

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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*COVER:* Our cover for this issue illustrates a montage composed of an early 20th century map of Haiti and a few interesting covers that recall the occupation by United States Marines of that troubled Caribbean nation during the early decades of the last century. It is intended to call attention to Dr. Gerry Boarino's detailed examination of the postal history associated with the US Marines in Haiti.

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## IN THIS ISSUE:

The United States Marine Corps in Haiti and  
Its Postal History (1915-1934)  
By Dr. Gerald L. Boarino ..... 9

The Postmasters General of the United  
States, 1775-1971  
Part X: Francis Granger, 1841-1841  
By Daniel Y. Meschter ..... 27

Mail To and From Enemy Prisoners of War in  
US Camps, 1942-1946: An Overview  
By Richard W. Helbock ..... 29

The Old "Indian Pole"  
By Gus Spector ..... 41

Pearl Harbor Ship Mail  
By Curtis R. "Randy" Kimes ..... 44

Wells Fargo In The Northwest: Route,  
Messenger, and Agent Handstamps  
By Dale Forster ..... 48

Maryland Postal History  
McDonogh, Baltimore County  
By Gordon Katz ..... 53

Recent Texas Discontinued Post Offices  
By Michael M. Ludeman ..... 65

WW II Correspondence Without Censorship  
Transcribed by Richard W Helbock ..... 68

Also Miscellaneous Columns, Notes  
and Announcements

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### Trip Report

No, don't worry, I'll not bore you with a barrage of details, but Cath and I had a wonderful journey in July and August that took us to the APS show in Columbus. We were delighted to meet many people for the first time including Michael and Mary Dattolico, who graciously allowed us to stay at their Columbus home; Gary Anderson from St. Paul, who it was my great pleasure to work so closely with on the Second Edition of *United States Doanes*; Dick Laird and all the other folks who stopped by Jim Lee's booth to say hello and shake hands while I was there on Fri-



*Time out in Columbus. Right to left, Betsy Towle, Sherry Straley, Cath Clark and Bill Helbock.*

day the 8<sup>th</sup>. It was also a great delight to see so many old friends such as Jim Lee, Jim Stever, Dale Forster, Jim Forte, Rob Harris, Rich Martorelli, Larry Weinstock, Dickson Preston, Bill Bauer, Betsy Towle, Sherry Straley and a much longer list of folks who it has been my great privilege to know over the years.

Our time at the show was too short, and next year we will plan to stay longer in Sacramento. When we reached Columbus on August 7<sup>th</sup> we were already fairly tuckered from three weeks of travel that took us to some unforgettable experiences in Verona, Italy; Vienna and Salzburg, Austria; and back in our old stomping grounds of Portland, Oregon. After Columbus, we flew on to Los Angeles and enjoyed an overnight visit with Harold and Wilma Richow. Harold has entrusted us with sell-

ing his most impressive World War II US military cover collection, and we will be offering selections in the current Subscribers' Auction (No. 71 enclosed in mailer with this issue) and future sales.



Harold Richow is one of the most widely known collectors of US postal history in the nation. His *Encyclopedia of R.F.D. Cancells* is the standard reference in that popular collecting specialty. He has pursued his interest in WWII military postal history for over three decades and has assembled some outstanding specialized collections of Alaska and Western Canada APOs, US in the Philippines, POWs and Civilian Internees, Registered Military and Naval mail, WWII Censorship and US Domestic Bases. We are indeed honored that Harold has chosen us to make his wonderful collections available once again to today's collectors.

We have a very diversified selection of articles for this issue featuring work by some authors who are entirely new to *La Posta*.

**Dr. Gerald Boarino**, a highly regarded specialist in



*Cath with Wilma and Harold Richow at their home in southern California.*



*Gary Anderson and Bill Helbock at the Columbus APS show in August.*

Haitian philately and former editor of the journal of the Haiti Philatelic Society, authors our first look at postal history associated with the US Marine Corps activities in Haiti between 1915 and 1934.

**Dale Forster** is another author making his debut in our pages. Dale is an expert on the subject of express mail in the Pacific Northwest, and author of the 1985 classic *Oregon Express Companies*. He provides us with a well-illustrated exposition of the Wells, Fargo and Company's late 19<sup>th</sup> century agent service on board coastal steamers operating north from San Francisco.

**Gordon Katz** is our third new author and he presents a wonderfully well documented and copiously illustrated postal history of a single Maryland post office—McDonogh in Baltimore County. While Gordon's presentation obviously has particular significance for postal historians of Maryland, his organization and thoroughness presents us all with a shining example of what can be accomplished by using a combination of local history resources combined with a postal historian's specialized knowledge of US postal markings.

*La Posta* is also delighted to welcome back a couple of authors whose work has been absent from our pages for several years. **Gus Spector** specializes in early Philadelphia advertising covers and this time he relates the fascinating story of the Old Indian Pole, a local landmark.

**Randy Kimes**, perhaps best known to *La Posta* readers for his impressive study of World War I US Navy censor markings published in 1994 (Whole No. 144), presents an article detailing his efforts of many years to build a tightly defined collection of covers from the ships moored in Pearl Harbor on that fateful day in 1941. As collectors of postal history, we all have the luxury of defining the boundaries of what and how we collect. It is, perhaps, the most essential difference that separates our hobby from those who merely seek to fill all the spaces in a stamp album. I think you'll agree with me once you read Randy's article that he has chosen to define the limits of his collection of Pearl Harbor ships in an exceedingly restrictive way. Talk about raising the level of the bar! It's obviously a great testimony to his collecting diligence that Randy has managed to add the number of items to this collection that he shares with us in this article.

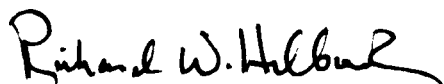
**Michael Ludeman's** ground breaking article on recent discontinued Texas post offices concludes in this issue. We apologize to both Michael and our readers that we inadvertently ended the second installment



*Jim Lee and Bill Helbock at Jim's booth in the Columbus APS bourse.*

of this important article so abruptly in the August-September issue and omitted to indicate that it would be concluded in the next issue.

**Dan Meschter** continues his series on Postmasters General of the US with a presentation on Francis Granger who held the office briefly in 1841, and yours truly contributes a couple articles based on material from **Harold Richow's** magnificent WWII military postal history collection. All in all, I think we have a rather tasty menu and I do hope you will find a few tidbits to your liking.



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**Klein, Lucien** [Prexies, OR: Marion & Grant Co] — lusal@msn.com  
**Jim Klinger** [Colorado ph & Navel covers] — IX15@aol.com  
**James E. Kloetzel** [Scott Publishing Co] — jkloetzel@scottonline.com  
**Kenneth Kloss** [OH: Ashland Co; CA: Humboldt Co & LA area;  
 advertising covers & collars] — monion@webtv.net  
**Eric Knapp** [Alaska & military postal history] — eknapp@gci.com  
**Vincent L. Knauss III** [Key West ph & US Fancy Cancels]  
 — knausv@springfieldstampclub.org  
**Daniel M. Knowles** [NY: Suffolk Co, Long Island; 3c 1861-auxiliary  
 markings, fancy town cancels, paid cancellations]  
 — dknowles@med.cornell.edu

- Kent Kobersteen** [US Scott CII, unusual commercial usages, unusual off-cover stamps] — kobersteen@aol.com
- John Koehler** [Montana postal history] — jkoehler@wa.freei.net
- William Kolodrubetz** [classic US post office seals] — wkolo@prodigy.net
- Konigsberg, Paul** [Museum of Postal History, NYC] — pkonigsb@email.usps.gov
- Van Koppersmith** [Alabama & Mississippi p.h.] — cleave3@aol.com
- Jim Kotanchik** [Franklin Co., MA & PO Seals] — jkotanchik@flashcom.net
- George Kramer** [west; telegraph] — gjkk@optonline.net
- Jon E. Krupnick** [Pacific Flights 1936-46 & US Pacific Possessions] — jonpac@aol.com
- Alfred Kugel** [20th Cent. Military Mail, US Possessions & Offices Abroad] — afkugel@hotmail.com
- Paul Kukstis** [Auction House] — letters@kukstis.com
- Rick Kunz** [RPO, AGT, RR postmarks] — rkunz@eskimo.com & www.eskimo.com/~rkunz/
- William O. Kvale** [MN ph, esp. territorial & MN Civil War patriotics] — flo3wil@aol.com
- Eliot Landau** [U.S. Registry, U.S. Classics, All Lincoln issues on cover] — elandau@aol.com
- Walter LaForce** [US Doanes & NY RFD & Co/PM cancels] — vlwl@rochester.rr.com
- Gary Laing** [Virginia p.h.] — laing@naxs.com
- Dick Laird** [U.S. Doanes and Indiana Postal History] — d.laird@insightbb.com
- Curt J. Lamm** [Unusual 1851-61 townmarks] — cjlammm@netstorm.net
- Eliot A. Landau** — elandau@aol.com
- Russell C. Lang** [Nebraska] — LangWhiteOak@nntc.net
- Robert M. Langer** [Boston ad covers; Carroll County NH] — rla4141975@aol.com
- 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] — philately2@earthlink.net & www.jameslee.com
- Brian R. Levy** [Long Island PH & Expositions] — bellobl@aol.com
- Bruce Lewin** — bjlewin@att.net
- Matthew Liebson** [Ohio PH; Licking Co., Doanes, stampless] — paperhistory@mindspring.com
- Ron Leith** [USA banknote issues to foreign destinations] — ronleith@uniserve.com
- MingKung Jason Liu** [China/US combinations & crash cvrs.] — mliu@DataPathSystems.Com
- William Lizotte** [VT postal history, Doanes] — billl@dec.anr.state.vt.us
- Bud Luckey** [Siskiyou Co. and N. Ca. covers & related paper] — luckey@snowcrest.net
- Len Lukens** [Oregon p.h. & trans-Pacific airmail] — llukens@easystreet.com
- David Lyman** [World postmarks on covers or piece] — postmark@sympatico.ca
- Max Lynds** [Aroostook Co., Maine p.h.] — Max@pwless.net
- Millard Mack** — millardhmack@yahoo.com
- Larry Maddux** [Douglas Co, OR] — lmaddux@pacifier.com
- James Majka** — jsmajka@ameritech.net
- Tom Maringer** [Arkansas PH] — willwhitfoot@shirepost.com
- Robert L. Markovits** [dealer. Collects US officials, worldwide Special Delivery, US Sc C24, C38, C46 postal history] — lrlm@pioneeris.net
- Peter Martin** — pmartin2020@aol.com
- Richard Martorelli** [Military, Postage Due] — martorel@pobox.upenn.edu
- Doug Marty** - [Dealer Postal History, Ephemera, Postcards] — dmarty@wtp.net
- Chester M. Masters** [Jefferson & Clallam, Washington] — stamps29@att.net
- Bernard Mayer** [Oklahoma] — Bernie@m47303.com
- Larry McBride** [U.S. town cancels] — lgmcbride@yahoo.com
- David McCord** — damac52@comcast.net
- Harry McDowell** [Columbia SC Confed. p.h.] — harmacd@aol.com
- R.J. McEwen** [Eastern Oregon] — rjmcewen@aol.com
- Chuck & Jan McFarlane** [Ausdenmoore-McFarlane Stamps] — Mcmichigan@aol.com
- Bob McKain** [Western PA] — bmckain@nb.net
- Michael J. McMorro** [Vermont photocards & POW cards of WWI & WWII] — SFA@SOVER.NET
- Michael E. Mead** [Britannia Enterprises - postal history dealer] — meadbe@s-way.com
- Jim Mehrer** — [Dealer. Collects expo's, Navy ships] — mehrer@postal-history.com & website http://www.postal-history.com
- Doug Merenda** — dougm43@webtv.net
- 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
- Corbin Miller** [Idaho P.h., photo postcards] — clm@lastphase.com
- Jim Miller** [Dealer] — jmillier@cariboo.bc.ca
- Andrew W. Mitchell** — ajmitchell2@comcast.net
- John Moore** — janmoore@comcast.net
- Steve Morehead** [Colorado postal history] — steveasc@ix.netcom.com
- James H. Moses** [censored covers] — jhcmoses@aol.com
- John G. Mullen** [WA state; flags; Ntl Air Mail Week; Snohomish, Skagit, Island County posmarks] — longjohn.wa007@netzero.com
- Bob Munshower** — bearnt19@mail.idt.net
- Larry Neal** [Holmes & Coshoccon Counties, Ohio] — larryln@valkyrie.net
- Burnham Neill** [FL-Miami/Dade DPOs on PPCs; some MS, MO] — mbneill@bellsouth.net
- Howard Ness** — hbness@hotmail.com
- Ray L. Newburn** [CO, US Pac Islands (Guam, Wake, Midway, etc)] — newburn@mindspring.com
- Martin Nicholson** — Martin@crozet.demon.co.uk
- Bill Nix** [Skamania Co., WA] — wanix@gorge.net
- Jim Noll** — [computer postage] jenca@pacbell.net
- Charles A. O'Dell** [Missouri & eastern Colorado] — odellcd@earthlink.net
- Francis E.W. Ogle** — fewogle@comcast.net
- Clay Olson** [Tioga Co., PA] — shawmut@comcast.net
- James Orcutt** [Washington] — jorcutt@u.washington.edu
- Kevin O'Reilly** [NWT, Yukon & Labrador; US APOs in Canada] — xcarc@ssimicro.com
- Dennis Pack** [Sub-station postmarks; Utah ph] — packd@hbc.com
- John Palm** [Merced & Mariposa Co., CA] — jwpalm@elite.net
- Ray Palmer** [Oregon, esp. Yamhill & Polk Counties] — rpalmer@onlinemac.com
- Dr. Everett L. Parker** [Pitcairn, Canada, Maine] — eparker@midmaine.com
- Alan Parsons** [US, UN, NY: Steuben, Schuyllar & Chemung counties] — alatholleyrd@aol.com
- Ron Pascale** [CT fancy cancels, Waturbury & Putnam Liberty postal history] — pascale@'pascale-lamorte.com
- Ed Patera** [California] — ELPATERA@aol.com
- Bob Patkin** [Machine cancels] — bpat@shore.net
- James Patterson** — patterson@azbar.org
- Norman Pence** [Oklahoma] — norpen@hotmail.com
- Randy Pence** [Yangtze Rier Patrol; WWI medical] — catclan@earthlink.net
- Ken Pendergast** — kenp44@charter.net
- Eustolio G. Perez** [Dealer/Collector Mexico to US covers] — SouthwestCC@Prodigy.net

