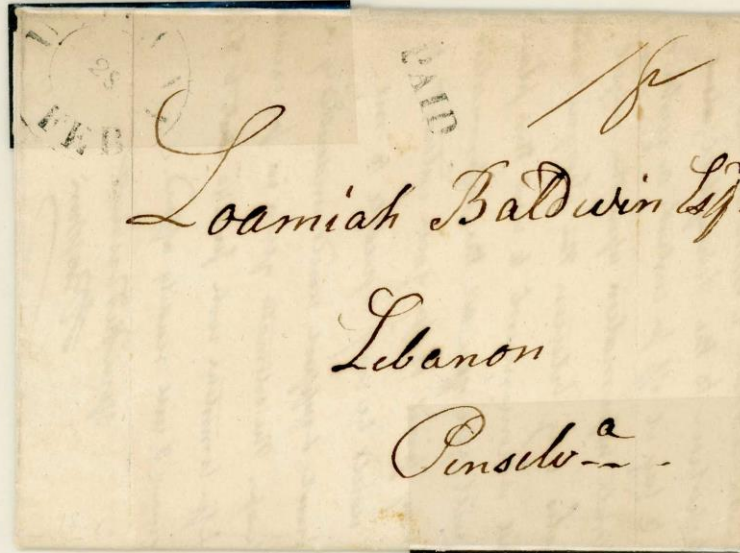


Below: A stampless folded letter to Baldwin from Timothy Hunt in Utica, N.Y. on February 28, 1822, inquiring about a position working on the Union Canal. In his reply, Baldwin refers to the Summit Level on March 10, 1822.

Reference:

2. Lebanon County, Pennsylvania-A History©1976 Lebanon County Historical Society; pp. 112-122

Stampless Cover Period: 150 to 400 Mile Zone Rate ~ April 9, 1816 thru April 30, 1825¹



SINGLE SH (150-400 Mi) 18½ Cts RATE: FEB 28 (1822) "PAID" UTICA NY to Lebanon, Pa.
Single folded letter sheet from Timothy Hunt, Utica, New York, to Loammiah Baldwin, then Chief Engineer of the Union Canal, seeking information on contracts for the Union Canal. The letter has a copy of Baldwin's response to Hunt on the second sheet.

Hunt's Letter

Utica, N.York Feby. 27, 1822

Sir,
 I take the liberty of writing you a few lines concerning the Union Canal of Penselva. I feel confidence that you'll give me such information concerning it as you think fit such as prices the situation & depth generally. I have seen an advertment(sp) concerning the Summit Level if it not contract for I wis(sp) you would inform me something near the prices & the depth of cutting. I would feel grateful if you should inform me if there be any chance to get a livelihood at it. I would wish to work under your directions as I have long done in Woburn (Ma). You'll please to let me know as soon as possible & when contracts are to be Lett. (sp) and remain your

Most obt. Humble Servt
 Timothy Hunt

Baldwin's Response

Lebanon March 10, 1822

Dear Sir
 Yours of the 28th last, has just come to hand. We are as yet but commencing the works on the Union Canal. The Summit Level 2-3/4 miles long has been let out on contract to Mr. LeBarron & as thus is the only part of the line laid out or surveyed. I cannot say when more will be ready. We shall other work in the event of the spring but nothing which, I promise, would make it an object for you to come here. In about a month I shall commence the survey for the canal for the canal down the Tulpehocken to the Schuylkill, a distance of nearly 35 miles, I promise to lay it off in contracts as quick as possible. But I can give you no definite information upon the subject now. The whole Canal will be 72 miles long between the Susquehanna & Schuylkill. Should you find it convenient to visit this place during the spring I will give you all the information in my power, & perhaps you may find it in your interest to enter into a contract, which would be very agreeable to me. Your chance for employment & support would understandably be good here, as the living is cheap. The estimates given is for excavating earth were from 10 to 18 cents & for Limestone rock per 40 cents to \$1. Any assistance I can render you I will readily offer.

Your obt Servant
 L. Baldwin

Baldwin dealt with many challenges...both engineering and design disputes with Board members over specifications. It also included a personality rub with the Canal Manager, Jacob Weidman. The engineering challenges Baldwin could overcome...the personality issues with Weidman, and disagreements with the "...expense-sensitive nerves of the Board³ over the canal design he could not.

Reference:

3. Lebanon County, Pennsylvania-A History©1976 Lebanon County Historical Society; pp. 112-122

Baldwin was a visionary and engineering genius. He didn't design for today, he designed for the future. Baldwin recognized the original design of the Union Canal was too small to accommodate future capacity and advancing canal boat design. *"The canal needed to be both wider and deeper...it needed bigger locks. Baldwin wanted the canal locks equipped with 12-ft. width to allow boats of 50 tons to pass. The Board wanted 8-1/2-ft. locks accommodating boats up to 25 tons."*⁴ The Board was only interested in profits and was afraid to spend money. Weidman micro-managed every daily detail and expenditure.

Baldwin wrote the Board, *"...the circumstances under which the engineer is placed, are too confined and perplexed for him to perform his duty with facility and dispatch."*⁵ Baldwin would not compromise his standards – he wanted to terminate his services and he submitted, but then withdrew his resignation, but the conflicts only increased.

In October 1822, Loammi's brother, George, arrived in Lebanon to assess the situation for the family. In a stampless folded letter from George to Loammi's older brother James, dated October 22, 1822, George states the following:

The Letter

Lebanon October 22 1822

Dear Brother

I arrived here last Wednesday evening & had the good fortune to find Loammi at home. I should have written to you before but I proceeded the next day with Loammi the next day on a survey down the Tulpehocken & did not return till Saturday night.

