

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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IN THIS ISSUE:

Lewis & Clark Exposition Advertising Covers
By Richard W. Helbock 9

Utah Branch Post Offices Created To Support The
War Effort 1942-1946
By Dennis H. Pack..... 28

The Postmasters General of the United States,
1775-1971
Part VII: William T. Barry, 1829-1835
By Daniel Y. Meschter 34

A Postal Anomaly? Or the Real Thing???
By Kevin Belmont 37

Glimpses via a History Timeline
By Tom Clarke 40

Military Station No. 1, Philippine Island
Forerunner Mail
By Michael Dattolico 46

The Post Offices of Perry County, Kentucky
By Robert Rennick 52

William Carey Brown's Letters from Fort Klamath,
Oregon, 1878-1880
Part 4
Transcribed by Cath Clark 58

Odd Postal Markings from Beach, North Dakota
By Ron Olin 65

A Controversial China Relief Expedition (1900)
U.S. Cover
By Michael Dattolico 68

Also Miscellaneous Columns, Notes
and Announcements

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PUBLISHER'S PAGE

This 200th issue marks a proud milestone for La Posta. I had planned to devote this page to thanking all of you readers, advertisers, authors and editors for supporting our efforts over the years, but, unfortunately, Cath and I had an experience in February that demands relating so you might avoid the unpleasant situation we encountered. Be assured however, that we have expended extra effort and funds to make this 200th issue an interesting and important item of postal history literature. It's our way of saying thank you for all your great support.

A Postal Historian's Obligation to Heirs

Last year a friend and highly respected member of the postal history fraternity died in Oregon. Several months later his widow sent me a letter asking if I would be willing to assist her in bringing her husband's collection to market. I replied, saying I would be pleased to help and suggested that I could arrange a public auction of the collection's better items at a regional stamp show to be held in her city later this year. I offered to fly to Oregon and spend a week or so organizing the collection to identify the best material for a public auction. She said that she thought that that was a good idea, and asked that I give her a few months to bring all the items of her husband's collection into one central location so that it would be easier to deal with. She also said that her husband had maintained very careful and detailed records of what he had paid for most items.

In January I received another letter saying that she and her daughter had managed to find all the albums, boxes and parcels and bring them together in one room. She invited Cath and I to stay at her home during the time we arranged the collection for auction. We made airline and car rental reservations, found someone to look after our cats and property and flew to Oregon in mid-February.

Oregon in February tends to be cool and wet. This year was no exception. We stopped for some groceries, located the house and reacquainted ourselves with our hostess. Bright and early the next morning I began examining my late friend's collection. I should mention that I had seen much of his material in years past and had personally sold him a substantial amount of postal history material in various auctions I conducted during the 1980s and 90s. I knew he had as-

sembled an outstanding collection and back in the early 1980s he had even conducted his own mail auctions.

I was puzzled therefore by the absolute lack of better material when I first began examining his holdings, and so I asked his widow if he might have stored his collection in a safe deposit box.

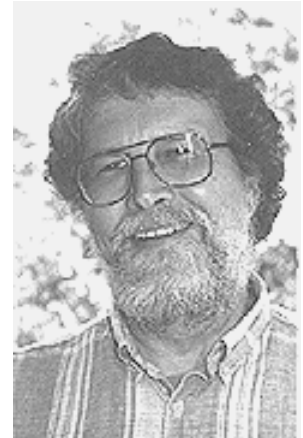
She said that he didn't, and—for the first time in our conversations—she mentioned that a few of his local friends had purchased some of his local material just prior to our arrival because he had told her that he wished to reward them for being such good friends over the years. She said that they had added up the total of all the records they could find of what he had paid and paid her a sum slightly higher than the total they found. She said she was satisfied with the price they paid.

This was quite a surprise, but I concluded that if the five local friends had been promised "a few of the better local items from the collection" then that was beyond my agreement and the deal was done. I went back to work trying to find sufficient material for a public auction. Two days later, I concluded that the five local friends had apparently taken virtually everything of significant value to Pacific Northwest postal historians. I was able to identify less than a dozen items remaining that would have been potential lots for a local public auction.

When I explained this to the widow—a wonderful, kind octogenarian, who had very little depth of understanding of her late husband's hobby—she appeared to be very surprised and apologized to me saying "I never thought they would take that much." She seemed to me to be quite disappointed that the proposed public auction would not take place, and she obviously felt embarrassed that Cath and I had made such a long, expensive journey in vain.

Obviously, there had been a major misunderstanding of what was intended by the deceased collector.

To conclude the story, Cath and I spent the last three days scrounging through boxes trying desperately to find enough material that we could auction privately



to make sufficient commission to recoup at least some of our costs. We ended up bringing three small boxes of cards and covers back to Australia in our luggage. Quite a few of the lots appearing in Subscriber's Auction Number 70 came from this estate. We also arranged the very large residual of low-value and no-value material into basic groupings and offered the widow and her daughter our estimate of what it was worth and where to best sell it.

I pondered this experience over and over in my mind on the long flight back to Australia, trying to see how this unfortunate misunderstanding could have been avoided. While I am not questioning the motives of any of the parties involved, there had obviously been a considerable degree of confusion about what was intended by the deceased with regard to the precise manner in which his collection was to be sold.

My understanding, from the date that the widow first contacted me in October 2002, was that it was intended that the major portion of the collection be sold at public auction. That objective was the sole purpose of our trip to Oregon. Obviously, the group of local friends had interpreted the widow's invitation to them as an offer to purchase as much or as little as they pleased. I believe the widow told me that they eventually purchased some ten cartons of material among them.

No one was seriously damaged by this misunderstanding, but there was an unnecessary degree of embarrassment and expense created. The widow apologized for inviting Cath and I on a long and expensive journey that was—as it turned out—both unnecessary and unfruitful. I apologized to members of the local exhibition committee who had already reserved facilities at a local hotel for the intended auction venue. They were obviously disappointed as they had expected the proposed auction to be a major drawing card.

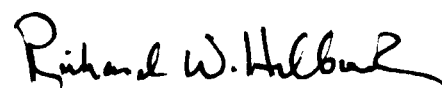
Why am I relating all this to you? Because there is a very useful lesson to be learned, and we all owe it to our heirs to make certain that they do not find themselves facing a cloud of confusion regarding what we wish them to do with our collection. The thing that makes this even more unfortunate is that the collector kept detailed records. His widow was aware of those records, and confident that they would give her assistance in achieving a fair price for his collection. In one phone conversation, she remarked how surprised she had been when she began adding up his expenditure figures. Unfortunately, those detailed

records covered a period of almost four decades and prices paid in 1972 bear little resemblance to those today.

We need to leave behind an inventory. It need not be 100% complete, but it ought to itemize at least our "most important" pieces, and what is most important will, of course, vary from collector to collector. The inventory should include a rather precise description of the cover or card, or—better yet—a photocopy. I am well along in preparing an inventory of my meager collections using Microsoft Access. It allows a color scan of items to be included right on the same record page with details as to when and where purchased, location in the collection and current value. If I finish this project, Cath should be well armed.

The other thing we need to do is to provide our heirs with some very detailed instructions about who to talk to and any special arrangements we would like to have made with items in our collections.

If we intend that this or that material should be sold or given to some one or some organization, it is our responsibility to leave our heirs with proper, detailed instructions. The time it takes to provide those we love with a bit of protection from the kind of misunderstandings and confusion that occurred in this case is well worth the effort. An inventory might be as simple as a tablet containing the basics of descriptions and *current market values* (not prices paid for they mean very little as the years slip by). In addition, a few notes about who to trust, or not trust, and some details about any special arrangements we would like to see made. That's really all it would take, but we really do owe this to our heirs.



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The following individuals have expressed an interest in corresponding with other collectors via e-mail. Names are followed by specific interest (where known) and complete e-mail address. If you would like to join this list in future issues of *La Posta*, send us a note via e-mail at helbock@la-posta.com

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Peter B. Larson [Northern Idaho] — plarson@wsu.edu

Ken Lawrence — apskn@aol.com

Wes Leatherock — wleathus@yahoo.com

Howard Lee [4th Bureau Issues & US Int'l. Airmail thru 1941]
— gimpo@adnc.com

James E. Lee [Philatelic Literature Dealer]
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Brian R. Levy [Long Island PH & Expositions]
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Matthew Liebson [Ohio PH; Licking Co., Doanes, stampless]
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Ron Leith [USA banknote issues to foreign destinations]
— ronleith@uniserve.com

MingKung Jason Liu [China/US combinations & crash cvrs.]
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Len Lukens [Oregon p.h. & trans-Pacific airmail]
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David Lyman [World postmarks on covers or piece]
— postmark@sympatico.ca

Max Lynds [Aroostook Co., Maine p.h.] — Max@pwless.net

Larry Maddux [Douglas Co, OR] — lmaddux@pacifier.com

James Majka — majkajs@comcast.net

Tom Maringer [Arkansas PH] — willwhitfoot@shirepost.com

Robert L. Markovits [dealer: stamps. Quality Investors, Ltd.]
— lrlm@pioneeris.net

Peter Martin — pmartin2020@aol.com

Doug Marty - [Dealer Postal History, Ephemera, Postcards]
— dmarty@wtp.net

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— stamps29@att.net

Bernard Mayer [Oklahoma] — Bernie@m47303.com

David McCord — damac52@attbi.com

Harry McDowell [Columbia SC Confed. p.h.]
— harmacd@aol.com

Chuck & Jan McFarlane [Ausdenmoore-McFarlane Stamps]
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Bob McKain [Western PA] — bmckain@nb.net

Michael J. McMorrow [Vermont photocards & POW cards of WWI & WWII] — SFA@SOVER.NET

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Jim Mehrer — [Dealer. Collects expo's, Navy ships]
— mehrer@postal-history.com
& website http://www.postal-history.com

Mark Metkin [Idaho postal history]
— metkin@mindspring.com

Jewell Meyer [Arizona] — jlmeyer_2000@yahoo.com

James W. Milgram, M.D. [U.S. postal history and historical letters, esp. Civil War & West] — j-milgram@nwu.edu

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Andrew W. Mitchell — ajmitchell2@attbi.com

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Bob Munshower — bearmt19@mail.idt.net

Larry Neal [Holmes Co., Ohio postal history]
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Francis E.W. Ogle — fewogle@comcast.net

Clay Olson [Tioga Co., PA] — shawmut@comcast.net

James Orcutt [Washington] — jorcutt@u.washington.edu

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John Palm [Merced & Mariposa Co., CA]
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Ray Palmer [Oregon, esp. Yamhill & Polk Counties]
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Dr. Everett L. Parker — eparker@midmaine.com

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Ed Patera [California] — ELPATERA@aol.com

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James Patterson — patterson@azbar.org

Randy Pence [Yangtze Rier Patrol; WWI medical]
— catclan@earthlink.net

Eustolio G. Perez [Dealer/Collector Mexico to US covers]
— SouthwestCC@Prodigy.net

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— paulpetosky@yahoo.com
- Walt Potts** [Monona Co., Iowa] — Pottsplit@aol.com
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- Ada M. Prill** [Delaware Co., NY]
— ada@math.rochester.edu
- Pete Rathwell** — prathwell@swlaw.com
- Byron L. Reed** [South Dakota p.h.] — byronreed@aol.com
- Art Rupert** [Rural stations & branches, CPO & photos]
— aerupert@bentonlea.com
- Robert Quintero** [Detroit River Sta/Mailboat 1895-Current]
— qover@ameritech.net
- Michael J. Rainey** [Western/Nevada County, CA covers]
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- Norm Ritchie** [CO, UT, AZ & NM postal history]
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- Roger Rhoads** [UX1 & UX3 cancels & PH]
— rrrhoads@aol.com
- Thomas Richardson** [North Carolina P.H.]
— stamps@northstate.net
- Harold Richow** [WWII Alaska, US in Canada & Philippines] — harr@pe.net
- Al Ring** [Arizona postal history] — ringal@msn.com
- William B. Robinson** [Dealer; Wisconsin postal history]
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- Julius Rockwell** [Alaska] — juliusro@alaska.net
- Robert G. Rose** [New Jersey p.h.] — rrose@phks.com
- Hal Ross** [Kansas Territorials & postmarks]
— halross@sbcglobal.net
- Vincent Ross** — var@bluemarble.net
- Steve Roth** — smroth@itsanet.com
- Art Rupert** [Rural Branches & Stations]
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- Bill Sammis** [US Express Company labels, stamps & covers]
— cds13@cornell.edu
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— sandrik@ballstonphilatelics.com
& www.ballstonphilatelics.com
- Robert Sanford** — rsanford@rev.net
- A.J. Savakis** — mcsforum@aol.com
- Henry B. Scheuer** — hscheuer@jmonline.com
- Dennis W. Schmidt** [US Officials & early Texas]
— dewsc@cox-internet.com
- Fred Schmitt** — [Dealer] — fred@fredschmitt.com &
http://www.fredschmitt.com
- Roger G. Schnell** [Mok Hill pre1870; US ph to fgn. dest. 1934-54] — rkschloss@pstcomputers.com
- Niles Schuh** [Florida postal history] — niless@earthlink.net
- Robert Schultz** [Missouri postal history]
— schulhstry@aol.com
- Joseph Sedivy** — JNJSED717@aol.com
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- Larry R. Sell** [postal history] — philart@infoblvd.net
- Mike Senta** [Alaska postal history] —
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- Terry Shaw** [Alaska] — cgsarchxx@aol.com
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- Wesley Shellen** [Montana p.h. & Machine cancels]
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- Gina Sheridan** — gsherida8502@yahoo.com
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- Ed Siskin** [Pre-1800 Postal History] - esiskin@cox.rr.com
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- Rich Small** [Machine cancels, post offices]
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& http://hometown.aol.com/rsmall9293/mcfmain.htm
- R. J. "Jack" Smalling** — jack@baseballaddresses.com
- Chet Smith** [US branches & stations] — cms@psu.edu
- Jack M. Smith, Sr.** [Texas DPOs; TX Doane Co-ordinator]
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- Gus Spector** [PA advertising covers & postal history]
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- Keith Spencer** [Alberta & western Canada] — krs2@ualberta.ca
- Duane Spidle** [Colorado P.H. & RPOs & pre-1907 precancels]
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- Anita Sprankle** — sprankle@kutztown.edu
- Chet Sprinkle** — 73114,2115@compuserve.com
- Ken Stach** [Dakota & Nebraska territories]
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- Randy Stehle** — RSTEHL@ix.netcom.com
- Rex H. "Jim" Stever** [Republic of Texas] -
— rhstever@hotmail.com
- Carl Stieg** [Dist. Of Columbia to 1910] — carl_phil@webtv.net
- Seymour B. Stiss** [Chicago & Illinois postal history]
— sbstiss@msn.com
- Robert Stoldal** [Nevada] - stoldal@lvcom.com
- Matt Stoll** [Samoa, Arizona & NJ p.h.] — stoll57@yahoo.com
- Greg Stone** — michcovers@ec.rr.com
- David L. Straight** [Back of Book] — dls@library.wustl.edu
- Bob Summerell** [U.S. postal history] — kusummer@aol.com
- Greg Sutherland** — Gregfree@aol.com
- Robert Svoboda** [Montana postal history]
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& www.swansongrp.com/posthist.html
- Doug Swisher** [Ohio & Florida P.H.] — doug22@mediaone.net
- Bill Tatham** [California] — wtatham@gte.net
- Stephen T. Taylor** [Dealer: USA stamps & postal history]
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- Gerry Tenney** — gtenney@gateway.net
- Ed Thomas** [New England town cancels]
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- Don Thompson** [Stampless NH, MA, FL]
— thomcat7405@aol.com
- Robert L. Toal** — rtoal@ukt.edu
- Don Tocher** [19th Century US] — dontoch@ix.netcom.com
& www.postalnet.com/portfolios

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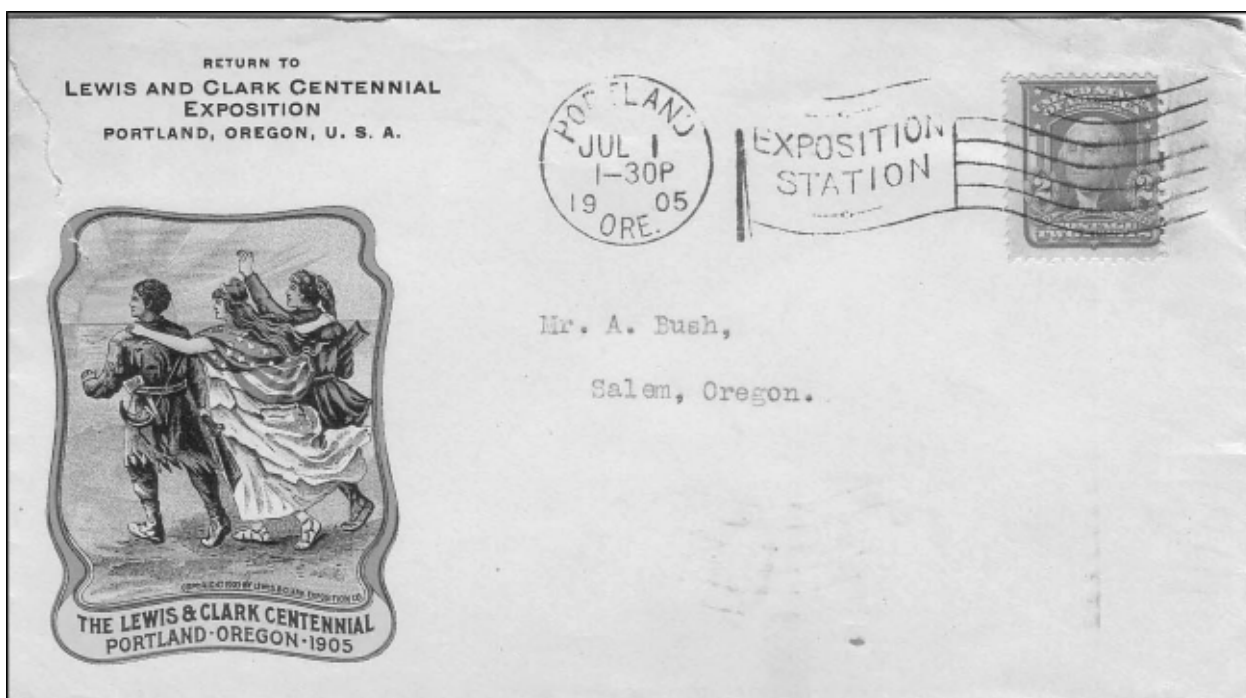


Figure 1 This cover displays a most attractive multicolor rendering of the Official Emblem of the Lewis & Clark Exposition. This is a variant of the most commonly seen type of advertising cover associated with this event, but it is by no means the only design known from the fair.

Lewis & Clark Exposition Advertising Covers

By Richard W. Helbock

Portland's Lewis & Clark Exposition of 1905 was the first great fair to be staged on the West Coast of the United States in the 20th century. It was much smaller in terms of exhibitors, acreage, receipts or visitors than the Saint Louis Louisiana Purchase Exposition that preceded in 1904, but roughly comparable to the Jamestown Exposition of Norfolk, Virginia, in 1907 and the Alaska-Yukon-Pacific Exposition in Seattle in 1909.

Philatelic memorabilia from the Lewis & Clark Exposition are more limited than similar material from the other great expositions of the first decade of the century largely because the United States did not elect to issue any postage stamps to commemorate the event. There were, of course, a limited number of postmarks produced by advertising slogans used at the Portland office preceding the event and by a Exposition Station post office that operated on the fair grounds.

This article is based upon analysis of an accumulation of Lewis & Clark memorabilia formed by the late Don Smith of Eugene, Oregon.

Bomar in his *Postal Markings of United States Expositions* cites a rather large number of post cards that were produced by several publishers both to promote the fair and as souvenirs, and the fact that advertising covers are known in "about a dozen different designs." He goes on to describe a "particularly attractive multicolored design (that) bears the official emblem of the Exposition consisting of COLUMBIA flanked by 2 trappers looking westward toward the setting sun." (figure 1)

Over the past three decades of collecting and dealing in items of Oregon postal history, I have encountered perhaps a couple dozen Lewis & Clark Exposition advertising covers—most were of the Exposition emblem types, although I have seen a few other attractive designs. Recently, however, I have had the opportunity to examine and analyze an accumulation of 120 Lewis & Clark covers assembled by a long-time Oregon collector with a particular fondness for the Exposition. Before this important holding is dispersed, it would seem appropriate to publish the results of my examination and analysis. I make no claim as to the completeness or general reliability of my

findings, but I believe what follows should make an excellent starting point for a broader cataloging effort of the advertising covers related to this event.

Inclusions and Organization

One of the first questions that had to be addressed was what should be included as an “advertising” cover and what should be excluded. Obviously, everyone would agree that the beautiful multicolor cover illustrated in figure 1 was a proper Exposition advertising cover. But what were the specific elements that absolutely had to be present to make a cover an advertising cover. Was color an essential quality? Should a cover possess an illustration in order to qualify? If so, how large must the illustration be? Was it essential that the cover be printed to be an advertising cover? What about a hand-painted image and message? What about seals and stickers?

In the end, I opted to base my classification on rather broad, inclusive rules. In fact, there was only one main rule, i.e., **in order to be considered a Lewis & Clark Exposition advertising cover, the cover must be printed and the words “Lewis & Clark Exposition” must appear on the front or back of the envelope.**

The next decision required identifying an organizing principal for the design variations found among the 120 covers. In other words, which design should be called Type 1 and how does it follow on to Type 2? Complexity of design was one possible organizing principal, but I quickly discarded it as being far too subjective. In the end, I decided that chronology seemed the most logical way to approach this task, and, while not all of the 120 covers could be precisely dated by postmarks or copyright dates, there were many that could and there were subject matter clues that could also be used.

Initially, the exhibition was to be called the Lewis and Clark Centennial and American Pacific Exposition and Oriental Fair. Obviously, not a title that rolls gently off the tongue, but there was one cover in the accumulation that actually bore an imprint of this mouthful (figure 2). This became Type 1 in my classification system, and other covers were assigned successive types based on earliest seen postmark dates, design features and copyright dates for their designs.

The question of dating some designs according to their subject matter involved considerations such as these. The official Exposition Emblem was copyright 1903

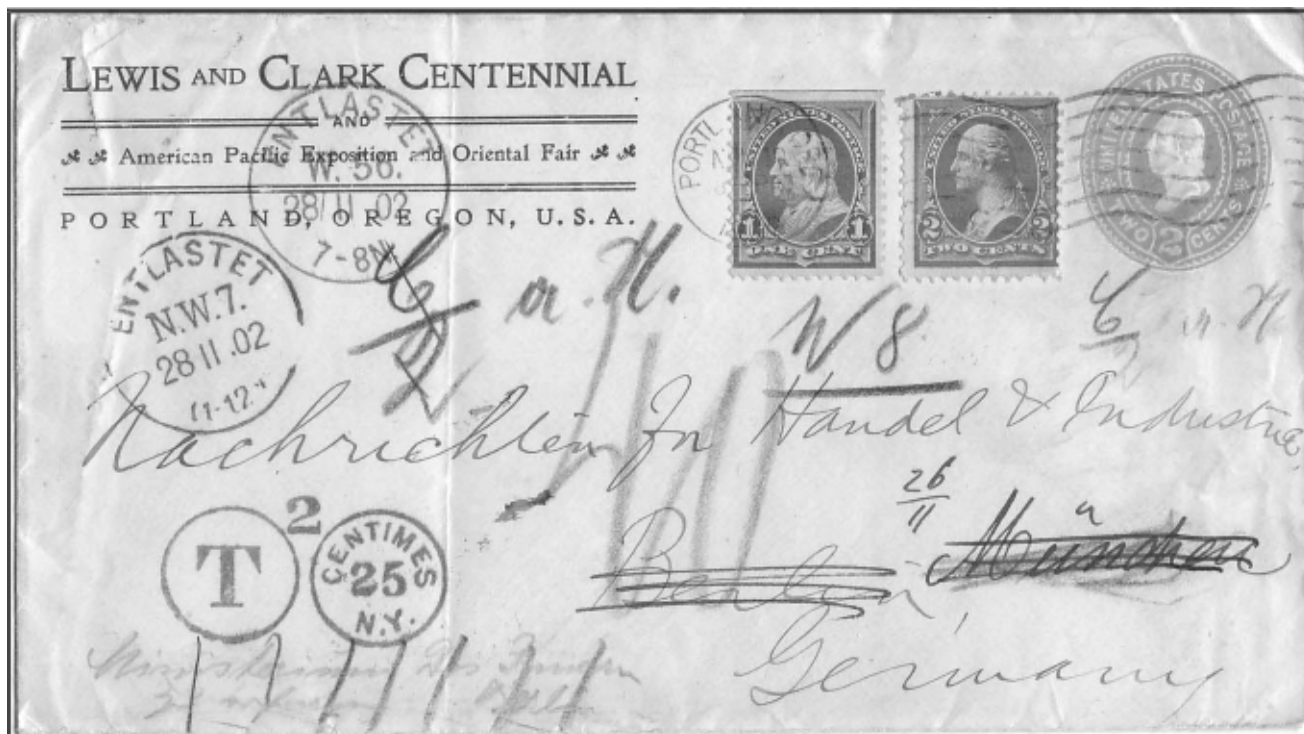


Figure 2 This cover displays a corner card with the complete original name of the Exposition. It was postmarked in Portland in November 1902 and the design has been designated type 1 for purposes of this study.

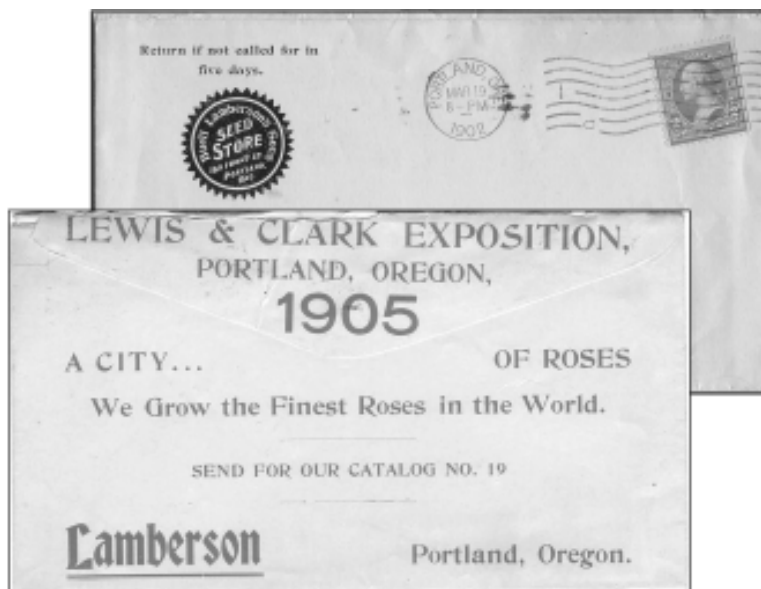


Figure 3 This seed store cover bears an overall ad on its reverse promoting the Exposition and its own rose products. It has been classified as the type 2 design.

by the Lewis & Clark Exposition Company. It has not been seen on covers postmarked prior to 1904. Covers with designs depicting buildings and venues of the Exposition were obviously made in late 1904 or 1905 as such structures were not completed very far in advance of the fair opening in June 1905.

The author has little confidence that the chronology identified from the 120 covers of the sample is accurate in all details, but it should, at least, represent a logical organizing framework on which to base further discussion of design types for Lewis & Clark Exposition advertising covers. Since the majority of all known covers feature one form or another of the Official Exposition Emblem, I have arranged all the different design variations into three groups:

Group 1 Before the Official Emblem Designs;

Group II The Official Emblem Designs; and,

Group III After the Official Emblem Designs.

Group I Design Types

Only a single example of the type 1 design is known. It gives the appearance of being a standard return address corner, but

there is no indication of a post office box or street address and Portland at the time was a city of near 150 thousand. On the other hand, there is no indication elsewhere on the envelope front or back of a return address so this may have been the intention. If so, it is likely that this is an example of the earliest style of business cover used by the working staff of the Exposition.

The type 2 design appears as an overall broadside on the reverse of a Buell Lamberson's Sons Seed Store cover postmarked March 19, 1902. This is a very early date as evidenced by the fact that the actual site for the Exposition was not chosen until July 1902 (figure 3).

The attractive illustrated cover designated type 3 bears portraits of Lewis and Clark against a floral background with Mount Hood in the distance. The motto "Where Rolls the Oregon" appears over the mountain. Unfortunately, there is no indication of the printer, although the author suspects it was the German Publishing Company given the commonality of design elements with type 7. Two examples of this early design were present among the 120 covers. Both were postmarked in 1903. Note the use of "Centennial and American Pacific Exposition" in the design (figure 4).

Design type 4 is a two-color illustration showing Portland and Mount Hood in grey surrounded by a red toothed circle reading "LEWIS & CLARK EXPOSITION PORTLAND ORE/POPULATION 1905

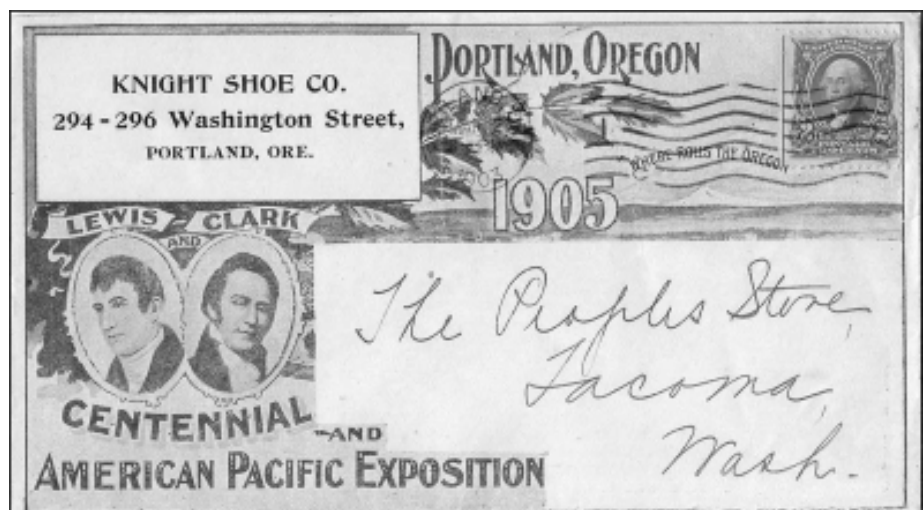


Figure 4 This cover displays an early design—probably by the German Publishing Co. It has been classified design type 3.

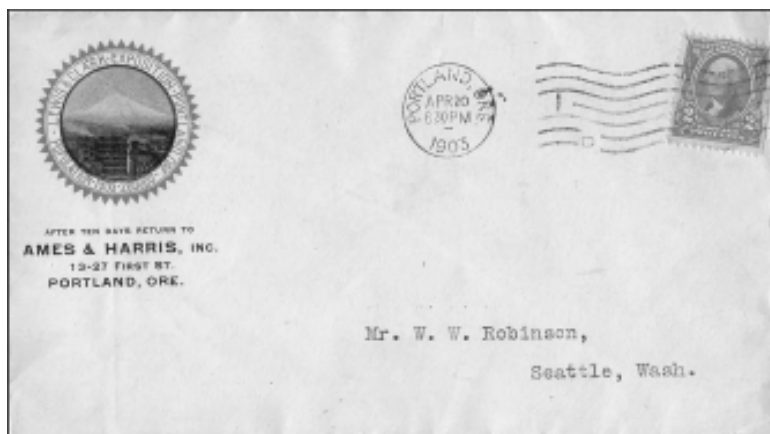


Figure 5 This two-color corner card of Ames & Harris, Inc. is design type 4.