- Paul E. Petosky** [Michigan postal history; US & Canada post offices on postcards] — paul-petosky@yahoo.com
- Hans Pohler** [U.S. postal history] — hpohler@juno.com
- Walt Potts** [Monona Co., Iowa] — Pottsplit@aol.com
- Stephen Prigozy** [Telegraph covers] — prigozys@aol.com
- Ada M. Prill** [Delaware Co., NY] — ada@math.rochester.edu
- Peter Rathwell** [AZ pre-1890; 1869 US or Canada large Queens] — prathwell@swlaw.com
- Mark Reasoner** [Ohio] — mrease@columbus.rr.com
- Byron L. Reed** [South Dakota p.h.] — laposta@byronreed.com
- Art Rupert** [Rural stations & branches, CPO & photos] — aerupert@bentonlea.com
- Robert Quintero** [Detroit Marine Office/Detroit River Sta 1895-Current] — qover@ameritech.net
- Michael J. Rainey** [Western/Nevada County, CA covers] — mjraine9@hotmail.com
- Reuben A. Ramkissoon** — rramkissoon@juno.com
- Thomas E. Reiersgord** [MN: Hennepin Co; Ux27 usages] — Reiersgord@aol.com
- Norm Ritchie** [CO, UT, AZ & NM postal history] — mnp@ctos.com
- Roger Rhoads** [UX1 & UX3 cancels & PH] — rrrhoads@aol.com
- Martin Richardson** [OH & IL] — martinR362@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
- Linda Roberts** [Utah: Park City] — robertsfamly@earthlink.net
- William B. Robinson** [Dealer; Wisconsin postal history] — wbrob@hotmail.com
- Julius Rockwell** [Alaska] — juliusro@alaska.net
- Gilbert M. Roderick** [auction house: Downeast Stamps] — dcstamps@acadia.net
- Michael Rogers** — mrogersinc@aol.com
- Robert C. Roland** [post cards, postal history, U.S.] — robt.roland@sbc.global.net
- Robert G. Rose** [New Jersey p.h.] — rrose@phks.com
- Vincent Ross** [Indians, machine cancels, RPO] — var@bluemarble.net
- Steve Roth** — smroth@itsanet.com
- Art Rupert** [Rural Branches & Stations] — aerupert@bentonrea.com
- Roger Rydberg** [Colorado postal history] — rrydberg@comcast.net
- Russ Ryle** [Indiana p.h.; U.S. Registered material] — theryles@bluemarble.net
- Bill Sammis** [US Express Company labels, stamps & covers] — cds13@cornell.edu
- William A. Sandrik** [Dealer + collects Disinfected mail] — sandrik@ballstonphilatelics.com & www.ballstonphilatelics.com
- Robert Sanford** [U.S. auxiliary markings] — rsanford50@hotmail.com
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- Allan Schefer** [U.S. foreign mails 1861-1870; fancy cancels, 3c US 1861, Bicycle advertising covers & pcs] — schef21n@netscape.net
- Henry B. Scheuer** [U.S. FDCs, pre-1930] — hscheuer@jmsonline.com
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- Fred Schmitt** — [Dealer] — fred@fredschmitt.com & http://www.fredschmitt.com
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- Terry Shaw** [Alaska] — cgsarchxx@aol.com
- Timothy M. Sheehan** [NM Territorial ph] — sheehantm@aol.com
- Wesley Shellen** [Montana p.h. & Machine cancels] — WesNDeb@aol.com
- Gina Sheridan** — [eclectic] gsherida8502@yahoo.com
- David J. Simmons** [Central Massachusetts] — dsim465835@cs.com
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- Ed Siskin** [Pre-1800 Postal History] — esiskin@cox.rr.com
- Rich Small** [Machine cancels, post offices] — rsmall003@comcast.net & http://hometown.aol.com/rsmall9293/mcfmain.htm
- R. J. "Jack" Smalling** [Iowa DPOs; baseball autographs] — jack@baseballaddresses.com
- Chet Smith** [US branches & stations] — cms@psu.edu
- Jack M. Smith, Sr.** [Texas DPOs; TX Doane Co-ordinator] — jacksr@istar.net
- Fred Smyithe** — FSmyithe@aol.com
- Al Soth** — asoth@teleport.com
- Gus Spector** [PA advertising covers & postal history] — gspec56@aol.com
- Keith Spencer** [Alberta & western Canada] — krs2@ualberta.ca
- Duane Spidle** [Colorado; RPOs; precancels 1907 + pre-1907] — dspidle@concentric.net
- Anita Sprinkle** — sprinkle@kutztown.edu
- Chet Sprinkle** — 73114.2115@compuserve.com
- Ken Stach** [Dakota & Nebraska territories] — ken.stach@kosa.com
- Randy Stehle** — RSTEHLE@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
- Howard P. Strohn** [CA: Monterey & San Benito Co] — howardpstrohn@mybluelight.com
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- Robert Svoboda** [Montana postal history] — SVOBODA7@aol.com
- Bob Swanson** [WWI p.h.] — rds@swansongrp.com & www.swansongrp.com/posthist.html
- John Swanson** — jns@johnninaswanson.com
- Doug Swisher** [Ohio & Florida P.H.] — doug22@mediaone.net
- Bill Tatham** [California] — wtatham@gte.net
- Lavar Taylor** — ltaylor@taylorlaw.com
- Stephen T. Taylor** [Dealer: USA stamps & postal history] — staylor995@aol.com & www.stephentaylor.co.uk
- Gerry Tenney** [Prexies, washFrank, 1860s] — gtenney@earthlink.net
- Ed Thomas** [New England town cancels] — Edthomas@fsc.edu
- The Collectors Club** — collectorsclub@nac.net
- Don Thompson** [Stampless NH, MA, FL] — thomcat7405@aol.com
- Harvey Tilles** — tilles@triad.rr.com
- Robert L. Toal** — rtoal@ukt.edu
- Don Tocher** [19th Century US] — dontoch@ix.netcom.com & www.postalnet.com/portfolios
- Allan Tomey** [Indian war military & war of 1812, esp Naval] — atomey@cs.com
- Bob Trachimowicz** [Worcester, Mass.] — track@alum.wpe.edu
- William Treat** [Colorado] — jtsouthwest@msn.com
- Ron Trosclair** [Louisiana postal history] — rontrosclair@yahoo.com
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*Concluded on page 26*



# The United States Marine Corps In Haiti And Its Postal History (1915-1934)

By Dr. Gerald L. Boarino

## Introduction

This is the third time that the author has visited the topic of the U.S. Marine Corps in Haiti; however, in the earlier studies, the focus was primarily on the 30 canceling devices as used in the three Corps post offices in that country.<sup>1</sup> The reason for this present study is the need to introduce seven postmarks that have been discovered since the last catalog (1999), and, perhaps of far more interest to the reader, to present for the first time insights into “forerunner mail” [1915-1917] and “Soldier’s [or Marine’s] Mail” in Haiti, the U.S.M.C. and the founding of Haiti’s first commercial air service, and censored mail for the military and interned enemy aliens, etc. While these latter topics have been treated to varying degrees in *Haiti Philately*—the quarterly journal of the Haiti Philatelic Society, these combined topics have never appeared under “one roof,” as it were.

The author has collected Haiti’s revenues and postal history for more than 40 years. For approximately 30 years he has collected postal militaria as relates to the U.S.M.C. and U.S. Navy in Haiti, as well as the U.S. Army’s presence there during the Second World War (e.g., APO 2494) and more recently in the 1990s in Operation Democracy (e.g., APO AE 09301-9091, APO AE 09380, and APO AE 09371). His special interest in the U.S.M.C. lead to the creation of an exhibit, whose write-ups have influenced the present prose to no small degree and several of whose covers are illustrated herein.

## Historical Background

Much has been written about the calamitous political and economic times prior to the United States’ incursion into Haiti in 1915.<sup>2</sup> While some writers espouse the altruistic notion that this country entered Haiti solely to pacify it, there were, nonetheless, overriding economic questions that concerned this nation, such as safeguarding U.S. railroad and banking interests in that country and protecting trade to a lesser degree. As well, we should also recall that the politics of the United States has been one of rigid and unilateral application of the Monroe Doctrine in this



**Figure 1** Map that shows the locations of where most of the USMC mail originated in Haiti.

Hemisphere. Early twentieth century gunboat diplomacy found us not only in Haiti, but in Nicaragua, the Dominican Republic (twice!) and Mexico, where the U.S. Marines bore the brunt of warfare and peace-keeping. Not only did this country look upon this Hemisphere as its own to command, but the Caribbean was converted into a *Mare Nostrum*, where our military epicenter became Guantánamo Bay, Cuba. And this naval base, lest we forget, was a critical key in the defense of the Panama Canal—all but obsolete today from a military standpoint.

We may now ask how did Haiti figure into this picture from a U.S. perspective? The closest point in Haiti to nearby Guantánamo Bay is the deep-water port of Môle Saint Nicholas, which this country believed was coveted by Germany for a great many years prior to World War I. Our thinking went that the Germans wanted to develop Môle Saint Nicholas to act as a deterrent to this nation’s influence in the Caribbean. As the number of German nationals grew in Haiti and as their influence became more profound, especially in the areas of imports and exports, the paranoia of the U.S. Government mounted.

With Haiti's internal politics having degenerated to the point where President L. Vilbrun Guillaume Sam (1915) was impaled and dismembered by a frenzied mob, the United States Navy—at the ready in the Bay of Port-au-Prince—sent both sailors and marines ashore to quell the rioting and establish some semblance of order. That date was July 28, 1915. And what ostensibly was to be a “short stay” lasted until August 1, 1934, when President Franklin Delano Roosevelt, who had declared himself “Haiti's friend,”<sup>3</sup> ordered the withdrawal of all U.S. forces.

Regardless of the reasons for the incursion, at a peak moment there were 2,200 Marines in Haiti, with the largest contingents at the outset of the invasion and shortly thereafter when local rebel forces (i.e., the Cacos) offered much resistance. Once quelled, the number of Marines was significantly reduced, especially during World War I, when Marines were redeployed to the fronts in France. Amongst these men was the much decorated and celebrated Major (later General) Smedley Butler, who, in recognition of his bravery, was awarded two Medals of Honor (1914 and 1917). These reductions continued into the late 1920s and early 1930s when negotiations were undertaken by President Hoover for the U.S. quitting Haiti.

Marines sent to Haiti were either assigned to the First Brigade or Constabulary Force, both with headquarters in Port-au-Prince, or to the Second Regiment in Cap-Haïtien. The three military groups also had their own post offices that offered complete mail service at the then prevailing U.S. domestic postage rates. More on this following.

Duties for the Marines were varied: the supervision of ports, customs and lighthouses, the training of a native constabulary, the maintenance of airfields, the guarding of prisoners, as well as waging guerilla-like warfare against groups in rebellion (e.g., the Cacos). As a consequence, small military detachments were assigned to scattered areas of the country. While most of the U.S.M.C. mail bears Port-au-Prince or Cap-Haïtien datelines, we do find mail datelined Jérémie, Gonaïves, Port de Paix, Hinche, Fort Liberté, Ouanaminthe, Las Cahobas, Ennery, Saint Michel de l'Attalaye, Saint Raphael, Thomonde, etc. These places are located on the map of *figure 1*. By and large, mail emanating from these outposts was collected and sent either by motorized vehicle or aircraft to one of the three aforementioned post offices for processing. On occasions, however, we shall see

that the military and their dependents did opt to use the Haitian postal system due to their relative isolation.

### “Forerunner” Mail (1915-1917)

One very fascinating moment in the postal history of the U.S.M.C. in Haiti is the so-called “forerunner” period—the period from the beginning of the incursion until the first military post office was established on August 8, 1917. Without established post offices one asks: how was postage obtained, mail collected for processing, and where did the initial processing take place? Yet another question: how was mail routed? We have no specific answers, as there is no extant literature on these matters other than possible unpublished archival material.

What very likely happened is that mail was collected and then taken to one of the U.S. Navy vessels anchored at Cap-Haïtien or Gonaïves or Port-au-Prince. If the vessel had a post office, then postage was applied and cancelled. The postmark always shows the name of the ship, date, and usually in the killerbars the port in Haiti where cancelled. The mail was then loaded onto a ship that generally was heading to Guantánamo. At this large naval port there were much larger numbers of ships that called and that were returning Stateside—sometimes to Florida but more often to the New York City area as a final destination.

*Figure 2* illustrates a “perfect” cover in that it fits our parameters for this category of mail. First of all, it shows the address of a marine assigned to the 7th Company Marines in the port city of Gonaïves. This place name is reflected, too, between the killerbars. The cover was processed aboard the U.S.S. Castine—a gunboat assigned to Haiti at the outset of the incursion—where it received a Type III postmark. The 2-cent first-class postal rate remained in effect until November 2, 1917. The Castine then proceeded to Port-au-Prince, where mail was accepted by another vessel that was northward bound.