I am very happy to state to you that Loammi has continued to withdraw his resignation respecting which he wrote to you & Mr. Williams – he has at mean time written another letter to the Board in which he objects to their proceedings by giving him many duties to perform without any particular order & which does not belong to them but their Engineers do direct – such as ordering when the (???) must be done – the necessity of laying out the canal - plans of the locks made that may be contracted for all of which are successively ordered without giving him time to complete either - & which he had actually began before the Board passed their resolutions – it is not Loammi alone that finds fault with their proceeding but all the other men in their service—

The people here respect Loammi & will do anything for him even the bitter enemies to the Canal he reconciles & makes them friendly by his good humours, no different is his manor with the people from what they have been accustomed to experience from the many Engineers that have been down here that they wonder at him & say that if the Canal can be made Baldwin will do it – as an instance of what they have thought of "Canuwbers" as they pronounce it (slang: canaler person + aus'lander) – I will state what a (Pa) Dutch farmer said when Loammi was laying out the Summit level – a number of them having collected to see them work – our noticing that they were putting up the fences after them exclaimed, "God, look there, they are putting up the fences after them!"

My journey across from Ithaca (N.Y.) was very tedious owing to the slow mode of travelling & the hilly & rough we had to pass. I walked in one instance 6 miles a head of the stage, travelling only at a rate of 3 miles an hour – the bottom of the Susquehanna is almost a continuous ledge of rock & round stones – the ledges in some places forms a perfect dune across the river straight as a line could be drawn & having a line & even stroke – I was fortunate to fall in with a Mr. Watson of Albany at Cayuga Bridge & who accompanied me to Harrisburg – his company made the journey much more pleasant than it would have been have I not fallen in with him.

I shall take another tour with Loammi tomorrow down the Tulpehocken, where we shall probably continue till Saturday, he said if all the men were like me he could make the survey in half the time. The men he now employs are very slow and awkward in their movements. I wish you could write me respecting the business at Hallowell as I am very curious to learn what has been done about it.

I am your affectionate brother

Geo R. Baldwin

Loammi is expecting a letter
everyday from you & will enclose
the Power of Attorney in his next.



The Blue Oval Cancellation:

LEBANON PENN. ~ (22mm x 29mm) ~ TYPE 1
LEBANON (22mmL) ~ **PENN.** (13mmL)

RATE: 18¾¢
DISTANCE: 150-400 miles
EFFECTIVE: May 1, 1815

FROM: **LEBANON, PENN.**
DATE: **OCT 22, 1822**
TO: **BOSTON, MASS.**

A single folded letter sheet from George Baldwin, Civil Engineer and Chief Engineer on the Lebanon Union Canal to his older brother, James Baldwin concerning the Union Canal.



Reference:

4. *The Two Canals of Lebanon County*, ©1966 Dean M. Aungst, Lebanon County Historical Society
5. *Lebanon County, Pennsylvania-A History*©1976 Lebanon County Historical Society; pps 112-122

The Union Canal Board and Baldwin's Removal

Baldwin was insulted further when the Board appointed outside consultants to review his design for the Eastern Division. He felt this "...was injurious to his personal and professional feelings, in as much as it evinced a want of confidence in his talents." The Board's response was that "they needed guidance on the matter of choosing an Eastern route." Finally, when the Board sent Baldwin a list of items which they wanted to have finished next, Baldwin fired back "he was already doing his duties he couldn't accomplish anything at once." At this, the Board voted to replace Baldwin, after only being on the job about a year. Baldwin informed them he would forgo the two months left on his contract.⁶

The canal finally was completed in 1828 under the direction of Canvass White, the preeminent canal engineer of the day.

It should be noted here that from 1841 to 1858, under the direction of William Lehman, Chief Engineer of the Union Canal, the Canal was widened pretty much following Baldwin's original plans and William Worrall, the engineer who completed the enlargement of the Union Canal in the late-1850s, stated that had the Board followed Baldwin's suggestions, "...there never would have been trouble on the subject of water. The company would have saved millions of dollars and a third of a century in continuous anxiety."⁷

Ironically, the Union Canal may not have gone bankrupt and out-of-business as soon as they did, had they followed Baldwin's direction from the beginning. The Union Canal failed because they were unable to compete against the Railroads carrying coal and timber, it was just too small. The canal "...was failing as early as 1837."⁸

Reference:

6. *Lebanon County, Pennsylvania-A History*©1976 Lebanon County Historical Society; pps 112-122

7. *Ibid.*, 6

8. *Ibid.* 7.

Canal manager, Jacob B. Weidman expressed his feelings about Baldwin's removal and the entry of the Canal's third Engineer in this stampless folded letter of February 28th, 1823, mailed March 1st to Board member Charles Graff. Weidman's sarcasm is still evident even month's after Baldwin's departure.



The Letter

Lebanon Feby. 28th. 1823

Dear Sir

These Taylor Bills and Printers Bills are bad enough themselves but when they come in the colour of a demur they are an abomination to the sight of an empty purse. The best way is to remove the hideous object by immediate payment which I am of opinion is the only relief in this case of Mr. Burk and the Democratic Press. I would therefore advise you to make my best respects to the aforesaid gentleman and in order to give them a sure reception. I beg leave to enclose you the sums of fifteen dollars which you will please to distribute among them according to their merits - the balances may remain in your hands to further order after deducting your services.

The Union Canal is in winter quarters near head of the Quittapahilla (river) ever since the departure of our friend Baldwin (Loammi Baldwin Jr.). I hope the White Canvass which is so universally admired at this season as it adds much to the admusement to the season will in the month of April, be removed and that Canvass White (Engineer of the Erie Canal and Baldwin's replacement) will meet with the good wishes of every friend to internal improvements - the managers I also hope will then also find it convenient to meet the enlivening sun of the season and crawl forth this torrid state with renovated vigor.