200000.” Two examples are represented, both with Ames & Harris corner cards, and both dating from mid-1903 (figure 5).

The local Portland Branch of the National Association of Letter Carriers produced their own advertising cover for the Exposition in 1903. This design is classified as type 5, and features a small box in green reading “LEWIS AND CLARK/AMERICAN-PACIFIC/EXPOSITION/PORTLAND, OREGON/1905” located below the N.A.L.C. in brown (figure 6).



Figure 6 Design type 5 appears on a National Association of Letter Carriers, portland branch cover.

The type 6 design (figure 7) features portraits of Lewis and Clark printed on the top back flap of an envelope. This cover was produced by Ansley Printer of Portland, and indicates that the copyright had be “applied for.” Apparently, the idea was to couple a normal business corner card—this example is from Franklin & Co., 132 Front Street in Portland—with advertising for the fair on the back. The sole example of this design is postmarked December 9, 1903.

The German Publishing Company, 202 Second Street, Portland produced the type 7 design (figure 8). An overall design featuring the portraits, Indian tepees, Oregon

holly, a beaver and Mount Hood offers space for an address with a scroll and return corner card in rectangle at upper left. Apparently, the design gained some measure of popularity among merchants and private citizens. There are ten used examples in the overall cover accumulation. Eight are printed in green. One is in blue and one is in brown. Seven of the covers bear printed corner cards of businesses ranging from Roseburg to the south and Pendleton to the east. There are two cover that have business corners printed in a second color; one of which is illustrated (figure 9). The earliest recorded date of use is

July 29, 1903.

Ansley Printer of Portland launched its own Lewis & Clark advertising cover with illustrations of the front in late 1903. The type 8 design features small portraits with a rider on horseback and several men hauling a line towing river boat (figure 10). The design has been seen in black, brown, blue and red. A single example is know in two



Figure 7 Ashley Printer of Portland produced this clever illustrated ad for the Exposition on the top back flap on some business envelopes.

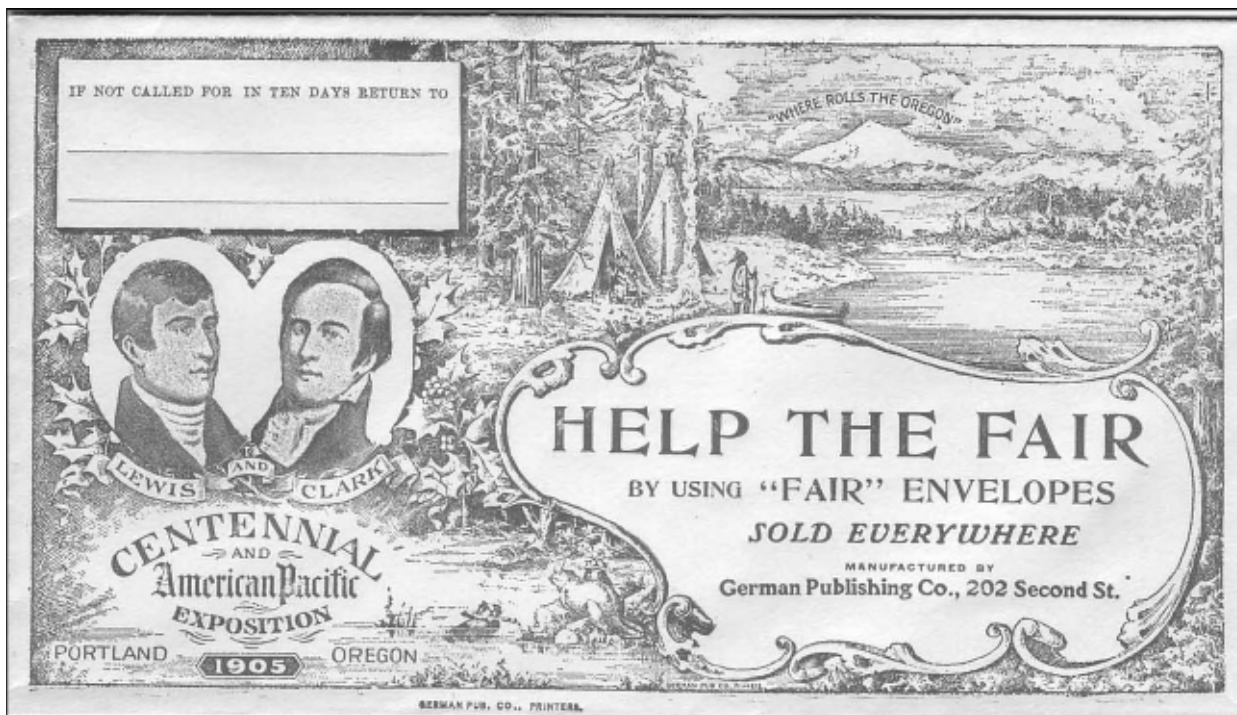


Figure 8 The type 7 design was produced and marketed by The German Publishing Company as this promotional example illustrates.

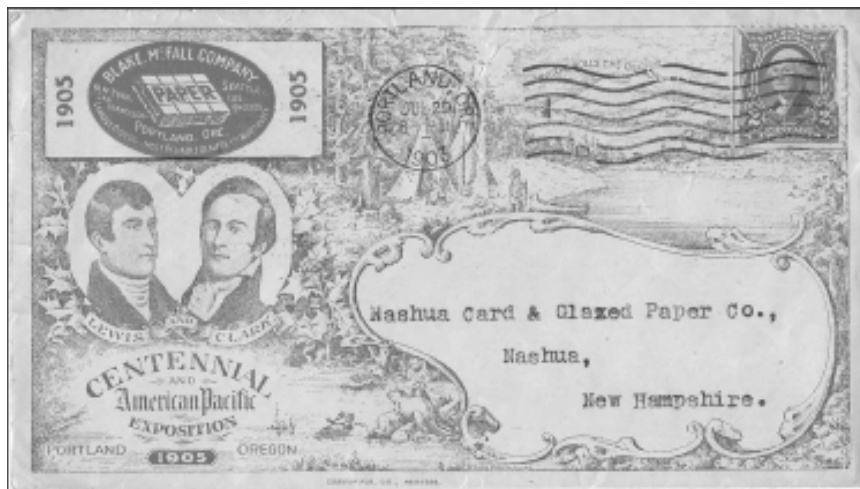


Figure 9 This cover bears a type 7 design printed in green with a small illustrated advertising corner for the Blake McFall Paper Company printed in red.

Figure 10 This Ashley Printer illustrated cover featuring a rider on horseback and men pulling a riverboat is classed as design type 8. The design is known in four different monochrome varieties and one two-color variation.



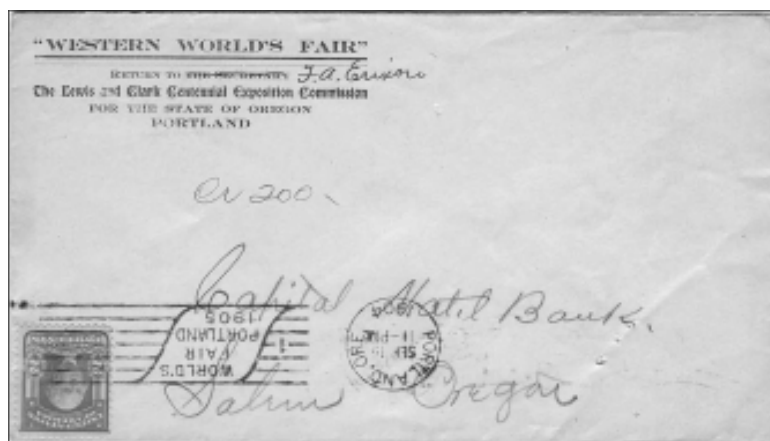


Figure 11 This cover proudly proclaims a “Western World’s Fair” by the L&C Centennial Exposition Commission, and the slogan used by the Portland post office reading “World’s Fair Portland 1905” appears to agree. This has been assigned design type 9.

colors: red and black. The earliest date noted is November 9, 1903. A total of eight examples were found in the accumulation of 120 covers.

Design type 9 proclaims a “WESTERN WORLD’S FAIR” is to be held in Portland (*figure 11*). This appears to be a normal business corner card for the Lewis and Clark Centennial Exposition Commission. A single example of this type is known.

The Kilman Stationery Company teamed up with J. F. Ellis Printers of 210 Stark Street in Portland to produce a strikingly different design identified herein as type 10. The overall appearance is reminiscent of a belt buckle with a sailing ship at left and a locomotive

at right with Lewis and Clark portraits and Lady Columbia pointing skyward in the center (*figure 12*). Artistic detail is superior to earlier designs by other producers. Two different sizes are known, and the design appears in grey-green, blue and brown. *Figure 13* illustrates an example of the smaller variety. Only five examples of this design are known and four are known. The earliest date of use seen is January 25, 1904.

The type 11 design presents some puzzling questions. The design features portraits, a map of the Pacific Northwest, and images of industry and commerce—steamship, railroad train, blacksmith and

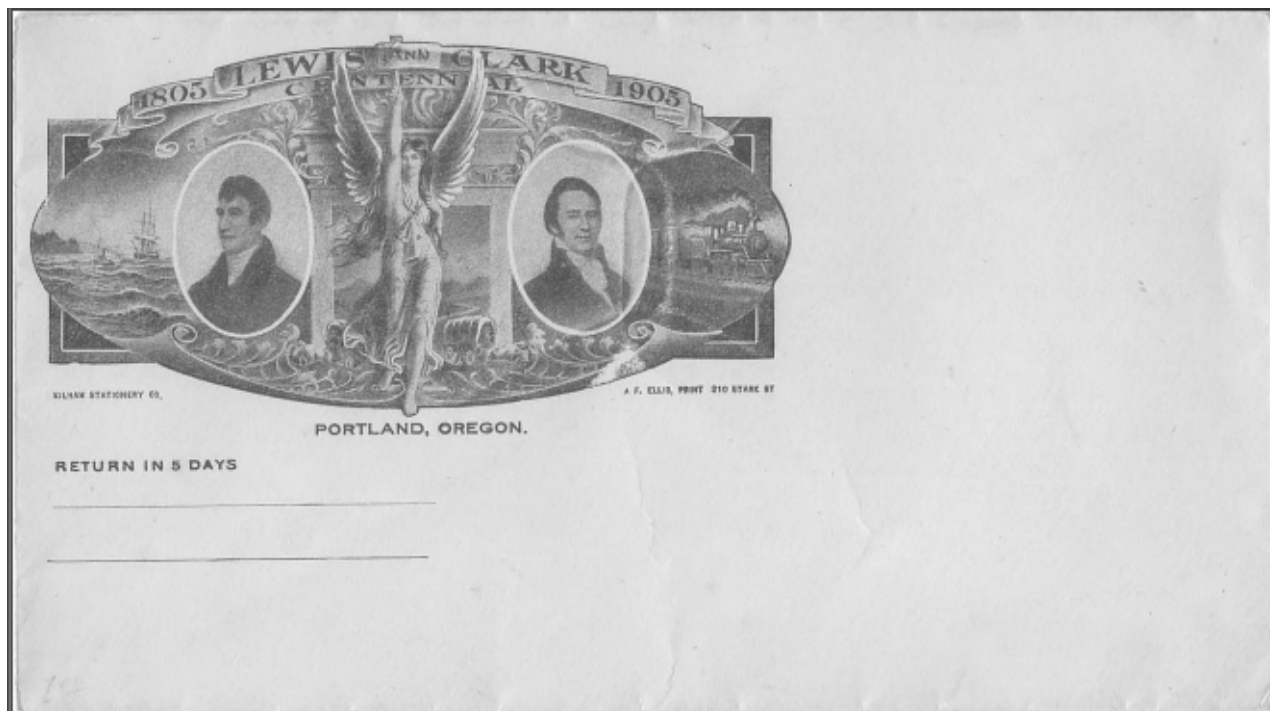


Figure 12 This design—classified as type 10 herein—was produced by Kilman Stationery Company and printed by J. F. Ellis Printers of Portland.



Figure 13 This Portland postmarked Christmas Day 1904 displays the Kilman Stationery design (type 10) in a smaller vignette than that in figure 12.

produce. It is a rather elaborate and “busy” design (figure 14). The questions concern who was responsible for this design. The earliest postmarked cover in the accumulation featuring this design is post-

marked Oregon City, Oregon in March 1903. The copyright line reads “Copyright applied for 1902 by B. Lloyd Beall.”

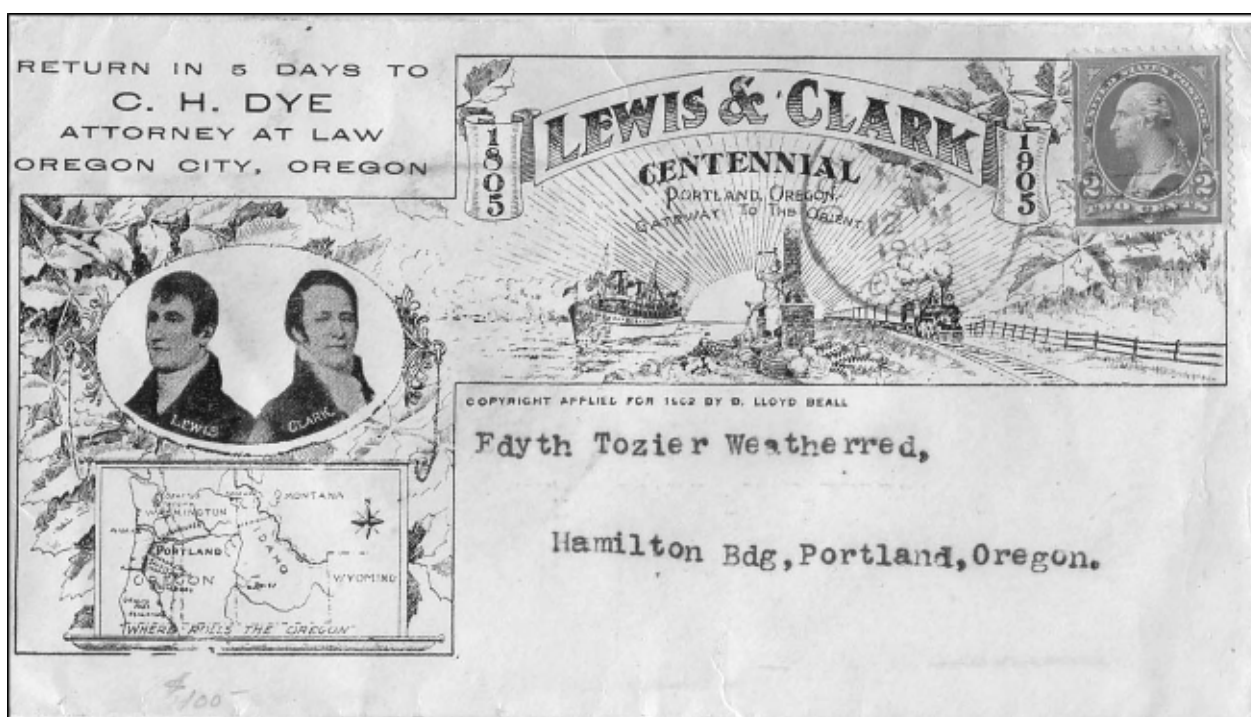


Figure 14 This design indicates that a copyright has been applied for in 1902 by B. Lloyd Beall. The cover is postmarked Oregon City on March 30, 1903. This is design type 11.

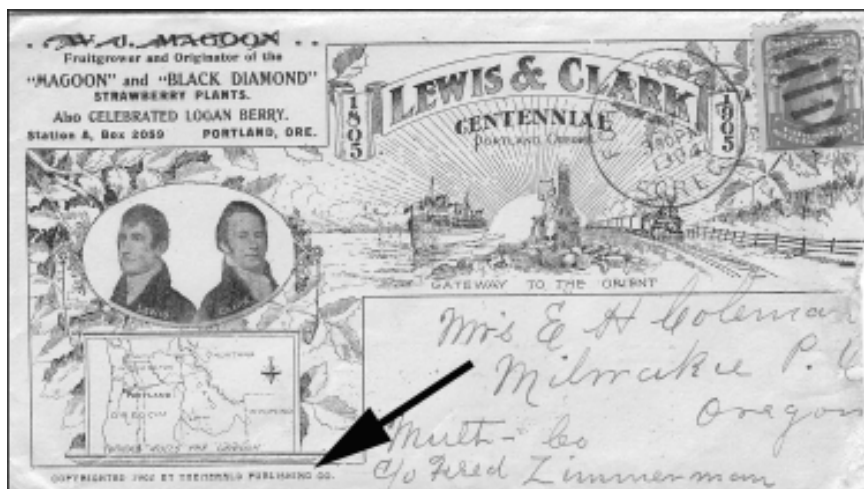


Figure 15 Design type 11 postmarked Forest Grove, September 27, 1904, with a copyright line (arrow) reading "COPYRIGHTED 1902 BY THE HERALD PUBLISHING CO."

Figure 16 Design type 11 postmarked June 23, 1904, with a claim of ownership (arrow) by the CRESCENT PRINT SHOP, 395 E. Alder."



There is one other example of this design with the same copyright and it is dated Vancouver, wash., March 1906. There are two other examples of this design—both dating from 1904—that bear entirely different copyrights. One, postmarked Forest Grove, Oregon, reads "COPYRIGHTED 1902 BY THE HERALD PUBLISHING CO." (figure 15), and the other postmarked Portland reads "CRESCENT PRINT SHOP, 395 E. Alder." (figure 16).

The overall design illustrated in figure 17 is the only example of its kind in this accumulation. It has been assigned type 12, and features a canoe being handled



Figure 17 This is the sole example of a design that has been classified as type 12. The cover bears a Portland postmark of Jul 29, 1904, and is backstamped San Jose, California.

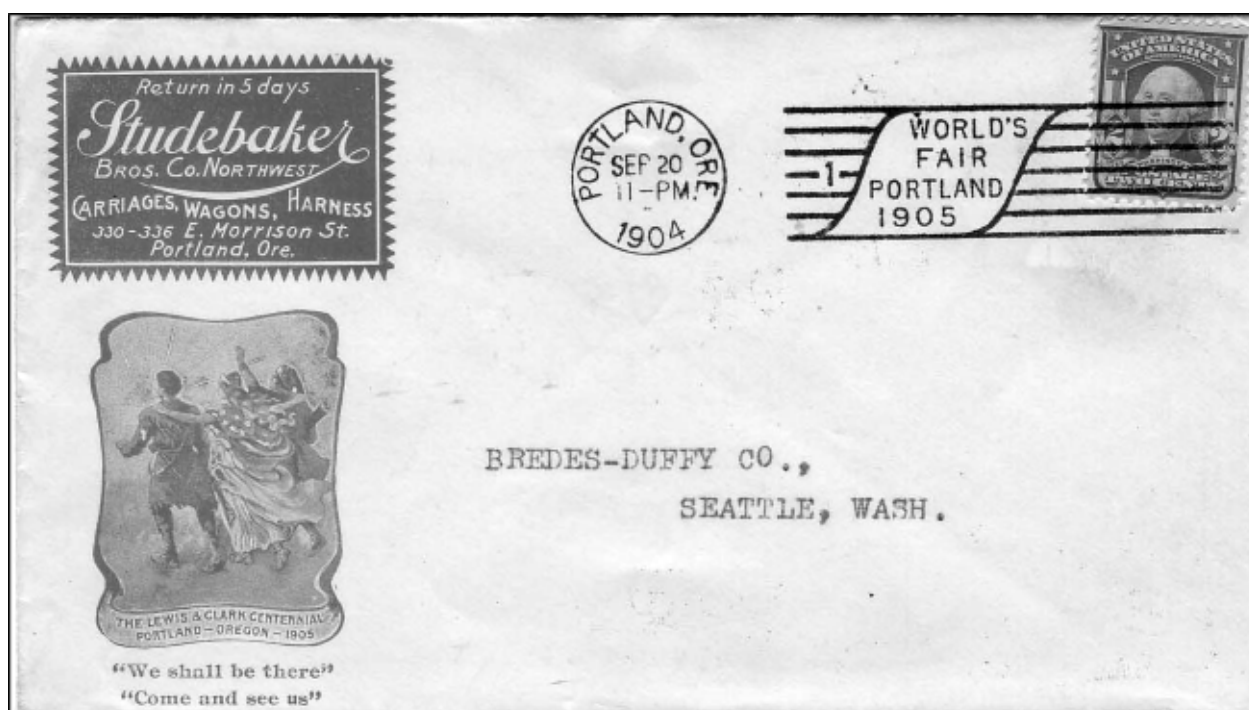


Figure 18 Lewis & Clark Exposition advertising covers featuring illustrations of the Official Emblem were widely used in conjunction with business corner cards of many Pacific Northwest firms. This one, printed in red, shares the cover with a fancy Studebaker Bros. Northwest corner. All such design varieties featuring the Official Emblem are classified as type 13 in this study.

through the rapids with Indians watching from the riverbank backed by a dense forest. Unfortunately, there is no indication of the publisher present on the cover.

Group II Design Types

Seventy of the 120 covers that make up the accumulation feature one form or another of the Official Exposition Emblem as their primary design. This confirms Bomar's observation that this is, by far, the most commonly seen style of Lewis and Clark Exposition advertising cover. Having said that, however, there is quite a large degree of design variation within the group, and plenty of room for a specialist to carve out a whole spectrum of subtypes. Such an activity is considered beyond the scope and objectives of the present survey, and this author will simply attempt to give the reader some idea of the potential range in variation by presenting a number of illustrations. All covers featuring the numerous forms of the Official Exposition Emblem are dubbed type 13 for purposes of this report. *Figures 18 through 31* illustrate some of the variety found in monochrome designs.

MONOCROME OFFICIAL EMBLEM DESIGNS

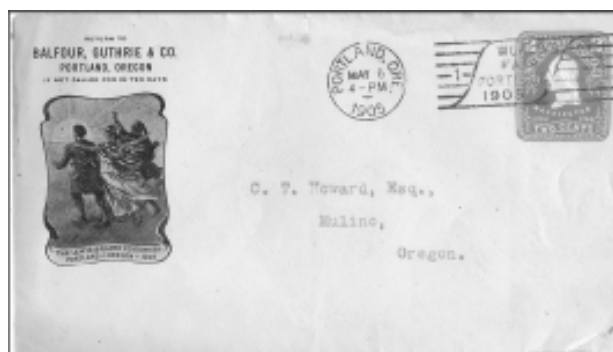


Figure 19 Small monochrome emblem.



Figure 20 Slightly larger monochrome



Figure 21 Mochrome emblem with business corner card.



Figure 25 Monochrome emblem on Exposition Committee stationery.



Figure 22 Monochrome emblem on an ad cover for a seller of Exhibition souvenirs.



Figure 26 The large Portland Furniture corner card called for the emblem to be centered.

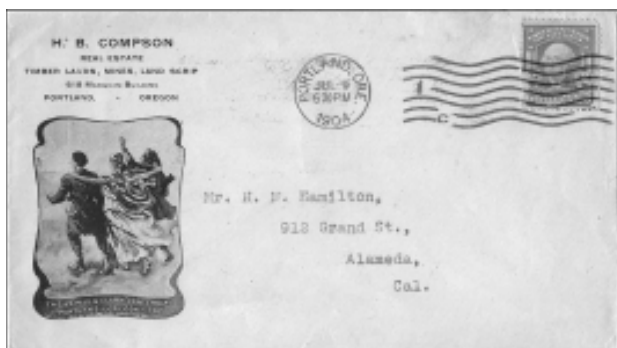


Figure 23 A larger variety of the Official Emblem on business corner cover.



Figure 27 A larger variety of the Official Emblem.

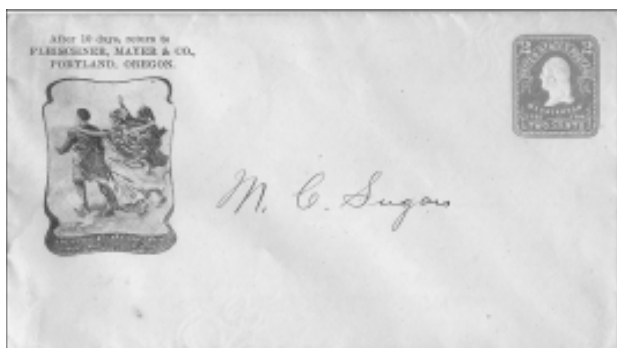


Figure 24 This monochrome Official Emblem was printed on a 2¢ red entire.

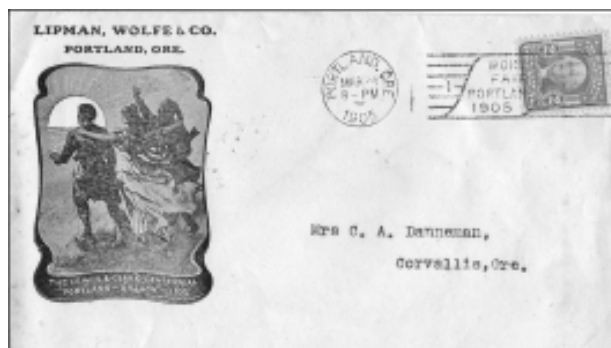


Figure 28 Lipman Wolfe & Co. was one of Portland's largest retail department stores.



Figure 29 This large monochrome design shared space with a corner card of the Russellville, Oregon, Nursery.



Figure 30 This very large Official Emblem variety left no room for a corner card and was used for personal correspondence.

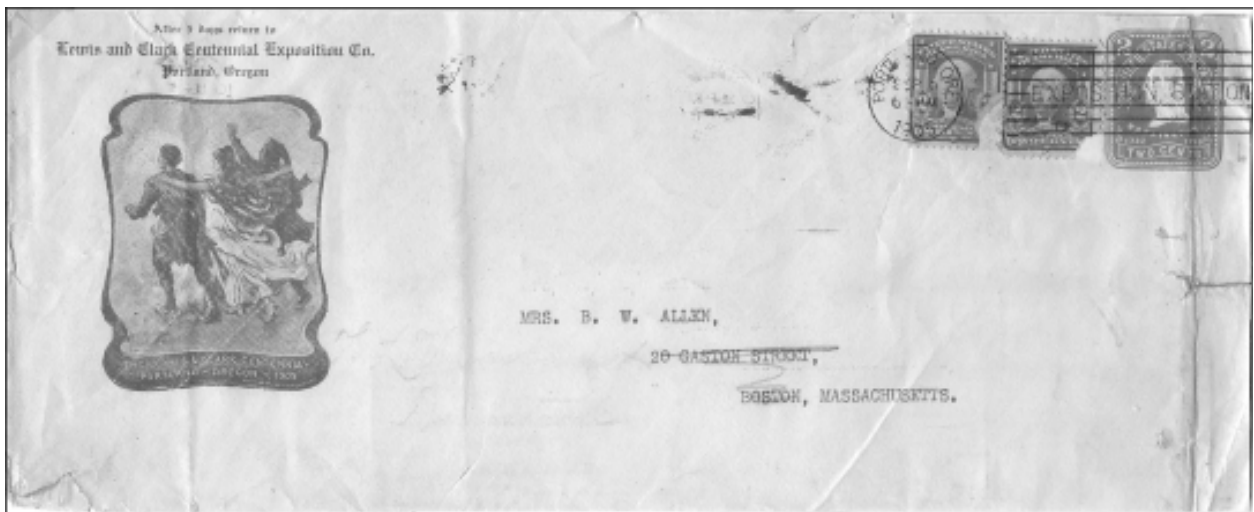


Figure 31 The Exposition administration used legal-sized business envelopes imprinted with the Official Emblem in monochrome. It is believed that few of these have survived since all remaining stocks of such supplies were reportedly destroyed when the fair closed.

MULTICOLOR OFFICIAL EMBLEM DESIGNS

Unlike the monochrome designs, the multicolor Official Emblem design covers all appear to use the same size vignette. There were 34 examples of multicolor Official Emblem in the accumulation and all had identical vignettes. Only the size and print style of the return corner cards of business houses sharing the cover space varied. Figures 32 through 37 illustrate some of these varieties.



Figure 32 Multicolor Official Emblem designs were used sold for use by the general public such as this cover postmarked with a crisp Warren, Oregon, Type 1 Doane cancel of July 7, 1904.



Figure 33 Studebaker Bros. Co. Northwest also made use of the multicolor type 13 designs.



Figure 35 The sender of this cover might have gone a step too far with the application of one of the fair's seals to a type 13 multicolor design.

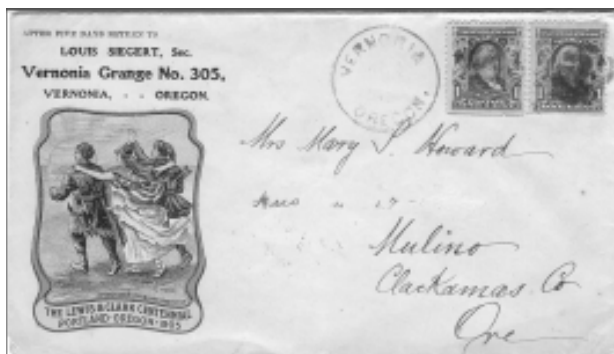


Figure 34 Not only business firms made use of the beautiful multicolor type 13 L&C advertising covers.

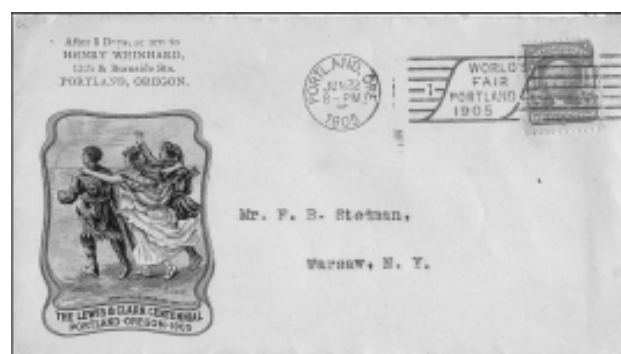


Figure 36 The name in this corner card will be likely be familiar to brewery fans throughout the country.

969

LEWIS AND CLARK CENTENNIAL EXPOSITION

JUNE 1st to OCTOBER 15th, 1905

PORTLAND, OREGON

"The Rose City." Bank deposits, \$36,000,000
 207 miles of city and suburban electric lines.
 Population shown in 1905 City Directory, 145,250.
 Water supply inexhaustible, absolutely pure and soft.
 Scenic situation unmatched on the American Continent.
 Metropolis of the Pacific Northwest and only fresh water harbor on the Pacific Coast.
 Libraries, schools, churches and hospitals of the highest standard.
 Has finest summer climate in the world. Coldest weather in winter of 1904-5 was 17 degrees above zero.
 For information, address **PORTLAND COMMERCIAL CLUB**

ASK YOUR LOCAL AGENT ABOUT SPECIAL RATES

Figure 37 The Portland Commercial Club certainly decided not to waste any space on their multicolored Official Emblem cover. The reverse, seen here, carried a pitch for the city. It apparently met some success. Portland's population doubled within five years of the fair.