On less frequent occasions, mail might be sent “closed bag”, a process in which unfranked mail was collected, placed into a bag and then “sealed.” A naval vessel would then take it to a port of entry, where it received proper postage and a civilian postmark. In this author's collection there are two such covers, both received at the Hudson Terminal in New York City and postmarked January 15, 1916 and August 5, 1917, respectively.

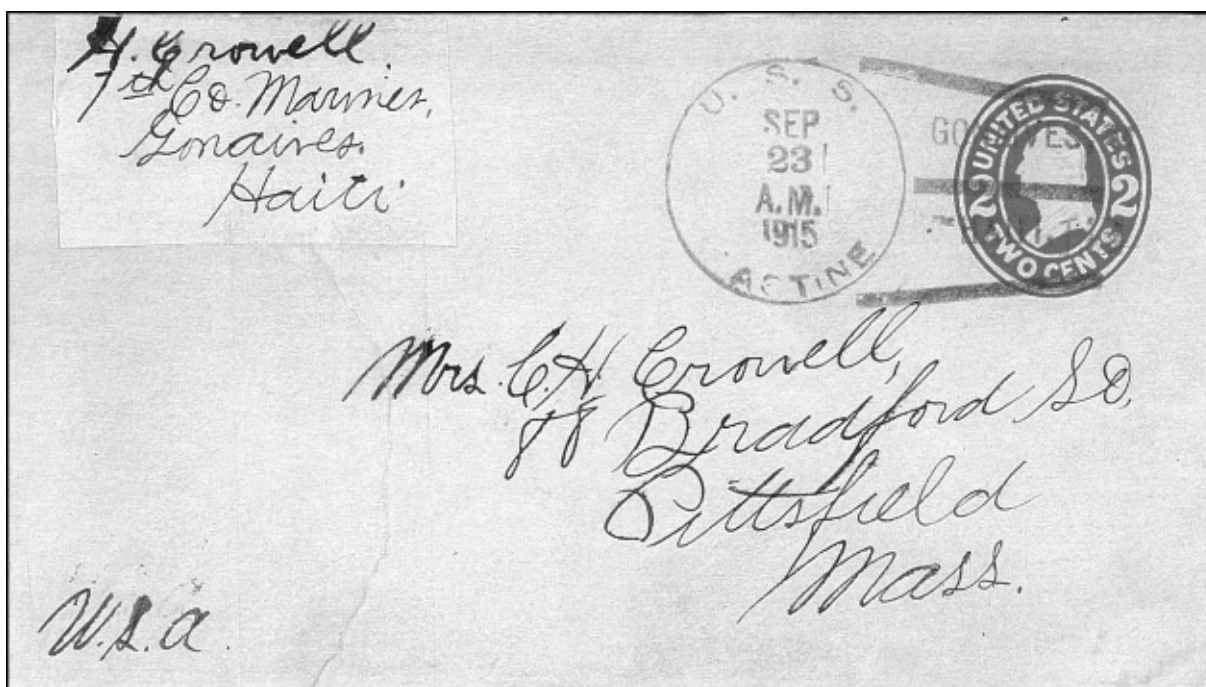


Figure 2 A 1915 "Forerunner" cover addressed to Pittsfield, Massachusetts

### "Soldier's [Letter] or Marine's Mail"— A Form of C.O.D.

Yet another interesting facet of militaria postal history is the so-called "Soldier's Mail" which allowed military to send letters Stateside with no postage affixed, with the understanding that it would be collected from the addressee. This move by the Department of War—as it was called at the time—was in recognition of the difficulty for military in the field to obtain postage. As the receiving and sending of mail was extremely important for morale, the Department sanctioned this procedure to facilitate the flow of mail. *Linn's Stamp News* in its January 22, 2001 number illustrates a stampless cover sent by one of General Pershing's men Stateside while on a foray into Mexico. On the cover one reads the endorsement, "Soldier's Mail/D.L.F." [initials of the sender]

This practice continued on for several years, at least in Haiti. This author has observed firsthand several stampless covers ranging from the years 1917 until 1922. Rather than the endorsement of "Soldier's Mail" all have a similar endorsement such as "Marine's mail/ no stamps available" or "Marine's mail" or "USMC/ no stamps unavailable," etc. As part of the endorsement, the cover was supposed to bear the sender's signature. However, in most cases this was not observed, the sender's name and address apparently having sufficed.

Once the letter had been received at the addressee's post office, postage due was to be levied. It is noted that several covers in this category bear no postage due stamp to indicate that money had been collected. Illustrated below are examples of a cover where the postage due was definitely collected and another where apparently it was not.

We note from the return address that the cover illustrated in *figure 3* was sent from Thomonde—a village east of Port-au-Prince—and postmarked in Port-au-Prince on February 24, 1921 by a P-3 device. Addressed to Rochester, New York the postage due adhesive clearly shows that the first-class rate in effect was collected.

The cover shown in *figure 4* was postmarked January 9, 1921 with a P-3 canceller at Port-au-Prince. The hand stamp "Postage due 2 cents" was applied in Waterbury; however, one cannot be certain that the deficiency was paid as no postage due stamp appears.

In this author's library of Haitiana there is a small collection of letters written by a Private Harold Dinn, U.S.M.C. from Louisiana, to a pen pal, Grace Crawford, residing in Aberdeen, Washington. The collection consists of 14 letters that deal with the humdrum life of one stationed in an isolated part of the world and wherein there is no social interchange with the native population.<sup>4</sup> One of the leit-motifs in the exchange is why one does not write the other more

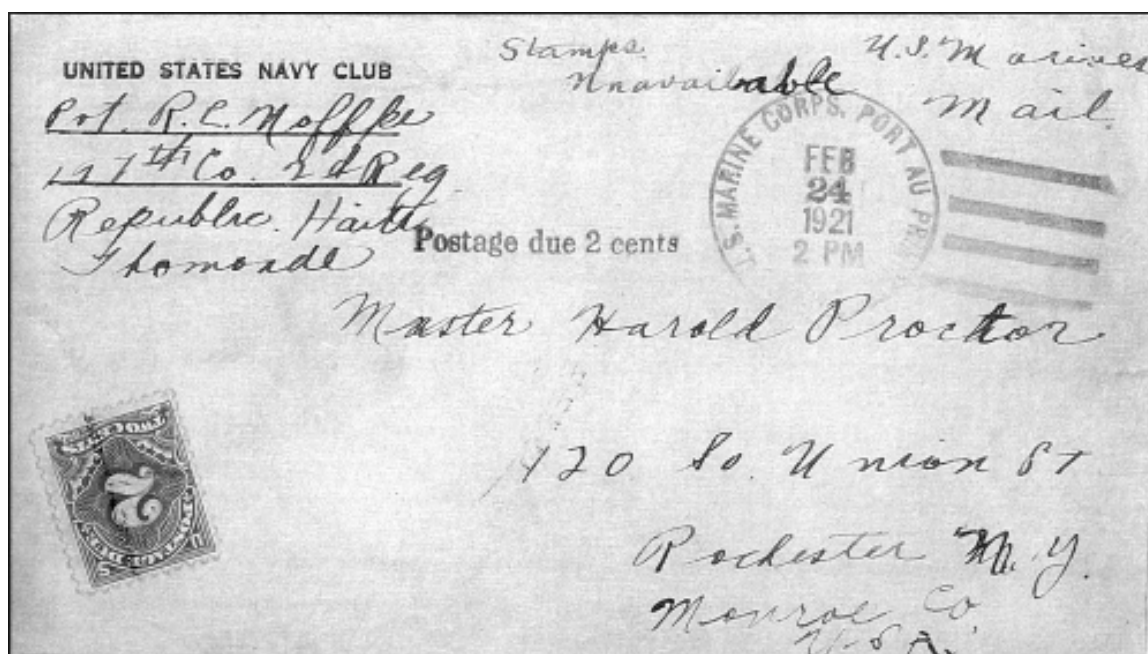


Figure 3. "Marine's Mail" with Postage Due paid.

frequently. In any case, Private Dinn in a letter dated April 11, 1922, writes "...you must not get angry for my not writing often, but we are only allowed 12 stamps a month [underline the author's] and a fellow has to scrape very hard to make them last a whole month." As the letter is datelined Cap Haitien and as there was a U.S.M.C. post office in that city, one can only wonder why Dinn did not go to the post office to purchase postage if matters were ever pressing. Of

interest, too, is the question when the two will meet for the first time, to which Pvt. Dinn keeps answering that his tour of duty is for fifteen months and could be extended another six months were he interested.

In that 1922 was the last year in which this type mail has been observed by this writer, it is quite possible that the postage situation may have been ameliorated and this practice, as far as military in Haiti were concerned, was discontinued after 1922.

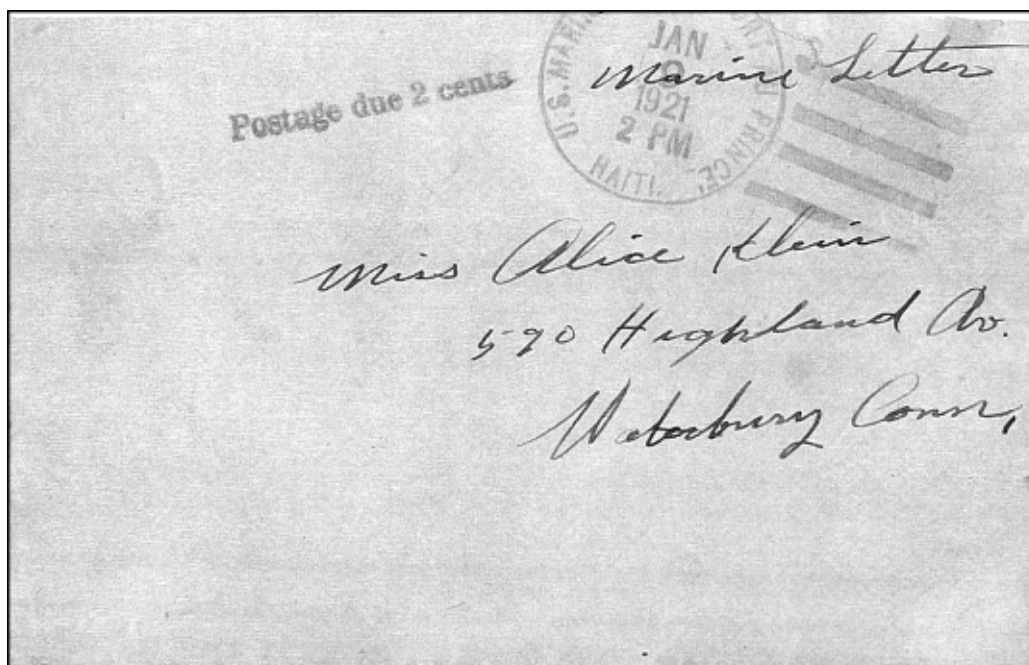


Figure 4 "Marine's Mail" that does not show postage paid.

## Kitchen Police at the Haitian Post Office

Samuel Dalsimer in an article titled, *Haiti "US Occupation" Surcharges 1915-1920* cites yet another interesting facet of the U.S.M.C. stay in Haiti that is postally-related. He notes that shortly after the invasion, a U.S.M.C. officer was assigned to oversee the Haitian Postal Administration. As a shipment of Haitian postage stamps with needed low denominations had recently been stolen—the so-called “Stolen Issue of 1914”—there ensued a severe shortage of these denominations. Thus, both as an expedient to time and economics, on October 19, 1915, the U.S. Financial Advisor gave the order to begin revaluing stamps by surcharging large stocks of usually high denominations. This lasted until April 1920.

Over 3,500,000 stamps were overprinted. Amongst these, the collector finds a great numbers of inverts, doubles, and missing surcharges in a complete sheet. Dalsimer suggests a possible reason for these many errors, as Leathernecks had been assigned—so it seems—the responsibility of this tedious work. He invites the reader to “...picture a detail of Leathernecks, working in a tropical climate, far from home, occupied with overprinting with a hand stamp millions of tiny adhesives—instead of carrying on the proud military traditions of their corps!” In short, they were not enthusiastically focused.

Figure 7—discussed later in this article—illustrates an interned enemy alien cover franked by examples of the Leathernecks’ handiwork.

## Pioneers of Haiti’s Airmail

Almost from the onset of the U.S.M.C. presence in Haiti there was a squadron (eventually designated as VO-9M) of aircraft manned by the Leathernecks. It consisted at one time of seven HS-2 seaplanes and six Jenny landplanes. Their chief function was to engage in reconnaissance and aerial photography, strafe and/or bomb the rebel Cacos, carry both official and personal mail, and transport officials, etc. By 1925, an agreement was reached with the Haitian government whereby U.S.M.C. aircraft would carry the first Haitian airmail. The agreement also stipulated that the government would maintain the landing strips and that the Administration Générale des Postes (i.e., General Post Office) would fixed rates, sell postage, affix any markings deemed necessary and deliver mail to the U.S.M.C. airfields for dispatch. The cities to be served from Port-au-Prince included Port de Paix, Cap Haitien, Gonaives and Jérémie. The airmail rate was fixed at 50 centimes de Gourdes for single-weight, which approximated 10 U.S. cents.<sup>5</sup>

All mail carried on these inaugural flights which ranged from 1925 until 1927 received a variety of markings, in addition to a post mark. These range from pictorial type markings indicating dispatch by airmail



Figure 5 Commercial first-flight cover Port-au-Prince to Jérémie

[AVION] to a double circle commemorative marking. The latter indicates a first flight [PREMIER VOL] and the leg covered. Two of these auxiliary markings are found on the cover illustrated in figure 5. These markings have been studied by Harry E. Huber, and avid collector of aerophilately.<sup>6</sup>

The postmark dates of these inaugural flight covers are: Cap Haitien, May 1, 1925, Gonaives, June 3, 1926, Port de Paix, April 19, 1927, and Jérémie, July 12, 1927, with the actual dispatch taking place on the following day.