"To crawl the Tulpehocken up and down
To make rules your rules and by laws in this town
The work by ocular demonstration skew
In particular as down in boats you go."

My muse has become restive and is likely to leave me like one of the little Turrepin (small native turtles) you saw last summer in the mile dams up the Tulpehocken (river) up to the tail in mud. I will bid her adieu while I leave you to take care of your fingers among the many raps over the knuckles which are so abundantly dealt out among you flats and sharps of the city.

Mrs. Weidman and self join in our best wishes for yourself and family and will be very glad to see you and family when next you come up. If Mrs. Graff can not come with you, we will always be glad to see you with any of your dear children - alls well at the Foys - our children have this afternoon set out for that place in a sleigh.

I remain yours truly,
Jacob B. Weidman

Baldwin's Vindication

However, Baldwin never missed a beat. Baldwin had only signed a one year contract with the Union Canal Board and he probably determined things could not continue. So correspondence commenced with a group interested in a two-mile canal project on the Ohio River bypassing the Falls of the Ohio near Hardinsburg, KY.



Baldwin obtained the engineering contract for the “*Louisville and Portland Canal*” which had a problem much like he had in Lebanon’s Union Canal...digging a canal thru solid rock. The “*Louisville and Portland Canal*” was chartered in 1825, with Baldwin as the Chief Engineer. Baldwin didn’t have problems with the Board in Kentucky; they listened to him and what Baldwin designed is still in use today, 198 years later,⁹ as are engineering projects he designed in Boston and elsewhere!

Reference:

9. https://en.wikipedia.org/wiki/Louisville_and_Portland_Canal last accessed 2/28/2023

“There Was a Telegrapher in Myerstown”

By Hal Klein



Miss Carrie (Catherine) Deppen.

The Civil War produced many fascinating stories. One of them is the story of about Carrie Deppen, the teenage daughter of Associate Judge, and the telegrapher of the Myerstown Railroad Station of the Lebanon Valley Railroad, Gabriel Deppen. Carrie was a railroad telegrapher working in Myerstown, Pa., learning her craft on the Lebanon Valley Railroad line, which later became part of the Reading Railroad.

As Union troop trains passed thru the various railroad stops on their way east or west, Lebanon County locals gathered on railroad platforms to cheer the soldiers on as they traveled to and from the battlefields. When the trains stopped, many troops tossed their *carte-de-vistes* (*visiting cards*) to gathering young ladies, with a note on the reverse, requesting they write letters to them in the field.

Carrie picked-up cards and corresponded with many Union soldiers. She never met her correspondents, but some fell deeply in love with her from her letters. Her relative, Richard Lord, found the correspondence from one soldier after she died and wrote a book around his letters to her entitled, *"Dearest Carrie..."*.

Here are three Deppen covers. The first cover is from one of her brothers and demonstrates a scarce 34mm 'LEBANON VALLEY / R.R., OCT 23 (1862)' cancel tying a Sc#65 Rose. Based on the handwriting, the second one was also from her brother. This demonstrates a 26mm 'SHAEFFERTOWN/PA, MAY 15 (1865-70)'. The third is a 'P. & R. R.R. CO. / PALMYRA. APL 18 67' (*Philadelphia & Reading R.R. Co.*) strike on a Philadelphia, Reading & Pottsville Telegraph Stampless cover.

1861 Series - 3¢ Washington (Sc# 65) tied by Lebanon Valley Rail Road Cancel



3¢ Letter: OCT 23 (1862) LEBANON VALLEY R.R. (br. Phila.&Reading RR) to Bethlehem, Pa.

A letter (with contents) from brother to sister. THE LETTER IS WRITTEN IN PENNSYLVANIA AMISH-PHONIC ENGLISH, MORE COMMONLY REFERRED TO AS "PENNSYLVANIA DUTCH." RATHER THEN MARKING WORDS AS 'SIC,' THE LETTER IS TRANSCRIBED AS WRITTEN.

Myerstown October 19 Thursday eve 1862

My Dearest blove Sister

I will take up my pen to drop you a few lines that wer are all well at present and hope you are the same dear sister I did get that leter youre leter on Saturday and was glade to hear from you a gaine what for a cap will you make for me a nice wone what cular not with and black I din't like white and black but bleu a or and black or gray and black wone of them or black and sluphren (sulphur blue) that is the kinde thay have nr nice won hear thay are made like nubeas ('Nubeas' was the term to refer to a 'newly' arrived outsider... i.e.: "... he's a newbie.") I don't like them that are made so like nubeas like Mary Donger are like Lezz C Gebhart you no theay hadd last winter that cind if you like yourers I like mine are you cross at Mary Donger I heard you was that she was so father is so you dont care a bout Mary Donger. She sur take Joseph Noll get a long She is so proude with him yet did you get a leter from Jos Noll ar from Sam Noll tell me Sam Noll sur go to see det Amanda Hurtz get so thay say I will go down to Womelstorf (Womelsdorf, Pa.) from Saturday a weeke that is If I live so long I did tell Gost Bouch Boush to write to you he said that he woud - wer are cleaning house furst mun(moon) I dont like it in ton weeke mother will be down you shall wait till you com home with that dress wer will make you a gusilte gusite bouility and youre sacke for you till she will com down Joseph Megazer did say on Wednesday I did dream street my brother did dig and that you wer at home I du wish that you was at home Oboy I will be glade if you come home write me a long leter dont for get it hear is this to miley Ider like to read youre leter the Replers are come ing a gaine I will be lett you if thay are near then you will come home as fast g(?) as you can I must come to a close for it is going on nine a clock all ready and I ame so sleepy I am all a lone in the big room riting to you my dear mother is at Leavengood furst now Mrs Shultz is so falts to me yet but I du not go there and so is back salthan to you shall write to Saley Bouslar in care of Thomas Bouslar an to e. main myestwn mother said so to me to tell you rite nice wone leters