Figure 38 This multicolor rendition of the Official Emblem differs from the type 13 design in a number of significant ways. It has been assigned design type 14 because of these differences

The cover illustrated in *figure 38* represents the sole design variation among the Official Emblem designs (type 13). While the Exposition's Official Emblem is the central feature of this design, the rendering differs considerably from that found in the many type 13 variants. Note the differences in surrounding scroll work, the minor differences in the detail of the three figures, and the inclusion of an artist's name in the lower left corner. Because of these many differences, the design has been assigned type 14, and it is represented in the accumulation by only a single cover postmarked Portland on April 12, 1905.

Group III Design Types

The ground breaking ceremonies for the Exhibition were held May 3, 1904. Construction of the 23 buildings and extensive improvements to what was essentially a site composed largely of swampy land around an area known as Guild's Lake. Most of the construction was never intended to be of a permanent nature, and work proceeded apace throughout the summer and fall of 1904. By April 1905, Edgar B. Piper, Managing Editor of the *Portland Oregonian*, was able to claim "work has so far progressed that all will be in readiness for the first day" in an article published in the *American Review of Reviews*¹

¹http://www.boondocksnet.com/expos/wfe_lewisclark_0504a.html

Exposition advertising covers that depict fair buildings and venues of the exhibition grounds are all believed to date from late 1904 and 1905. These covers therefore, represent designs that follow chronologically the release of Official Emblem design, and are considered for purposes of this report as the group III designs.

Design type 15 combines a bird's eye view of the Exposition Ground with a US outline map highlighting the Pacific Northwest with a large pointing hand (*figure 39*). The accumulation included only two examples of this design: one in green and red; the other in purple and red. Unfortunately, neither cover bears any indication of a publisher or printer.

The only structure to remain standing for any length of time after the Exhibition closed was the Forestry Building. It was a simply magnificent structure build entirely of giant Douglas fir logs. Oregonian Editor Piper described the structure in his April 1905 article:

One feature that will perhaps attract greater attention than any other is the Forestry Building. It is altogether unique in design and construction, and is in itself visual evidence of the splendid timber resources of the Oregon country. It is made entirely of logs; all of giant dimensions. Reduced to the exact reality of figures, there was used in its building two miles of five-foot and six-foot fir logs, eight miles of poles,

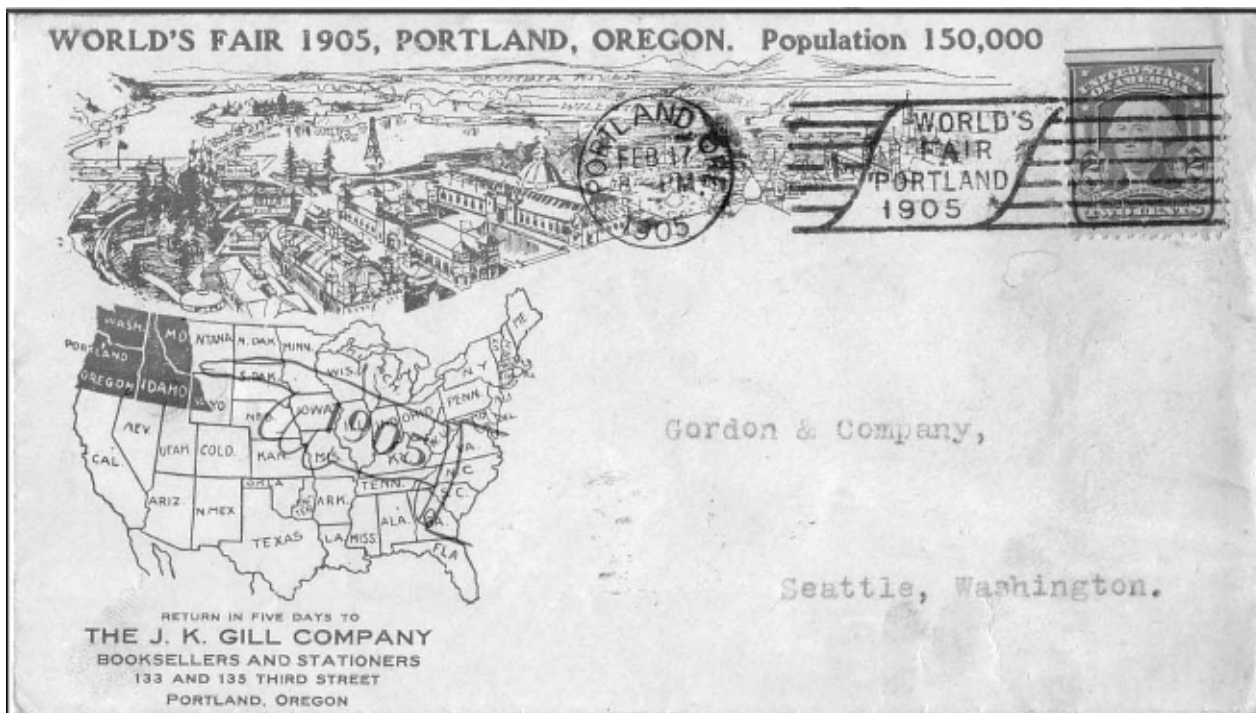


Figure 39 This Lewis & Clark advertising cover features a bird's yeye view of the Exposition grounds and a US outline map that highlights the kocation of Portland in the Pacific Northwest.

and many tons of shakes and cedar shingles. One of the logs, said to be not larger than others, weighs thirty-two tons. Uncommon taste has been employed in combining many rough timber features into an ensemble of rare beauty and symmetry

As a young boy, I was privileged to spend several wondrous afternoons wandering through the aging structure while my mother availed herself of the shopping opportunities of nearby Montgomery Wards. It was absolutely cavernous to my eight-year old eyes.

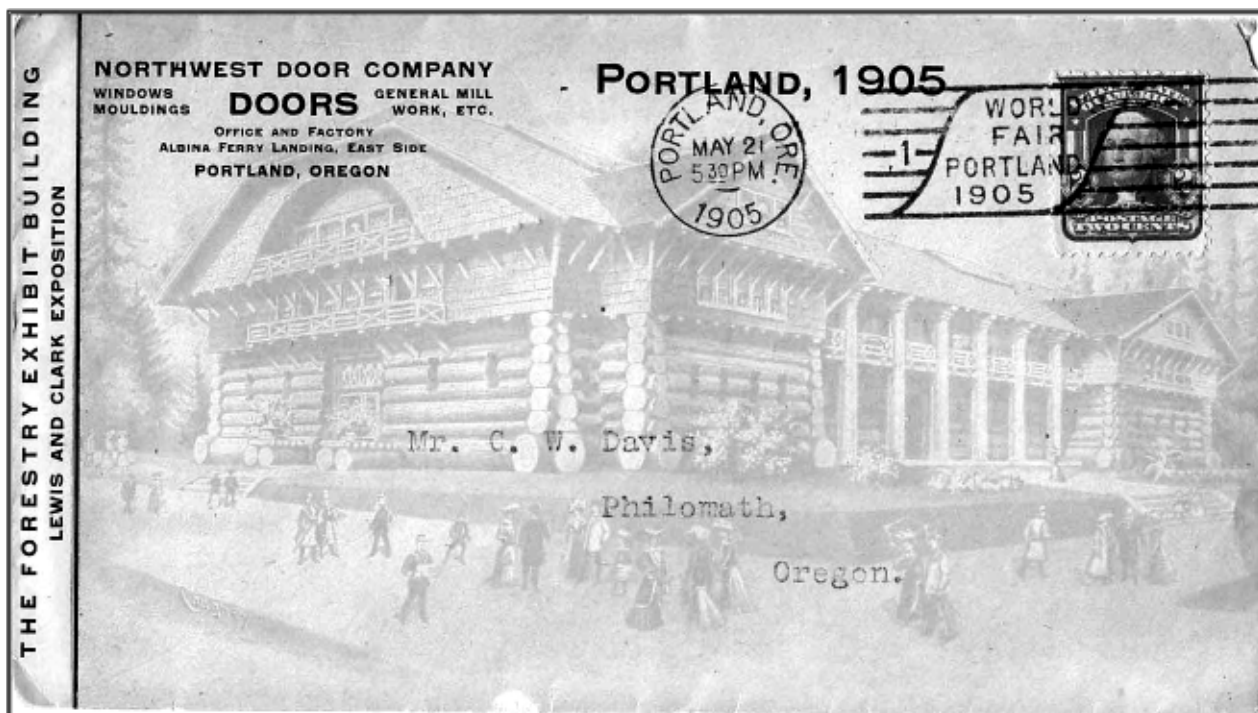


Figure 40 The Forestry Building, built from massive Douglas fir logs, was the enduring legacy of the Exposition for nearly sixty years following the close of the fair.

There was a heavy scent of cedar in the dusty air, and the ceiling seemed to so high above that it was hard to make out much detail. I remember glass covered exhibit cases with pictures and various small implements, but the thing I liked best—and remember most—was the gigantic fir logs that served as support pillars. It was a very sad day when the building was consumed by fire on August 17, 1964.

Two slightly different Exposition advertising cover designs depicting the Forestry Building are represented in the overall accumulation. Because the designs are basically the same view, they have been assigned the same type number—number 16. *Figure 40* illustrates a type 16 design printed in green. Two examples are known. Both are postmarked in Portland: one in May 1905, the other in February 1906. The cover illustrated in *figure 41* is printed in pink. Note the slight differences in the view and the different legend along the left edge. Unfortunately, there is no indication of a publisher or printer for any of the Forestry Building covers.



Figure 41 Although this Forestry Building design varies slightly from that shown in figure 40, both are classed as design type 16 in the current study.

Figure 42 illustrates an attractive advertising cover bearing an overall view of the United States Government Building at the Exposition. The similarities in design of this cover—classified herein as type 17—to the Forestry Building cover are obvious, but once again there is no indication of a publisher or printer.

Water played a major role in the overall theme of the Lewis & Clark Exposition. The US Government Building was constructed on a peninsula that jutted



Figure 42 The United States Government Building is shown on this attractive Exposition advertising cover. The Portland General Electric Company bought a printed corner card.



Figure 43 A view of the Bridge of All nations graces this Lewis & Clark Exposition advertising cover. It has been designated design type 18.

out into Guild's Lake and was connected to the main cluster of other buildings by the Bridge of All Nations. Design type 18 features a view of the Bridge (figure 43). Only one example of this type is known and it is postmarked in October 1905.

Although not strictly speaking an "advertising" cover, the illustrated envelopes produced for guest use at the American Inn, the only hotel located on the Exposition grounds, must surely be included in a collection or catalogue of Lewis & Clark postal memo-



Figure 44 This cover carries an illustration of the American Inn, the only hotel located on the Exposition grounds.



Figure 45 This cover bears an illustration of the Forestry Building attributed to a Kiser Bros. Official photograph.

rabilia. One of these covers is illustrated in figure 44, and the design has been assigned type 19 for purposes of this report.

A rather large variety of envelopes featuring such Oregon scenes as Mount Hood, the City of Portland, the Phantom Ship of Crater Lake, and so forth were produced by an unknown publisher about the time of the Exposition. At least two of this series bear illustrations from the Exposition (figures 45 and 46). Both of these covers attribute their illustrations to Kiser Bros., but the publisher is not identified. Despite the variety of subject matter, all of these designs have been assigned type 20.

Any event as large and unusual as the Exposition is bound to attract a number of people attempting to cash in on the excitement. One



Figure 46 This cover illustrates a portion of the walkway leading to the Bridge of All Nations known as The Trail. The illustration is from a Kiser Bros. photo.

such person attracted to the Lewis & Clark Exposition was Farran Zerbe, and according to his advertising covers he sold "Official Souvenirs." Two slightly different Zerbe advertising designs are illustrated in figures 47 and 48. Both are considered to be type 21.

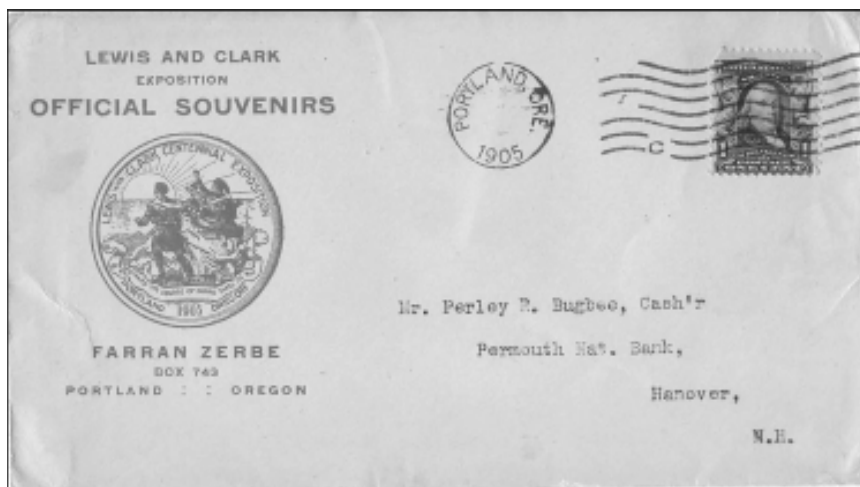
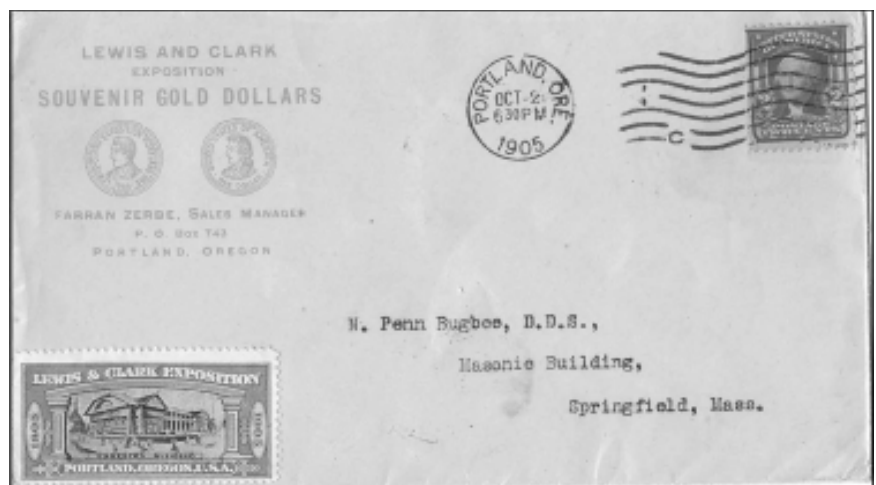


Figure 47 (above) and **48** (left) illustrate two different styles of advertising covers used by Farran Zerbe, a seller of Lewis & Clark Exposition souvenirs.

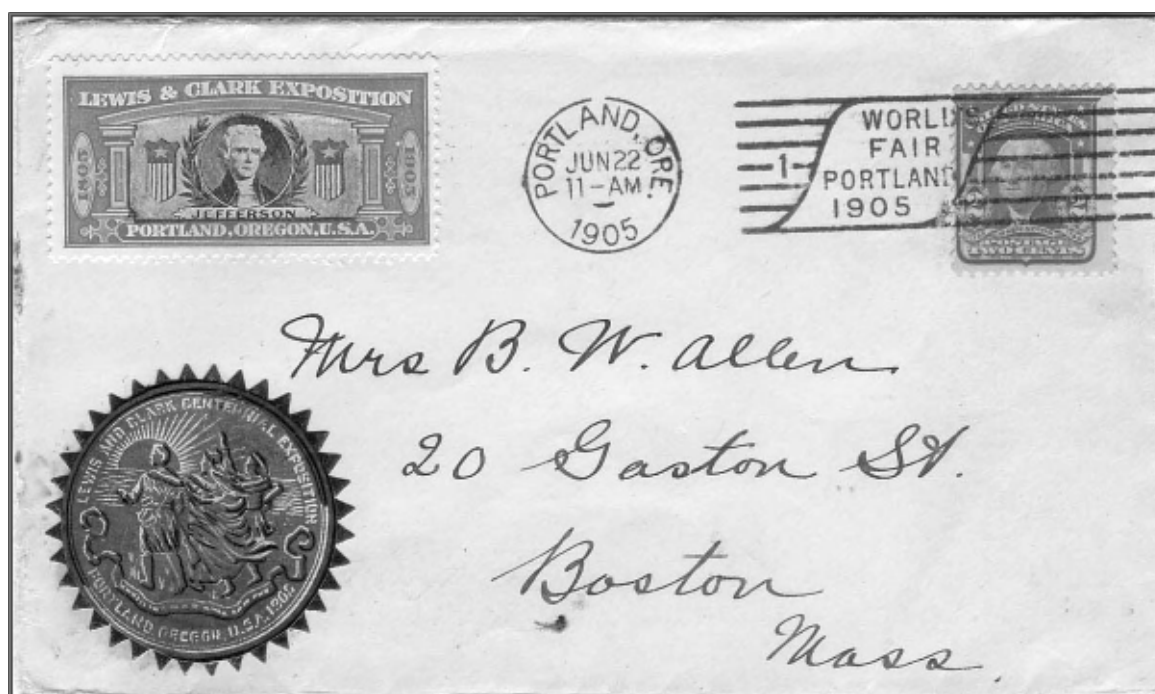


Figure 49 This “do-it-yourself” cover was prepared by combining a gold Official Emblem sticker with one of the Official seals. The Portland slogan promoting the Exposition was the icing on the cake. Although obviously attractive and collectable, it does not fall within the limits of this report.

Items Beyond the Pale

Thus concludes my cataloging of the different Lewis & Clark Exposition advertising cover designs represented in the wonderful accumulation of 120 covers. As stipulated at the outset, I have limited the classification to only printed covers bearing the wording “Lewis & Clark Exposition,” or some variant thereof. I would be remiss however, if I did not at least mention that there are other collecting possibilities when it comes to Exposition advertising covers.

Consider, for example, the item depicted in *figure 49*. This cover was obviously produced with love and care as a souvenir of the fair. It bears a gold toothed seal with a crude likeness of the Official Emblem and an uncanceled example of one of the official Exposition seals featuring a bust of Jefferson. To top it all off, the 2 red has been canceled with the Portland International machine slogan promoting the fair. It doesn’t earn a de-

sign type number, but it would be hard to leave it out of your Exposition collection.

Figure 50 shows a entirelyly different kettle of fish. Far from being a philatelic souvenir, this envelope—probably produced in quantity by the Exposition Organization Press Bureau—carried news dispatches from reporters at the Exhibitions back to their hometown newspapers; in this case the Lockport (NY) *Union-Times*. Seems unlikely that many of these sur-

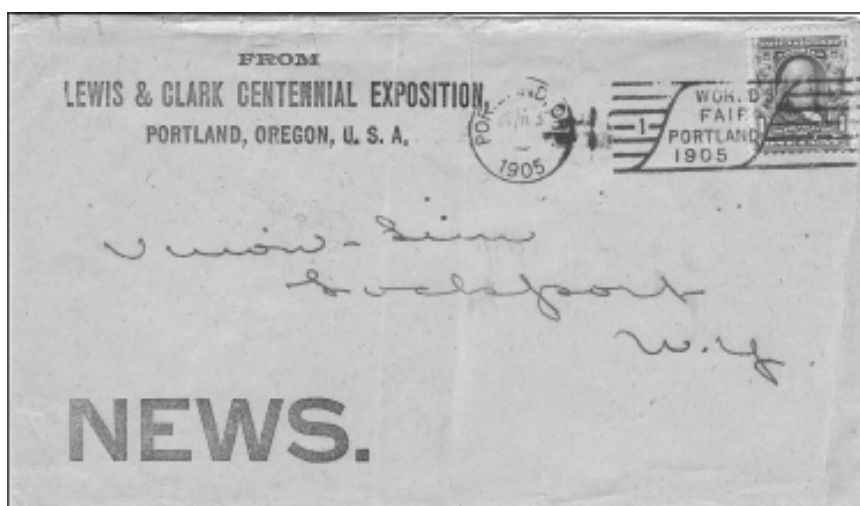


Figure 50 This drab brown-paper cover was apparently produced by the Exposition Organization for use by news reporters.



Figure 51 The Official Seals of the Lewis & Clark Exposition were issued in sheets of twelve different designs depicting President Jefferson, Meriweather Lewis, William Clark, Mount Hood, the Portland Harbor and seven of the major fair buildings and venues of the Exposition.

vived the ravages of time and news deadlines. Granted, not a thing of beauty, but certainly a legitimate collectible of the Exhibition.

As mentioned earlier, the Lewis & Clark Exhibition produced one set of Official Seals. They were produced in sheets of twelve and printed in two colors.

There is both red & black and a green & black printing and the designs of both colors are identical (figure 51). Seals tied on cover or card by contemporary cancels are apparently quite scarce (figure 52).

Figure 52 This cover displays the green and black Portland Harbor seal tied by a Pasadena, California, Station A duplex dated Sep 1, 1905. Imagine the challenge of trying to collect each of the 24 possible seals tied on cover.



Utah Branch Post Offices Created To Support The War Effort 1942-1946

By Dennis H. Pack

As war clouds gathered in the 1930s, the looming conflict must have seemed remote to most Utahns. They were hundreds of miles from the ocean with few industries or government installations that might be threatened. However, as the nation mobilized, Utah was forever changed. Military installations sprang up and defense workers streamed in. Utah's isolation, its excellent railroad connections and its highway access to the West Coast made it an ideal place to build military installations and industries. The United States Government became Utah's biggest employer.

As the government installations and population grew, so did the need for postal services. The Post Office Department expanded service, but without establishing new post offices. As had been done during the Spanish-American War and World War I, dependent postal units were created to provide better supervision and control of financial matters.¹ If the dependent units were located within the corporate limits of the supervising post office, they were designated sta-

tions. If they were outside the corporate limits of the supervising post office, they were designated branches.

This article tells a little about the military installations and the residential communities where postal stations and branch offices were created in Utah during World War II. It also shows examples of their postal markings.

In Utah during World War II, a total of thirteen postal stations and branch post offices were located at five military bases and training facilities, three support facilities, one internment camp, and three residential communities that owed their existence to the war effort. The branch offices were attached to six cities, as shown on the Utah map in *figure 1*. Most were classified, rather than contract, which meant Post Office Department workers ran them. All of the postal units have since closed or changed their names, but they are remembered through their postmarks.

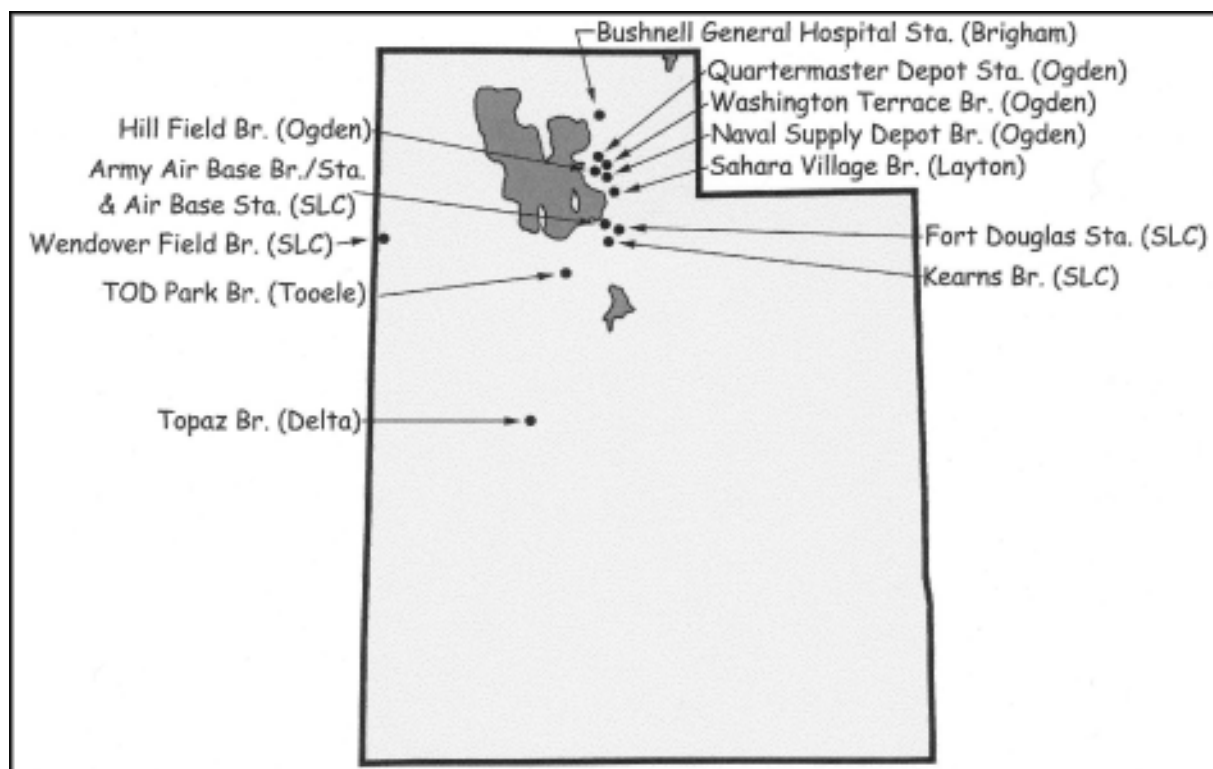


Figure 1 The World War II branch offices were attached to post offices in six Utah communities as shown on this map.



Figure 2 This World War II was postmarked at the Hill Field, Utah, branch four weeks after the postal unit was established.

Military Bases And Training Facilities

The oldest military base in Utah during World War II was Fort Douglas, named for Senator Stephen A. Douglas of Lincoln debate fame. Camp Douglas, as it was first known, was built in 1862 on the east bench overlooking Salt Lake City to protect the overland mail route and to keep an eye on the LDS Church during the Civil War. It was renamed Fort Douglas in 1878. After the attack on Pearl Harbor, the army's Ninth Service Command moved its headquarters from the Presidio in San Francisco to Fort Douglas. Fort Douglas also was an army finance center, directed military vehicle repair, and housed German prisoners of war. Prisoners had also been housed there during World War I. Fort Douglas was gradually deactivated after World War II. Much of it has been taken over by the University of Utah.

The Fort Douglas post office was first established in 1887. It was replaced by a station of the Salt Lake City Post Office 1900-1916 and 1917-1921. The Fort Douglas Post Office was discontinued and the Fort Douglas Station (classified) was established August 16, 1942. It was discontinued March 1, 1967.

Hill Field, located at Clearfield, Utah, was named for Major Ployer P. Hill, who was killed in 1935 while testing the XB-17 "Flying Fortress" bomber in Ohio.

Hill Field was activated by the Army Air Corps in 1940 as a secure inland base. During World War II, it was the site of the Ogden Air Depot which became the Ogden Air Material Area. Aircraft, engines, parachutes, bombsights and radios were repaired there; it housed army air corps units, and shipped parts and equipment for airplanes. By 1943, Hill Field was Utah's largest employer with 6,000 military personnel and 15,000 employees, including several thousand Italian and German prisoners of war.

The Hill Field Branch (classified) of the Ogden Post Office was established September 1, 1942. It was changed to the Hill Air Force Base Branch (classified) October 1, 1949 (figure 2).

The Kearns Army Air Base, located southwest of Salt Lake City, was primarily a training field. It provided basic training to 90,000 airmen and operated training schools for gunners and ground crews. Its more than nine hundred tarpaper-covered buildings included gymnasiums, theaters, fire stations, chapels, shops and a large hospital. At the end of the war it was declared surplus and sold through public bidding. Kearns became the fastest growing city in Utah.

The Kearns Branch (classified) of the Salt Lake City Post Office was established August 1, 1942. It was discontinued August 31, 1950, and replaced the next day by the Kearns Post Office. Figure 3 shows an ab-

santee election ballot with return address of Kearns Army Air Base. No Kearns Branch postmarks dated during World War II have been seen by the author.

The Salt Lake City municipal airport, which was regarded as one of the best in the nation in the late 1930s, was the home of the Salt Lake Army Air Base. It was a training base for heavy bomber groups, and a replacement depot for air corps personnel.

The Salt Lake City Post Office supervised the Army Air Base Branch (contract) which was established April 16, 1942. In September, the designation was changed to the Army Air Base Station (contract) retroactive to April 16, 1942, its original date of establishment. It is extremely doubtful that postmarks exist for the Army Air Base Station. The same announcement changed the Army Air Base Station to the Air Base (classified) Station effective September 16, 1942.² The Air Base Station (classified) was discontinued January 31, 1946.

The army's search for a large uninhabited area with predominantly sunny weather to use as a bombing and gunnery range led the air corps to Wendover on the Utah-Nevada border. Wendover Field started as a sub-post of Fort Douglas, but became independent in March 1942. By the end of 1943, it covered 3.5

million acres, had 2,000 civilian employees, 17,500 military personnel, and was said to be the largest military installation in the world.³ Twenty-nine bombardment groups, including the 509th Composite Group, which dropped the first atomic bomb on Hiroshima, were trained there.

The Wendover Field Branch (classified) was established December 1, 1942, with Salt Lake City as its supervising post office. The branch replaced the Wendover Post Office. The Wendover Field Branch was discontinued October 31, 1947. The Wendover Post Office was reestablished the next day.

Figure 4 shows postmarks of the military bases and training facilities.

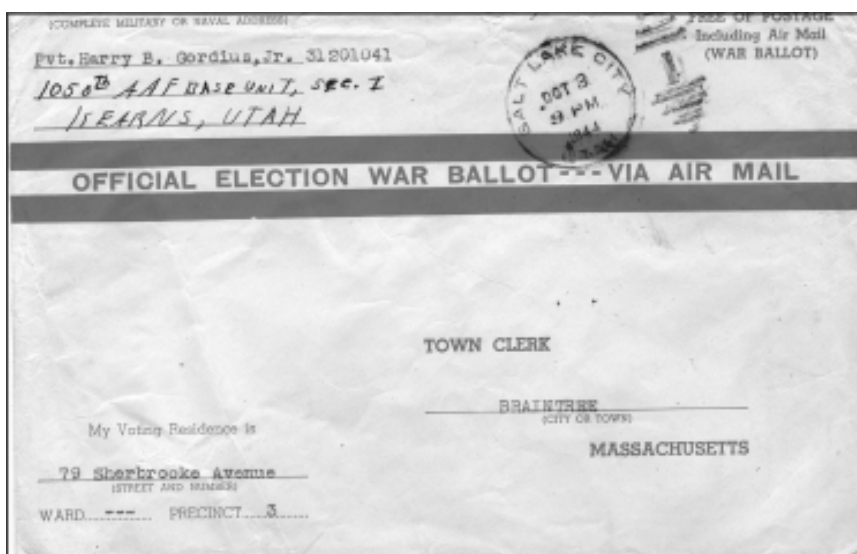


Figure 3 This Official Election War Ballot bears a Kearns AAB return address and was postmarked Salt Lake City, Oct 3, 1944.



Figure 4 Postmarks from WWII Utah military bases and installations. No contemporary postmark is known from Kearns.