The commercial first flight cover that is illustrated in figure 5 originated at the Royal Bank of Canada in Port-au-Prince and is addressed to the American director of Customs in Jérémie. Although the airmail rate was 50 centimes de Gourdes, we find that there was an overpayment of 4 centimes. The commemorative round cancel is Huber Type VI; the other, Huber Type V. None of the stamps represent the overprinting handiwork of the military, but are a 1914 overprint [Scott #174] and issues from 1920 [Scott #310 and 312] and 1924 [#316].

## Censorship

Our interest in censorship is twofold: one concerns the censoring of U.S.M.C. mail; the other, interned enemy [*i.e.*, German] alien mail in Haiti. When the United States entered the First World War in 1917, censorship measures were set in place. Initially the person—usually an officer—in charge of this duty merely signed his name on the front of the cover to indicate that censorship had been effected. In time, a hand stamp was fashioned that consisted of two lines, with name on the first and rank on the second to be supplied by the censor. All hand stamps in this author's collection were applied in blue ink.

The cover illustrated in figure 6 was censored by A.P. Hastings, who surprisingly was a Quartermaster clerk and not an officer. The postmark type is P-2 and the 3 cents postage paid the single-weight first-class rate after November 2, 1917.

Even postcards, where the message was clearly exposed, theoretically should have borne some indication of censorship; however, the author has viewed cards with and without these indications.

Of greater rarity are the covers of interned enemy alien mail whose story is a bit more complex. In July of the year 1918 the United States prevailed upon its Haitian puppet President Sudre Dartiguenave (1915-1922) and the Corps Législatif to declare war against Germany. At the time there were between 200 and 300 German nationals living in Haiti. It was also decided—very likely by the U.S. authorities—that certain civilians had to be interned. We are not certain as to what the criteria were, but 22 rather prominent German nationals were rounded up and interned in Fort National—located in the eastern hills of Port-au-Prince—where they were guarded by U.S.M.C. personnel. The Haitian government expropriated their property ostensibly with no compensation. As for the remaining German nationals, they had to report on a daily basis to their local Gendarmerie office. This ritual lasted until July 1919, the same month the internees were released.

While deprived of many privileges, as one would expect under these conditions, the prisoners nonetheless were allowed to receive and to send mail. Of course, the extant covers reflect in various ways that they have been censored. First of all, of the three covers known to this author, let us briefly examine the two domestic covers sent to Monsieur [Herr] B.J. Eickmann.

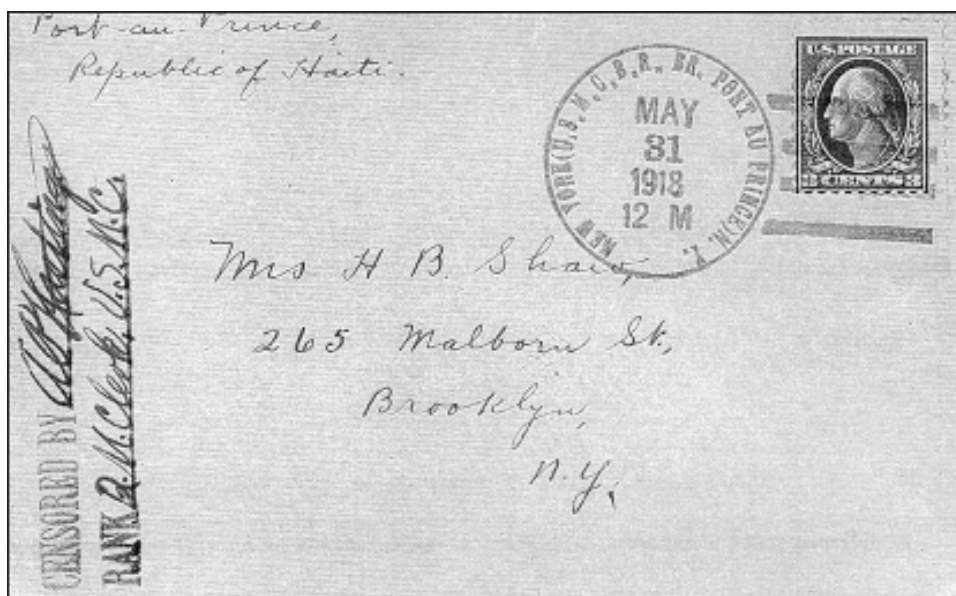
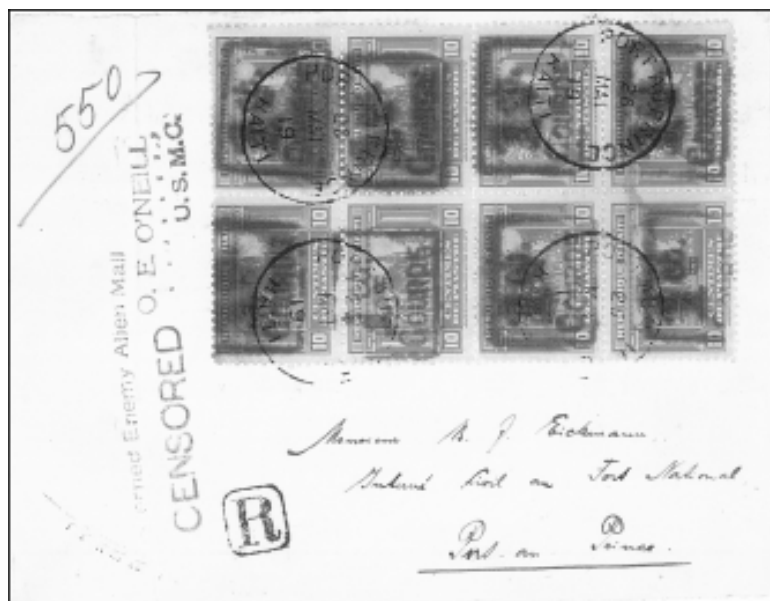


Figure 6 A 1918 censored cover postmarked Port-au-Prince.





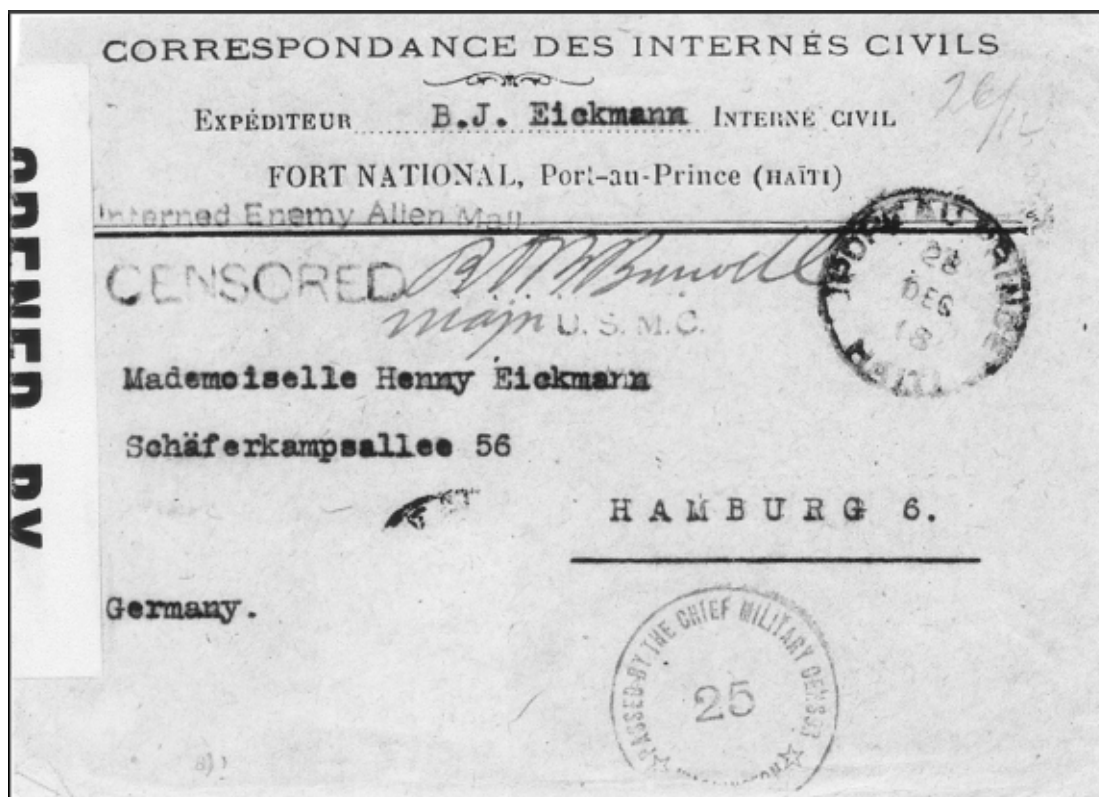
**Figure 7** Internal Censored Interned Enemy Alien Mail, Port-au-Prince, postmarked May 26, 1919.

As domestic covers they both bear Haitian postage and postmarks. The cover shown in *figure 7* was postmarked in Port-au-Prince on May 26, 1919. The 8 centimes postage was surcharged by the U.S.M.C. The hand stamp reads “Interned Enemy Alien Mail/CENSORED O.E. O’Neil/USMC” We note here that the

censor had fabricated a hand stamp with his name so as to obviate providing his signature. As this is a domestic cover it shows no other censorship markings.

The second domestic cover not shown here was postmarked 3 days earlier on May 23, 1919 and also addressed to the same Eickmann. The postage paid is 8 centimes de Gourdes, the same amount and exact same surcharged stamps as for the first cover.<sup>7</sup> This paid for registry of 5 centimes de Gourde, plus 3 centimes for triple-weight local postage as per the Tariff of 1881.

It is the third cover—illustrated in *figure 8*—that commands the most interest for this writer. By examining it, we note that, first of all, the actual envelope appears to have been created especially for these internees. Imprinted at the top we read in translation “Correspondence of Interned Civilians/ Sender \_\_\_\_\_ Interned Civilian/ Fort National, Port-au-Prince (Haiti)”. Just beneath that we find the same hand stamp as applied on the other two, but hereon we find an actual signature, that of Major R. (?) Burwell, U.S.M.C. As the cover was likely routed to



**Figure 8** Interned Enemy Alien Cover to Germany Showing Local And Stateside Censorship.

New York City prior to dispatch to Germany, a U.S. censor label [only the front available] and hand stamp were applied Stateside.

Addressed to Hamburg, the cover ostensibly went through the Haitian postal system. While the postage has been removed (See where there is a partial cancellation) there is nonetheless a Port-au-Prince postmark dated December 24, 1918. To give the reader an idea of what the postage cost might have been, the Tariff of 1906 that regulated postage on mail going abroad gave the rate for a 15-gram letter as 5 centimes de Piastre [or 25 centimes de Gourde or 5 cents U.S.].

### The Use of the Haitian Postal System

While Leathernecks, their dependents and U.S. government employees primarily used the postal facilities provided by the U.S. government in Cap Haitien and Port-au-Prince far more than the Haitian postal system, on occasion there was use of the latter. First of all, in the author's own collection, philatelic covers are found that were the creations of two well known American philatelists of that day: Dr. Francis Locy, who was serving as a USN doctor in Haiti during the Occupation, and E.O. Colson, Financial Advisor appointed by the U.S. Government. Generally speaking, their manufactured cover creations do not command the interest as other types of covers sent for personal and commercial purposes. Let us examine two "non-philatelic" examples that show interesting routing and rates.

The first (*Figure 9*) has as its sender, Mrs. Carl Swenson, wife of Captain Swenson, who was U.S.M.C. district commander for Jérémie. Her registered airmail cover to Gimbels was paid by a total of 1 Gourde 10 centimes postage. Of this, 50 centimes was for the air leg to Port-au-Prince. Once there, it was loaded onto a vessel for transport to the United States. The surface rate to the United States was 10 centimes, as per the Pan American Treaty of 1926. The registry fee was 25 centimes as per the same Treaty. Once totaled, there is an overpayment of 25 centimes or roughly 5 cents U.S.

That the cover was not sent the total distance by air is due to the fact that airmail service to the States did not begin until March 3, 1929. Mrs. Swanson very likely paid for Haitian airmail service to Port-au-Prince as an expedient; namely, to save time. Had she sent the cover surface mail to the capital, it would have delayed delivery by perhaps 2 or 3 days.

Postmarked in Jérémie on August 15, 1927, it arrived in the capital on the same day. Six days later, on the 23<sup>rd</sup>, it had received two registry division postmarks in New York City.

The second cover (*Figure 10*) fits into one of those "strange but true" categories. Sent on June 19, 1924 from Ennery—50 or so miles southwest of its original destination—to Col. J. Kennard Tracy in Cap Haitien, the cover was received at the Cap Haitien post office on June 23. And then somehow it made its way to the USMC post office in the same city, where it received a Cap Haitien U.S.M.C. Type C-3 postmark. The receiving date was August 8,

1924, some 50 days later! Someone at the military post office then wrote in pencil on the back, "Colonel Tracey/Port-au-Prince/Haiti".