(unsigned)

(Catherine Deppen had three brothers: Isaac, John and Sam)

"3¢ Rate"**3¢ (½oz.) First-Class, Letter, Surface Rate***July 1, 1863, thru September 30, 1883***3¢ G. Washington of 1861 ~ Brownish Rose' (Sc# 65)****Solo Usage**

A personal cover between relatives (no contents) demonstrates a solo usage paying the single-weight (½ oz.) domestic letter rate.

SHAEFFERSTOWN / PA.

**26mm Post Civil War
Circular Date Stamp
Ca. 1866 - 1880**

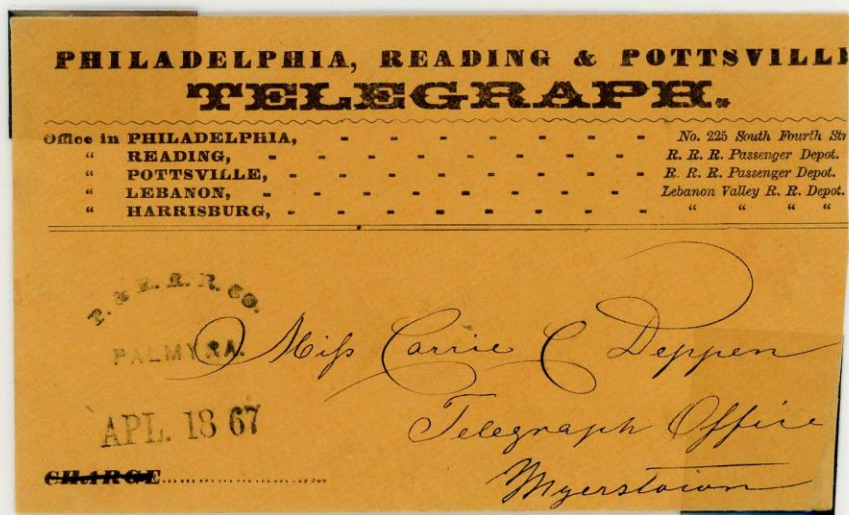


**18mm
Four Ring
Target Killer**



SHAEFFERSTOWN, PA MAY 15 (1865-1870)

TO MYERSTOWN, PA.

Philadelphia & Reading & Pottsville & Pottsville Telegraph. ~ PALMYRA, PA Office**Philadelphia & Reading Rail Road Co. ~ (Lebanon Valley R.R. Line)**

APL 18 1867 P. & R. R.R. CO. PALMYRA (PA) (LEBANON VALLEY R.R.) to Myerstown, Pa.
 Cover (with contents), showing private usage and carriage alongside the mail from Palmyra, Pa. to Myerstown, Pa.
 The L.V.R.R. postal contract ran 54 miles between Reading, Pa. and Harrisburg, Pa. commencing 1858.¹

The Letter

Palmyra Apl 18, 67.

Miss Carrie C. Deppen

Dear Friend

Yours of yesterday duly received, was much pleased to receive letter from your kind hand, have done accordingly to your wishes. No letter in P.O. for that address yet, shall make it my pleasant duty to inquire again and should I have the pleasure of receiving any, why to be sure with first opportunity they will be forwarded to you. Have you heard from Jim since he left L.C.? I wrote to him yesterday. I expect to see him again on the 10th next month on this way going back to college, when he intends to stay with me several days. How is our friend Ned getting along? Suppose you can keep him straight, if not please let me know and I'll come down and settle him. Your enclosed letter I presume will find his way back on Train No. 5 for mail. I suppose you are making some poor fellow laugh. Oh! Oh! That is the way young ladies treat us poor fellows. If you write to Miss Josie please enclose my compliments. My kindest regards to your parents, sister and Ned. Hoping to hear from you again.

I am with respects your sincere friend,

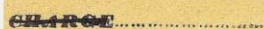
Ernest

The Marking:

The cover was stamped, "P. & R.R.R. CO. PALMYRA APL 18 67" (1867)

Delivered Without Charge - Private Usage: It not rare. It's not unusual. It's human nature!

Since the day people began paying for mail service, people have found ways around paying the fees associated with carrying mail-- no matter how small, or in this case a three cent stamp, plus the cost of an envelope. Three cents may not seem like much, however after the civil war-ended it was. Consider this, in 1867 on average: factory workers made \$7.00-11.00-per-week; unskilled laborers \$6.00-\$9.00-per-week; and farming workers about a \$1.00-a-day.²



It was a common practice of the time for employees of Railroads, Steamships, etc., to carry mail 'privately'. Note the "CHARGE" was crossed-out further confirming the letter was carried-without-charge the 17 miles between Palmyra and Myerstown. The letter was most likely carried by the Conductor.

References:

1. United States Railroad Postmarks 1837-1861, C. W. Remele; U.S. 1851-60 Unit, No. 11, ©1958 American Philatelic Society, State College, Pa..
2. The Average Weekly Wages for Workmen Employed in Manufacturing; Respective Years 1867-68: Appendix E; Tables; Edward Young; by the 40th Session United States Congress. GPO, D.C.