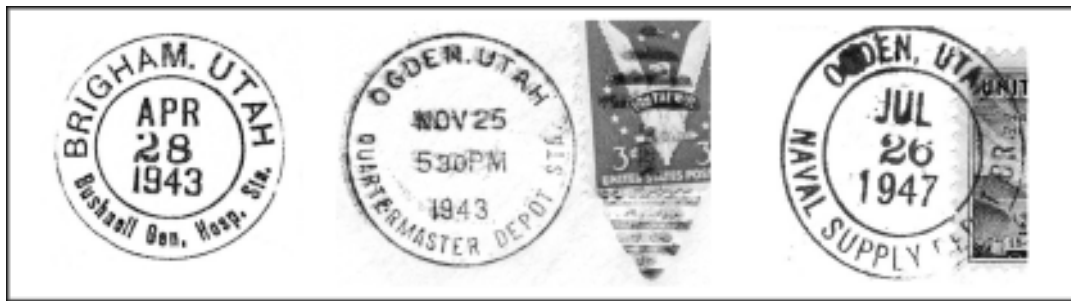


Figure 5
Postmarks
from postal
branches
serving WWII
support
facilities.

Support Facilities

Support facilities built in Utah during World War II included an army hospital and two supply and materiel depots. The Bushnell General Hospital at Brigham City was named for late colonel George E. Bushnell, career army medical officer who served 1881-1919. Built in 1942, it was a surgical and rehabilitative center for badly wounded military personnel during and after World War II. When completed, it had 60 buildings and was equipped to handle 3,000 patients with neurosurgical and neuropsychiatric disorders.⁴ It also served as a general hospital for soldiers from Utah, Idaho, Montana, Nevada, and Arizona. After the war, the facilities were transferred to the US Department of the Interior and became the Intermountain Indian School, which closed in 1984.

The Bushnell General Hospital Station (contract) of the Brigham Post Office was established September 21, 1942. It was made a classified station May 16, 1946, and discontinued June 30, 1946.

The Quartermaster Depot, first known as the Utah General Depot, was built northwest of Ogden in 1941 to store and ship war materiel for the US Army through ports on the West Coast. The depot's signal, chemical, ordinance and machine records training sections employed 4,000 civilian workers and 5,000 prisoners of war at its peak.⁵ It was the largest wartime quartermaster depot in the country.

The Ogden Post Office's Quartermaster Depot Station (classified) was established March 1, 1943, and changed to the Utah Army Depot Station (classified) September 25, 1963.

The Naval Supply Depot, located at Clearfield opened in 1943 with warehouses covering almost eight million square feet of storage space. The depot procured and shipped equipment and supplies through three West Coast ports to the Pacific Fleet.

At its peak the depot employed almost 8,000 civilians. Its inventory of half a million items was valued at three times all the property in Utah.⁶

Navy PO 10295 served the Naval Supply Depot from March 21, 1944, until July 14, 1945. No examples of a NPO 10295 postmark have been reported. The Naval Supply Depot Branch (classified), supervised by the Ogden Post Office, was established July 16, 1945, and discontinued May 24, 1963. *Postal Bulletin* 18838 dated July 6, 1945, reports the establishment of the Naval Supply Depot *Station*, but all entries in Postal Guides and its postmarks refer to it as the Naval Supply Depot *Branch*.

Postmarks of the three support facilities are in *figure 5*.

Internment Camp

After the attack on Pearl Harbor, the U.S. Government moved 100,000 people of Japanese descent into ten relocation camps away from the west coast. One of the bleakest of these was named Topaz and located about seven miles northwest of Delta (*figure 6*). The camp was hastily constructed in 1942. When com-



Figure 6 Topaz Internment Camp became the sixth largest community in Utah during the war.

plete, it consisted of more than 400 buildings. The camp was divided into blocks, each of which consisted of twelve barracks, a mess hall, a latrine/washroom, laundry room, and recreation hall. A total of 8,255 prisoners were housed at Topaz, making it the fifth largest city in Utah at that time (*figure 6*). After the war, the buildings were sold and moved. A photograph that appears on a monument at the site shows the Topaz relocation camp.

The Topaz (classified) Branch of the Delta Post Office was established September 1, 1942, and discontinued November 30, 1945.

The three postmarks used by the Topaz Branch are shown in *figure 7*.

Residential Communities

Three residential communities built to house war workers during World War II had branch post offices. In January 1942, an additional 2,500 housing units were needed in the Ogden area to house the war workers.⁷ Washington Terrace and Sahara Village were two of the housing projects built by the Federal Public Housing Authority. Washington Terrace consisted of 2,400 pre-fabricated units built on 266 acres south of Ogden. In 1947, the residents of Washington Terrace incorporated and purchased the community from the federal government.

The Washington Terrace Branch (classified) of the Ogden Post Office was established February 1, 1944. It was changed to a contract branch July 1, 1956, and discontinued in 1999.

Sahara Village housed 1,800 residents in 600 Spartan four-plex apartments built near the south gate of Hill Field. The community included a grocery store, meat market, drug store, barber shop, beauty shop, tailor shop, weekly newspaper and post office.

The Sahara Village Branch (classified) of the Layton Post Office was established August 2, 1943. It was made a contract branch April 1, 1950, and discontinued December 31, 1955.

The need for housing existed everywhere there were military installations. The Tooele Ordinance Depot was built just south of Tooele for the storage of munitions and the repair of tanks, artillery and automotive equipment. TOD Park, built just outside the depot, was a 4,080-unit housing project that included a shopping center, elementary school and post office built for families of workers at the Tooele Ordinance Depot just south of Tooele.⁸

The TOD Park Branch (classified) of the Tooele Post Office was established September 15, 1943, and changed to the TAD Park Branch (classified) August 1, 1964.

Postmarks of the three residential communities built during World War II that had postal facilities are in *figure 8*.

Conclusion

Whatever Utahns might have expected from World War II, the state was profoundly changed by it. The population of the Wasatch Front (Davis, Morgan, Salt Lake, Tooele and Weber counties), where most of the new installations and communities were located, soared and the government became a major factor in Utah's economy. This article has looked at only those installations and communities that had postal stations or branch post offices during World War II. Other military and support facilities and communities in Utah and the many Utahns who served in the armed forces and merchant marine were also of great importance to the war effort. The postal markings of the thirteen branches and stations discussed here bear witness of the changes that took place and Utah's vital contribution to the World War II effort.

Special thanks to Lloyd Shaw for his assistance over the years in building my Utah postmark collection.



Figure 8 Branch postmarks from Utah's residential communities built to house war workers.

Endnotes

1 *PMG Report*, 1898, pp. 124-125.

2 *Postal Bulletin* 18492 (Sep. 21, 1942), p. 3. See also Dennis H. Pack, "Salt Lake City Army Air Base Postmarks," *La Posta*, Vol. 29, No. 6, pp.43-44.

3 *A History of Tooele County*, p. 254-57.

4 *A History of Box Elder County*, p. 266-267.

5 *A History of Weber County*, p. 289.

6 *A History of Davis County*, pp. 331-333.

7 *A History of Weber County*, p. 294.

8 *A History of Tooele County*, p. 247-48.

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CALIFORNIA

- 1 ALCATRAZ, 1909 VG 4-BAR ON PPC (74-63). EST. \$8
- 2 ASILOMAR, 1922 VG LKU MOT-70 ON PPC (14-35). EST. \$8
- 3 BLUE CANYON, 1904 VG CDS ON PPC W/STAMP 10% GONE (67-27) \$10
- 4 LEON, 1910 F 4-BAR ON PPC W/SMALL CREASE (88-11). EST. \$15
- 5 LOS ANGELES/EAGLE ROCK STA, 1928 F ECU LOS-8490 ON PPC. \$5
- 6 PAICINES, 1922 G+ LKU SAB-840 ON PPC. EST. \$4
- 7 POSTS, ca1908 VG DOANE ON PPC (89-10). EST. \$15
- 8 POZO, 1909 G+ 4-BAR ON PPC (78-42). EST. \$6
- 9 RIEGO, 1908 F 4-BAR ON PPC (08-19). EST. \$20
- 10 STAGG, 1909 VG DOANE ON PPC (02-26). EST. \$8
- 11 STOCKYARDS, 1907 VG CDS ON COVER W/C (98-09). EST. \$20
- 12 TEMPLE, 1925 VG 4-BAR REC'D & O/S ON PPC (24-28). EST. \$4
- 13 VENADO, 1911 VG 4-BAR ON COVER (74/14). EST. \$20

COLORADO

- 14 ARKINS, ca1905 F CDS ON PPC (97-06). EST. \$35
- 15 BLAINE, 1908 G+ CDS ON PPC (00-39). EST. \$6
- 16 EDWEST, 1918 VG 4-BAR ON PPC (16-19). EST. \$20
- 17 CHERRYLYN, 1910 G+ CDS ON PPC (94-16). EST. \$12
- 18 MESA, 1909 F TYPE 1 MAGENTA DOANE ON PPC. EST. \$4

MONTANA

- 19 BRENNER, 1914 F 4-BAR ON PPC (09-19). EST. \$20
- 20 GARNET, 1911 VG 4-BAR ON PPC (96/42). EST. \$6
- 21 KREMLIN, 1/11/1911 F 4-BAR ON PPC (1ST YEAR). EST. \$5
- 22 RAYMOND, 1908 VG 4-BAR REC'D ON PPC (91-10). EST. \$12
- 23 RUBY, 1909 G+ 4-BAR ON PPC (01-24). EST. \$12
- 24 WOLSEY, 1906 VG CDS REC'D ON PPC (91-15). EST. \$20

OREGON

- 25 DUSTY, 1899 VG CDS ON COVER (95-02). EST. \$75
- 26 ROCK CREEK, 1890 VG CDS AS B/S ON CVR W/OWNER'S MARK. \$50
- 27 SHAW, 1908 TYPE E (DATE ONLY) RFD. EST. \$5
- 28 SOUTH FOREST GROVE, 1907 VG DOANE ON PPC (06-14). EST. \$6
- 29 VOLTAGE, 1917 VG 4-BAR ON UNMAILED PPC (08-33). EST. \$20
- 30 WALKER, 1911 G+ 4-BAR ON PPC (91-25). EST. \$6
- 31 WILHOIT, 1910 VG 4-BAR ON PPC (82-28). EST. \$6
- 32 ZUMWALT, 1907 F DOANE ON PPC (03-36). EST. \$12

WASHINGTON

- 33 PUGET, 1911 F 4-BAR ON PPC (04-28). EST. \$6
- 34 PUGET, 1908 F DOANE ON PPC (04-28). EST. \$6
- 35 TUMWATER, 1909 TYPE 11D (DATE & ROUTE) RFD #2 ON PPC. EST. \$6
- 36 TUMWATER, 1908 TY 11L (DATE, RTE & CARRIER INITIALS) RFD \$6
- 37 VANCOUVER/MILITAR(Y BR), '18 OR '19 PARTIAL DPLX ON PPC. \$5
- 38 WEST SEAT(TLE)/REC'D, 1905 NONSTANDARD CDS REC'D ON PPC. \$5

RAILWAY POST OFFICES

- 39 ALLI & CASPER, 1928 VG (946-A-1) ON COVER. EST. \$6
- 40 AMARILLO & PECOS, 1909 VG (966-B-2) ON PPC. EST. \$6
- 41 ASHLAND & SPENCER, 1924 VG (849-E-1) ON PPC. EST. \$6
- 42 BAKER & PORTLAND, 1927 G+ (898-C-1) ON PPC. EST. \$5
- 43 BELL & SEATTLE, 1911 F (901.1-E-1) ON PPC. EST. \$10
- 44 BIG RAPS & DETROIT, 1907 VG (622-I-1) ON PPC. EST. \$6
- 45 BINGHAM & OAKLAND, 1910 G+ (6-D-1) ON PPC. EST. \$5
- 46 (BRISTOL & BIG) STONE GAP, 1890 PARTIAL (512-B-1) ON CVR \$4
- 47 BOS & WOODS HOLE, 1910 G+ (55-J-1) ON PPC. EST. \$5
- 48 CALEXICO & COLTON, 1929 VG (994.1-B-2) ON PPC. EST. \$8
- 49 CALISTOGA & VALLEJO, 1910 VG (983-E-1) ON PPC. EST. \$8
- 50 CAZADERO & SAN FRAN, 1914 F (985-H-4) ON PPC. EST. \$8
- 51 CHI.ABBOTS & MNPLS, 1907 F (844-AB-2) ON PPC. EST. \$6
- 52 DULUTH & DRESSER JCT, 1934 VG (856.1-B-1) ON COVER. EST. \$5
- 53 EUG & COOS BAY, 1949 F (900.2-A-1) ON PPC. EST. \$8
- 54 GLOBE & BOWIE, 1930 G+ (969.1-D-3) ON PPC. EST. \$8
- 55 HAYRE (& AJNACONDA, 1901 PARTIAL (891.6-A-2) ON COVER. E \$12
- 56 HOBOKEN/TERM R.P.O., 1923 F (259-D-7) ON PPC. EST. \$4
- 57 HOLD & STERLING, 1915 VG (947.3-J-3) ON PPC. EST. \$6
- 58 HUDSON & ELLSWORTH, 1913 G (834.2-A-1) ON PPC. EST. \$5
- 59 JOSEPH & LA GRANDE, 1914 G+ (896.6-A-1) ON PPC. EST. \$15
- 60 LOS ANGELES/TERM R.P.O., 1935 F (999-B-1) ON PPC. EST. \$4
- 61 MACK CITY & HOUGHTON, 1891 VG (638-I-1) ON REG'D REC. \$5
- 62 MENDOTA & CENTRALIA, 1899 VG (709-N-2) ON MONARCH CVR. \$5
- 63 NASH & HICK, 1912 F (516-P-4) ON PPC. EST. \$6
- 64 PITTS & UNIONTOWN, 1897 G+ (214-F-7) ON COVER. EST. \$6
- 65 PORTAGE & MADISON, 1909 G+ (859-D-1) ON PPC. EST. \$5
- 66 PROS(SER & CONC)RDIA, 1916 PARTIAL (NEW TYPE) ON PPC. \$5
- 67 SEATTLE & SKAGWAY, 1925 F (X-19-c) ON PPC. EST. \$8
- 68 TUOLUMNE & STOCK, 1909 VG (989-G-1) ON PPC. EST. \$8
- 69 WEEHAWKEN, N.J./T.C.W.S.STA, 1909 VG (259-E-6) ON PPC. \$6
- 70 WILLIAMS & LOS ANG, 1908 F (964-Q-2) ON PPC. EST. \$8
- 71 WILLITS & SAN FRAN, 1909 G+ (985-U-4) ON PPC. EST. \$8
- 72 YORK & BALTIMORE, 1906 VG (207-D-1) ON PPC. EST. \$6

STREET CAR RPOS

- 73 ARL & SO BALTO, 1908 G+ (BA-1-g) ON PPC. EST. \$4
- 74 TOW & CATONS, 1905 F (BA-5-i) ON TONED PPC. EST. \$5
- 75 TOWSON & CATONSVILLE, 1920 VG (BA-5-o) FLAG ON PPC. \$4
- 76 CHI & N CLARK ST/2, 1904 F (CH-1-b) ON PPC. EST. \$6
- 77 CHI & N CLARK ST/3, 1907 G+ (CH-1-c) ON PPC. EST. \$5
- 78 CLEVELAND CIRCUIT, 1911 F (CL-1-b) FLAG ON PPC. EST. \$4
- 79 ST LOUIS/NORTHWEST, 1909 F (SL-12-b) ON PPC. EST. \$8

Minimum Bid \$3.00 please. Phone bids accepted.

CLOSING DATE: June 17, 2003 (10 PM Pacific)

THE POSTMASTERS GENERAL OF THE UNITED STATES

VII. William T. Barry, 1829-1835

by Daniel Y. Meschter

William Taylor Barry was born in Virginia in 1785 and raised in central Kentucky. He graduated from William and Mary in 1807 and studied law at Transylvania College leading to his admission to the bar. He had a varied career over the next twenty years in which he seemed to lack focus.

Beginning as a lawyer in private practice and a very early member of the Democratic Party, he was elected to the Kentucky House of Representatives three times, the State Senate once, the U.S. House and Senate once each to serve out vacancies, and lieutenant governor in 1820. In the meantime he joined the faculty of Transylvania College to teach law and politics. He was appointed judge on the Kentucky circuit court in 1816 and chief justice of a newly created Kentucky Court of Appeals in 1825 until it was abolished two years later. He was one of the best known and most popular statesmen in Kentucky. He had a charming personality and was known among his peers as a "grand" fellow to have around.

Barry ran for governor as a Democrat in the 1828 election in support of Andrew Jackson's campaign for President. He delivered Kentucky's electoral vote to Jackson, but lost his own race¹.

Andrew Jackson's criteria for discretionary appointments was friendship, politics, and geography in just about that order. Just when Barry first met Jackson is unclear, but as fellow Democrats their association probably was of long-standing. Besides both being from Transappalachia, Barry's support of his candidacy was the kind of political debt Jackson typically used judicial and bureaucratic appointments to pay off. After trading the Supreme Court appointment Jackson promised him for McLean's seat in the Cabinet, Barry appears to have been the first Postmaster General appointed solely as a political reward.

The Post Office with its 8,000 rapidly increasing postmaster appointments up for grabs was an irresistible target for Jackson's "reform" policies

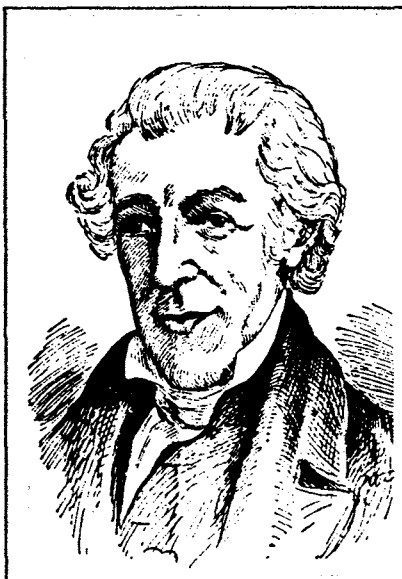
and Barry had none of McLean's scruples about turning out competent postmasters for political reasons. After a year in office Barry reported he had removed 491 deputy postmasters². While a turnover of a little less than 500 out of more than 8,000 postmasters would not seem excessive, these incumbents were removed only because they opposed Jackson and his policies.

Nor did Barry's broom sweep the Washington office as clean as it might have, to borrow Quincy Adams' metaphor³. Abraham Bradley testified before a Senate Select Committee in February 1831 that just one clerk was dismissed before his own removal as First Assistant Postmaster General in September 1829 and that only three more clerks and the Second Assistant Postmaster General were removed shortly after him for a total of six out of a staff of about forty-five⁴.

To decide that Barry was completely incompetent, as historians usually conclude, is not entirely fair. The Post Office had

operated in much the same manner as a private business long before the management and fiscal control systems mandated by the industrial revolution in mid century. Other than Washington office salaries and expenses paid out of the Treasury, the Post Office defrayed its expenditures, mostly transportation costs, out of current revenues. Postmasters General consistently regarded the surpluses paid into the Treasury as deposits and maintained a cumulative credit balance at least until Barry's time.

Barry, too, was a victim of Jackson's "spoils" system when the senior staff, whatever their competence, upon whom the day-by-day operation of the Washington office depended, was summarily removed. While the different activities in McLean's plan of organization maintained a number of accounts, registers, and letter books, the principles and office procedures under which the Post Office was managed and the vertical files were in the heads of the First and Second Assistant Postmasters



William T. Barry

General, not integrated into a self-perpetuating management system.

While Barry clearly was not as capable an administrator as he might have been, he would have needed skills decades before his time to deal with the mess the Post Office had become since Habersham's administration. The House Select Committee decided it would take legislation and more highly skilled personnel and supervisors to deal with the problem when it said, "It remains for Congress to give a more perfect organization to this [Post Office] department; and for those who administer it to bring to its renovation the most efficient and persevering application of practical talent and business like habit, with a general and vigilant personal superintendence⁵.

Rather, it was a failure of judgment that brought him down, mistakes better managers than he might have made under similar circumstances.

The paramount difficulty in the Post Office was the custody of revenues and their disbursement for which its accounting system was deficient. Funds were kept in bank accounts, personal accounts, desk drawers, and the First Assistant's "iron chest" that was featured in subsequent congressional hearings. Failure of the accounting system made it possible, for example, for Barry to attempt to discredit McLean and justify removal of Abraham Bradley by finding a "diminution" of available departmental funds of \$101,250 during the 1829 fiscal year, or about 30% of the balance McLean reported on hand as of July 1, 1828. Barry's implication, of course, was that this decrease was due to McLean's mismanagement even though his own report showed that the decrease was due to a current deficit, bad debts due the Post Office, and counterfeit and irredeemable currency in Bradley's iron chest⁶.

Problems in the Post Office, some the accretion of years, shortly led to the appointment of a Senate Select Committee "to examine and report the present condition of the Post Office Department, etc." This committee focused on such complaints as payment of unauthorized or excessive allowances to route contractors for extra services, defalcations by postmasters, corruption, favoritism and mismanagement. Barry didn't help himself when he obstructed the committee by failing to respond to interrogatories and demands for documents. Congress, however, adjourned before the committee could finish its report, but that was far from the end of congressional scrutiny⁷.

By the time the House got around to appointing its own select committee three years later "to

examine the condition and proceedings of the Post Office Department," more complaints had been brought up. These, unlike those in the Senate's investigation that focused on administrative problems, were directed against specific individuals. The time had come to name names.

The House Committee's report filled an entire volume of which the first 219 pages contained the Majority and Minority reports and the balance documents and transcripts of lengthy hearings. Like the Senate committee, the Majority concerned itself with administrative practices, limiting its examination of abuses to those already discovered, while the Minority believed it their duty to probe into the proceedings of the department, to see whether they were right or wrong, to uncover wrongdoing if wrongdoing there was.

The Majority minced no words. It started its principal conclusions with "The finances of this department have hitherto been managed without frugality, system, intelligence, or adequate public utility," and went on in ever less complimentary language. It found the making and recording of mail contracts so "negligent and unsystematic" that they are impossible to read or comprehend. The preparation of advertisements for mail contracts was said to invert or to turn the intent of the law requiring them upside-down⁸.

The Majority examined a case in which the department's chief clerk, O.B. Brown, deposited \$2,000 in the Bank of Maryland in June 1833, ostensibly to secure a personal debt, but when the bank failed the next year, it used Brown's deposit to offset a credit of exactly the same amount, including interest, due from the Post Office Department. Brown testified that he did not withdraw his deposit in spite of the precarious condition of the bank because of an agreement he had with Postmaster General Barry "to use [his deposit] as a credit of the department applicable to the payment of a debt" the department owed the bank coming due. The committee was uncertain whether Brown's deposit was his own money or department funds, but decided in any case it was an improper intermingling of public and individual interests to be avoided.

The Minority went further than the Majority and found evidence that Brown, as chief clerk having charge of mail contracts, purchased a partnership in the Mobile to New Orleans mail contract (1829 to 1833) in violation of Section 42 of the Act of 1825 that provided, "No postmaster, assistant postmaster, or clerk in any Post-office shall be a contractor, or concerned in a contract for carrying

the mail⁹." Brown's defense was that the money belonged to a third party and that it was a loan under an oral agreement he had with the contractor that allowed him to elect later whether the advance was an investment or a loan.

The Minority also developed irrefutable evidence that Barry himself accepted a loan of \$1,000 from James Reeside, an important mail contractor, in violation of Section 12 of the same act, "No fees or perquisites shall be received by any person employed in the general post-office on account of the duties he performed by virtue of his appointment¹⁰." Even more culpable was Barry's authorizing the Post Office to borrow money to cover deficits that increased sharply in 1833 and 1834.

The first evidence of such loans was Brown's personal deposit in the Bank of Maryland in June 1833, apparently to secure a bank loan to the Post Office. Stronger evidence appeared in Barry's Annual Report for 1834 where he entered bank loans of \$275,000 and overdrafts of \$124,000 as of July 1, 1834 to cover deficits for 1833 and 1834 that reached \$315,000 as of July 1, 1834¹¹. Evidently the Treasury was not disposed to disburse the Post Office's cumulative surpluses without a congressional appropriation and little more is heard of them.

In spite of steps to reduce the department's indebtedness, including retrenchments in mail contracts, the Minority was unbending. "By the constitution," it thundered, "Congress alone has the power to borrow money: it has not been delegated to the Postmaster General." It found Barry lacking in judgment: "When the department found itself embarrassed, no matter from what cause, it was the duty of the Postmaster General, instead of resorting to loans from banks and from mail contractors, to have represented its true condition to Congress, and to have asked for an appropriation for its relief." While the committee did not view itself as having authority to draft a bill, the next Congress responded with the Act of 1836 "to change the organization of the Post Office Department and to provide more effectively for the settlement of the accounts thereof¹²."

Barry may have been able to clear himself of his administrative failings, but not even President Jackson could save him from the corruption documented in the House report. He was forced to resign on April 10, 1835. Jackson, however, continued to protect him by appointing him Envoy Extraordinary and Minister Plenipotentiary to Spain on May 1, thus putting him beyond the reach of his political

enemies. Unfortunately, Barry died suddenly in Liverpool, England on August 30th. en route to Madrid.

In his last Annual Report, Barry took notice of a technological development even more momentous than the steamboat. In expressing the "weight upon my mind" for the celerity of the mails and improvements in mail operations, he wrote, "The multiplication of railroads in different parts of the country promises within a few years, to give great rapidity to the movement of travellers and it is a subject worthy of inquiry, whether measures may not now be taken to secure the transportation of the mail upon them¹³." One of the most important differences between the railroad and the steamboat was that steamboats could go only where waterways permitted while railroads could go anywhere technical and financial limitations allowed, even across the continent if need be.

In retrospect, Barry contributed practically nothing constructive to the Post Office Department and is noted as one of *the* more corrupt Postmasters General of all time.

Portrait of William T. Barry from *The Cyclopedia of American Biography*, 1907. v. 6, p. 296:

¹ See *Biographical Directory of the American Congress*, Government Printing Office, Washington, D.C., 1961; Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Dobbs Ferry, NY, 1975; and *The National Cyclopedia of American Biography*, 1907, v. 5, p. 296 for biographical sketches of William T. Barry.

² Letter to the Senate, March 24, 1830, *American State Papers*, Vol. 27, No. 90, p. 242.

³ *Memoirs*, Philadelphia, 1874-77, v. viii, pp. 99, 109-110.

⁴ Condition of the Post Office Department, A.S.P., v. 27, No. 109, March 3, 1831, p. 333.

⁵ *Report of the House Select Committee, Examination of the Post Office Department*, House Report No. 103, February 13, 1835, Serial 277, p. 51.

⁶ Condition of the Post Office Department, A.S.P., v. 27, No. 76, November 24, 1829, pp. 215-7.

⁷ *Ante*, A.S.P., v. 27, No. 109, pp. 301-336.

⁸ *Ante*. Serial 277, pp. 50-1.

⁹ 4 Stat. 102.

¹⁰ *Ibid*.

¹¹ *Annual Report of the Postmaster General*. House Executive Document No. 2, November 29, 1834, Serial 271, pp. 385-90.

¹² 5 Stat. 80.

¹³ *Ante*, Serial 271, p. 389.

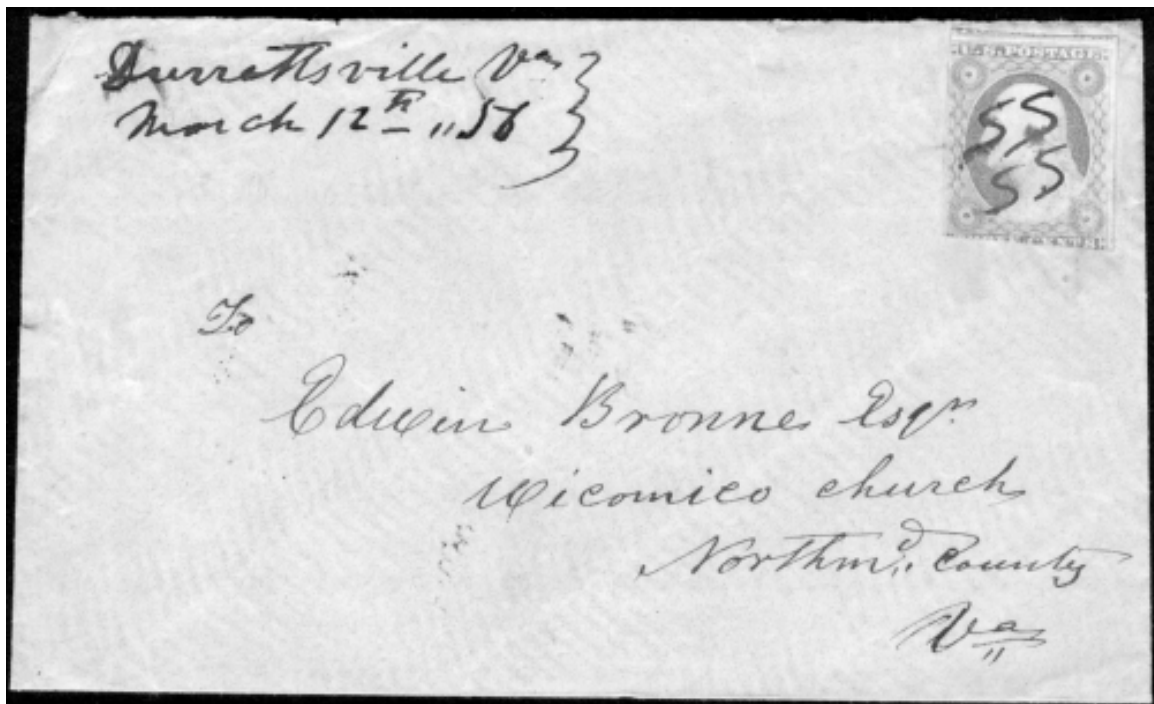


Figure 1 Trying to classify this 1856 cover is evidence that some postal mysteries may never be solved.

A Postal Anomaly? Or the Real Thing???

By Kevin Belmont

Ask almost any high school student who John Wilkes Booth was, and chances are some might know him as the man who shot President Abraham Lincoln.



Figure 2 John Wilkes Booth

plot. Yet only the most learned recognize the names of the convicted co-conspirators: Lewis Powell (alias Payne), George Atzerodt, David Herold, and Mary Surratt. The most famous of the co-conspirators was Mary Elizabeth Jenkins Surratt. Mary holds a special place in American history as the first female executed

Slightly more advanced historians easily recognize the name of Dr. Samuel A. Mudd as an accused co-conspirator in the assassination

by the U. S. government. But this story is not about Mary; rather, it involves her husband, John Harrison Surratt.

In summer of 1840 John Surratt was married to Mary Jenkins. During the early years of their marriage, they resided on a farm in Washington DC near Oxon Hill, Maryland, where they had three children: Isaac, Anna, and John Jr. Their home burned in 1851, and it was in early 1852 that John Surratt purchased 287 acres of land at the intersection of the Marlboro-Piscataway and New Cut roads in Prince George's County Maryland from Charles B. Calvert. They immediately started construction on a two-story building that soon became a tavern, a polling place, a post office, and their home. Today the Surratt house is widely known as the place where John Wilkes Booth stopped on the night of April 14, 1865, after he shot President Lincoln.



Figure 3 Mary Surratt

the “ch” in Church, the “ur” of Surrattsville to the “ur” in Church, as well as the “t” in Surrattsville and the “t” in North. It is obvious that two different pens were used to write the address on the envelope as well as the cancellation, but could the same person have written both? Further investigation as well as expert comparisons to known handwriting samples from John Surratt would be required to suggest that not only did he write the letter but also, acting as postmaster, apply a manuscript cancellation to the envelope.