Whether the cover was then forwarded through military or civilian channels to Port-au-Prince, there is no way of knowing, as there is no receiving mark. In any case, we know that it had to be sent to Port-au-Prince somehow, as that was the only exit point for mail being



**Figure 9** Combination airmail-ship routing Stateside.



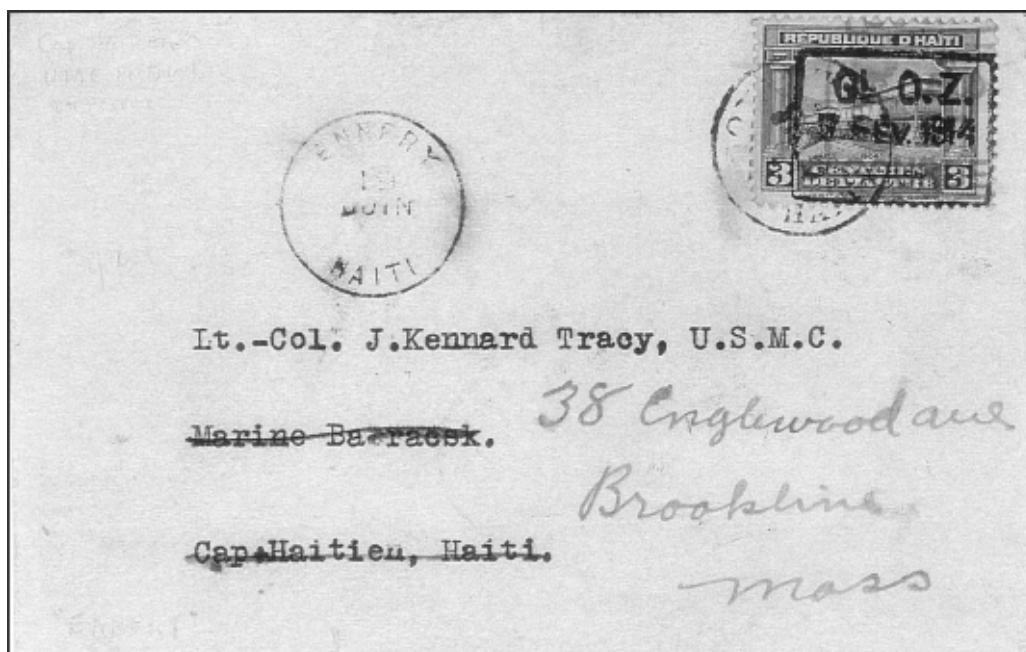


Figure 10 Cover with circuitous routing Stateside.

sent Stateside. Unfortunately, too, there is no U.S. arrival stamp so that one can determine the amount of time taken for delivery. Based on what we do know, it must have been well in excess of two months.

The postage was paid by 15 centimes de Gourdes, the domestic triple-letter weight for Haiti that went into effect in September 1919. The surface rate to the United States was 10 centimes de Gourde. Thus, there was a shortfall of 5 centimes, or 1 cent U.S. A final baffling question: why was no postage due levied Stateside? Was it because the amount was so insignificant as not to matter or was it a matter of feeling somehow that Col. Tracy be exempt because of his service to his country? Or there may have been a more logical reason: the postal office in Massachusetts assumed that the amount of Haitian postage originally paid was correct.

### Updated Listing of U.S.M.C. Haiti Postmarks

The present update of U.S. Marine Corps postmarks used in Haiti comprises 37 different examples, as opposed to the 30 described in *Haiti Philately* (IV: 4, December 1999). These consist of two new registry and one parcel post postmarks for Port-au-Prince, and a MOB [Money Order Business], one first-class canceller and two registry postmarks for Cap Haitien.

It seems that every time that the author believes that this compilation is definitive or near definitive, something new is unearthed, producing a kind of “annoyed elation” to use an oxymoron. While he strongly suspects that this is now very likely the case for cancellers used to postmark first-class mail at the three post offices, this probably is not the case with registry and parcel post cancellers for the

post offices of the Constabulary and Cap Haitien. What makes him believe this is that Cap Haitien’s post office operated during almost the same time span as Port-au-Prince’s and yet the former has far less cancellers reported for it thus far. This is not true for Constabulary Detachment post office that was in operation for a much shorter period of time (1928-1933?). But even here, one can speculate as to why there was no more than one canceller for first-class and registry and nothing reported to date for parcel post and MOB.

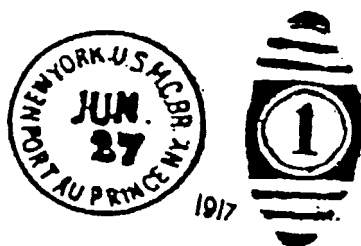
In the present compilation we continue with the numerical citations as in 1999. Where there is new data of any sort (*i.e.*, dates or cancellers) these have been underlined; new canceller discoveries remain unnumbered, awaiting further data. Once these are obtained, a number will be assigned. Abbreviations represent the following: P=Port-au-Prince, CH= Cap Haitien, PC=Port-au-Prince Constabulary, R=Registry, and PP=Parcel post, while “ERU” and “LRU” represent, “Earliest Reported Use” and “Latest Reported Use,” respectively.

Black ink was used almost exclusively for all strikes of postmark types, unlike today where violet or red ink is used for registry, etc. However, on occasion, the use of violet, particularly for registry, and blue inks has been cited in the “Notes.”

Finally, while the quality of some of the postmark strikes herein leave a great deal to be desired the reader must bear in mind that some of these are one of a kind, thus not allowing for a choice of the best example and that to have had any of the postmark types traced by a professional would have been an expensive undertaking for the author. Almost all were scanned from cover; some were subject to a cut-and-paste and several generations of photocopying, which has resulted in some not being 1:1. Wherever this happens, the reader is advised to accept the textual data.

## I. Port-au-Prince: First Brigade Postmarks

P-1



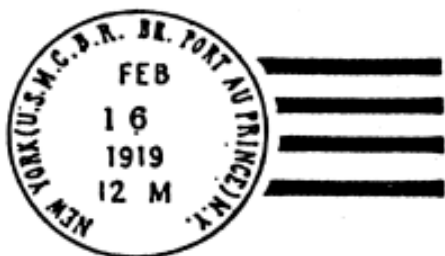
**General characteristics:** metal duplex consisting of single circle (25mm) and killer ellipse of 7 parallel bars with a large number "1" and a year slug between circle and killer

ERU: June 27, 1917

LRU: December 29, 1926

**Notes:** Legend reads: "New York U.S.M.C. BR./Port-au-Prince NY." Sometime after 1917 the postmark appears without the year slug which reappears in 1926.

P-2



**General characteristics:** single circle (32mm) with four killerbars

ERU: May 31, 1918

LRU: September 15, 1919

**Notes:** legend is similar to C-1; example is a traced illustration. Two letters after "USMC" are sometimes difficult to read and are "B.R." Perhaps the "R" should read "H" and would thus represent "B[rigade] H[aiti]." See also P-R-1.

P-3



**General characteristics:** single circle (32mm) with four killerbars

ERU: January 13, 1920

LRU: January 22, 1922

**Notes:** many covers observed with this postmark. Some appear without the time slug. The figure has been enlarged.

P-4



**General characteristics:** single circle (33mm), with three killerbars

ERU: February 2, 1922

LRU: October 17, 1925

**Notes:** P-5 and P-4 are quite similar. One way of differentiating between the two types is to measure the bottom distance between the "U" of "U.S.MARINE" and the "I" of "HAITI." The distance for P-4 is 18mm; for P-5, 14mm.

P-5



**General characteristics:** single circle (33mm) with three killerbars

**ERU:** March 21, 1922

**LRU:** March 2, 1926

**Notes:** see information in preceding note.

P-6



**General characteristics:** single circle (33mm) with three killerbars

**ERU:** January 21, 1923

**LRU:** September 11, 1924

**Notes:** this postmark may or may not appear with time slug.

P-7



**General characteristics:** single circle (32mm) with three killerbars

**ERU:** December 9, 1925

**LRU:** May 11, 1927

**Notes:** varieties are known consisting of a period rather than a comma after "CORPS." This may be due to how the postal clerk struck the postmark. "M" of "MARINE" occasionally appears as "N."

P-8



**General characteristics:** rubber device consisting of a single circle (38mm) with three killerbars

**ERU:** March 25, 1927

**LRU:** May 18, 1927

**Notes:** first reported in *Haiti Philately* XXII: 1, p. 15. This postmark is identical to P-7 in design; however, its diameter is larger as are the letters in its legend.



P-9

**General characteristics:** single circle (33mm) with three killerbars

**ERU:** June 25, 1927

**LRU:** March 27, 1929

**Notes:** above figure has been hand drawn. Between July 1 and 7 an error was made in setting the type for the postmark. It reads, "U.S.S. Marine Corps."

## P-10



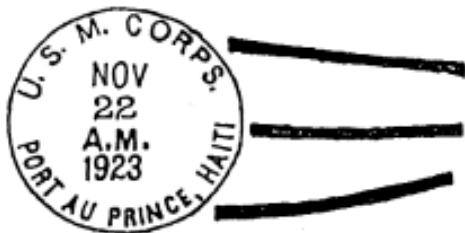
**General characteristics:** single circle (32mm) with three killerbars

**ERU:** December 22, 1927

**LRU:** July 19, 1929

**Notes:** postmark strikes noted to date always appear smudged. Indeed, one cover has been observed with a note in pencil to the effect that shoe polish was substituted for ink to create the strike.

## P-11



**General characteristics:** single circle (30mm) with three killerbars

**ERU:** July 2, 1928

**LRU:** April 9, 1930

## P-12



**General characteristics:** single circle (31 mm) with three killerbars

**ERU:** March 13, 1929.

**LRU:** September 21, 1929.

**Notes:** a hyphen at center bottom allows for easy identification; also known applied in violet ink.

## P-13



**General characteristics:** single circle (33mm) with three killerbars

**ERU:** January 29, 1929

**LRU:** May 16, 1930

**Notes:** diameter may vary from 31 to 35 mm, which suggests use of more than one device or a device whose rubber surface may have expanded to varying degrees dependent on pressure applied and/or the tropical heat.

## P-14



**General characteristics:** metal duplex consisting of circle (27mm), a killer ellipse with 11 parallel bars, plus a year slug

**ERU:** June 2, 1930

**LRU:** August 13, 1934

**Notes:** postmark has been observed used as a back stamp on covers for U.S.S. Woodcock [1931] and U.S.S. New Mexico [1932].

## Parcel Post

P-PP-1



**General characteristics:** double circle (29mm)

**ERU:** January 26, 1927

**LRU:** November 4, 1932

**Notes:** double circle design typical of all registry and parcel post postmarks used by the U.S.M.C. in Haiti.

P-PP



**General characteristics:** double circle [28mm]

**Notes:** while similar to P-PP-1, letters are smaller affecting spacing. Distance between top of first P in Parcel Post to base of U in U.S.M.C. is almost 6 mm., while P-PP-1 is almost 3mm. Accurate measurements difficult as quality of strike is poor. Applied in violet ink. Known for June 9, 1928 only.

## Registry

P-R-1



**General characteristics:** double circle (28mm).

**ERU:** November 14, 1918

**LRU:** April 15, 1919

**Notes:** Figure reduced. Compare this postmark's legend with P-2's.



P-R-2

**General characteristics:** double circle (28mm)

**ERU:** May 9, 1919

**LRU:** July 7, 1919

**Notes:** the figure has been traced.



P-R-3

**General characteristics:** double circle (30mm)

**ERU:** March 2, 1921

**LRU:** July 1, 1927

**Notes:** the figure has been touched-up; also applied in violet ink.

P-R-4



**General characteristics:** double circle (32mm)

**ERU:** January 4, 1927

**LRU:** April 6, 1927

**Notes:** observe that the size of the word “REGISTERED” is much smaller than the words in the rest of the legend.

**P-R-5**



**General characteristics:** double circle (28mm)

**ERU:** June 5, 1925

**LRU:** August 8, 1927

**Notes:** observe that all letters are upper case and that the word “REGISTERED” is larger the words in the rest of the legend. Applied in violet ink.

**P-R**



**General characteristics:** double circle (28mm)

**Notes:** One cover only reported, postmarked February 2, 1921. Legend reads, “New York (U.S.M.C. BR. PORT AU PRINCE) N.Y./REG.”

**P-R**



**General characteristics:** double circle (28mm)

**Notes:** Only one cover reported, postmarked June 9, 1928. Legend reads, “U.S.M.C. BR. PORT AU PRINCE, HAITI/REGISTERED”.

## II. Port-au-Prince: Constabulary Detachment Postmarks

**PC-1**



**General characteristics:** rubber device consisting of single circle (32mm) with three killerbars

**ERU:** January 7, 1928

**LRU:** July 23, 1933

**Notes:** many covers have been observed with strikes in black ink and a few in blue. While the rubber killerbars seemingly should be parallel, they rarely appear as such and became quite twisted with use!

**PC-R-1**



**General characteristics:** double circle (28mm)

**ERU:** January 7, 1928

**LRU:** June 25, 1930

**Notes:** The legend reads, “U.S.M.C. Constabulary Det., Port-au-Prince, Haiti/REGISTERED.” Applied in black, red or blue inks.

### III. Cap Haitien: Second Regiment Postmarks

C-3

C-1



**General characteristics:** single circle (32mm) with 4 killerbars

**ERU:** February 15, 1919

**LRU:** December 23, 1921

**Notes:** few covers reported to date. See *Haiti Philately* XV: 4 where C-1 discussed. Compare with P-2. Legend reads, "New York (U.S.M.C. BR. CAPE HAITIEN) N.Y."

C-2



**General characteristics:** single circle (33mm) with three killer-

bars

**ERU:** December 15, 1919

**LRU:** December 23, 1921

**Notes:** legend reads, "2<sup>nd</sup>, REG. 1st PROV. BRIGADE, CAPE HAITIEN, HAITI;" figure touched-up.



**General characteristics:** metal duplex consisting of single circle (26mm), with killer ellipse of seven parallel bars and large number "1", plus year slug southeast of circle's bottom; distance between the top of "S" of "CORPS" and "N" of "HAITIEN" is 5mm.