One of the soldier's Carrie corresponded with was George W. Ladd, a young New Hampshire soldier. *"The 2nd New Hampshire headed by train in late 1861 to Virginia, a few months after organization, Ladd among them. During a stop in Myerstown, Pa., he noticed an attractive girl in the crowd. He quickly jotted his name and regimental designation on a card, and threw it out the window towards the woman, Carrie Deppen. She picked it up just a few moments before the iron wheels resumed to roll towards Washington. The connection was made, she began a vigilant correspondence with Ladd that would last until just prior to the fateful day on a Virginia battlefield. They would never be physically closer than the moment.*

On Aug. 29, 1862, Ladd sustained a severe wound during the frenzied fight at Second Manassas. Bleeding profusely from a mangled leg, Ladd was carried from the field to a surgeon's tent, where the useless leg was removed. Sent to convalesce in a Washington, D.C. hospital, he lingered there for several weeks, until succumbing to the effects of the amputation on Sept. 25th. Pvt. Ladd died at the tender age of 22.

For 10 months, Ladd wrote Deppen constantly, and with increasing passion. A lover and a fighter in every sense, Ladd described the 2nd's brutal engagements in Virginia – at First Manassas, Williamsburg and Fair Oaks – alternating his battle narratives with wistful, and occasionally scandalous romance. A series of letters even suggest the two lovers debated sneaking Deppen into the Army, disguised as a man, so that they could be together. "I have read a number of times about girls having enlisted in regts. [Two] were found in Gen. Pope's army a short time since, who had enlisted with their lovers, but I shouldn't advise anyone to do

that. Rather romantic, is it not?" he wrote. Ladd ended his last known letter to Deppen with, "Much love to you and sweet kisses. Dream of me, love."

After Ladd's death, his mother, Susan Abbott, stayed in contact with Deppen, lamenting the loss of her son, yet heartened by the effect the young woman had on him. "Ladd may have died young, but at least he knew love."¹⁰

Reference:

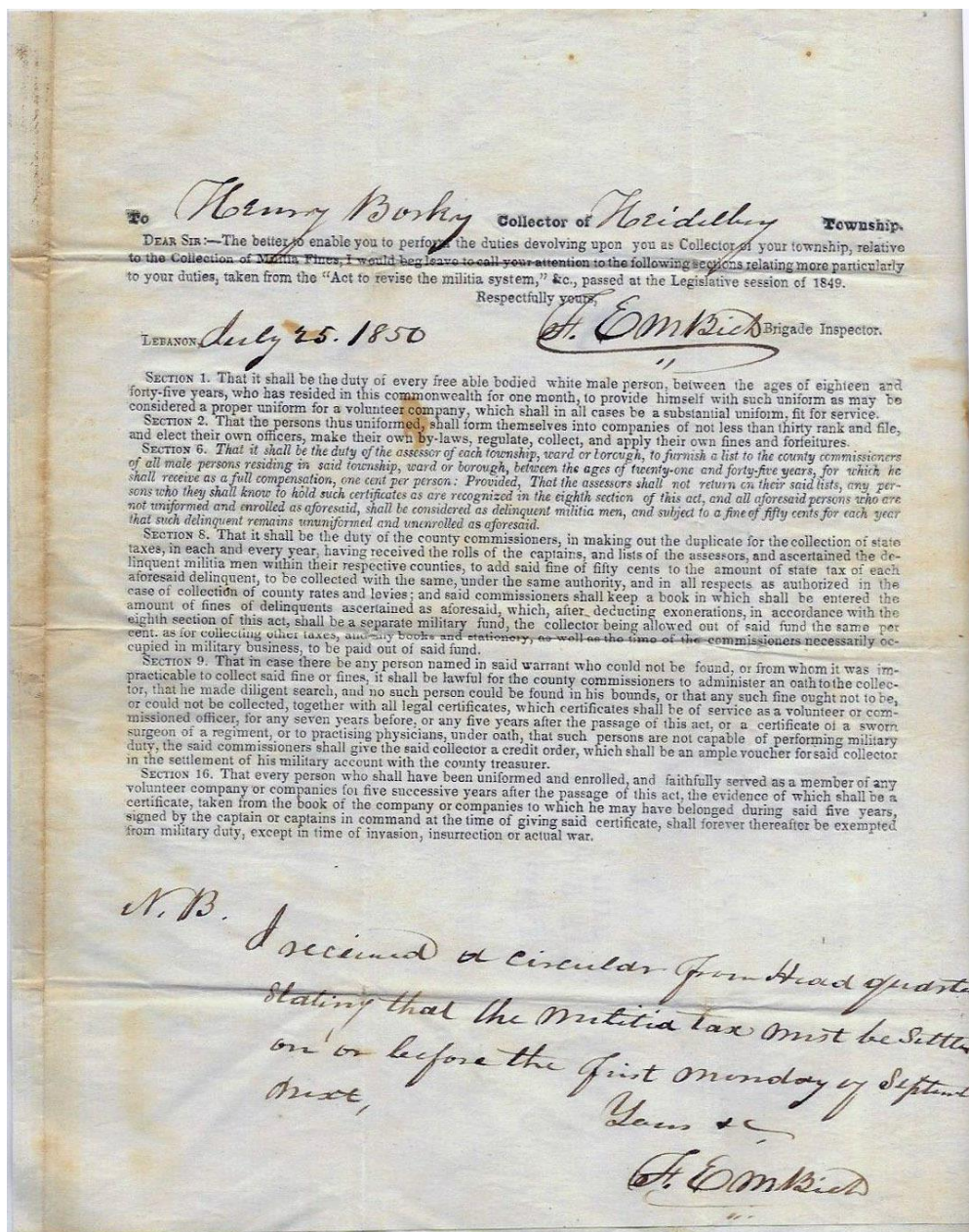
10. <https://www.militaryimagesmagazine-digital.com/2015/09/05/love-found-and-lost-autumn-2015/>

A Postal History Gem in the Rough

By Hal Klein



When I spotted this on e-bay I took a double take...actually a triple take. I wasn't quite sure exactly what this was other than a first-class mess. This image kept gnawing at me--and this was actually image two. Perhaps, I should show you the outside, the first image showing (*the actual inside*). This is how the document was displayed and being sold. It wasn't being sold as a cover...it was being sold...listed, displayed and sold as document, not a cover. So, this is the "...postal history gem in the rough."