To continue my investigation, I contacted Ms. Laurie Verge, Director of the Surratt House Museum in Clinton, Maryland. I was hoping that the Museum or the Surratt Society might have an example cover postmarked by John Surratt that I could use as a reference. Unfortunately, the museum does not have nor do they know of any covers from Surrattsville. A check of the American Stampless Cover Catalog also returned no known examples of postmarks, either manuscript or otherwise.

Ms. Verge suspects that there might have been a Surrattsville in Virginia based on the fact that several early Surratt family members relocated from Maryland to North Carolina during the mid 1700's. Perhaps one of the distant relatives of John Surratt stopped along the way and founded a Surrattsville in Virginia? If this is the case, there is no record of this community in the “Records of Appointments of Postmasters” in Washington DC, at least not one that has been found to date.

At this point my research has stalled, and the mystery of my anomalous cover begs for an answer. But, with some time and a little luck, I just might find the answer to all my questions.

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<http://www.sandiego.edu/~kelliej/surrat.html>

Map = Martenet's Map of Prince George's County Maryland, Engraved and Printed by T.S. Wagner, Entirely from Actual Surveys by G. W. Beall Under the Direction and Drawn and Published by Simon J.

Martenet C.E. From the National Archives II Map Division.

POSTAL HISTORIANS ON LINE

Continued from page 8

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Thank you,

Cath Clark
Subscriptions

Glimpses via a History Timeline

by Tom Clarke

Interest in America's past continues to grow, and eBay prices that existing collectors and neophytes pay for postal history items show that interest and growth. Many devotees of the past were interested only in exhibition quality covers and folded letters. Today, lesser quality items seem to move at a rapid pace.

Where do these less-than-exhibitable eBay items end up? Layered at the bottom of a hobby drawer? Or, better yet, categorized and in archival sleeves? Or, best, are they researched and carefully written up and placed in archival albums, using layouts found in a software drawing program? However handled, they surely tell a story that is personally satisfying to their owners.

What is the collector motivation? Some collect at a basic level: postal history items that parallel their pre-existing hobbies or job. Weekend car enthusiasts who seek out transportation covers, and doctors who desire medical corner cards. A further abstraction, and perhaps a need for some to help forget the cares of the workaday world, is a topical collection of, say, war-related covers, or about health, railroad, early life styles, etc.

But the grandest abstraction of all is the overall social-political sweep of history. This is the attempt to find covers and folded letters that reflect the pertinent periods and events of American history.

Overall History as a Theme

With the latter theme in mind, a casual glance through a database list of covers revealed a surprising array of content. While few letters collectors stumble across will ever contain seminal, museum quality information, maybe 1 out of 20 letters will relay a layman's observation and criticism of contemporary events. Everyman's view of the passing parade of life.

Reading them is very satisfying and gives a feel of being there when the great and lesser incidents occurred. Is it escapism, or a simple appreciation for the exertions of our ancestors?

A cursory check through the database revealed the following list of history's witnesses, certainly not comprehensive, but surprisingly rich:

- 1758, Boston, mentions colonial West Indies trade
- 1771, local letter to John Hancock in Boston, perhaps docketed by him?
- 1805, Hudson NY, Battle of Tripoli mentioned and Federalism
- 1805, probably Virginia, Jefferson's second inauguration, mention of Republicans and the Constitution
- 1812, New London NH, hope that the War of 1812 will help trade
- 1818, Harrisburg PA, Senate resolution on Erie Canal
- 1828, Washington, Danil Webster speech, Capital Hill
- 1831, Nashville, Clay and Andrew Jackson, looming events in Texas
- 1833, Zanesville OH, anti-Jackson diatribe
- 1834, Phila, Ireland's conditions, fundamentalist religion
- 1835, Washington, Van Buren's hopes, Chief Justice Taney selected
- 1840, Carlisle PA, Harrison support, election song, Whig party
- 1843, origin?, John Q Adams speaks
- 1844, Ceres PA, slavery, abolition
- 1847, Bordentown NJ, Thaddeus Stevens, Jews
- 1848, Bridgewater —, inaugural parade for ?, Fr revolution again
- 1855, Meadville PA, Know Nothing Party, slavery
- 1861, Oberlin OH, Secession worry of abolition leader and Lincoln hater
- 1862, Alexandria VA, draft bill in Congress
- 1863, Washington, came to see Lincoln, slavery
- 1864, Bridgeport CT, first vote is for Lincoln
- 1864, Memphis, Grant can take Richmond, Sherman good, AL reelected
- 1865, Lincoln eulogy
- 1872, NYC, gold buying fever, Wall Street
- 1873, Lewes DE, possible war with Spain over Cuba
- 1885, Cheyenne WY, Pres Cleveland, Terr problems w DC, women vote!
- 1894, —, Panic of 93, Cleveland, democracy a failure

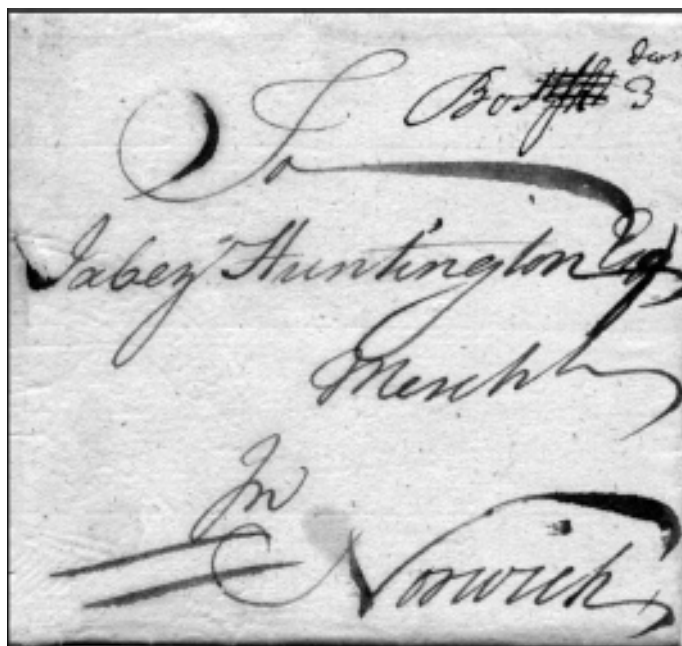


Figure 1

1758

The colonial period was at first a time for survival, then setting down roots and, once established, of trading, harvesting the riches of a bountiful land and that of our neighbors. In this first letter (*figure 1*), businessman Jonathon Mason of Boston wrote to Jabez Huntington of Norwich CT in 1758, early in the

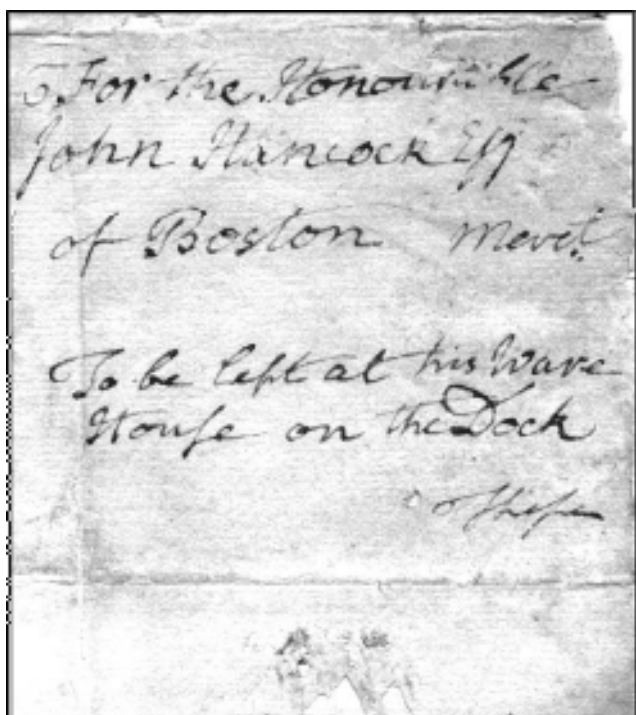


Figure 2

French and Indian War years, quotes insurance rates on unspecified cargo to St. Kitts at 25 per cent (am I reading this correctly?) but only 22.1 percent if to St. Croix.

The British mercantile laws prevented comprehensive trading, and then only in raw materials and local consumables. This was a major irritant to colonial aspirations as they approached the next decade, full of agitation protest.

1771

Letter two (*figure 2*), from a David Hall writing from "Sutton" to "John Hancock Esq of Boston, Mercht. To be left at his Ware House on the Dock" concerns interesting details about subletting a house rental for a year for 10 pounds. (In today's money that would be about 10x5x120, or \$6000.) The former tenant was a scoff-law who "hath not as yet paid one farthing rent for the last year nor yet mended the windows which he was obliged to have done..."

Three years almost to the month the addressee will be the presiding host for the Continental Congress in Philadelphia. He was one of the richest men in the colonies at the time and was considerably hurt by Britain's closure of the Port of Boston (where his dock would lay dormant).

1790s

[written to Phila Congress] (*figure 3*)

1801

Originally, the Constitution had the presidential runner-up become Vice President. Imagine the stalemate today in a George W. Bush-Al Gore administration! When John Adams became the second president March 4, 1797, Thomas Jefferson, who despised Adams and his views for America, nevertheless became his vice president. In 1800, to overcome this incongruity, Jefferson ran with a teammate, Aaron Burr.

But the election machinery states that Electors will choose the president following the popular vote. In this case, Jefferson's electors split their votes between him and his mate, with the result that the election was tied! This was certainly not expected. Thus, the House of Representative had to choose and after many inconclusive votes, James Madison used his influence

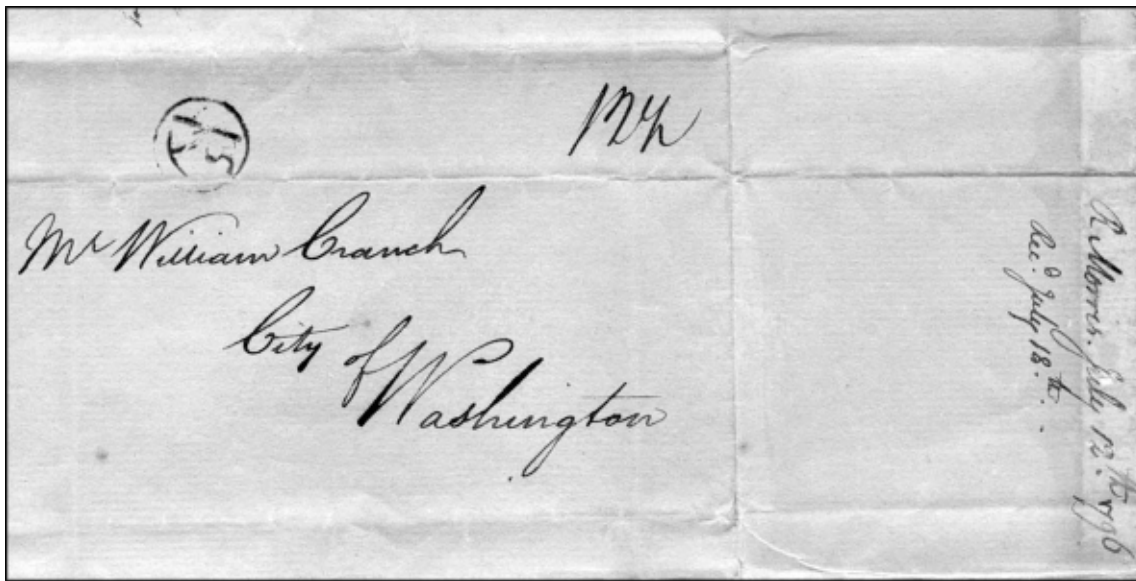


Figure 3

to have Jefferson selected. The bad blood between Burr and Madison, of course, will end in a duel in 1804 and with Madison's death.

Recognizing the continuing problem, Congress worked out a Twelfth Amendment. For the election of 1804 there would be a distinct pair of candidates from each party, and together they would win both positions. Jefferson will chose a new partner, George Clinton of New York.

Letter three (*figure 4*) is a hand carried local letter from Stockbridge to a major in Richmond MA. At first it seemed to be a note from an Aaron Burr supporter to another railing against the Jefferson victory in the House. On re-reading, though, it seems to imply that an Adams faction was so angry that it contemplated military action to set things aright! Were they actually ready to lead a coup attempt? The writer treis to cool the flames of dissension by suggesting that voting and more honorable means are the only way:

Stockbridge March 4 1801

Sir

Your Battalion Order of the 28th Ult. was handed me this morning by the General who gave it as his opinion that it would not be necessary to distribute it (circumstances considered) but at the same time spoke in terms of approbation [scorn] of your conduct in issuing it.

Be assured Sir that a great part of the Military in this place, as well of your Corps, as others, will with you Guard with a Soldiers Eye implements of the last resort entrusted to their care; and that they will part with them for improper or dishonorable uses only

with their Commissions, or their Liberty. While they lament the necessity of present or future precautionary measures in the military department...and believe that in the last resort there would be found a Host firmly attached to that Constitution which they have sworn to support, and would part with it only with their lives.

This day a New President takes the helm of State, where he will lay up the Ship at the end of a four year voyage is all conjecture. While Bells are rent asunder in pealing his praise...we should look on with pity....

Should the new order of things take place (that is by some predicted) and all Officers both Civil and Military be superceded by pure Republicans, the virtuous Minority [Adams' Federalists] will [show] virtues which the have been impatient ... to exercise. To prevent such a total change, we should do everything that is just and honorable [by voting for men] that are attached to our present Constitution and Government... a check to that rising opposition which threatens its final dissolution....

Jefferson did not destroy the Constitution of course, but did believe in a smaller government and extension of voting privileges to more than the landed, educated wealthy of the day. What a fascinating document!

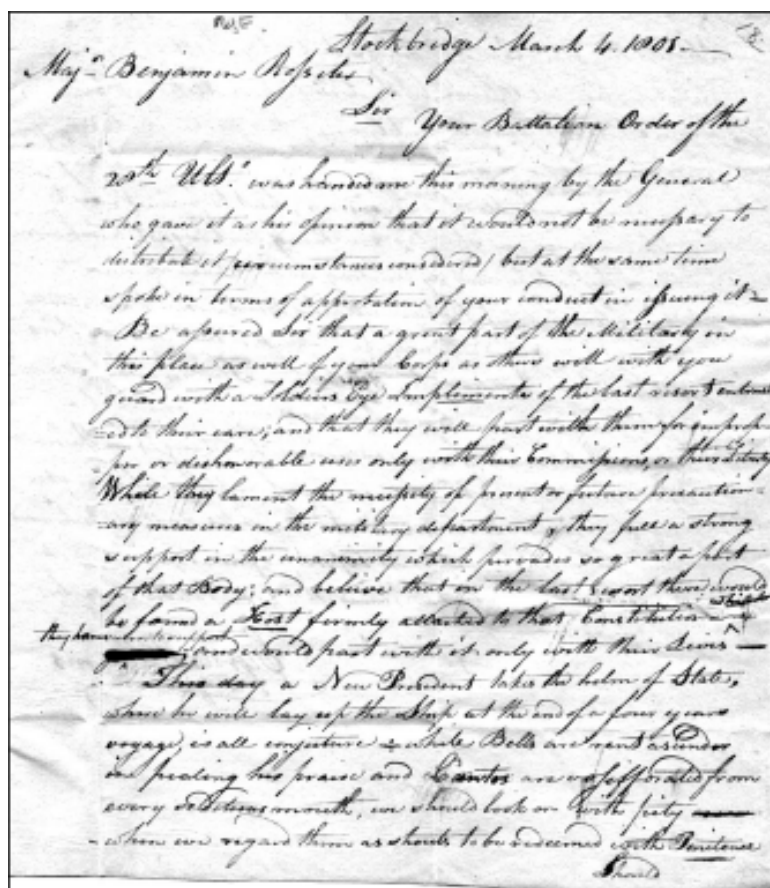


Figure 4

1805

Washington wanted the new nation to stay away from foreign entanglements, but we could not look aside when we were attacked from abroad. A battered New York folded letter from Hudson to the Hon Noah North



Figure 5

of —, in Onondaga County recounts contemporary events overseas (figure 5). In a major action the United States fought against the Barbary Pirates, who were raiding our trading ships in the Mediterranean. First, a literate third party writes for the addressee's father acknowledging the "pleasing sensations and that kind of true felicity which are familiar to kindred souls." the writer relates local names and events.

There is a Report in circulation...to the effect that a brother to the Bey of Tripoli [who is] making pretensions to the Crown raised an army of about 6000 troops.... Capt. Eaton of Massachusetts was sent to them by our Blockading fleet was immediately appointed Commander in Chief by the Bey and after Marching upward of 1000 Miles attacked Tripoli by Land whilst the fleet made the the attack at the same time by sea and after an abortive Engagement they took the City of Tripoli and all the fleet in the Harbor fell into the hands of the Americans....

1812

This War of 1812 letter was also privately carried, but what a nice historical item (figure 6). Dated Manchester to New London NH on April 22, seems very reminiscent of today's banter on cable TV. It suggests that a declaration of war against England might be a good thing to spur trade, which had been so slow for several years due to the embargos on trading with the Americans that both the French and the English imposed. (Fortunately for themselves, Napoleon removed his restrictions first, making England look like the lone baddy.

...The prospect of trading in Newburyport is very poor I hope by & by it will brighten but expect very dull times all this year Perhaps a declaration of War by the Government of the United States next fall or some War measures....

The United States acted more quickly than the write supposed because Congress declared War on Great Britain on June 12. Though little resulted from it, American prowess was enhanced, and business after-

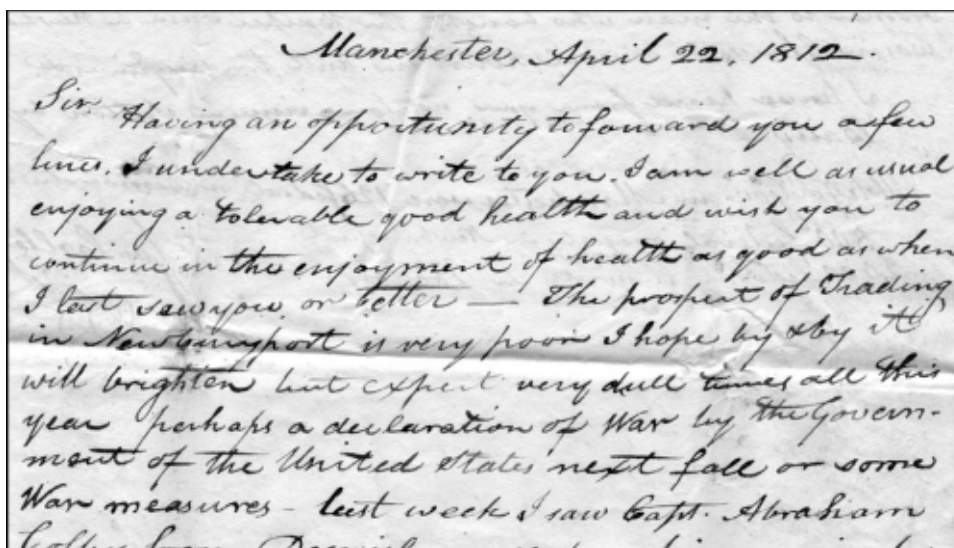


Figure 6

ward would prosper and America would grow rapidly internally, as would its international trade, in the tears to come.

1818

1828

This next historical letter is a rare thing in that it is a folded letter contained within an outer wrapper for extra privacy (figure 7). Of course, the fact that it was sent free by J Davis, MC. We can wonder whether Representative Davis prepared a stack of these wrappers for constituents who visited the Capital and offered them for their use?

This one was sent by "A.B.," a new congressman to his wife Amelia Bigelow in Midford near Boston MA. He speaks in wonderful first person on some greats:

...I have been very hospitably received. Mr [Edward] Everett has appointed one or two mornings to call with me on the President [Andrew Jackson], but I have not yet been as yet. I shall probably go tomorrow or Monday. ...Mr. [Daniel] Webster has offered to endorse my cards to call

on the heads of departments etc, but I have not availed myself of this courtesy as yet....I have been to the Capitol and buried myself in the Library [of Congress] where I have found some rare and curious treasures (of the Greek and Latin classics especially) which I have never before met with.

Recall that Thomas Jefferson donated his extensive library to the country, and among those were no doubt many of these classics.

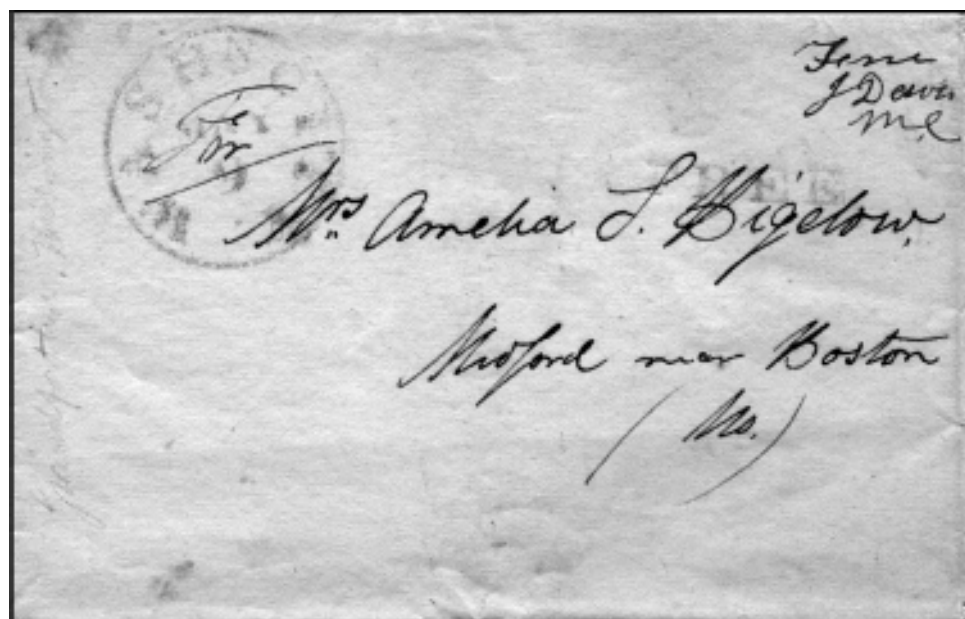


Figure 7

1831

An excellent bright red Nashville T hand stamp caught my attention years ago and happily inside I found interesting mentions of Andrew Jackson (*figure 8*), Henry Clay, and the troubles brewing in Texas. It was sent from a G. McDaniel to Phillip Swigert, Frankfort KY.

Most of the talk is about masonry and the quest to establish a Council in Clarksville, his home. A debt from another mason from 1819 of \$100 secured by a note for 12 years was to be hopefully paid by the addressee mason who knew the debtors brothers who were good for the money –with interest. A solemn example of the economy on the frontier as well as faith among the brotherhood of masons!

...Mr. McIntosh the destined keeper of our new prison, as you know a hot Jackson man...has told me of many intriguing plots and political scrapes he has had with yourself and others of my Clay friends but he still speaks very high of you....

TO BE CONTINUED

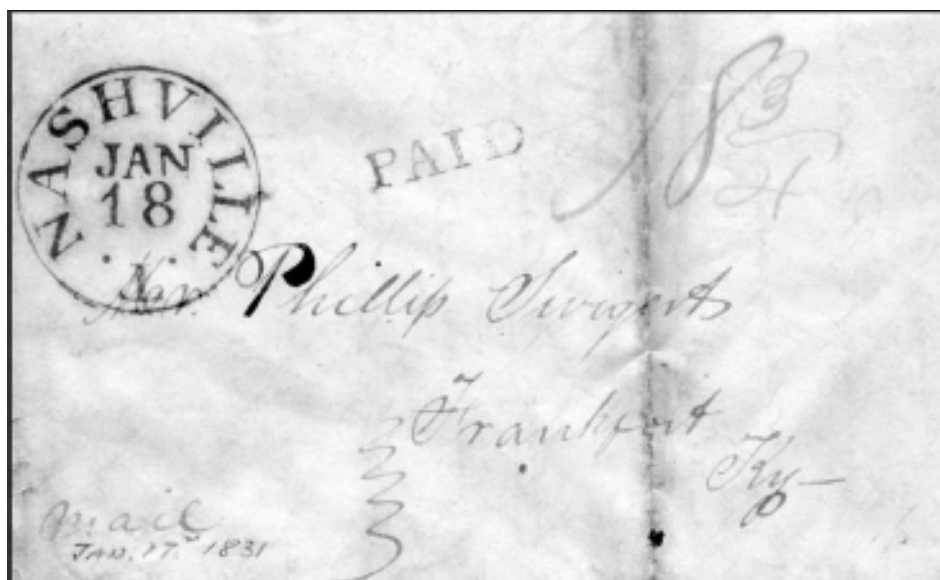


Figure 8



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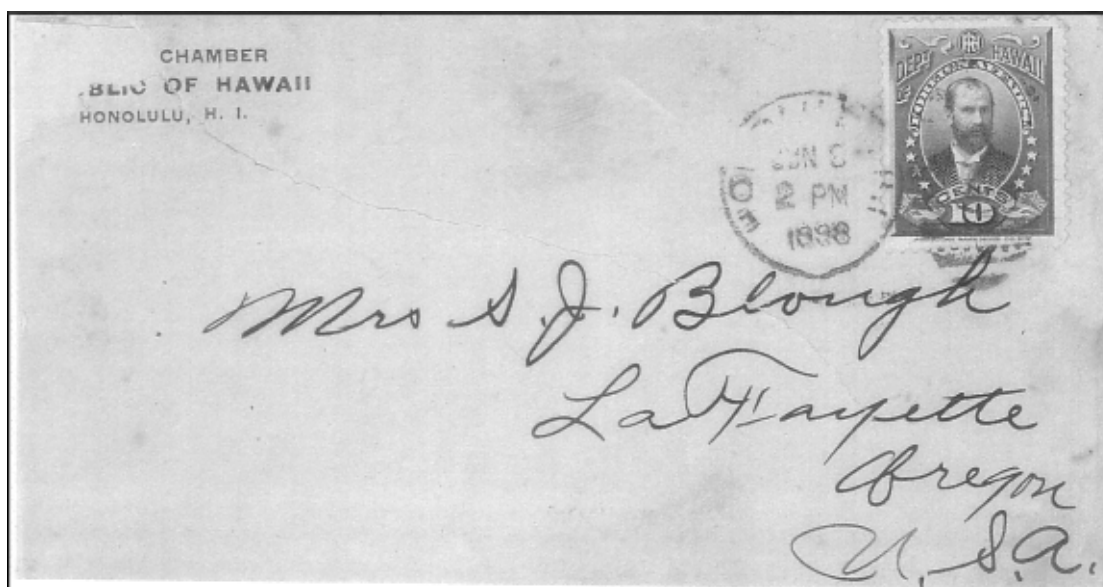


Figure 1 American soldier's letter mailed from Honolulu on June 3, 1898, to Oregon. The soldier was part of the 1st expedition of troops bound for the Philippines. This is an early example of a official Hawaiian stamp (Scott #04) provided gratis to soldiers so that their mail were not delayed by postage due fees.

Military Station No. 1, Philippine Island- Forerunner Mail

By Michael Dattolico

Admiral George Dewey destroyed the Spanish fleet at Manila Bay on May 1, 1898, and naval forces occupied Cavite on May 7th. Those historic events put into motion unprecedented overseas postal activity.

After Dewey's victory, the Post Office Department provided timely mail service to the sailors and marines at Manila Bay and the multitude of U.S. soldiers who soon arrived there. Its first act was to send sixteen bags of mail for Dewey's men with the first expedition of army troops sent to the Philippines on May 25th.

Postal efforts were also made on behalf of U.S. soldiers who soon arrived there. On June 6, Railway Mail Service Assistant Superintendent Frank W. Vaille of Portland, Oregon, was ordered to oversee postal operations for troops in the Philippines. On June 9, the Philippine Islands was declared a postal station of the San Francisco post office, giving more important status to Vaille's mission.

Vaille sailed from San Francisco with the second expedition of troops on June 15, 1898. He gathered soldiers' letters along the way and deposited them for processing at the Honolulu post office.

The RMS administrator arrived at Manila Bay on July 16 and, finding Manila still in Spanish hands, gathered mail from soldiers still aboard transports. He sent one batch of mail to the United States via the U.S. Hong Kong consulate and two others per independent steamers bound for San Francisco.

From July 30 through August 13, Vaille operated a postal site at Cavite. But as the capitulation of Manila became imminent, he accompanied spearhead units of U.S. troops into Manila. Vaille took control of the Manila post office on August 13, supervised the transfer of basic postal supplies from Cavite, and reopened Military Station No. 1 in Manila on Sunday, August 14th.

Military mail processed by Frank Vaille from the time he left San Francisco until he converted the Manila post office into Military Station No. 1 on August 14, 1898, is regarded as "forerunner" mail. The term "forerunner" used in this context refers to a handling of military mail using impromptu sites and methods before a planned, permanent postal station could be established.

Michael Dattolico is a *La Posta* Associate Editor and frequent contributing author to our pages. Michael is a retired English teacher and athletic coach. He lives in Columbus, Ohio.



Figure 2 Soldier's letter mailed from Honolulu on June 28, 1898, with the assistance of an official Hawaiian stamp (Scott #02). The Hawaiian stamp was affixed atop a U.S. 2-cent stamp so that the letter's delivery would not be delayed.

So-called "forerunner" periods referring to Philippines soldiers' letters can be classified into four categories:

The Hawaiian Period: Summer, 1898

Hong Kong Period: June-July, 1898

The Transport Period: July 16-July 30, 1898

The Cavite Period: July 30 - August 13, 1898*

The Hawaiian Period - Summer, 1898

Americans came to Hawaii in the early 1800s and had an immediate impact on Hawaiian society. Missionaries converted part of the native population to Christianity and played a role in advising King Kamehameha, who made Hawaii a monarchy in 1840.

Foreign capital poured into the Hawaiian kingdom, and American financiers dominated the economy. U.S. businessmen made sugar cane a major export crop and spurred pineapple cultivation on a large scale in 1885. American naval influence led to the development of Pearl Harbor into a major American naval base. By May, 1898, influential Americans living there used the war with Spain as a pretext to lobby for official territorial status of the Hawaiian Islands.

Army transports carrying the first contingent of U.S. troops to the Philippines arrived at politically charged Honolulu in early June, 1898. The soldiers were enthusiastically welcomed by the Hawaiians.

In a move some consider more ingratiating to U.S. foreign policy than patriotism, Honolulu postal clerks were instructed to accept American soldiers' letters with or without prepaid postage and apply Hawaiian stamps to them. The goal was to expedite American mail to the United States so that the addressees would avoid postage due penalties.

Hawaiian official stamps, seldom seen on international mail, were specifically used on soldiers' letters sent to the United States.