**ERU:** October 17, 1923

**LRU:** October 17, 1925

**Notes:** only three covers reported to date. First reported in *Haiti Philately* XIX: 4, page 75. Compare with C-3.

C-4



**General characteristics:** metal duplex consisting of single circle (26mm), with killer ellipse of seven parallel bars and a large number "1," with year slug southwest of the bottom of ellipse; also distance of spacing between top of "S" of "CORPS" and "N" of "HAITIEN" is 3mm.

**ERU:** August 8, 1924

**LRU:** September 12, 1929

**Notes:** compare with C-2 particularly in regards to the position of the year slug.

C-5



**General characteristics:** metal duplex consisting of single circle (27mm), with killer ellipse of 13 parallel bars and year slug.

**ERU:** May 27, 1930

**LRU:** December 2, 1932

**Notes:** figure touched-up.

**General characteristics:** single circle (35mm) with three killerbars.

**ERU:** August 6, 1934

**LRU:** August 6, 1934

**Notes:** in use for one day only to commemorate a special event

C-



C-6



**General characteristics:** metal duplex consisting of single circle (27mm), with killer ellipse of 11 parallel bars and year slug

**ERU:** January 15, 1931

**LRU:** July 23, 1934

**Notes:** figure touched-up; one cover reported for January 28, 1931 whereon there appears in the postmark's legend, "U.S.P.C." for "U.S.M.C."

**General characteristics:** metal duplex canceller (25mm] diameter.

**ERU:** May 26, 1922

**LRU:** January 4, 1923

**Notes:** Legend reads, "2<sup>nd</sup> Reg., 1<sup>st</sup> Brigade/Cap Haitien, Haiti." Only three covers known to author. See Haiti Philately XXVI:1 for more details.

## Registry

C-R-1



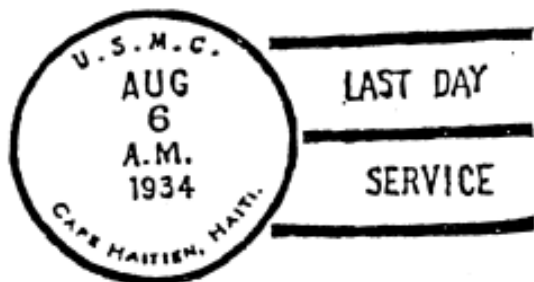
**General characteristics:** double circle (28mm)

**ERU:** June 4, 1924

**LRU:** July 27, 1927

**Notes:** figure touched-up. Applied in black ink.

C-7





## C-R-



**General characteristics:** double circle [30mm]

**Notes:** Only known example, with legend reading, “2<sup>nd</sup> Reg., 1<sup>st</sup> Prov. Brigade, Cape Haitien Registered. The date, April 5, 1922, suggests a use prior to C-R-1’s.

## C-R-



**General characteristics:** double circle [28mm].

**Notes:** Similar to C-R-1, except spacing between letters and height of letters differ. Applied in black ink. Only one cover reported, dated August 9, 1927.

## C-MOB [Money Order Business]



**General characteristics:** double circle [30mm]

**Notes:** only two examples known to author, both cancelled August 9, 1927. Like the other example, this is possibly a piece from a wrapper. The two examples appear to be favor cancels.

## Acknowledgements

The author is highly indebted to Alfred Kugel, a militaria collector, and Dr. John Allen, a Latin Americanist, who provided photocopies of several covers from which some of the unreported postmarks have been taken and two of which have been used as figures. Not having had the use of these materials would have made this study a weaker effort. A very special thanks is also due Carroll Lloyd who proofed the text and made valuable suggestions.

## Endnotes

(1) The reader is directed to the collaborative efforts in *Haiti Philately*, with the titles, “An Annotated Compilation of USMC Postmark Types in Haiti” (XII: 4, December 1988) and “Updated Listing of USMC Postmarks Used in Haiti” (XXV: 4, December, 1999).

(2) A very helpful book is *Written in Blood/The Story of the Haitian People 1492-1995*, by Robert D. Heintz et al. (Boston: University Press of America, 1996).

(3) The young and healthy FDR visited Haiti during the occupation and saw some of the back areas on horseback. The life-long stamp collector was purported to have favored Haiti as one of his collecting countries.

(4) A superb work that deals with the day-to-day life of a career marine in Haiti is *The White King of La Gonâve* (see **References**). Sgt. Faustin Wirkus engaged the native population, spoke their language, and was “crowned” their king; in short, he was anything but the “ugly American” type.

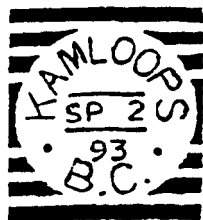
(5) One of the most entertaining and fascinating parts of Faustin Wirkus’ *White King*... (See above and **References**) concerns staying in touch with the mainland that only could be reached by boat in the mid-1920’s. Wirkus on page 239 writes that when he needed supplies, a carrier pigeon was sent with a message to Port-au-Prince and usually within 3 to 4 hours U.S.M.C. aircraft would be overhead dropping requests. Eventually, with 40 of the natives working two months, he built a landing field (the best in Haiti according to him!) where aircraft could land. Not only did this facilitate his going to the mainland, but his superiors in the capital now could easily inspect his handiwork on the island of La Gonâve.

(6) His work appears as reprints in *Haiti Philately* (Vol: 1, 2, 3, and V:1-4).

(7) A detailed write-up on this cover is found in *Haiti Philately* (XIII: 1, March, 1987).

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*Continued from page 8*

- Tom Turner [Alabama postal history] — turnertomp@aol.com
- William T. Uhls [19<sup>th</sup> century US covers; Canal Zone]  
— buhls@worldnet.att.net
- Frans van de Rivière [international: postmarkers and procedures] - fr123@planet.nl
- Tonny van Loij — tonnyvanl@msn.com
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- Charles Wallis [OK Indian Territory] — cswallis@telepath.com
- Lauck Walton [Meagher Co, MT & Shenandoah Co, VA]  
— jwalton@shentel.net
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- Ron Wankel [Nebraska & WWII APOs on #UC9]  
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# THE POSTMASTERS GENERAL OF THE UNITED STATES

## X. Francis Granger, 1841-1841

by Daniel Y. Meschter

Francis Granger was born in Suffield, Connecticut in 1792, the son of Gideon Granger, the politically powerful and longest serving Postmaster General (1801-1814), first appointed by Thomas Jefferson<sup>1</sup>. He received a good education preparatory to entering Yale from which he graduated in 1811, the third generation of his family to do so. He studied law and moved to Canandaigua, New York with his father after Gideon Granger left office as Postmaster General. He was admitted to the bar in 1817 and took up his father's torch after the elder Granger's death in 1822<sup>2</sup>.

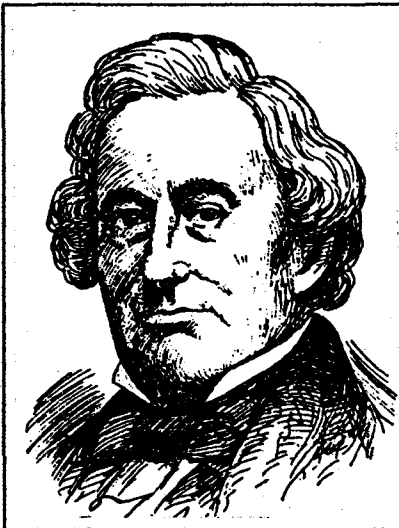
Francis Granger's career saw almost as many defeats as successes. He was elected to the New York Legislative Assembly twice in 1825 and 1829 as a National Republican, but was unsuccessful in successive campaigns for lieutenant-governor in 1828 and governor in 1830 and 1832. It was at this point he defected to the Whigs and was elected to the 24th Congress in 1834.

He was well-enough known by this time to be nominated for vice-president on a Harrison-Granger ticket in the 1836 presidential election, putting him at the center of a constitutional crisis when the Virginia electors switched their vote from Van Buren's running mate, Richard M. Johnson of Kentucky, to William Smith of Alabama, throwing the vice-presidential race into the Senate under the 12th Amendment for the only time in history. The Senate chose Johnson by a 33-16 margin, probably as much to pair Van Buren with a member of his own party as Southern opposition to Granger's abolitionist persuasions.

Granger was again elected to the 26th and 27th Congress that convened on March 4, 1841 following the election of Harrison as President. However, he resigned the next day to accept appointment as Postmaster General. His House seat was filled by John Greig, also of Canandaigua, in a special election.

Harrison's cabinet choices was an attempt to appease the disparate factions of the Whig party. Granger's appointment clearly was to mollify

Northern abolitionists opposing the appointment of a pro-slavery Southerner to be Secretary of the Navy and a Clay supporter from the West as Attorney General in lieu of former Kentucky governor Charles A. Wickliffe, a warm friend of Vice President Tyler, but unacceptable to the Whigs as a conservative Democrat.



Francis Granger

Granger's term of office as Postmaster General was a period of political and constitutional upheaval that doubtless diverted his attention from his duties. It began with Harrison's untimely death on April 4th, his thirty-first day in office, making Tyler the first vice-president to succeed to the presidency. The Constitution was just vague enough (Article II, Section 1) to give Tyler's Whig enemies grounds to argue that only the powers and duties of the office devolved on the vice-president, not the presidency itself, a fine distinction that Tyler promptly and irrevocably rejected. It never became an issue again<sup>3</sup>.

Granger, however, could not have been very comfortable with Tyler, an aristocratic, slave-owning Virginian, in any case.

A decision Tyler lived to regret was keeping Harrison's cabinet intact at a time when his opposition to national bank legislation threatened to tear the party apart. And it did. Henry Clay, the Whig's congressional leader, was powerful enough to ram the United States Bank bill through both houses, but not enough to override Tyler's vetoes. To protest Tyler's repudiation of this cornerstone of the Whig platform, the cabinet, saving only Secretary of State Daniel Webster, but including Granger, resigned *en masse* on September 11, 1841. Two days later Whig leaders expelled Tyler from the party, creating the paradox of a reigning party without a president and a president without a party<sup>4</sup>.

Granger welcomed this opportunity to return to Congress. Greig obligingly resigned Canandaigua's House seat to allow Granger to be elected to the 27th Congress for the second time in a year. He did not run for reelection in 1842, preferring to resume his law practice in Canandaigua.

Granger left few tracks during his six months and a couple of days in office as Postmaster General. He did not have occasion to submit an annual report and his successor, Charles Wickliffe, only alluded to his "two immediate predecessors" in a regulation designed to prevent a deficit in the transportation of the mail "caused by the extension and increase of population . . . in the South and Northwest<sup>5</sup>." In light of the partisan political crisis swirling around him, it is likely he depended upon Selah Hobbie, the First Assistant Postmaster General, who served as Postmaster General *ad interim* on several occasions, to conduct the everyday affairs of the department for him.

Overall, while his term was not the shortest in history, it did not give him much time to make an imprint on the department and his impact was negligible.

Portrait of Francis Granger from *The Cyclopedia of American Biography*. 1896, v. 6, p. 8.

<sup>1</sup> See Part IV, Gideon Granger.

<sup>2</sup> See *Biographical Directory of the American Congress*, Government Printing Office, Washington, D.C., 1961; Vexler, Robert L., *The Vice-Presidents and Cabinet Members*, Dobbs Ferry, NY, 1975; and *The National Cyclopedia of American Biography*, 1896, v. 6, p. 7-8 for biographical sketches of Francis Granger.

<sup>3</sup> DeGregorio, William A. *The Complete Book of U.S. Presidents*, New York, 1993, p. 156; Seager, Robert. and Tyler too, New York, 1963, pp. 148-9.

<sup>4</sup> Whitney, David C., *The American Presidents*, New York, 7th. Ed., 1990, pp. 90-3.

<sup>5</sup> *Report of the Postmaster General*, December 2, 1841, Senate Ex. Doc. No. 2, Serial 401, Appendix A., p. 441.

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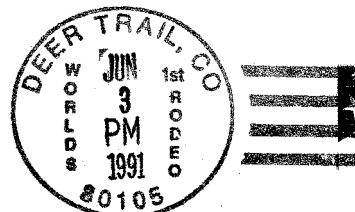
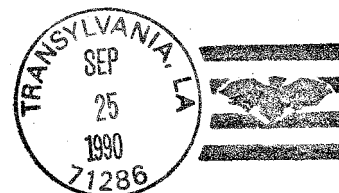
*Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.*

The only official source, *USPS' National 5-Digit Zip Code & Post Office Directory*, leaves out literally thousands of stations and branches, lists closed offices, and is riddled with other errors.

Finally, a complete list is here! *The Post Mark Collectors Club's Directory of Post Offices*, as noted in *Linn's Stamp News* and the *American Philatelist*, is as accurate as 10 years of research and 20 volunteers can make it. The postal rarities of tomorrow are listed here, and only here.