It took me five weeks before I even made an offer on the item. In fact, I didn't bid on it – no one did. It was priced too high as a document and a cover. The owner, a local document dealer, knew nothing about postal history. Long story short: after a month of back-n-forth calls, we reached a deal; I purchased the cover at a reasonable price.

Cover collectors are all probably groaning about now, because of the look of the cover side...but wait...here's the rest of the story. First, I performed over 20 hours of cleaning and restoration work on the cover using an Absorere™ Dirt Eraser, a soft Art Gum Eraser, and a few small pieces of strategically placed Lineco® Document Repair Tape. Here are the "before" and "after" images.

Before



After



The importance of the printed document is the history of the Pennsylvania State Militia and eventual establishment of the Pennsylvania National Guard. After the founding of the thirteen colonies, they needed state militias to protect their citizens against hostile Indian tribes and rival colonial powers.

"What most people do not realize is that they formed two militia systems within the colonies...one compulsory and one voluntary. Few appreciate that the compulsory militia systems had declined to do not much more than "...registering men eligible for military service. The volunteers had come to more closely resemble a men's social club than a bona fide military organization." As the story goes, the volunteers, which had gradually become the official militia of most states was "...in serious decline by the Civil War."

Congress enacted the Militia Act of 1792. Pennsylvania complied, but the citizens of the Commonwealth considered it unnecessary and impractical. The history of Pennsylvania's compulsory militia between 1792 and 1858 was one characterized by state neglect with halfhearted attempts to make the system function. As early as 1802, enrollees were failing to appear for training. By 1861, for those who bothered to attend the annual training days, it became little more than family outings, "a semi-annual dose of war, gingerbread and root beer."

Gathering near taverns in the Pennsylvania countryside, militiamen, dressed in everyday clothes, armed with an assortment of "broomsticks, canes, and a shotgun or two," would go through the mockery of an inspection. While this was in progress, the women prepared the food for a picnic, and children ran around. "Occasionally, a resplendently-dressed commander, wearing the only uniform on the field, contributed to the

humor of the scene by appearing on a spirited charger and assuming the air of a great field marshal at the head of a magnificent army.”¹¹

Reference:

11. *THE DECLINE OF THE PENNSYLVANIA MILITIA 1815-70*, ©April 1974 WPH, Joseph J. Holmespp

Theoretically, a man liable for service either participated in annual drills and musters or paid a fine for failure to do so. Increasingly in the 1830s and 1840s, citizens came to consider this choice a form of discrimination against the poor and waged spirited, though unsuccessful, campaigns against it.

Although it had long since ceased to operate effectively, the official end to Pennsylvania's compulsory militia did not come until April 28, 1858. At that time, the state legislature enacted a law declaring that all subsequent references to the militia would refer only to volunteers and the compulsory militia would exist only on paper. Counties were to continue compiling lists of names (for the “compulsory militia”), and the purpose of these lists was to provide a count of available manpower and to facilitate the collection to be paid by any man whose name appeared on the compulsory militia list and who was not a member of a volunteer militia unit.

There were many factors contributing to the demise of the compulsory militia. The most effective were the “provisions of the federal Militia Act of 1792 which prescribed “universal” military training and required each man to furnish his own arms and equipment. Citizens looked upon these provisions as highly discriminatory, and hardened in their resistance to them.”¹²

Reference

12. *THE DECLINE OF THE PENNSYLVANIA MILITIA 1815-70*, ©April 1974 WPH, Joseph J. Holmespp

To *Henry Borley* Collector of *Wardell* Township.
 DEAR SIR:—The better to enable you to perform the duties devolving upon you as Collector of your township, relative to the Collection of Militia Fines, I would beg leave to call your attention to the following sections relating more particularly to your duties, taken from the "Act to revise the militia system," &c., passed at the Legislative session of 1849.
 Respectfully yours,
H. Embick Brigade Inspector.

LEBANON *July 25. 1850*

SECTION 1. That it shall be the duty of every free able bodied white male person, between the ages of eighteen and forty-five years, who has resided in this commonwealth for one month, to provide himself with such uniform as may be considered a proper uniform for a volunteer company, which shall in all cases be a substantial uniform, fit for service.

SECTION 2. That the persons thus uniformed, shall form themselves into companies of not less than thirty rank and file, and elect their own officers, make their own by-laws, regulate, collect, and apply their own fines and forfeitures.

SECTION 6. That it shall be the duty of the assessor of each township, ward or borough, to furnish a list to the county commissioners of all male persons residing in said township, ward or borough, between the ages of twenty-one and forty-five years, for which he shall receive as a full compensation, one cent per person. Provided, That the assessors shall not return on their said lists, any persons who they shall know to hold such certificates as are recognized in the eighth section of this act, and all aforesaid persons who are not uniformed and enrolled as aforesaid, shall be considered as delinquent militia men, and subject to a fine of fifty cents for each year that such delinquent remains ununiformed and unenrolled as aforesaid.