The stamps used on American soldiers' mail were the 1896 official Hawaiian postal issues (Hawaii #01 through #06). The denominations themselves are not significant factors, since the Hawaiian post office's

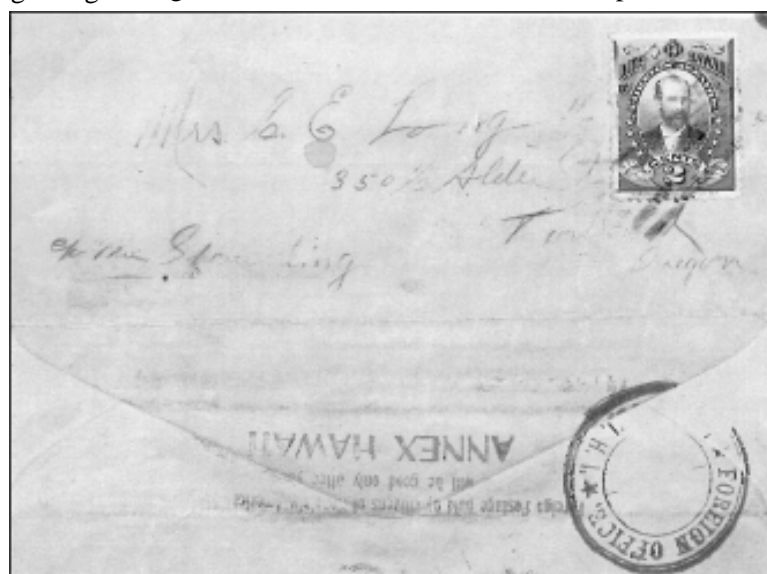


Figure 3 Oregon soldier's envelope turned into a newspaper wrapper franked with an official Hawaiian stamp (Scott #01) in June, 1898. Note the official Hawaiian seal and the pro-annexation message, "Foreign postage paid by citizens of Honolulu. American stamps will be good only after you ANNEX HAWAII".

goal was to comply with the U.S. domestic letter rate of two cents. Thus, whether a Hawaiian 2-cent or 25-cent official stamp was used is not important, since paying the 2-cent U.S. domestic rate of postage was the objective. In some cases, official Hawaiian stamps were placed atop regular U.S. stamps, but most soldiers' letters bear only the Kingdom's official stamps.

Since Honolulu was not a prearranged military postal station site, soldiers' letters mailed from Honolulu in the summer of 1898 are regarded as forerunners to Military Station No. 1, Manila. *Figures 1 through 3* are examples of such mail.

The Hong Kong Period

When the first troop transports arrived at Manila Bay on June 30, 1898, American soldiers soon disembarked for combat against the Spaniards. Those men had generated mail while still aboard the transports, but no official postal outlet in the Philippines was available to them.

Mail from those men was forwarded to the U.S. Consulate at Hong Kong for movement to the United States. Two shipments of American military mail were shipped to Hong Kong from June through late July. Hong Kong stamps were affixed to the letters. Like

Hawaii, Hong Kong was not a military postal station site, although it is considered to be a forerunner location for U.S. military mail.

The Manila Bay Transport Period

Henry Robinson, the designated postal superintendent for the Philippines, arrived at Manila Bay on July 17th and worked to improve postal conditions for the mail-hungry soldiers still aboard transports. He sent one load of mail to the United States via the Hong Kong consulate. He collected two other loads of mail which were placed aboard U.S. ships bound for the United States.

The cover shown in *figure 4* cover is an example of mail sent via Hong Kong which bears the British colony's stamp and postmark.

The *figure 5* cover is an example of mail sent by steamer direct to the United States during the Transport Period (July 16 - 30).

The Cavite Period

On July 30, 1898, Frank Vaille moved postal supplies to a site at Cavite to handle servicemen's mail. (*figures 6 through 9*). Meanwhile, the battle for Manila raged on.



Figure 4 Nebraska soldier's letter sent to the United States via the U.S. consulate at Hong Kong on July 30th. The 1st Nebraska Volunteer Infantry Regiment was part of the 2nd expedition of troops to arrive in the Philippines. The Nebraska unit figured prominently in the conquest of Manila. ED: Image of stamp has been photographically retouched to lighten it.



Figure 5 Astor Battery artilleryman's letter despatched to the United States per civilian steamer. Mail sent during the "Transport Period" shows no postage or postmarks from the Philippines. It is primarily identified by military units and their documented arrival dates at Manila. The Astor Battery arrived at Manila Bay between July 25th and July 31st, 1898.

On August 13, American troops defeated Spanish forces in Manila and seized control of the city. Vaille accompanied spearhead American units into Manila, entered the Manila post office and announced to the Spanish postmaster that the facility was then under U.S. control. Vaille's staff at Cavite transported can-

celers and mail sacks to the Manila post office. In a dramatic gesture emphasizing American occupancy, the postal superintendent slept in the post office that night. On Sunday morning, August 14, 1898, he reopened the Manila post office as Military Station No. 1, Philippine Islands.



Figure 6 Birdseye view of port facilities at Cavite showing shed, arsenal, fortifications and other structures which included the first postal facility ashore in the Philippines.

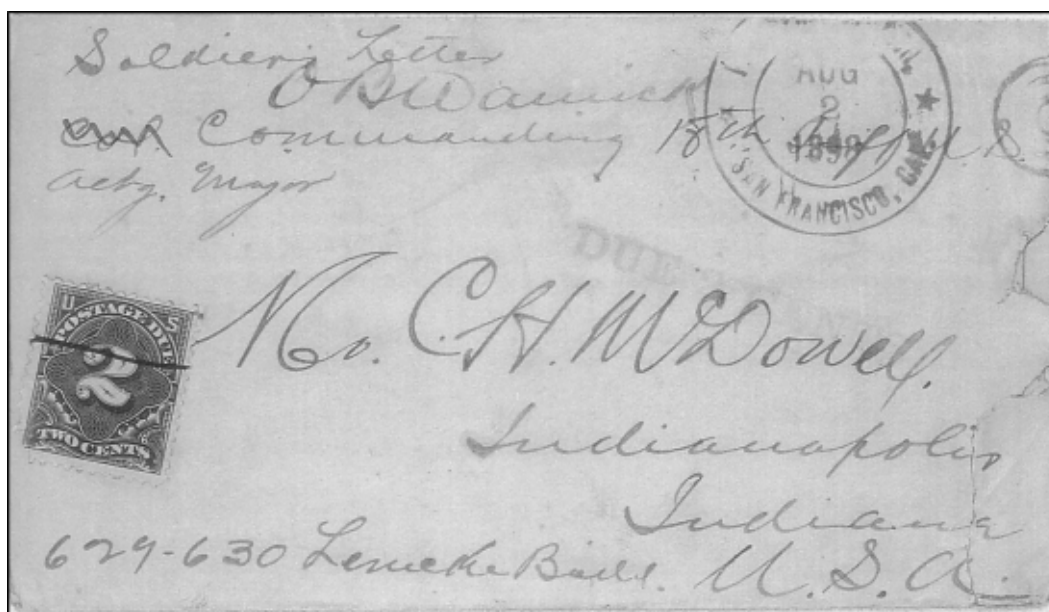


Figure 7 18th Infantry soldier's letter likely written aboard transport but handled at the Cavite military site on Tuesday, August 2nd, 1898. August 2nd was the third day of postal operations at Cavite.

From August 14th through the 19th, Vaille offered a full range of postal services to American troops. Only lacking during that 6-day period was the sale of U.S. stamps, since they remained in the safe still located at Cavite.

This did not pose a problem, since military mail could be sent without prepaid postage. Eventually, all postal assets were moved from Cavite to the Manila post office, by then known to all as Military Station No. 1, Philippine Islands.

There have been questions among postal historians about the status of Vaille's two-week hiatus at Cavite. Some feel that the RMS administrator followed the perceived intent of Post Office Department officials, which was to establish Military Station No. 1 somewhere ashore, when he opened postal operations at Cavite. After all, Cavite was on Philippine soil, the postal station was ensconced in a semi-permanent structure, and the postal staff had quick access to American troops still aboard transports and to those who had already landed. They regard Cavite as the original site of Military Station.

No. 1 because it is where Vaille first operated Military Station No. 1 on Philippine soil. They do not accept the idea that mail handled at Cavite from July 30 through August 13, 1898, was forerunner mail.

Most, however, consider the Manila post office from August 14th onward as the true, intended site of Military Station No. 1. Postal directives, official summaries of the war, and Vaille's own recorded recollections support this theory. The vast majority of postal historians consider military mail handled at Cavite as forerunner mail.

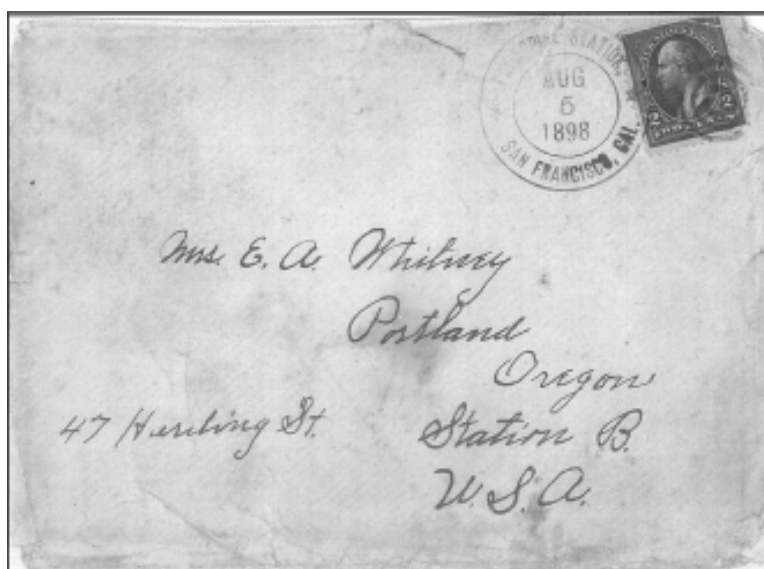


Figure 8. Letter posted by an Oregon soldier at Cavite on Friday, August 5th.

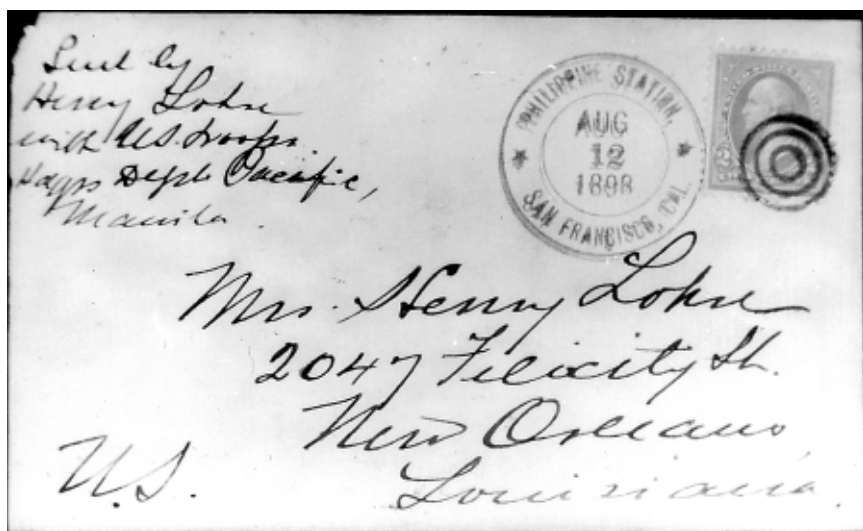


Figure 9 Soldier's letter mailed from Cavite on Friday, August 12, 1898. The 12th was the last regular day of business at Cavite, since some postal supplies were being prepared for transport on the 13th. Military Station No. 1 opened at the Manila post office on Sunday, August 14th.

Cavite's postal status during early August, 1898, was a matter recently discussed with one of America's premier experts on Philippines postal history, Alfred Kugel.

Kugel agrees that Vaille's efforts at Cavite was a temporary one, that mail posted at Cavite from July 30 through August 13 is forerunner mail, and the Manila post office rather than Cavite was always the intended site of Military Station No. 1, Philippine Islands.

The Manila Post Office Period

The Manila post office was located on the Escolta, the main avenue of commercial and international business activity in 1898 Manila (figure 10).

The Manila post office reopened as Military Station No. 1, Philippine Islands, on Sunday, August 14, 1898. Figure 11 is an example of soldiers' mail posted there on the first day of postal operations.

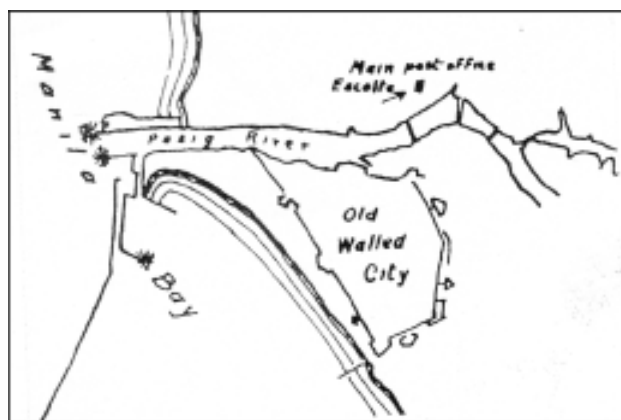
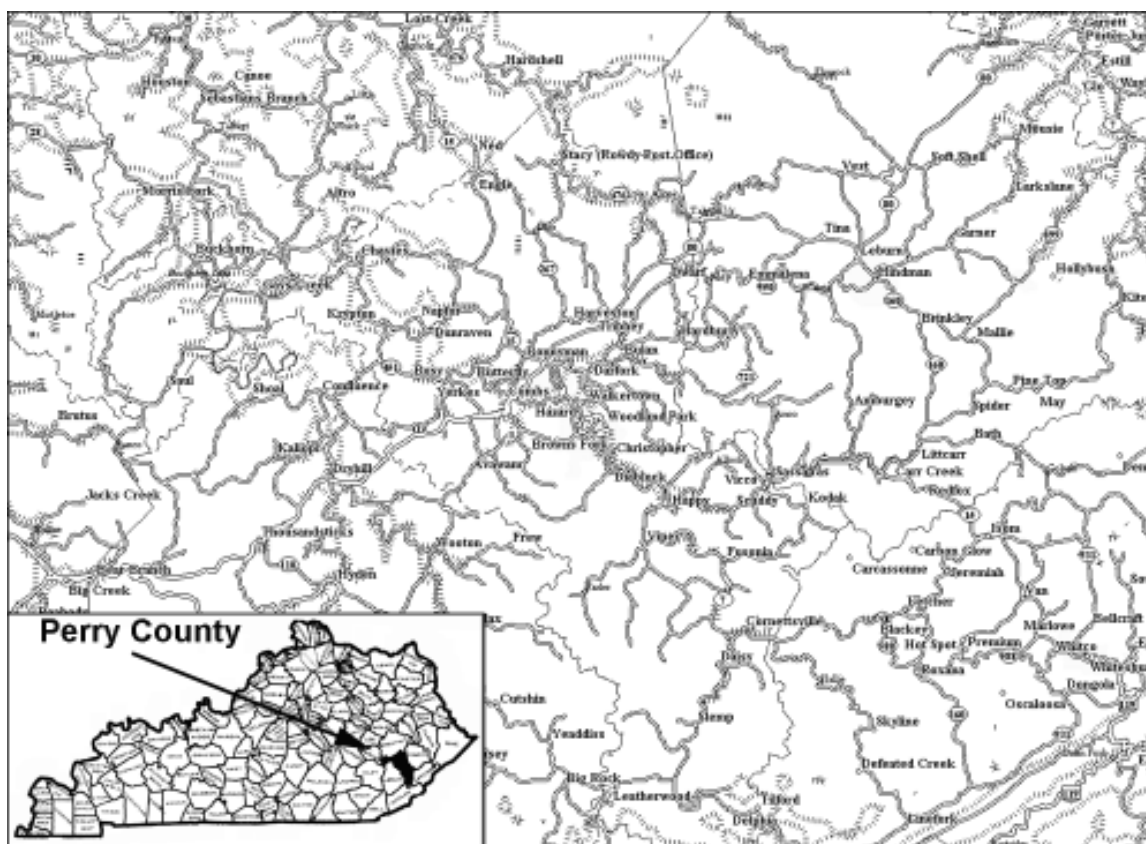


Figure 10. Map showing the location of the Manila post office which became Military Station No. 1, Philippine Islands, on August 14, 1898. The building was located on the Escolta, Manila's main avenue.



Figure 11 Soldier's letter mailed from Military Station No. 1, (Manila), formerly the Manila post office, on August 14, 1898.



The Post Offices of Perry County, Kentucky

By Robert M. Rennick

In the heart of the eastern Kentucky coal field is Perry County. The sixty-eighth in order of formation, it was established by legislative act on November 2, 1820 from sections of Clay and Floyd Counties and named, as was its centrally located seat, for Oliver Hazard Perry (1785-1818), the hero of the Battle of Lake Erie (1813).¹ From its original 1,500 square mile territory came parts of five other counties. In 1839 it lost 490 square miles toward the creation of Breathitt County. Two years later it lost thirty square miles to Harlan County, and the following year another 310 square miles to Letcher County's establishment. In 1843, though, it gained another eighty miles from Clay County. It lost ten more (the Longs Creek area) to Breathitt County in 1848. It gained another ten square miles from Clay County in November 1850, but lost fifty to Clay the following month. Another fifty was given to Letcher County in 1858, 160 went toward the formation of Leslie County in 1878, and ninety went toward Knott County's creation in 1884. Another sixty was yielded to Leslie and another ten to Knott County in 1890.

What became Perry County was first settled by the families of the Virginia-born brothers John and Nicholas Combs who arrived in the 1790s. By 1795 Henry Harrison Combs had built his home in the Big Bottom of the North Fork, in the upper end of the present city of Hazard. As typical of the highly dissected (read "very hilly") terrain of the Eastern Kentucky Coal Field, nearly all early settlement and the later establishment of communities and post offices were in the valleys of the meandering North and Middle Forks of the Kentucky River and their tributaries where most of the county's level land is situated.

In Perry County, with the coming of the railroad before the First World War, the sporadic subsistence timbering and coal mining typical of eastern Kentucky for most of the nineteenth century gave way to the big time commercial and industrial development that has characterized this region to the present time. After the Second World War, new highways Ky 15, the four-lane Ky 80, and the Daniel Boone Parkway opened the area to greater contacts with the Bluegrass and the rest of the state. Hazard is now 120 road miles from downtown Lexington by US 64, the Mountain

Parkway, and Ky 15 from Campton. According to the 2000 Census, some 29,400 persons reside in the 342 square mile county.

This chapter will deal with the ninety post offices that operated within the present limits of Perry County. For our purposes Perry will be divided into several geographic areas. Beginning with Hazard itself, the offices will then be grouped by major stream valleys and located by road miles from the court house in downtown Hazard or by earlier offices in their respective valleys. In addition, six offices (Patrick's Salt Works, Adams, Carrs Fork, Cane Creek, Begley's, and Balls Fork) listed in old postal records as having been in Perry County will be described below in the counties within whose present boundaries they were located.

The City of Hazard

The third class city of *Hazard* was founded in 1821 by Elijah Combs, Sr., its first settler and proprietor, as the seat of the new county. By the time its post office was established as *Perry Court House*, on April 22, 1824, with Combs's son Elijah, Jr., as postmaster, the town was little more than a way station for travelers between Manchester and the Big Sandy valley, with only the court house, a few modest homes, and Elijah, Sr.'s tavern and ferry. Even when the post office became *Hazard* on June 20, 1954, with John C. Lacey, postmaster, the town was still but a small village. And even when it was incorporated on April 30, 1884, there was little to distinguish it from other small mountain villages. But with the coming of the railroad in 1912 and the development of the area's coal industry, its growth was rapid. By 1920, following the arrival of several big area coal companies, like Kentucky River and Blue Diamond, the town's population had increased from just a few hundred to some 4,300. But with the decline in the coal industry, its major economic base, its population which had peaked at some 9,000 in the 1950s, began to fall dramatically, to 5,400 in 1970 and 4,800 in 2000. With recent annexations and economic diversification, and the location in its less congested suburbs of a modern hospital and other medical facilities, an airport, a community college, and district and regional offices of several state and quasi-public agencies, not to mention a CBS television affiliate, it's now considered the "capital" of southeastern Kentucky and one of the region's more cosmopolitan towns.

Once Independent Post Offices Serving Viable Areas Now Within Hazard's City Limits

Across from the mouth of Davidson Branch of the North Fork, some two stream miles above (south of) Hazard's post office, on land settled by Elijah's brother George, the brothers L.N. and Hugh Buford, as the Ashless Coal Corporation, opened a mine and a camp they called *Lothair*. To serve this, the L&N Railroad opened a station in 1914, and, on January 27, 1915, a post office with Andrew J. Upton, postmaster, was established.² No one knows why the name was given. It may have referred, in some unrevealed way, to the two ninth century emperors of the so-called "Middle Kingdom: or "Lotharingia," which later became the Franco-Prussian province of Lorraine.³ The post office, discontinued in 1957, then became a Hazard rural branch but closed for good in 1975. In the 1960s, to secure funds for a public sewer line, the community was annexed by its larger neighbor.

In the early 1920s, at the mouth of Walker Branch, in the lower end of Hazard, the Columbus Mining Company, co-owned by the J.B. Hilton family of Chicago, established a coal camp they called *Allais* [ael/ayz]. This was named for the French-born mine superintendent Victor Allais, Sr. By October 19, 1922, when its post office opened (with companyman James S. Trospen, postmaster) the area it was to serve already had an L&N station, a commissary (run by Victor's son and his wife), and a thousand residents. The office closed in 1955.

Post Offices on the North Fork of the Kentucky River (Below Hazard): on Perry County's Troublesome Creek

Some eighteen miles of the forty-mile-long Troublesome Creek, between its head forks at Knott County's Hindman and its confluence with the North Fork at Breathitt County's Haddix, pass through Perry County. The stream had so identified its treacherous course at least by the 1820 act creating Perry County. Ten post offices served its Perry County section.

Its earliest office was established on July 24, 1878 as *Tunnel Mill* with Joseph Hall, postmaster. This was at the mouth of Combs Branch, eight miles northeast of Hazard, and referred to the tunnel that the brothers Sam and Felix Combs, using handdrills and gunpowder, had recently cut through 172 feet of solid rock to carry water to their saw, flour, and woolen mill. The office closed in July 1881, but was re-established on July 13, 1883, with Thomas W. Gibson, postmaster,

as *Dwarf*, honoring the Combs brothers' brother Jeremiah, called "short Jerry" for his stature.⁴ Today, this post office serves a community centering at the junction of Ky 550 (old 80) and 476 (old Ky 15), just up Combs Branch from Troublesome, and one mile from the Knott County line.

Then there was the *Troublesome* post office established on May 10, 1882 by Joe C. Eversole at the mouth of Balls Fork, 11 ½ miles north of Hazard. Eversole, who first proposed the name *Boggs* to serve the *Balls Fork Neighborhood*, was instructed by the postal authorities to select another name, and chose the creek's. But he turned down the postmastership to live in Hazard, and storekeeper J.C. Boggs was appointed instead. By 1905, the office had moved one mile down the creek to the mouth of Williams Branch, near the site of the present *Homeplace Community Center*, where it closed in January 1914.

Since 1946, for the most part, the mouth of Balls Fork has been served by the *Ary* post office. This was established, probably at the mouth of Pigeonroost Branch of Troublesome, on February 13, 1906 by Killus Combs. As Combs' first name choice *Dory* was in use in Clay County, he chose *Ary* instead. *Dory* may have honored one (or more) of several contemporary Combs girls, but *Ary*'s derivation is still unknown.⁵ After several short distance moves from 1910 through the Second World War, the office was moved one mile down the creek to its present site just above the mouth of Ball.

The 3 ½ mile long Pigeonroost had its own post office called *Tub* for ten years from July 23, 1923. First postmaster George W. Allen had first proposed the name *Troy* for his twenty-six year-old son. The office occupied sites toward the upper end of the valley. Whence *Tub* is unknown.

In 1890 the recently opened *Noble* post office, on Breathitt County's Troublesome, just below Buckhorn Creek, precluded the use of this name by storekeeper Ira Allen for his new post office near the mouth of Noble Branch, some four miles above the Breathitt County line. Instead, it was opened on June 30 as *Stacy* for several local families. Curiously, postal records mention that Ira Allen was also postmaster of an office called *Rowdy* that allegedly operated between July 18 and October 2, 1890, at the very time he had begun his *Stacy* office. By then, maps were showing a Rowdy Branch (of Troublesome) half a mile above Noble Branch, which is said to have re-

flected the wild character of its inhabitants. After *Stacy* closed in 1933, the neighborhood it served at the lower end of Perry's Troublesome continued to be called *Stacy*. In 1944, however, the area post office was re-established, with Mrs. Pearlie Neace, postmaster, as *Rowdy* for the nearby stream. The office is still active, on Troublesome Creek and Ky 476, a mile below (north of) Noble Branch.

Post Offices on Perry County's Lost Creek of Troublesome

The twenty-mile-long Lost Creek heads a little over a mile east of Harveyton and joins Troublesome in Breathitt County, across from the active Lost Creek post office, less than two miles from Troublesome's North Fork confluence at Haddix. Two offices served its Perry County watershed.

The post office of *Dice*, near the mouth of Sixteenmile Creek, some six miles up Lost Creek from the Breathitt line, was first authorized on May 9, 1903. But William Campbell's order was rescinded in July of that year. On December 26, 1908 Matt Combs succeeded in getting the office into operation, but it closed in mid-May 1911. Andrew Jones re-established it on February 15, 1923 to serve a small village, but it closed again in November 1936. It was again re-established on August 13, 1942 and still operates. It is merely assumed to have been named for a Dicey someone, but not likely, as has been suggested, for Dicie Campbell who was, in 1903, as yet unborn.

In 1914 James B. Engle applied for a post office on the Rockhouse Fork of Tenmile Creek, which joins Lost Fork at the Breathitt line. As his preferred name *Oliver* was then in use in Greenup County, he named his office *Engle*, and opened it on March 7, 1915 with his wife Frankie as its first postmaster. In 1938 it was moved half a mile down Rockhouse to the mouth of Hollybush Branch, just above Tenmile, and one mile from Lost Creek itself. Here it closed in 1980.

Post Offices in the Main North Fork Valley below Hazard

The earliest post office to serve Perry County's North Fork valley below Hazard was established on May 10, 1834 as *Grape Vine*. Henry Duff was its first postmaster. Its precise location is not known but, according to early records, it was not on or near Grapevine Creek (see below) but probably on the North Fork, eight road miles below Hazard. After an intermittent operation it closed in October 1851. It was re-estab-

lished by Henry C. Duff on July 21, 1874 as *Grapevine*. It may then have been either at the mouth of Napier (earlier known as Henson's) Branch or a short distance up that stream. On August 9, 1888 it was moved one mile up the North Fork to the north side of Sam Campbell's Branch, across the Fork from Campbells Bend, where it served a store or two and several area flour mills. In 1915 it was again moved a mile up the Fork to the mouth of Rocklick Creek, 3 ½ miles below (north of) Yerkes, where it closed in mid-March 1917. Like the creek, it may have been named for one or more grapevine-covered trees at its original location.

Two post offices later served the area covered by the second Grapevine's two locations. A mile up Napier Branch, probably at or a little above Grapevine's first site (1874-1888), was a coal camp established in 1917 by the Lincoln Coal Company and named *Napfor* [*naep/fur*] for local Napier families and a Mr. Foreman who was connected with the company.⁶ To serve the camp which, by the winter of 1920-21, had some 350 residents, George Daniel established the *Napfor* post office on what, in his Site Location Report, he identified as Henson Branch.⁷ This was four miles below Yerkes and three miles above Krypton. The office opened on October 29, 1921, with Homer H. Given, its first postmaster. On May 28, 1934, after the company went out of business, the post office was moved one mile south to a site on Little Meadow Branch, opposite the mouth of Napier (Henson's), to serve the *Napfor Station*, 2.3 miles above Krypton, which had been opened in the late teens to ship Lincoln's coal to its markets. Here it remained till it closed in 1984.

The other office was *Dunraven*, serving the station of this name thirteen rail miles below Hazard, on the wet side of the Fork, midway between Jake Campbell and Rocklick Branches. It opened on April 12, 1924 with John C. Morris, its first postmaster, who was succeeded on December 3 by Mack Campbell, the last Grapevine postmaster. It closed in 1964. While its name inspired an obvious folk etymology, it was more likely derived, though for reasons unknown, from the famed sportsman W.T. Wyndham-Quinn, the Fourth Earl of Dunraven. First the folk etymology: man came to see R.A. Caudill, an L&N official at his Ravenna, Kentucky office to complain about the station they were going to put up in Perry County. After a several

hour harangue, he lost his voice and stopped, rather abruptly, leading Caudill to observe "I guess old man Campbell's done ravin' now."

Lord Dunraven, a yachtsman, explorer, big game hunter, writer, and sometime war correspondent for the London Daily Telegram, moved to the Colorado Rockies in the 1870s where he purchased 6,000 acres in Estes Park and built there a lodge to entertain his wealthy friends. In 1904 he sold his property and returned to Ireland where he later "served in the Senate of the Irish Free State till just before his death in 1926 at age 85." Peaks in Colorado and Wyoming were also named for him.⁸

The post office of *Chavies* [*chaev/eez*] was established on October 4, 1881 with storekeeper Thomas F. Johnson, postmaster, to serve a lumber camp half a mile up Eversole Branch, at the lower end of Perry's North Fork section. Its seemingly exotic name has not been explained other than to suggest a reference to someone's distant friend, of whom nothing is known. By 1883 it was also serving several stores and six area flour mills. In 1912 it was moved to the vicinity of the newly opened *Chavies* (rail) *Station* on the west bank of the North Fork, half a mile below the mouth of Eversole, twenty rail miles below Hazard, where it still operates.

Ten rail miles below (west north-west of) Hazard, and thus midway between the county's seat and Chavies, is *Yerkes* [*yirk/eez*]. For reasons unknown, it was probably named for Charles Tyson Yerkes (1837-1905), the native Philadelphian who moved to Chicago in 1881 to help build that city's transit system and, in 1897, funded the observatory that still bears his name. The Perry County post office was established at the mouth of Forked Mouth Creek on December 29, 1898 by Elhanan D. Campbell who first suggested it be named for Admiral George *Dewey* (1837-1917), the hero of the Battle of Manila Bay (May 1, 1898). It too later served an L&N station, and now operates at a site on Ky 451, one-third of a mile above Forked Mouth.

A *Hanging Rock* on the south side of the North Fork, one fourth of a mile above the mouth of Campbells Creek, gave its name to a post office established by George W. Eversole that operated from March 29, 1901 through April 1905. To again serve this vicinity, by now a village of some 150 residents, James T. Campbell, on March 7, 1907, established the inexplicably named *Glenn* post office. By 1911 this office

had moved a mile down the fork to the mouth of Lick Branch, but by 1915 it was back to its Campbell Creek vicinity to serve the recently opened *Krypton Station*. On June 4, 1918 postmaster Grover C. Lewis had the name changed to *Krypton*. The station, sixteen rail miles below Hazard, had been named for the inert gas, the so-called “hidden element” discovered, along with Neon and Zenon, by Sir William Ramsey and soon used in gas lamps. The office is also active, not four miles above Chavies.

To serve the North Fork Coal Company camp and the newly opened *Lennut Station* on the east bank of the Fork, the post office of *Lennut* was established on July 10, 1914 with Kelly E. Watts, its first postmaster. This was to have been called *Tunnel* for its site just five hundred yards from the lower end of a railroad tunnel (just half a mile north of Hazard’s present city limits and just south of the junction of the present Ky 15 and 80.) But the prior use of this name led to the reverse spelling. The office closed in 1933.