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## Mail To and From Enemy Prisoners of War in US Camps, 1942-1946: An Overview

By Richard W. Helbock

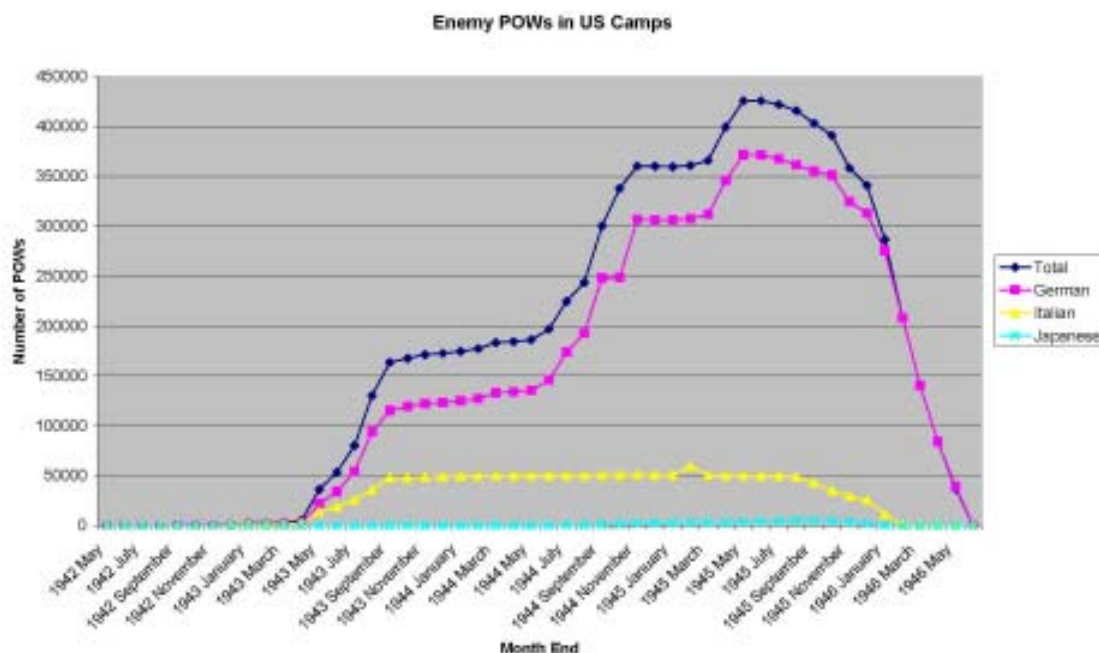
The US War Department determined early in 1942 that all captured enemy personnel were to be transferred to the mainland United States for internment. This would relieve commanders overseas from the burdens of guarding, feeding and housing prisoners of war. In point of fact, by May 1942 only 32 prisoners of war were interned in the US, and that number increased very slowly during the year reaching a total of just 1,881 by December 31<sup>st</sup>.<sup>1</sup> The situation changed very rapidly beginning in the spring of 1943 and by the end of that year over 170 thousand mostly German and Italian POWs were housed in US camps. A successful Allied invasion of Europe beginning in June 1944 swelled the POW population to over 360 thousand by the end of the year and it continued to grow until reaching a peak of over 425 thousand in the summer of 1945. *Chart 1* illustrates the growth and decline of enemy POWs confined in US camps from 1942-1946.<sup>2</sup>

The ethnic composition of enemy POWs is also worthy of note. From May through September 1943 US prison camps were receiving substantial numbers of both German and Italian prisoners—principally from the North Africa campaigns. After that time, the number of Italian POWs remained fairly constant at around 50,000 while the number of Germans increased gradually through mid-1944 and then very rapidly after the D-day landings to eventually reach over 370 thousand in mid-1945. The number of Japanese POWs interned in US camps was never very great and reached a maximum of about five thousand in August 1945.

### The Camps

In September 1942 the Army determined that it would house the majority of the first sizeable contingent of expected enemy prisoners in camps located in the 8<sup>th</sup> Service Command area of the southwestern US. At that time there were nine permanent camps completed that could house an estimated 26,400 prisoners and ten temporary camps located on Army bases that could accommodate an additional 8,318 internees (*table 1*).

*Chart 1*



**Table 1 Completed Temporary and Permanent Internment Camps in the US, September 15, 1942**

<u>Name, State</u>	<u>Status</u>	<u>Capacity</u>
Camp Blanding, FL	Temporary	200
Camp Fort Bliss, TX	Temporary	1,350
Camp Fort Bragg, NC	Temporary	140
Camp Clark, MO	Permanent	3,000
Camp Fort Devens, MA	Temporary	1,000
Camp Florence, AZ	Permanent	3,000
Camp Forrest, TN	Permanent	3,000
Camp Huntsville, TX	Permanent	3,000
Camp Livingston, LA	Permanent	5,000
Camp Lordsburg, NM	Permanent	3,000
Camp McAlister, OK	Permanent	3,000
Camp McCoy, WI	Temporary	100
Camp Fort Meade, MD	Temporary	1,680
Camp Ft Oglethorpe, GA	Temporary	948
Camp Roswell, NM	Permanent	3,000
Camp Fort Sam Houston, TX	Temporary	1,000
Camp Shelby, MS	Temporary	1,200
Camp Fort Sill, OK	Temporary	700
Camp Stringtown, OK	Permanent	400

In addition to these existing facilities, the Army decided to build a number of new camps and increase capacity at some of those already available. *Table 2* lists camp construction projects that were authorized and under construction by the end of 1942. These 14 new projects were expected to add 43,500 additional capacity to the nation's internment camps thus providing a total capacity of over 78 thousand.

No doubt Army planners in the waning months of 1942 must have felt comfortable that their anticipated camp capacities would accommodate captured enemy prisoners for the foreseeable future; particularly given the very slow rate of POW growth throughout 1942. A glance at the figures in *chart 1* however, will show that in reality it took less than three months to exceed the total POW camp capacity once substantial numbers of captured Germans and Italians began arriving in May 1943.

**Table 2 Internment Camps Authorized and Under Construction in the US, December 31, 1942**

<u>Camp Name, State</u>	<u>Capacity</u>
Camp Aliceville, AL	6,000
Camp Alva, OK	3,000
Camp Como, MS	3,000
Camp Concordia, KS	3,000
Camp Crossville, TN	1,500
Camp Florence, AZ	3,000*
Camp Hearne, TX	3,000
Camp Hereford, TX	3,000
Camp Mc Leon, TX	3,000
Camp Mexia, TX	3,000
Camp Monticello, AR	3,000
Camp Ruston, LA	3,000
Camp Tonkawa, OK	3,000
Camp Weingarten, MO	3,000

Note: \*additional capacity

The Army was forced to pull out all the stops as the scope of enemy prisoner housing became clear in mid-1943. *Map 1* illustrates the 72 POW camps scattered largely throughout the southeast and southwestern US as of August 1, 1943. But less than one year later that number had more than quadrupled as some 300 such facilities came to dot the national map (*map 2*). The number of POW camps peaked in April 1945 when there were 150 base camps and 340 branch camps that varied in capacity from 250 to 3,000 men.<sup>3</sup>



**Map 1** United States Prisoner of War Camps as of August 1, 1942.  
(Source: Lewis and Mewha, 1988, page 111.)



**Map 2** United States Prisoner of War Camps as of June 1, 1943.  
(Source: Lewis and Mewha, 1988, page 112.)

## Outbound Mail

The United States and its enemies—Germany, Italy and Japan—all agreed to accept those provisions of the Geneva Prisoner of War Convention that applied to contact between POWs and the outside world through the mails. The mail provisions were outlined in two articles of the Convention:

Article 36: Each of the belligerents shall periodically determine the number of letters and postal cards per month which prisoners of war of the various classes shall be allowed to send... These letters and cards shall be transmitted by post by the shortest route. They may not be delayed or retained for disciplinary reasons... As a general rule, correspondence of prisoners shall be written in their native language.

Article 40: Censorship of correspondence must be effected within the shortest possible time... Prohibitions of correspondence promulgated by the belligerents for military or political reasons, must be transient in their character and as short as possible.<sup>4</sup>

Prisoners were also permitted to receive parcels of food and clothing by mail. Correspondence—both outgoing and incoming—and shipments were exempt from all postal duties.

In the United States the duty of translating these provisions into rules and regulations to be followed in the operation of POW camps fell to the Provost Marshall General (PMG). As early as February 17, 1942, the

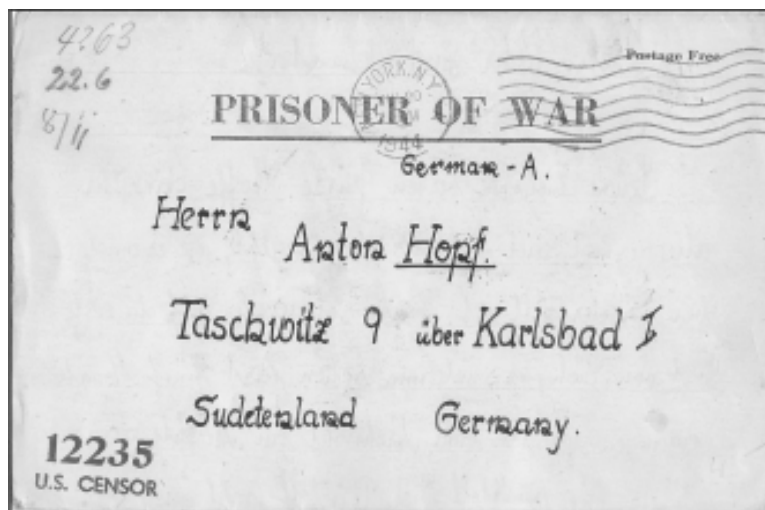
PMG released a series of forms that were to be used by prisoners of war interned in the US for international correspondence. The most important of these forms from a postal historians viewpoint provided stationery for the prisoners. They were Form No. 4 (letter sheets) and Forms No. 6 and 7 (postal cards).

## Form No. 4 – the Letter Sheets

POW letter sheets were carefully designed to assist censors by restricting prisoners to limit their messages to a fixed number of lines on a single standard sheet of paper that, when properly folded, became its own envelope.

The earliest versions varied somewhat in details such as width (both six and seven inch widths have been noted), paper composition and whether or not the paper was lined, but all appear to have been about 14 inches in length and, when properly folded into quarter lengths, the bold, underlined letters **PRISONER OF WAR** appeared at the top of the topmost fold next to “POSTAGE FREE” (figure 1).

Rather quickly it would appear, the letter sheets assumed a more standardized format. They were printed on a sensitized, greenish glazed paper designed to



**Figure 1** Properly folded into quarters, the Form 4 letter sheet of February 17, 1942, displays **PRISONER OF WAR** at the top of the topmost fold next to “Postage Free”.

make writing impossible to hide. Each measured six inches in width and had 24 dashed lines provide for a message on one side and "DO NOT WRITE HERE!" in English, German and Italian on two quarters of the address side plus **PRISONER OF WAR** on a third quarter. The fourth quarter tapered toward a rounded flap intended tuck into a slit and seal the sheet without requiring a glued surface.

The six-inch width version of Form 4 was replaced by an eight-inch wide version dated June 11, 1943. The new version placed a box around the area intended for a message and reduced the number of message lines to 18 with space for a return address printed at the bottom of the form (figure 2). There were a few

other minor changes in wording including the indication of an address below the bold **PRISONER OF WAR** on the shortened "tab" quarter that now became the top or front of the letter sheet. The June 11, 1943, version of Form 4 remained in use throughout the remainder of the war.

The majority of POW letter sheets tend to be one of these two basic types, but there are a few variants. In mid-1942 the PMG was requested to design a letter sheet for use by civilian internees. The result was a product virtually identical to the six-inch width form then in use for POWs with the exception that it was inscribed **INTERNEE OF WAR** instead of **PRISONER OF WAR**. It even had the same form number and issuance date (figure 3).

Figure 2 The redesigned Form 4 of June 11, 1943, reduced the number of message lines to 18 but increased the width of the letter sheet from six to eight inches.

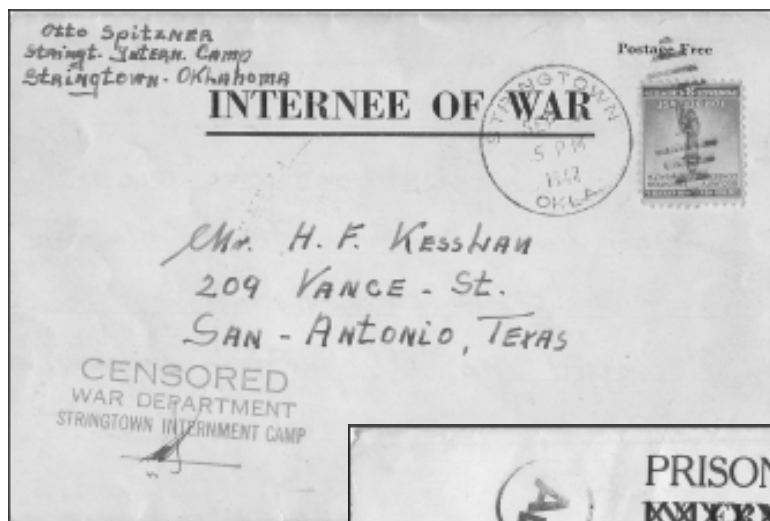
An interesting variant appears in figure 4. This letter sheet is identified as W.D.P.M.G. Form No. 4-1 dated November 1, 1942. The interior and exterior printing and dimensions are the same as those used for the June 11, 1943, version of Form 4, but the form was inscribed **INTERNEE OF WAR** and this was then overprinted "PRISONER".

### Forms No 6 and 7—the Postal Cards.

PMG forms numbered 6 were basically the same as forms numbered 7 except that those numbered 6 were intended for German POWs and those numbered 7 were for Italian POWs. It seems likely that there was a third series—possibly numbered 8—intended for Japanese POWs but the author has not seen such a form.