SECTION 8. That it shall be the duty of the county commissioners, in making out the duplicate for the collection of state taxes, in each and every year, having received the rolls of the captains, and lists of the assessors, and ascertained the delinquent militia men within their respective counties, to add said fine of fifty cents to the amount of state tax of each aforesaid delinquent, to be collected with the same, under the same authority, and in all respects as authorized in the case of collection of county rates and levies; and said commissioners shall keep a book in which shall be entered the amount of fines of delinquents ascertained as aforesaid, which, after deducting exonerations, in accordance with the eighth section of this act, shall be a separate military fund, the collector being allowed out of said fund the same per cent. as for collecting other taxes, and any books and stationery, as well as the time of the commissioners necessarily occupied in military business, to be paid out of said fund.

SECTION 9. That in case there be any person named in said warrant who could not be found, or from whom it was impracticable to collect said fine or fines, it shall be lawful for the county commissioners to administer an oath to the collector, that he made diligent search, and no such person could be found in his bounds, or that any such fine ought not to be, or could not be collected, together with all legal certificates, which certificates shall be of service as a volunteer or commissioned officer, for any seven years before, or any five years after the passage of this act, or a certificate of a sworn surgeon of a regiment, or to practising physicians, under oath, that such persons are not capable of performing military duty, the said commissioners shall give the said collector a credit order, which shall be an ample voucher for said collector in the settlement of his military account with the county treasurer.

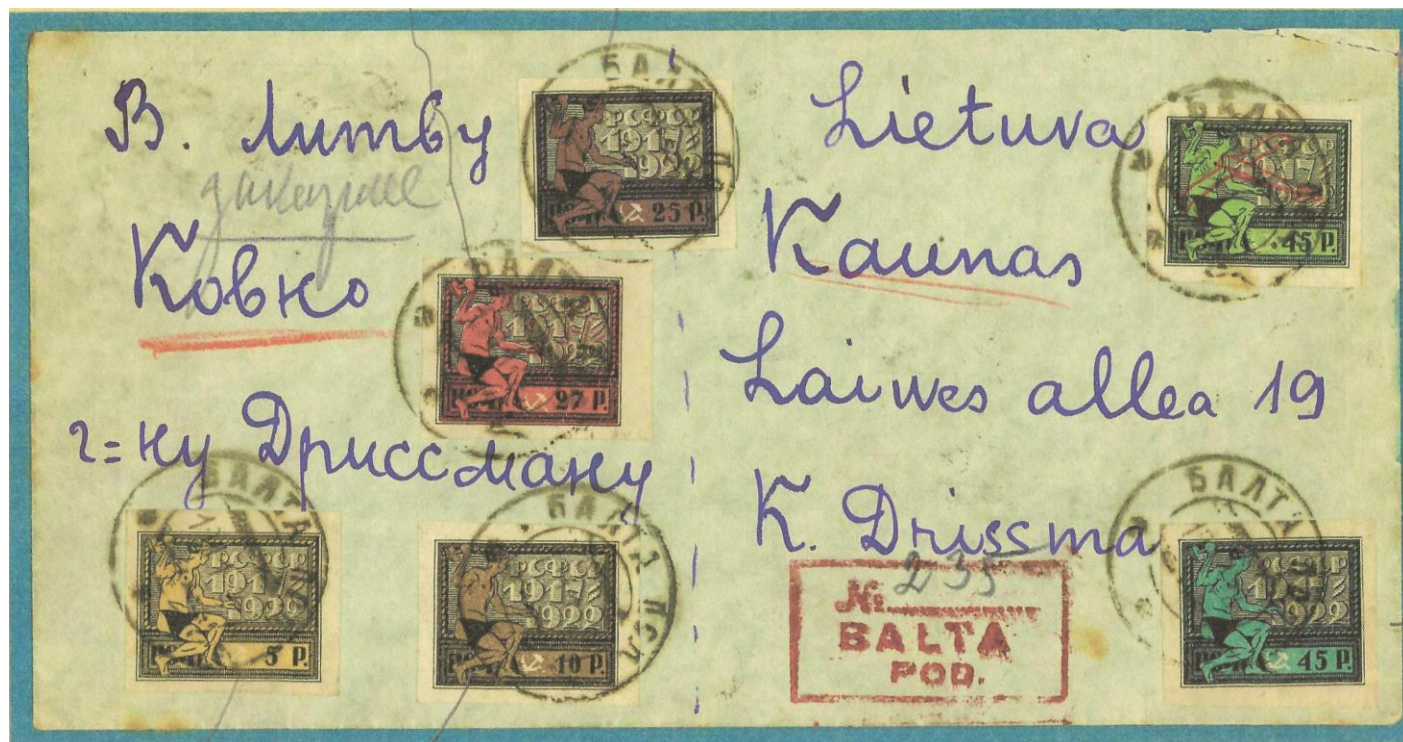
SECTION 16. That every person who shall have been uniformed and enrolled, and faithfully served as a member of any volunteer company or companies for five successive years after the passage of this act, the evidence of which shall be a certificate, taken from the book of the company or companies to which he may have belonged during said five years, signed by the captain or captains in command at the time of giving said certificate, shall forever thereafter be exempted from military duty, except in time of invasion, insurrection or actual war.

N.B. I received a circular from Head quarters stating that the Militia Tax must be settled on or before the first Monday of September next,
 Yours &c.
H. Embick

Finally, note the large 3 indicating the three cent rate on the face of the stampless folded letter. This is the Circular Rate that fell under the Act of March 3, 1847. The Act states, "Circulars not exceeding 1 sheet, 3 cents each, prepaid, effective March 1847". It is notable that this SFL was NOT PREPAID! If it were prepaid, the SFL would have been stamped "PAID".