Just two weeks after *Lennut*’s establishment the *Domino* post office opened to serve another rail station and the recently opened Himyar Coal Company camp a mile down the Fork. John B. Allen was its first postmaster, and it too closed in 1933.

Midway between *Domino* and *Lennut* was a coal camp aptly called *Dolen*. This site was owned by Emanuel M. and Abijah Benjamin Combs. In 1916 Emanuel opened the local mine and the L&N built a station there they called *Combs*. On July 17, 1922, with Dewey Colwell, postmaster, the *Combs* post office was established fifty feet from the station. A year later Abijah subdivided and sold most of his area holdings as homes and business lots, and by 1932, with nearly 900 residents, the coal camp had also become *Combs*. Its post office still serves this viable community, 2 ¾ miles below (northwest of) Hazard.

From May 4, 1920 to 1982 the *Butterfly* post office served a small coal town and rail station first called *Leonard*, just below the mouth of Lower Second Creek, eight rail miles below (northwest of) Hazard. Ollie Clay Day, the company’s bookkeeper, was the office’s applicant. Sometime later the name *Sonia* was applied by the railroad to its local station. Both *Leonard* and *Sonia* are believed to have had significance only to the railroad, while *Butterfly* is alleged to have been named for the many local lepidoptera.

Probably a mile and half up the North Fork’s Upper Second Creek, two miles north and east of Allais, was the short-lived (January 13, 1922 to mid-May 1924) post office of *Monos*. Marion C. Combs was its only postmaster, but nothing else is known about it, including its name source.

Another inexplicably named post office, *Busy*, was established on December 13, 1924 with Marshall D. Hoskins, postmaster, two miles up Big Willard Creek from the railroad tracks paralleling to North Fork. In 1926 it was moved to the tracks to serve the *Conda Station*, a mile above Yerkes. Eight years later it was moved 150 yards up the Fork to serve a mine and station called *Butterfly Number Two* (to distinguish it from the *Butterfly* post office, two miles upstream.) It continued to serve this vicinity till, in the 1960s, it was moved half a mile up Ky 451 from the North Fork where it now serves a store on Little Willard.

Incidentally, a post office called *Baker* may have operated for a short time in the early 1880s half a mile up Willard Creek. At least Isaac K. Baker applied for an office early in 1880. Postal authorities disallowed his use of *Lacy*, and he selected his own name. Since there is no record of its closing, it may never have operated. But a 1883-84 gazetteer lists it as a discontinued post office eight miles west of Hazard.

In 1921 J.B. Hilton’s Chicago-based coal company had given his name to a coal camp and rail station on the L&N’s newly built Lotts Creek Spur, just above (south of) the mouth of this east-side North Fork tributary. The local post office was established on May 21, 1927 with Radford Strickler, postmaster, not as *Hilton*, which the Post Office Department disallowed, but *Hiltonian*. It remained half a mile north of Hazard’s present city limits till it closed in 1949.

Finally, there’s *Airport Gardens*, one mile below Hilton, on land once owned by pioneer “Danger Nick” Combs. This residential area, adjacent to the Appalachian Regional Hospital and across the North Fork from the Hazard Airport, was served by a rural station of the Hazard post office, just below Meadow Branch, between 1953 and 1970.

Post Offices on Grapevine Creek

Perry’s nine-mile-long Grapevine Creek which joins the North Fork just below (north of) Chavies is said to have been named for the killing of a bear at a grapevine-covered tree in 1812.⁹ Four post offices served this valley.

The earliest may have been the all but unheard of and unlocated *Audubon*. According to the Site Location Report of its only postmaster Shade Duff, the first name proposed for it may have been *Hobson* and it would be eight miles east of Chavies and four miles north of the Grapevine post office to which its papers were sent when it closed. It operated only between December 20, 1898 and mid-April 1903. It's merely assumed that it was named for the famed American artist-ornithologist John James Audubon (1785-1851) who is said to have once traveled through the North Fork area drawing birds.¹⁰

The *Boat* post office was established on June 26, 1909, with Ira J. Duff, postmaster, just below the mouth of Combs Branch, half a mile up Grapevine and 1 ½ miles northeast of the Chavies Station. From the late 1930s till it closed in 1954 it was just below the mouth of Haddock Fork. Its name derivation is not known.

On June 25, 1910, just above the mouth of Trace Branch and 3 ½ miles above Boat, Shade Davidson established the *Manuel* post office which he named for his sixteen year old son. In 1951 Shade's daughter Malicie moved the office one mile up the creek. When it closed in 1952 it was serving the *Grapevine* community just below the mouth of Trace.

Finally, at the mouth of Beech Fork, by the Davidson School, the inexplicably named *Lamont* post office operated between 1940 and 1975.

Post Offices on First Creek

This stream, named by pioneer Combses for its being the first creek below their farm, extends for 4.6 miles from Harveyton to Typo on the North Fork, 8 ½ stream and six rail miles below Hazard. A subsistence farming and timbering area till the railroad arrived just before the First World War, it became one of eastern Kentucky's major coal producing areas. Seven coal companies employing several thousand persons had mines in its valley and branches and were served by six post offices. Little remains.

As soon as the railroad opened its *Typo* station at the mouth of First Creek in 1912, plans were for a post office there, but it was not officially established till January 31, 1914 with Wilgus Fred Combs, its first postmaster. After several vicinity moves the *Typo* office closed in April 1996. Its name also remains underived.

The first office up First Creek was the little recalled and short-lived (June 28, 1915 through May 1916) *Dedman*. This was maintained by Samuel S. Moore probably at the mouth of Hogpen Branch, five miles up the creek. While Dedman families have been found elsewhere in the state, there were none in this area to account for the name. Hogpen Branch, which became Deadman's Hollow, was later home to several Harveyton mine worker families.

At the head of the creek and the newly completed L&N spur line, the Harvey Coal Company, named for its owner Harvey White of Birmingham, Alabama, opened mines on the Andy Camp Branch (later Medoris Hollow) with a camp, offices, commissary, and station called *Harvey* to serve them. Its local post office, which would replace Dedman, half a mile below, would also be called *Harvey* but for some reason it opened on February 15, 1916 as *Staub* named for Fritz Staub, A Harvey Coal Company treasurer. Gilbert P. Foley was its first postmaster. By 1931 the station had become *Harveyton* [*hahr/vuh/tuhn*], as did the post office on May 26, 1923. In 1930 several hundred Harvey company employees were living at the head of First Creek and up its branches. By the time the office closed in 1965, though, the mines had long ceased to operate and only a few homes remain in the area.

About the time the Harvey operations were beginning, the Blue Diamond Coal Company of Knoxville, Tennessee was developing its mineral interests a mile or so down the creek. Its First Creek Spur station was called *Cardiff* (probably for the Welsh seaport city that is now its capital), and this name was the first proposed for the new post office. But the office, which opened on June 28, 1916 with Hiram H. Braden, postmaster, 3 ½ miles above Typo, was called *Blue Diamond*, as was the town and, shortly, the rail station. By 1930 the town had over 2,000 residents. After the Second World War, area mines closed and the company focused its attention on coal holdings in the Leatherwood Creek area of the

(*To be continued*).

William Carey Brown's Letters from Fort Klamath, Oregon, 1878-1880

Part 4

Transcribed by Cath Clark

The dawning of 1880, a new decade, finds our Lt. Brown in an ebullient mood as he writes his sister Grace a most amusing letter about the Christmas hop held at the Fort. He has been appointed Post Quartermaster, and is taking advantage of the free paper and ink to draw a painstaking map of his proposed route to Roseburg to submit to headquarters. We now see more letters from his mother in Denver, who continues to pressure him to come home on leave as his two sisters are going "back east" to college. He cannot attend the girls' graduation, but is supportive of their getting an education. He instead sends money to the girls, as well as a winsome self-portrait.

Come summer, there is a lively description of Brown's stage trip to the Dalles where the flooding Columbia river inundates the town. The high point of the year was a pilgrimage to the Lava Beds where General Canby was killed during the Modoc Wars. Brown was a romantic sort, and was fascinated with this period of the Indian wars. He was guided by the Post Trader who had been there during the war, and sketched a map of his visit with important sites keyed-out including Captain Jack's Stronghold and the site where Col. Wright's party was massacred.

Fort Klamath, Oregon.

Jan 1st 1880

[postmarked Linkville, Oregon

Jan. 2 1880]

Dear Sister Grace:

A "Happy New Year" to you. I haven't heard from you for some time, but I thought I would write in hopes of getting an answer – I

should think you would have plenty of time to write this year as you are not taking a full course of studies.

The I.O.G.T. at this post, composed of the enlisted men, laundresses, & etc. at the post gave a supper and hop last evening and nearly all the officers and their ladies attended. The supper was excellent and the hop – well owing to a defect in my military education I was unable to dance, so I had to be content with being a quiet (and amused) spectator. To give a sample I will give the components of a set of eight in a Quadrille.

Our portly Commanding Officer (who dances as gracefully as a Polar Bear) had the sutlers wife for a partner, and opposite them in the lane a spoony Corporal of Cavalry led forth an ex-laundress (cook for the officers mess) who was bedecked in a scarlet jacket cut bias and embossed (supposed to have been



Figure 1 This self-portrait sketch accompanied William Brown's letter to his mother of October 15, 1880.

made by Worth at Paris and imported for this occasion). Skirt of the Marie Antoinette variety, very stylized and attractive, trimmed with velvet & silk fringe with deep ... plaiting along the sides. She danced like a fairy, but the beefsteak this morning was poorly broiled, though I can hardly hold the I.O.G.T.'s entirely responsible for it.

Another couple was composed of the 2nd Lt. of the Infantry Co. and the wife of the Comdg Officer and opposite them in the same set another Calvary Corporal Irving [with] the sylphlike figure of the Post Quartermaster's hired girl, who was attired in a gray mohair dress trimmed around the bottom and sides with deep box plaiting, shined and fluted; vest of gray cashmere of exquisite pattern ... with kilt plaitings.

So that taken as a whole you will see that we are not so far from behind the times out here *as you* may think. Took dinner with Capt. Riley today. I have been appointed Post Quartermaster and Commissary so that I will have my hands full for the next three months at least.

Please ask Helen if she does not think that she could paint a picture of the "Capture of the daughters of Boone and Callaway by the Indians" from that old steel engraving that I have. It was taken from one of Ma's Ladies Repositories.

Yours affectionately,

W.C. Brown

2nd Lt. 1st Cav.

A.D.Q.M. & A.C.

Fort Klamath, Oregon.

Jan 27th, 1880.

[postmarked Linkville, Oregon Jan 28]

Dear Mother:

I suppose you must be pretty near out of money by this time so I enclose herewith check for one hundred dollars (\$100.00) \$20 to pay for my Life Ins next May and \$40 for yourself plus \$20 each for Grace and Helen. Please to acknowledge receipt.

Am still deep in the mysteries of Q.M. and Commissary business and it keeps one going pretty lively. I am also progressing with my map which I hope to finish in a week or two at least as I am invited out to a party on Friday night – to a ranch about a mile from the post.

Tell the girls that I should like to get a letter from them occasionally. Hoping to hear from you soon I remain, your affectionate son,

W.C. Brown

2nd Lt. 1st Cavy

P.S. the Q.M. Dept furnishes my paper and ink.
W.C.B.

[editor's note: this letter was written in huge, heavily inked lettering as though with a brush pen rather than a quill. Brown's way to emphasize humorously that he now is getting free paper and ink.]

[Another P.S., written in red ink with tiny lettering]:

There seems now to be a good chance for me to get the command of a company of Indian Scouts next summer if I want it – and I do, as I think I can do more for myself in that way than by remaining on duty as 2nd Lt. of my Co. as I will then in all probability be my own Commanding Officer – I want to explore and map an unexplored country between the Middle Fork of Salmon River and [Lembi] in Idaho, near where we were.

Fort Klamath, Oregon.

Feb 6th, 1880.

[postmarked Linkville, Oregon Feb. 7th]

Dear Mother:

Yours of 25th received and I have only a few minutes in which to answer it. Post Commanders often do things in violation to Regulations and are never hauled up for it except in cases of importance. Our Regulations (those of 1863) are nearly obsolete anyhow. Rec'd Denver Tribune of Jan 1st also St. P. the other day. I think you should write *soon* to Wellesley about the girls as if you do not they might be crowded out ... there is no harm in applying early. Glad to see that Pa is doing so well in business.

I disbursed about \$150 in greenbacks to my Extra Duty men today and will write out checks for civilian employees for \$566 more tonight.

I have my map completed and will send it off in a few days. Weather has been quite cold lately for about a week the ther[mometer] went as low as 4 degrees to 9 degrees below zero every night.

Yours affectionately,

W.C. Brown



Denver, Colorado**May 2nd, 1880***[postmarked Denver, May 4]*

My Dear Son,

Yours of April 19th is at hand and contents noted. I wouldn't live in a country where there are two or three feet of snow for eight or less months in the year. I would ask to be transferred to West Point or some place in the civilized word. I am afraid you will lapse into heathenism having no church and I fear not much Sabbath. But I do trust my dear boy that you will never forget your higher duties and obligations, and that you will earnestly strive to be a Christian under all circumstances.

I notice what you say in regard to paying both interest and principal on old notes and would have been only too glad could this have been done. But it seemed impossible, and with a load of debt what can a man do? Whenever he has a dollar, some one wants it for interest on his note, and the principal never diminishes. And isn't a half a loaf better than no bread? The creditors have seemed perfectly willing to settle in this way. Hundreds of men settle in this way, and I believe it is not considered a "crooked" transaction where the failure was an honorable one and beyond human means to avert – such as a catastrophe.

I regret the necessity exceedingly but I believe it is better for our creditors to settle in this way inasmuch as they are satisfied and some of them requested a settlement in this way. Perhaps I have not as high a sense of honor as I should have. It seems to me that taking into consideration your Father's ill health and all other circumstances it was the best thing he could do.

Grace and Helen have gone to church this evening. I have been kept at home all day with a troublesome ear-ache. If you don't get home in time for Helen's graduation (June 9th) can't you come in time to visit with the girls before they go East, and then stay with me *all* winter! I shall be so lonely it makes me sick to think of being left alone. I will send Denver and St. Peter Tribunes. Hoping that you are well I am as ever your loving Mother.

By the way a near neighbor of mine is well acquainted with Mr. and Mrs. Knight of Evanston, Wyo. She says that Jesse is getting to be a very bad man. Drinks and gambles and is a "fast" man in ever sense of the word. She says that Minnie is very highly respected. Jesse has just been to Saint Peter to visit his Uncle who is very low with a tumor in his stomach and no hope of recovery. Minnie did not accompany her husband.

Denver, Colorado**May 20th, 1880***[postmarked Denver, May 20]*

Dear Son:

Yours of the 19th was rec'd. I did a business of over six thousand dollars in your name in this month of April. . . . I lifted the last notes that would ever give me any trouble in business over the 28th day of April. Over the 1st of May I had my Bank act. put in my own name hence I do not have to sign my name to checks as Agt.

. . . owing to the [salary] it would take to get your trust deeds I concluded to have our house deeded to your Ma. The notes can be lifted on or before the date they are due. I do not apprehend any difficulties in meeting the notes and hope to be able to do so long before they mature. I can sell one of the houses or both on Antelope Street if I find it will take too much money from my business to meet this payment. For the present I have all the capitol I need in my business.

Yours affectionately,

G.A. Brown

Fort Klamath, Oregon.**May 20th, 1880***[Manuscript postmark: May 21, 80]*

Editor's note: This is the first postmark documented in Brown's outgoing correspondence that was actually postmarked *at* the fort. Previous letters were postmarked from Linkville with a double circle datestamp and cancel, and subsequent letters are postmarked with a Fort Klamath CDS. Despite the fact that official records of the Post Office Department indicate that the Fort Klamath Post Office was authorized through the appointment of Jay Beach as first postmaster on January 6, 1879, the evidence indicates that the fort did not start postmarking mail until sometime between February and May 1880. The earliest Fort Klamath manuscript of record is dated April 5th.

Dear Mother:

Yours of the 9th was received and contents noted. We have not heard anything up here of General Howard being relieved. Gen. [Scholfield] may be relieved from duty at West Point this summer which is likely to cause some changes in the assignments of the General Officers though just how no one can tell I suppose as yet. The Denver Tribune was received. Lt. Farrow's [tenets] have, I believe, been confirmed.



Figure 2 This 3¢ green entire carried Lt. Brown's May 21 letter to Denver. It bears a manuscript postmark and cancel of the recently established Fort Klamath post office.

I don't wish to press my claims (if I have any) and wrote Farrow to that effect – I have my own reasons for it.

We do almost nothing here now but to go to target practice – everyone even the ladies seems to take an active interest in it – a great deal has been done in this direction in the Army the last two years. The snow is all off in the garrison now – except perhaps in a few of the sheltered places – yesterday was the first hot day of the season and we had a dress parade. The Paymaster arrived here this morning and is paying troops this P.M.

[2d Letter enclosed]

Fort Klamath May 20th

Dear Helen:

Yours of the 9th received. I am sorry indeed that I cannot be home to your graduation but enclose one hundred and fifty dollars (\$150) hoping that may in some measure repay you for my absence. The \$100 is for yourself and Grace to purchase whatever you may need in the way of clothing etc. before going east.

I wish I could tell you when I can come home but you must appreciate the fact that in the Army we can't go and come just as we please. Please acknowledge receipt of money and oblige your affection to mother.

W.C. Brown

2nd Lieut-1st U.S. Cavy

Umatilla House

The Dalles, Oregon.

July 4th, 1880

[postmarked The Dalles 1880]

Dear Mother:

I arrived here last evening and will have to wait until tomorrow evening to take the stage for Pendleton and Walla Walla. On acc't of the boats not running above here at present I have to take the stage.

This is a very lively place, which depends on the country in north central Ogn which is some of it I believe a good agricultural country. This is the point where the only wagon road of any importance between Umatilla and Portland reaches the interior, and we are also here at the lower end of the longest of the portages on the river. [Ed. Note: "The Dalles" is a French word for river rapids. At this time, before the Columbia was dammed, there were notoriously dangerous rapids at The Dalles such that larger boats traveling downriver had to offload passengers and re-load them further downriver; or, passengers could continue their travels by wagon roads. Much smaller boats could be portaged past the rapids.]

Old Fort Dalles is situated about half a mile from town. It was, I believe, Sheridan's Station at one time. There is a Co. of the 21st Inf. Camped there now en route to Fort Canby W.T. and delayed here tempo-

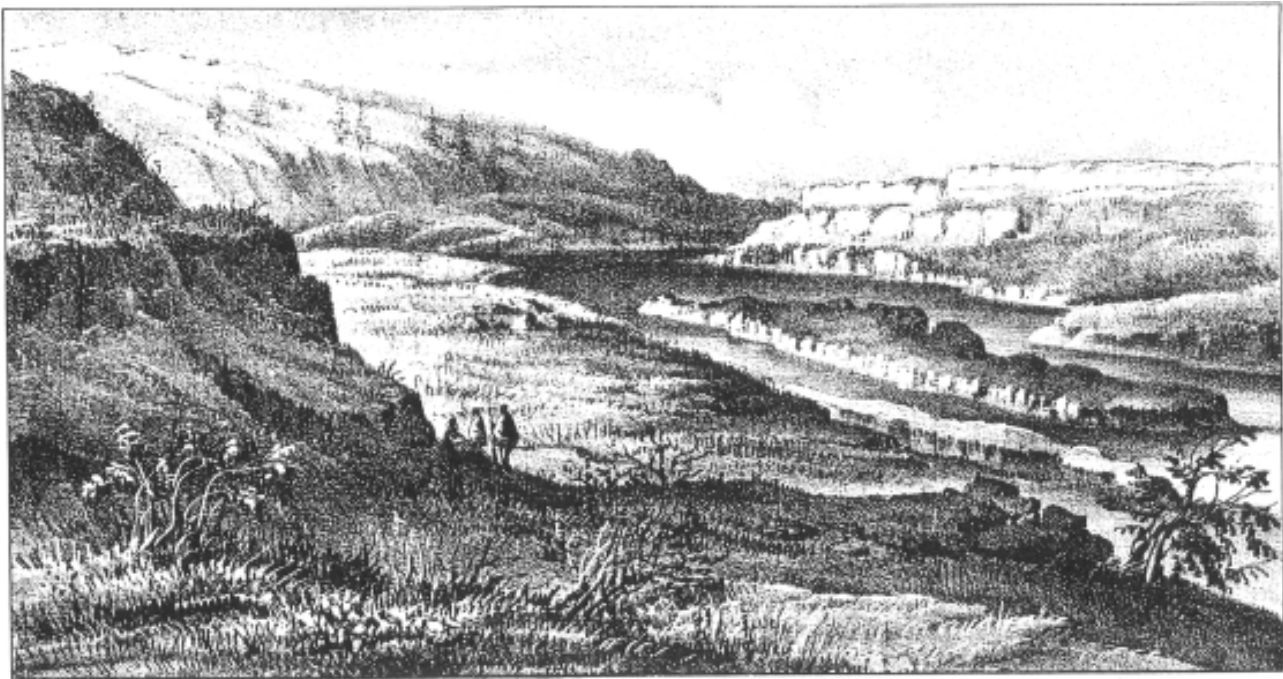


Figure 3 *The Dalles on the Columbia River as drawn by A. F. Michael in the mid-19th century.*

rarily. The town here is nearly half flooded on acct. of the rise in the Columbia. At this hotel, which by the way would do credit to Denver, the water on the 1st floor is within 4 or 5 inches of being up to the windows. To get here one has to walk on raised planks for about two blocks. Business is conducted in the office from a raised platform and in the dining room a floor about 4 feet above the floor proper answers the purpose, while the mighty Columbia rolls and splashes underneath. Baggage is carried to and from the house in a "gondola." The water is falling slowly but may rise again if the hot weather continues. The celebration of the 4th will I suppose take place here tomorrow.

July 4th

I have just been up at the old Fort. It is in a very pretty location and the scenery from it very fine. Mount Hood and Mt. St. Helens are in full view from the Fort. The buildings appear to be all there and occupied by citizens. The weather is very warm today but the water has fallen 4 or 5 inches. Warm weather is the cause of high water on acc't of melting the snow rapidly on the mountains.

July 5th

The boats on the river above Celilo [Falls] have commenced running and I leave on the boat this evening for Wallula.

Yours affectionately,

W.C. Brown

1st Cavy

Denver, Colorado.

Sept 30th 1880

[postmarked Denver, Oct 1]

My Dear Son:

Yours of the 15th and 18th received also checks for \$6.00 and \$15.00 for which please accept thanks. But it will not be necessary for you to send any more money to the girls at present and as you are to have a "leave" soon (I hope) keep it for yourself.

The girls left on Monday (the 20th) for Kansas City going via the Kansas Pacific instead of the southern route as they had thought of doing, so as to visit Mrs. Adams. But Mr. Egbert, Superintend. of the Col. Central & Cheyenne div. of the K.P. gave them half fare rates over the K.P. so we saved twenty-seven dollars. So you see it is worth something to have friends. Your Father went to Colorado Springs on Tuesday morning and I expect him back tonight. I have had Miss Flora McUne one of Grace's class mates staying with me. I took her home today and now I am alone. The house seems silent and deserted. I shall be very lonely until you come which I hope will be in the *early* part of winter. I am glad that you are being appreciated at *head quarters* I could have told them long ago that you were *more* than *ordinary* but of course this compliment is very gratifying to us.

The girls do not expect to reach Philad. until about the 1st of Nov. If you write before that time direct to Wellsville care of W.R. Wells. I think they will have

a very nice visit in Kansas City and Ohio and hope their stay in Philad. will be both pleasant and profitable. Dr. Steele told me the other day that he thought the change of climate would be very beneficial to Helen.

Your package containing pants came the other day also a letter from Hatfield. What shall I do with them! I will send you papers now that you are going back to Klamath.

Hoping you are well I am as ever your loving Mother.

[Same sheet of letter paper, different letter from Brown's sister]

Sept. 26th, 1880

Dear Brother Will:

We received a letter from you yesterday enclosing two checks for which accept many thanks. The other day we received your letter stating why you couldn't come home. We were very sorry you couldn't come before Helen and I left home. We leave tomorrow morning on the K.P. train for Kansas City where we will stay about a week,

Papa got special rates over that road for us. Leaving Kansas City we expect to stop a while in Ohio reaching Phil. about the first of Nov. Yesterday we had the first snow storm of the season. Being stormy and disagreeable all day but today it is bright and pleasant.

Your loving Sister,
Grace Brown

Fort Klamath, Oregon.

October 9th, 1880

[postmarked Fort Klamath, Oct 11 with the first CDS from the fort itself seen in Brown's correspondence]]

Dear Mother:

Yours of Sept 30th was received today and contents noted. Yours of Sept. 21st was also received some days ago.

I am glad to learn that the girls have got off at last and hope they will enjoy their visit before reaching Philadelphia.

That package containing pants please to simply "re-direct" to "Fort Klamath, Oregon" and they will come here – it is not necessary to re-stamp the package. I received a letter today from Lt. Symons in which he states that his application for me to go . . . to work in his office was not approved. As far as I am personally concerned I am just as well satisfied, however I have been knocking about the country since last June and would just as soon stay here for a while, and it is more expensive living at Vancouver than it is here. I am at present engaged on a map of the country between this place and Roseburg – plotting the trail I took coming over and etc.

We are having delightful weather here now though it is a little cool mornings and evenings.

Capt. Burton and family arrived here a few days ago. His company will be here probably in two or three weeks. Capt. B. has been on a 2 yrs recruiting detail in Columbus Ohio and has just returned.

I suppose I can get my leave at any time after "C" Co 21st Inf. arrives here. I wrote you a week or so ago asking what time you wished me to come home. I send by this mail a circular of *The American Book Exchange* from which you will see that their books are very cheap indeed – I have been buying some for the fort library, as I am Fort Librarian and Treasurer, and am well satisfied with them.

Yours affectionately,
Will



Figure 4 This cover bears an example of the first handstamp postmark used by the Fort Klamath post office dated October 15, 1880.

Fort Klamath, Oregon.

October 14th, 1880

[postmarked Fort Klamath, Oct 15]

Dear Mother:

Yours of the 6th Oct just rec'd. I sent my application in for a leave a day or so ago but cannot take advantage of until the arrival of C Co. 2nd Inf. Which will be a month yet. That package came today. Those pocket [scrolls] were lost in the mail – never received. Have sent for others. . . . I leave tomorrow morning on a 7 days leave to visit the "Lava Beds" where Gen Canby was killed [during the] Modoc War. I am going with the Post Trader Mr. Worden who was there during the war and can tell me all about it – so I will be able to tell you all about it when I go home and bring some relics etc...

Yours affectionately,

In haste,

Will

[Ed. Note: A self portrait of Lt. Brown is on the back of this letter]

[Second letter enclosed]:

Linkville, Oregon, Oct 18th, 1880

[On a commercial note sheet printed "Thatcher & Worden, Wholesale and Retail Dealers in

General Merchandise, Cattle, Horses, Sheep and Wool." Sikes Worden is the man scheduled to accompany Brown to the site of the Modoc War.]

Dear Father:

We arrived today from Osborn's Ranch 10 miles from the Lava Beds. The day before we visited the Lava Beds, our Col Gillems old camp, the spot where the tent of the Peace Commission stood, this is where Gen Canby was killed which spot is marked by a pile of lava rock and a white head board.

Capt Jack's Stronghold was also visited. It would be hard to imagine a more perfect system of natural defenses. It is a place where the party on the defensive has all the advantage. We managed to ride our horses to Jack's Stronghold, but it was very difficult to do so. Near "g" they tell me that it is as much as a man can do to get along afoot.

That leave I got was for the purpose of hunting and does not count against me in getting my regular leave.

It is nothing but a lava, sage and alkali country about Tule Lake. I got a few rocks [as] relics which I will bring home with me.

Your affectionate son,

W.C. Brown

TO BE CONTINUED



Figure 5 This sketch map appears at the bottom of Oct 18, 1880, letter. Lava Beds locations are keyed to important sites from the Modoc Wars: a Gillem's Camp; b Peace Commission tent $\frac{3}{4}$ miles from Gillem's Camp; c Capt Jack's Stronghold; d Signal station overlooking the whole lava bedse; e Bemans Camp; f Boyles (supply) camp; g Point where Col Wright's party were massacred; ——— Trail.

Odd Postal Markings from Beach, North Dakota

By Ronald Olin

Beach is located in far western North Dakota, in Golden Valley County, near the Montana border (*figure 1*). Wibaux, Montana is nearby. The Northern Pacific Railway built a section house there in 1881 and named it for Captain Warren C. Beach of the 11th infantry, US Army, who had escorted the first railroad surveyors through the area in 1880. Settlement began in 1900 and the village was incorporated in 1908. It became a town in 1909. When Golden Valley County was organized in 1912, Beach became the county seat. In 1910, the population was about 1,000, reaching a peak of 1,460 in 1960.

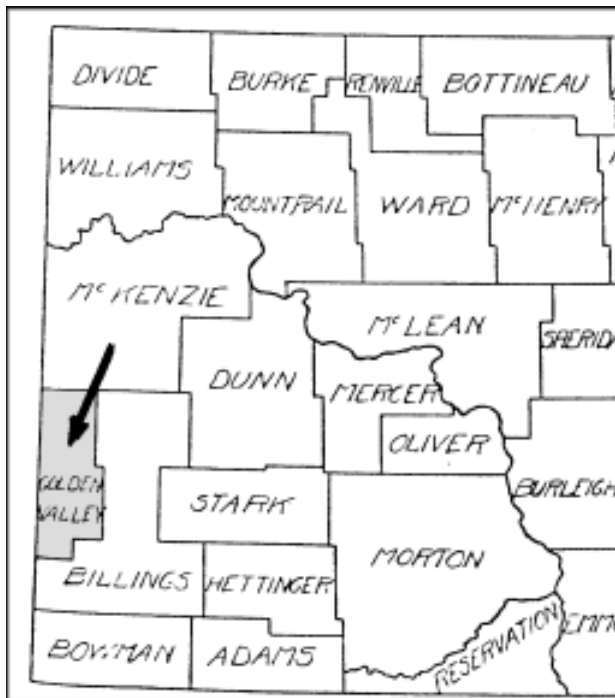


Figure 1 Map of Western North Dakota, 1912. Showing location of Golden Valley County.

The history of the organization of Golden Valley County is complicated. Beach was originally in Billings County. At the general election in November, 1910, the proposal to separate from Billings County was endorsed by a vote of 837 for and 756 against. There were four plans to divide Billings County submitted to voters. Two plans were defeated but Golden Valley County was created by the above vote (*figure 2*). Some votes were questioned and extended litigation followed. The District Court, testing the validity of the returns, decided against Golden Valley County. This was appealed to the State Supreme Court and

their decision on June 29, 1912, reversed the lower court. A motion for a rehearing of the case was denied on September 19, 1912, and Golden Valley was created.