When you look at this stampless folded letter...at the contents...at the rate...at the removal of the dirt...you understand why I say this is a *postal history gem in the rough*.

The Lebanon Stamp Collectors Club will meet on Tuesday, March 21, at 6:30 p.m. in the Community Room of the Lebanon Community Library, 125 N 7th St., in historic downtown Lebanon. Dick Colberg will present a program about his adventures in appraising a collection of Russian Locals during the pandemic:

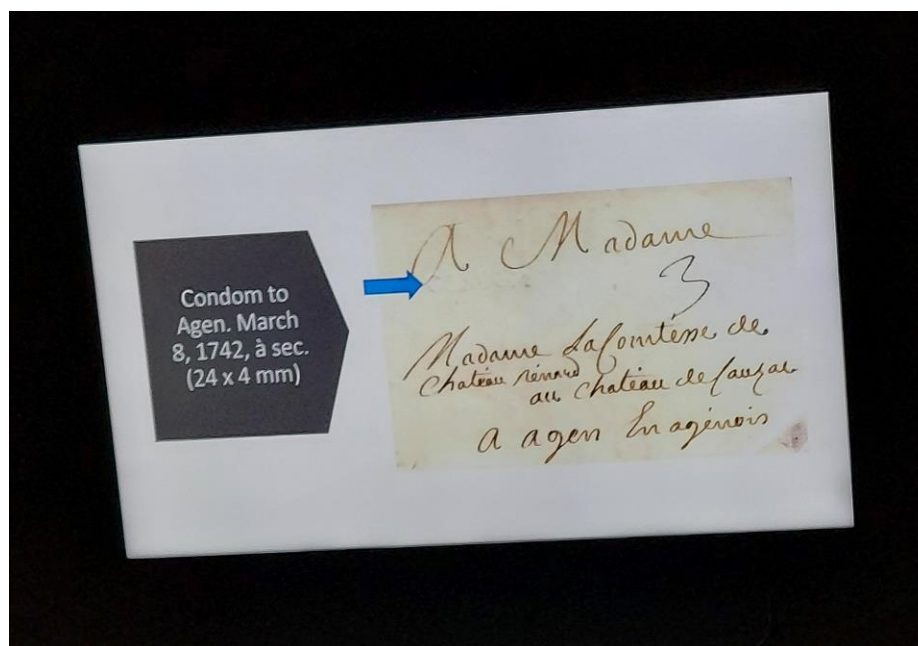


"In 2021, at the height of the COVID-19 pandemic, I was asked by a Florida estate to appraise a 10-volume collection of Russian locals. To be honest I had never seen one! But, because of the COVID restrictions, the I.R.S. relaxed its rules requiring appraisers to actually see the material being appraised. Appraisals from photographs were being allowed as long as the report stated that the material had not actually been seen by the appraiser. The estate E-mailed me the photos of the entire collection, almost 400 of them. I contacted the president of ROSSICA, the Russia stamp collectors society, and got wonderful help; from what catalogues to use and what were the best auction sources. I will share these photos with you all and speak to what I now know during the March 21st meeting."

The February meeting of the Lebanon Stamp Collectors Club



Remember all the talk about the Lebanon Stamp Collectors Club meetings being a low-technology affair? Well, forget about that! In February, Dick Colberg delivered his Condom Postal History presentation to LSCC members Don Smith and Scott Ney on the big screen at the Lebanon Community Library. We noticed the big screen on the wall during our January meeting, and upon inquiry with Ms. Hawk, the librarian, she graciously permitted us the use of the monitor for our meetings, also taking the time to provide us with instructions for use. Going forward, we no longer need to have pass-around presentations exclusively; we can also bring in our computers to share electronic presentations like we have been at the PSLC and with other clubs that we are members.



We'll not go into the particulars of Dick's presentation, because you have an opportunity to see it again at the **in-person meeting of the Philatelic Society of Lancaster County on Wednesday, March 8.**

Afterwards, the PSLC will also have the presentation available under the resources tab of their website (and there will probably be a recording of it placed on their YouTube channel as well).

Unfortunately, illness and family obligations prevented other members from attending in February, and we missed their company. But hopefully more of us will be able to meet together at our next meeting on March 21.

2023 Calendar of Events

2023 Lebanon Stamp Collectors Club Meetings

Date	Presenter
March 21, 2023	Dick Colberg: Russian Locals
April 18, 2023	
May 16, 2023	Scott English, APS President
June 20, 2023	
July 18, 2023	Summertime Show and Tell – Part I
August 15, 2023	Summertime Show and Tell – Part II
September 19, 2023	
October 17, 2023	
November 21, 2023	Scott Ney – The peak of post-Great War Hyperinflation in Germany and Eastern Europe
December 19, 2023	Annual dinner, location TBD

If you would like to sign up to present on one of the open dates, please contact Scott Ney at stnst2@aol.com.

LSCC Treasury Notice

At the February meeting our treasurer, Don Smith, reported that he has custody of \$118 to use for rental of the Community Room where we meet in the Library. Our cost to rent the room is still \$15 per month, so we have almost enough funds on hand to last us through our October meeting.

The PSLC Events Calendar is located at the following link:

[Philatelic Society of Lancaster County – Award-winning, non-profit community organization dedicated to promoting stamp and postal history collecting as a hobby for education and fun. \(lcps-stamps.org\)](http://lcps-stamps.org)

The Lebanon Stamp Collectors Club thanks the PSLC for hosting our affiliate page, which is accessible by clicking the following link:

[The Lebanon Stamp Collectors Club – Philatelic Society of Lancaster County \(lcps-stamps.org\)](http://lcps-stamps.org)