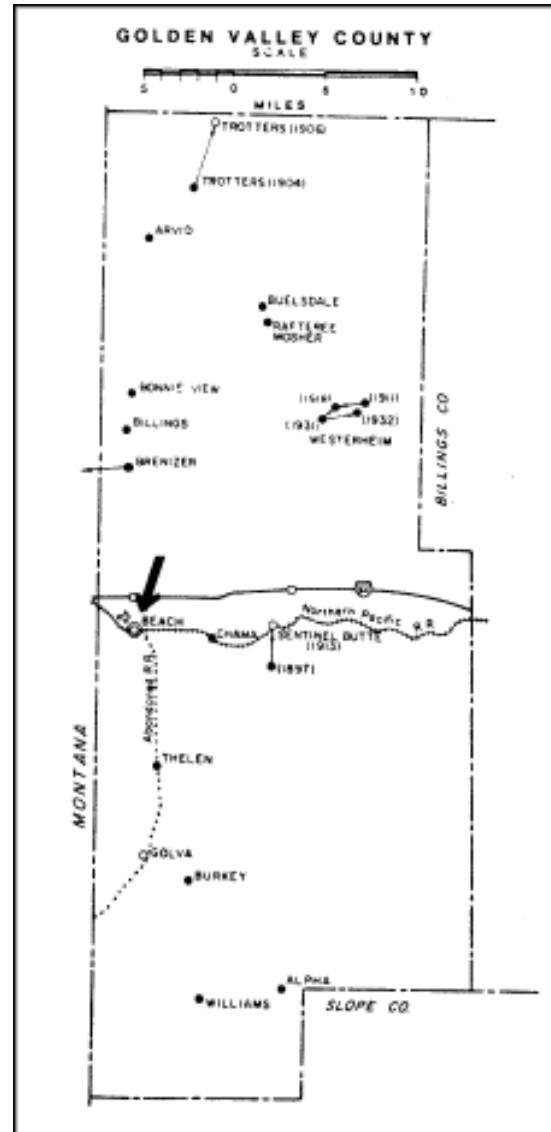


Figure 2 Map of Golden Valley County with location of Beach highlighted by arrow.

Golden Valley County, with an area of 1,014 square miles, had a peak population of 2,391 in 1980. The County has had only 17 towns, eight of which were organized in Billings County. The post office at Beach was established on October 27, 1902, with Frank E. Heath as postmaster. By 1980, only four towns in the county had open post offices—Beach, Golvea, Sentinal Butte and Trotters.

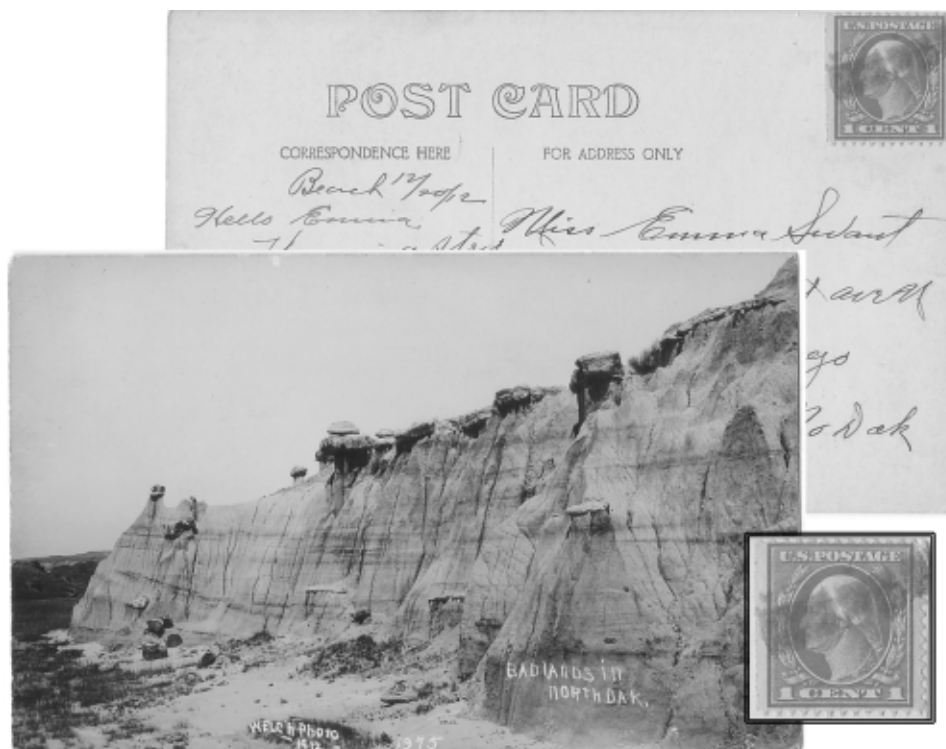


Figure 3 A heavily worn straight-line dater ties 1¢ green. Message headed "Beach 12/20/12."

Picture postcards from Beach are commonly found and this writer has 81 different views. The Beach post office used a duplex handstamp until 1915. A CDS/target or Doane has not been reported. In mid-1915, a duplex "1" handstamp with the year just outside the dial began to be used. In 1930, machine cancels began to appear.

Four postcards with odd postal markings appeared in 1911 to 1912 and are shown in Figures 3 to 6. Figure 3 shows a very worn, straight-line, dater handstamp tying the stamp. The message is dated December 20, 1912. Figure 4 shows the same worn dater handstamp with the number "10" for day in the middle and inverted. Figure 5 shows a similar, inverted, worn handstamp tying the stamp and dated October 7, 1911. There is an interesting, receiving RFD cancel from Holmen, Wisconsin and dated November 30, 1912. The RFD cancel ties the stamp as well. An RFD receiving handstamp is rare. A puzzling

question is the 1912 Holmen RFD/1911 straightline dater. This finding is not uncommon for the New Year's period but why in November? This picture postcard very likely came from Beach. It is unlikely that the Holmen RFD postmark is the originating postmark for local use.

The reason for the use of the worn, straightline dater handstamp is likely as an "emergency" usage. The duplex device was likely misplaced or damaged. A disaster at Beach is unlikely. Beach had fires in the summer of 1909 and the spring of 1913 which virtually destroyed much of the downtown. But,

those dates don't fit the cards. It is unknown if either of these fires destroyed the post office. There is no Beach postal history which would indicate short-term problems.



Figure 4 Worn straight-line dater tying 1¢ green with inverted day "10".

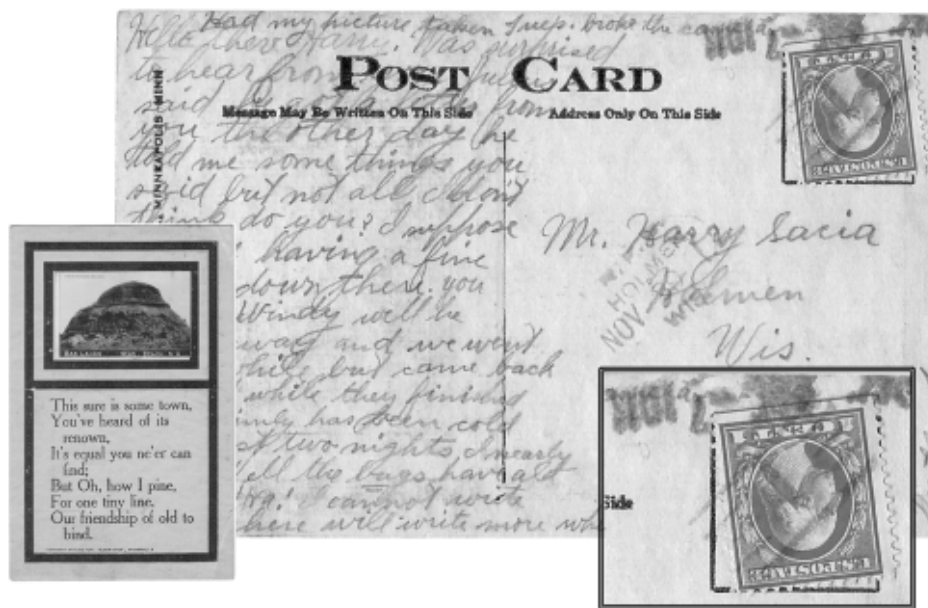


Figure 5 The straight-line dater of Oct. 7, 1911, tying 1¢ green on a card addressed to Holmer, Wisconsin. The Holmer RFD cancel was also used to tie the stamp.

Figure 6 shows a Beach Rec'd, dated August 24, 1912, used as an originating postmark. This usage is improper but not uncommon. The receiving postmark is a magenta two-liner – Oakes, N.Dak./May 26 AM – from likely a single device, possibly two. North Dakota straight-line handstamps are rare. This writer has seen four others but there may be more. They are as follows:

- 1) Jamestown, Dak., territorial originating cancel and undated;
- 2) Auburn, N.D., March 24, 1896, with cork killer;
- 3) Fargo, N.D./October 30, 1907 double line as an originating postmark; and
- 4) Reynolds, N.D./April 4, 1930 as an originating postmark.

Sources:

Dakota Collector. December, 1987.

Stehle, Randy. Personal communication.

Wick, Doug. *North Dakota Place Names*, Prairie House, 1988.

Wick, Doug. Personal communication.



Figure 6 A Beach, N.Dak., receiving circular date stamp of August 24, 1912, ties a 1¢ green on card with magenta Oakes, N. Dak. receiving handstamp.

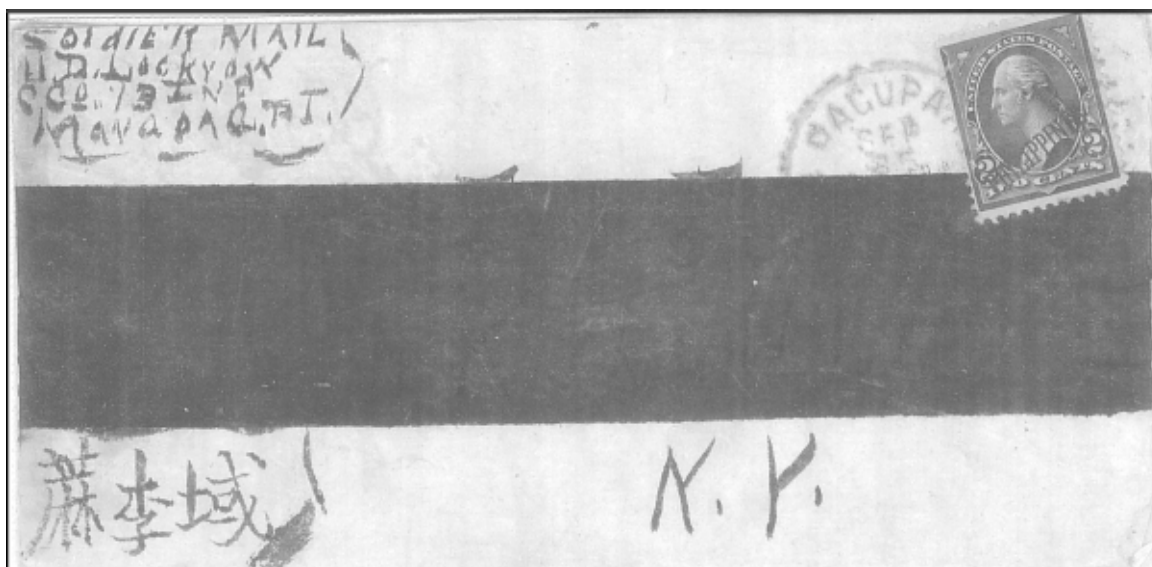


Figure 1 American soldier's letter believed sent from China during the summer of 1900 before U.S. military postal stations were established.

A Controversial China Relief Expedition (1900) U.S. Cover

By Michael Dattolico

By the spring of 1900, northern China had become a dangerous place for Americans. Alarmed by increasing violence and lawlessness in the region, the U.S. Consul-General cabled Washington for military assistance. In response, U.S. Marines landed in China on May 29, 1900, to provide security for Americans there.

Meanwhile, General Arthur MacArthur, commander of U.S. troops in the Philippine Islands, was ordered to send a regiment of infantry to China. MacArthur complied and on July 6, the 9th U.S. Infantry arrived at Taku where it joined U.S. Marines and military units from allied countries. Combat against the Chinese "Boxers" was intense during July and August. But by late September, allied military forces had defeated the rebels and controlled the corridor from Peking to Taku. U.S. troops remained in north China throughout the summer of 1901.

The United States was one of the last countries to send its armed forces to China in 1900. Unfortunately, it did not immediately provide a postal outlet for its troops. For that reason, the first American soldiers to arrive had to rely on the postal stations of other countries and unofficial, sometimes unorthodox methods.

By August, nearly 5,000 American troops were ashore, all requiring mail service. To meet their needs, the Post Office Department authorized the establishment of military postal stations. Railway Mail Service superintendent Henry Robinson arrived at Nagasaki, Japan in early September to take charge of the postal situation. The location proved to be unsuitable, however, prompting him to move operations to the Chinese mainland. Robinson, the veteran RMS administrator who managed Puerto Rico military stations in 1898, established postal operations on the Chinese mainland on or about September 25th.

The main focus here is not on soldiers' mail processed at Robinson's postal stations, but on American military mail sent from China before Robinson commenced operations. Such forerunner covers handled by foreign military stations usually reflects the postage and markings of that country. But occasionally, American soldiers' mail was sent using other methods. Presented for inspection in this article is what may be a unique example of such mail.

At first glance the cover, shown as *figure 1*, appears to be a common soldier's letter mailed from the Philippines to New York in September, 1900. It is replete with the soldier's Philippines return address and a Dagupan, P.I. cancel which ties a U.S. overprint stamp.

But other features seen on the envelope have caused some postal historians to question those obvious facts. They are: (1) the envelope's Chinese design, (2) the Chinese characters on the lower-left corner of the envelope, and a faintly seen manuscript marking at the upper-center of the envelope. Those three variables tend to contradict the idea that it is a Philippines letter and support the theory that the cover may have originated in China. Of the three, the Chinese writing is the most compelling evidence, raising questions that must be answered:

1. What is the translation of the Chinese symbols?
2. Why were Chinese symbols written on the envelope?
3. For whom were the Chinese symbols intended?
4. What does the presence of Chinese writing suggest?

Ohio State University Associate Professor of Chinese Studies, Dr. Guoqing Li, was consulted about the Chinese writing on the envelope. He provided a translation and opinions about the characters' meanings.

Dr. Li said the symbols seem to be a syllabic spelling of the Philippine town, Mavapag (sic), and whoever wrote them probably underlined the Philippine town's English syllables and overlined the Chinese spelling (figure 2). He also feels that the Chinese writing is confirmation that the letter originated in China, since the characters were obviously intended for Chinese persons to read. That might explain why the Philippine town name is mentioned so prominently with a corresponding Chinese translation.

What clinches the "China origin" theory is the faint imprint, "Via P.I." seen on the cover's front. The words have been erased but can still be read with a strong glass. They are convincing evidence that the cover was mailed from China and was forwarded to the Philippines. Why, when the words were erased, and who erased them is not known. Their eradication may have occurred in 1900 at the time of the letter's mailing. Then, too, the words might have been removed by someone who didn't grasp their significance and was trying to clean the cover in later years. But other factors tend to contradict the "forerunner" theory.

First, the presence of the U.S. stamp tied by the Dagupan postmark must be explained. One's first reaction might be that this is simply a soldier's letter mailed from the Philippines on which someone scribbled some Chinese letters to impress the New



Figure 2 Left side of the envelope showing a soldier's Philippine military address and related Chinese language symbols. Note the highlighted symbols in the two languages, both referring to the Philippine town name.

York addressee. But if that is so, then why were syllables underlined if the real translation didn't matter? That prompts another question - how many U.S. soldiers in the Philippines were fluent in the Chinese language? The answer: very few.

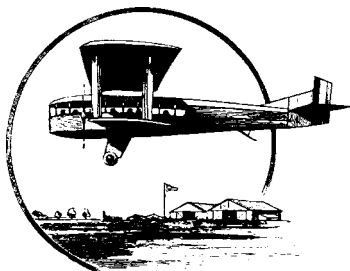
Second, if the cover originated in China, then why did the Dagupan post office handle the letter, and who affixed the U.S. stamp? Was U.S. soldiers' mail sent from China during the forerunner period accepted in the Philippines without prepaid postage? Was there an unofficial policy which permitted postage to be affixed on incoming mail from China before U.S. postal stations were established? Or was the featured cover a one-of-a-kind fluke? Those are major questions that must be answered.

Third and also disturbing concerns the sender's military unit. The soldier who mailed the letter was assigned to the 13th U.S. Infantry, a regiment that was not sent to China as a unit. Only the 9th, 14th and

15th infantry regiments were sent to China as units. Many inquiring postal historians must wonder why a 13th Infantry soldier was sent to China without the rest of his regiment.

From a personnel standpoint, one plausible explanation may be that the soldier was not sent to China as an infantryman but as a specialist. It is a fact that engineers, signal corpsmen and medics were part of the American China Expeditionary Forces. That some of those soldiers were drawn from the 13th Infantry is a possibility.

No doubt, further study is warranted to completely understand this envelope's story. But the likelihood that this is a unique China Relief Expedition forerunner cover seems likely.



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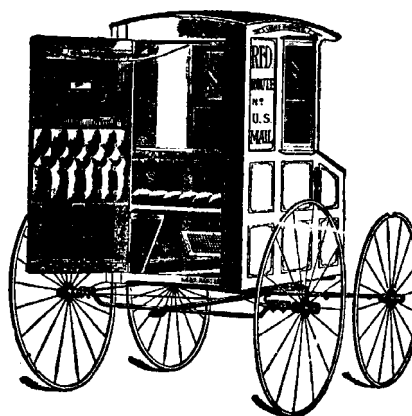
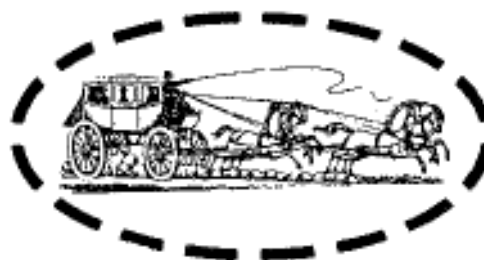
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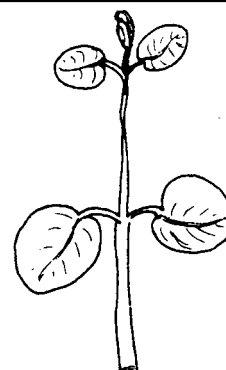
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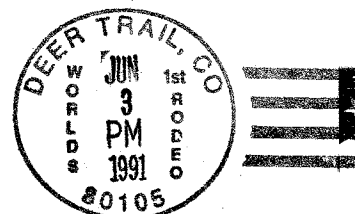
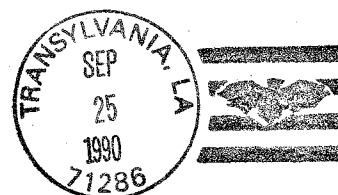
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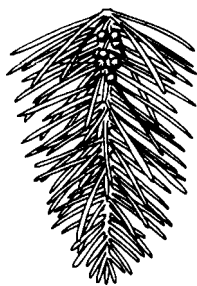
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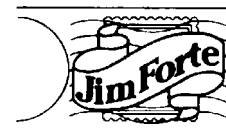
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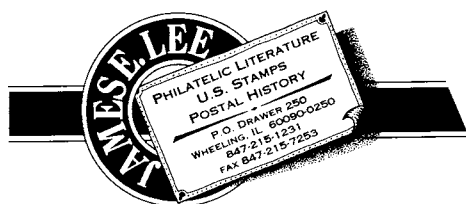
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U.S.S. CHICAGO (CA-29)

U.S.S. HOUSTON (CA-30)

Please send full-size image (with price) via

email to: pmarche@jps.net OR photocopy (with price) to:

**C.R. Kimes, 1355 Martin Drive, Auburn, CA
95603**



La Posta Backnumbers

Backnumbers of *La Posta* may be purchased from **Sherry Straley, 2214 Arden Way #199, Sacramento, CA 95825**. An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the *La Posta* website at www.la-posta.com.

To order backnumbers call Sherry at 916-359-1898, fax 916-359-1963 or send her an E-mail at collectibles@4agent.org.

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56-60	\$3.00	\$7.47	\$14.22
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66-70	\$3.50	\$8.73	\$16.62
71-75	\$3.75	\$9.33	\$17.76
76-80	\$4.00	\$9.96	\$18.96
81-85	\$4.25	\$10.59	\$20.16
86-90	\$4.50	\$11.22	\$21.36
91-95	\$4.75	\$11.82	\$22.50
96-100	\$5.00	\$12.45	\$23.70

CARDS & COVERS: FOR SALE

DO YOU COLLECT State Postal History, Doane Cancels, or cancels of any kind? Check out my website www.towncancel.com. Now with over 30 states online plus Dakota Territory and more coming. Over 6000 covers online with over 1000 of them pictured. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106. [34-3]

POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com [34-3]

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet website: <http://www.postal-history.com>. [34-2]

GRAND FATHER'S Collection: All covers old, U.S. Postal history 36/\$110; U.S. Naval 36/\$110; First Flights 36/\$110; Advertising 36/\$110; Worldwide Postal History 36/\$110; (½ lots available). Beautiful covers! Send \$5 cash for entire catalog. Victor Schwez, 10519 Casanes Ave., Downey, CA 90241 [35-4]

TOWNS: WANTED

ALL STATES and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [34-3]

CALIFORNIA: MENDOCINO County to 1900: Albion, Casper, Cleone, Cuffy's Cove, Elk, Fish Rock, Fort Bragg, Gualala, Inglnook, Kibesillah, Little River, Mendocino, Miller, Navaro, Navaro Ridge, Noyo, Noyo River, Point Arena, Punta Arenas, Rock Port, Usal, Westport and Whitesboro. Send photocopies or priced on approval. Don East (APS, WCS) P.O. Box 301, Little River, CA 95456 [34-2]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [34-2]

CALIFORNIA: LOS ANGELES County to 1900 and City of Los Angeles forerunners. Scans, photocopies or approvals. Michael Zolno, 2855 West Pratt, Chicago IL 60645, mzolno@aol.com [34-2]

TOWNS: WANTED

CALIFORNIA - SISKIYOU COUNTY: wanted, covers, acrds, letters and billheads and early paper. Send photocopies, description and prices to: Bud Luckey, 6110 Beverley Way, Dunsmuir, CA 96025 [34-2]

WASHINGTON, DC COVERS wanted. Non-machine 1900-1915. No 3rd class. Carl Stieg, 260 Merrydale Rd., Apt 15, San Rafael, CA 94903. carl_phil@webtv.net [34-4]

HAWAII, YUKON and ALASKA postal history wanted to 1959. Also buy Hawaiian stamps with town cancels off cover and fancy cancels and fort cancels on 19th century U.S. officials. Steve Sims, 11769 Wickersham Dr., Anchorage, AK 99507 [34-2]

IDAHO PANHANDLE: Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties. Interested in all postmarks and other postal history items. Send photocopies or priced on approval. Write or e-mail for post office lists. I will pay all copying or mailing costs. Peter Larson, 5301 Robinson Park Rd., Moscow, ID 83843, Tel 208-883-8297, e-mail plarson@wsu.edu. [34-6]

LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc., postal history (1790-1920). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069, PH: (504) 835-9611. Email: rontrosclair@yahoo.com [35-5]

NEBRASKA TERRITORIAL covers (before Mar 1, 1867) wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [34-4]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[34-2], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

May 20, 2003

**E-MAIL US IF YOU
INTEND TO RENEW
YOUR AD & TIME IS
SHORT FOR RENEWAL**

TOWNS: WANTED

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [34-6]

OHIO-HOLMES & COSHOCTON counties. All Postal History, DPOs. Especially want Berlin S/L and CDS on folded letters, Baddow Pass, Clark(s), DeWitts Ridge, Dino, Doughty, Drake's, Humphreysville, Jones Corners, Killbuck, Manning, Morgan Settlement, Mounthope, Palladium, Pictoria, Prairie, Salt Creek, Saltillo, Special, Tuttleville, Ward's and Winesburgh. Larry Neal, 8650 Twp Rd 79, Millersburg, OH 44654. Member APS, OPHS. [34-2]

SOUTH DAKOTA Territorial and Statehood covers wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [34-4]

WEST POINT, NEW YORK covers -- stampless to 1890 -- wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 100, Chatsworth Island, NSW 2469 Australia [34-6].

ADVERTISING COVERS: WANTED

Pre-1910 **RANCHING** (Stock companies; brand regismarks; outfitters; saddlers); Lawmen; Pawnee Bill/Wild West Show. Also early western Canada (Saskatchewan/Alberta) postmarks. Photocopies: Mario, Box 342, Saskatoon, SASK., Canada S7K 3L3. [35-1]

URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460. [34-2]

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [34-5]

POSTAL STATIONERY: WANTED

WANTED: TO BUY, sell or trade, mint or used, US postally stamped cards. List available on request. Dick Borkowski, PO Box 118, Edgemont, PA 19028 [34-2]

LITERATURE: FOR SALE

LA POSTA BACKNUMBERS—long run of the journal available from early subscriber. Also *Western Express*. Contact Phil Kay [pilau@mobbettah.net] for details. [34-2]

THE AWARD-WINNING 240-page book of Wisconsin postal history - *Going For the Mail, A History of Door County Post Offices* -- is now at a special price: \$13.00 postpaid from the author. Jim Hale, 5401 Raymond Road, Madison, WI 53711. [34-4]

STOCK REDUCTION sale. Great books at great prices. Free price list. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com [34-3]

NOW AVAILABLE: Post Offices of Virginia - \$20; The Post Offices and Postmasters of Hawaii - \$20; The Post Offices of Alabama to 1900 - \$20; The Post Offices of Georgia - \$20; Post Offices of Puerto Rico - \$20; Post Offices of Philippine and Ryukyu Islands (under US administration) - \$20. Coming soon Post Offices of WV and SC. All available from the author, postpaid: Richard E. Small, 14349 Coleraine Ct, Reston, VA 20191. [34-4]

United States Post Offices on CD-ROM. The most complete lists currently available*. Contains: Combined alphabetical list of active and discontinued Offices from all states (including years of operation and counties); 50 individual state lists, plus DC and Indian Territory; combined list of all Counties; and statehood, territorial and Confederate secession dates. The ultimate reference for identifying manuscript postmarks, postcards, letters, etc. (*NOTE: Alabama and Georgia have not been fully researched, but this CD includes thousands of offices previously unpublished from those states.) PC or MAC. \$99.00 postpaid, worldwide. (Illinois residents: \$105.68.) Jim Mehrer, 2405- 30th Street, Rock Island, IL 61201. [34-2]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [34-4]

POST OFFICE FORMS WANTED

HELD FOR POSTAGE -- US Post Office Forms #1543, #3540, #3548 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: dls@library.wustl.edu [34-2]

ADDRESS CORRECTION-- US Post Office Forms #3547, #3578, #3579 sought for study of varieties -- Need better items and accumulations of common. Write for offer: David L. Straight, P.O. Box 32858, St. Louis, MO 63132 or e-mail: dls@library.wustl.edu [34-2]

WANTED: MISCELANY

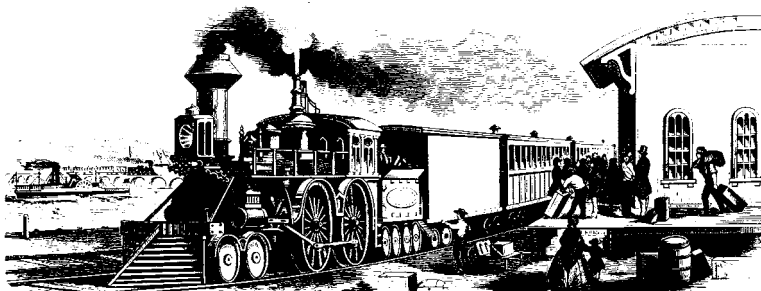
9¢ **ALAMO** US #1043: plate varieties; commercial covers (interesting destinations and postal markings); unusual FDCs especially postmarked other than San Antonio; Alamo memorabilia. Jane Fohn, 10325 Little Sugar Creek, Converse, TX 78109-2409; janekfohn@sbcglobal.net [34-3]

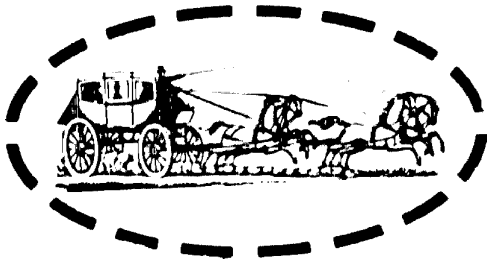
EXPRESS COMPANY & Parcel Delivery Company covers, Corner-Cards, Labels and Stamps. Locals: Forgeries and Fantasies. William Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 E-mail: cds13@cornell.edu [34-2]

AIRMAIL COVERS - Commercial Only (No First Flights or philatelic)-United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [34-5]

FOREIGN: WANTED

COMMERCIAL AIR air covers, 1945 or earlier, any intercontinental mail, i.e., Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or helbock@la-posta.com





La Posta Publications

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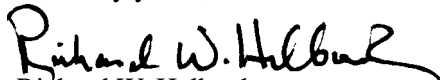
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I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of \$20, or pay via credit card at www.la-posta.com/journal.htm to begin your subscription with our next issue.

Sincerely yours,



Richard W. Helbock,

Publisher

La Posta Publications
33470 Chinook Plaza, #216
Scappoose, OR 97056

Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 34, Number 3 (July 2003) issue. Enclosed is my check in the amount of \$20.00.

Name: _____

Address: _____

City, State, ZIP: _____

ADVERTISING IN LA POSTA

La Posta publishes two types of Ads: Display & Auction/Net Price. Details for placing each are as follows:

DISPLAY ADS - May be run on a contract basis for one, three or six insertions. Ad contents may be changed at any time, provided proper notice is given. Contract rates for ads of varying sizes are as follows:

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1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

These charges include Type setting & Layout

AUCTION/NET PRICE ADS:

The charge for placing a 1/2-page ad is \$45.00; 1 -page \$90.00; 2-pages \$170.00

These prices are for prepaid camera ready copy. Add \$15 typing charge is for 1/2-page auctions, \$35 for 1-page auctions; and auctions over 1-page must be camera ready, transmitted via E-mail or provided on computer disc.

Ad Deadlines are as follows: Dec/Jan issue - Nov 20; Feb/Mar issue - Jan 20; Apr/May issue - Mar 20; Jun/Jul issue - May 20; Aug/Sep issue - July 20; Oct/Nov issue - Sep 20.

La Posta, 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056

or

P.O. Box 100, Chatsworth Island, NSW 2469 Australia

INDEX OF ADVERTISERS

AUCTION ADS

RANDY STEHLE - 33

DISPLAY ADS

ALASKA COLLECTORS CLUB - 74

ARIZONA-NEW MEXICO P. H. SOC. - 74

COLORADO P. HIST. SOCIETY - 70

ROD CROSSLEY - 74

JANE DALLISON - 76

MICHAEL DATTOLICO - 75

JIM FORTE - 74

BOB GAUDIAN - 72

GROW LA POSTA - 72

DISPLAY ADS

RANDY KIMES - 76

LA POSTA BACKNUMBERS - 70

LA POSTA E-BOOKS - 71

LA POSTA SUBSCRIPTION FORM - 79

JAMES E. LEE - 73 & 75

JIM MILLER - 45

BOB NICHOLS - 75

PMCC - 72

SCHMITT INVESTORS LTD. - 76

STEVE SIMS - 45

STEPHEN T. TAYLOR - 70