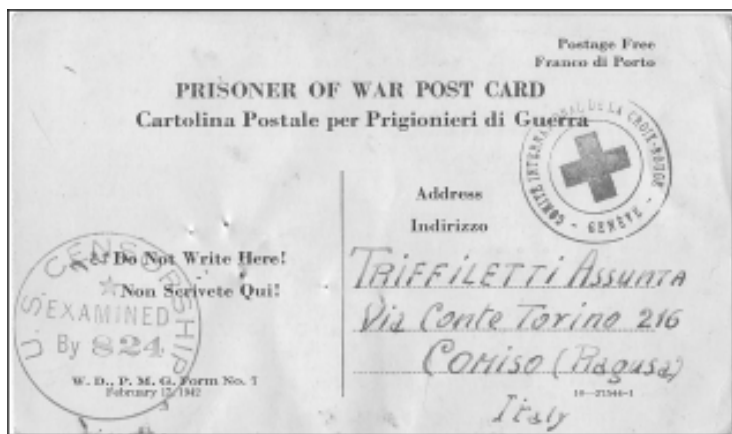
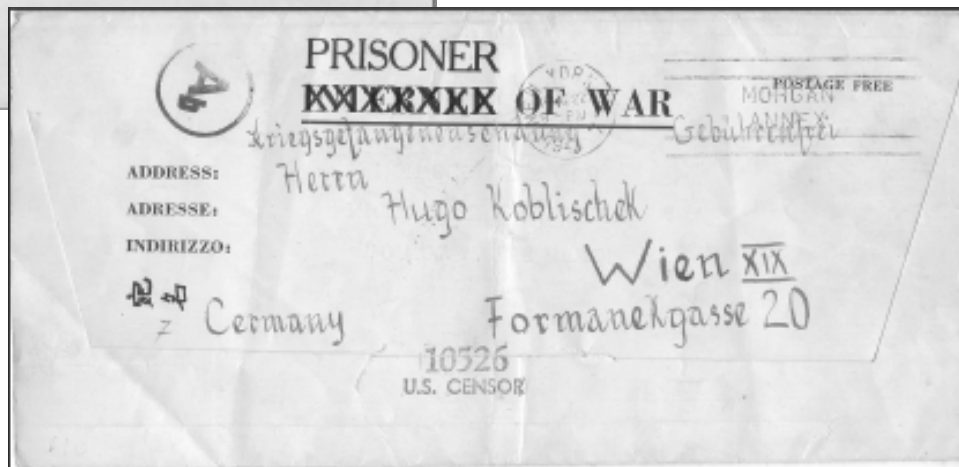
The first POW Post Card to be encountered by a newly interned Italian prisoner was designated W.D., P.M.G. Form No. 7 (figure 5). In effect, this was a "change of address" card that the POW could use to notify friends and family that he was now interned by the Americans, the condition of his health and how he might be addressed. The card shown in figure was released February 17, 1942, and there was undoubtedly a similar card inscribed Form No. 6 with instructions in German and English that was provided to early German POWs. The author has not seen



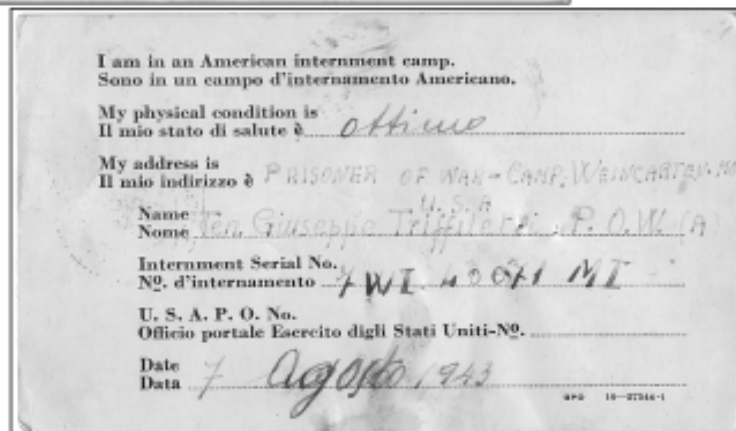


**Figure 3** Modification of the Form 4 letter sheet for use by civilian internees yielded this variety. It was also dated February 17, 1942.

**Figure 4** This unusual overprinted version of the Form 4 letter sheet was assigned Form 4-1 and dated November 1, 1942. It apparently saw very limited use.



**Figure 5** This POW capture card, designated W.D. P.M.G. Form 7 was distributed to Italian prisoners shortly after their capture and when they were transferred to a new internment facility. A similar card with German and English printed messages was given to German POWs.



**Figure 6** An example of the German POW capture card—Form 6 revised August 5, 1943.

any of these early cards, but figure 6 illustrated a Form No. 6 card that was revised August 3, 1943.

PMG Forms No. 6-1 and 7-1 are among the most commonly seen forms of stationery used by German and Italian POWs respectively (figures 7 and 8). The issuance date of both cards is indicated as November 1, 1942, and they were certainly used at most US camps throughout the war.

**Figure 7** Form 6-1, the POW postal card for German prisoners

**Figure 8** Form 7-1, the POW postal card for Italian prisoners.

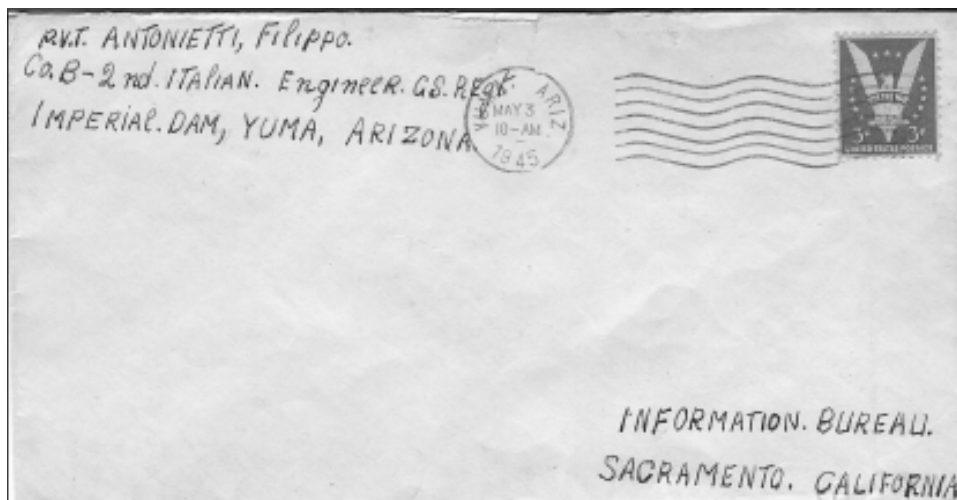
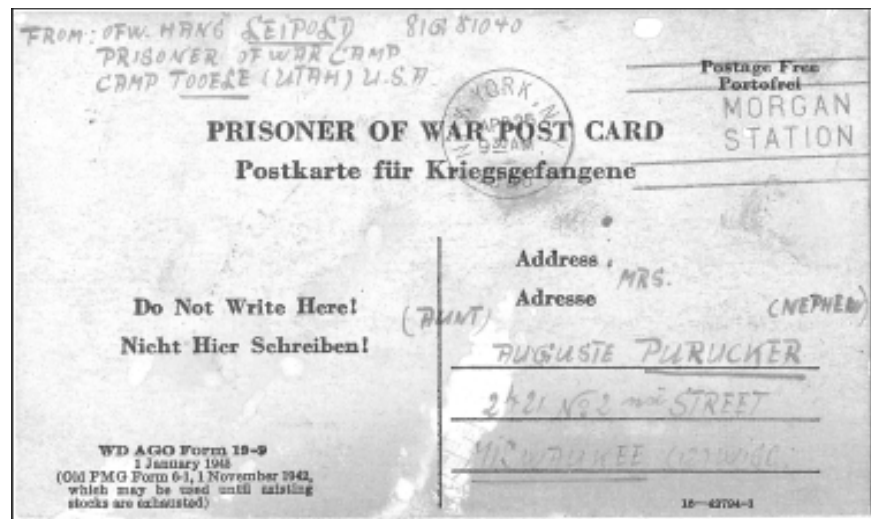
The Form 6-1 and 7-1 cards were, however, eventually succeeded by cards of the type shown in figure 9. This POW post card, identified as WD AGO Form 19-9 of January 1, 1945, indicates that it is intended to replace PMG Form 6-1. It was used in this instance by a German POW on April 25, 1946, at Camp Tooele, Utah.

Both the letter sheets and the postal cards were initially intended for international correspondence, but POW use to domestic US addresses is not uncommon—particularly during the later months of the war. In addition to these standardized forms of stationery, enemy POWs were also permitted to mail occasional letters in standard envelopes. Figure 10 illustrates a cover mailed in May 1945 by an Italian POW in

Arizona to California, and figure 11 shows a cover mailed by an Italian POW at Camp Scottsbluff, Nebraska, to Sicily. Such uses of non-official stationery were no doubt discouraged and examples appear to be uncommon.

As indicated by the Geneva Convention, the number of letters and postal cards made available to POWs was left to the discretion of the nation holding the prisoners. This number probably varied over

**Figure 9** This postal card, designated WD AGO 19-9 replaced PMG Form 6-1 as of January 1, 1945.



**Figure 10** This cover was mailed by an Italian POW engaged in construction work at Imperial Dam near Yuma using the US domestic mail service in May 1945.

**Figure 11** This cover carried a message from an Italian POW interned at Camp Scottsbluff, Nebraska, to Sicily in January 1944.



the period of the war with the increase in numbers of POWs, the volume of inbound mail flows and the ability of censors to keep up with the work of translation.

Louis Fiset, writing of the restrictions imposed on interned civilians, states that:

Initially, detainees were allowed to send two letters per week, one of which had to be in English. In addition, camp officials allowed four postcards, if written in English, or two if in a language other than English.

He goes on to explain that, "When censors fell behind with their work, tighter limits were temporarily imposed. In one case, writers were permitted two outgoing letters a week in any language, but their weekly quota of post cards was reduced to one."<sup>5</sup>

## Inbound Mail

The controls imposed by the US Provost Marshall General and the Office of Censorship to the format of out bound mail could not be applied to mail addressed to POWs at US camps. A few correspondents had access to the official form prepared by the International Red Cross (*figure 12*) or their own government (*figure 13*), but the vast majority simply mailed letters in the most familiar and traditional way.

At the time of capture, each prisoner was assigned a serial number by the capturing command. The first component consisted of a number symbol designat-

ing the command in which the prisoner was captured, such as 81 for the United States Army Forces in the Mediterranean Theater of Operations (formerly the North African Theater). The second symbol was the first letter of the name of the enemy country in whose armed forces the prisoner was serving, such as "C" for Germany, "J" for Japan, and "I" for Italy. The second component was an individual number assigned consecutively to each prisoner processed. For example, the tenth German prisoner processed by the United States Forces in the North African Theater of Operations received the serial number of 81G-10.

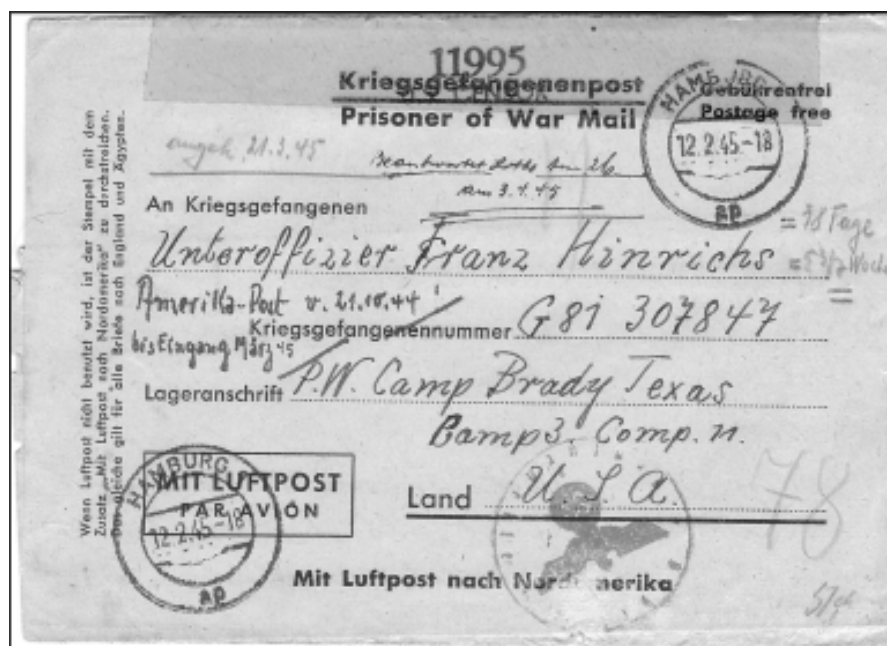
If a prisoner was not assigned a serial number by the capturing command, the service command at the base camp was required to do so. This serial number consisted of a number that represented the service command involved, the letter "W" that represented the War Department, the first letter of the country that the internee had served, and the number assigned to each prisoner processed. For example, the first German prisoner processed in the Eighth Service Command would be 8WG-1, and the tenth prisoner (if an Italian) processed in the same service command would be 8WI-10.<sup>6</sup>

Mail for all enemy prisoners interned in US camps was to be addressed to the prisoner by name and POW number, POW camp care of Post Office Box 20, New York, N.Y. Censorship was provided at the POW Unit of the New York Censorship Station and acceptable

communications were then sent on to the appropriate camp. The New York POW censorship unit was transferred from Chicago in September in 1942 and employed a staff of over 1,600 in August 1944.<sup>7</sup>

## Mail Inbound to POWs from the Home Countries

The statistics of Chart 1 indicate that over seven times the number of German POWs were interned at US camps than the number of Italians. All things being equal, we should then expect that the amount of mail sent to German POWs should be at least seven times the amount sent to Italian POWs. A cursory exami-



**Figure 12** This letter sheet was provided by the German government for correspondence with POWs interned overseas.



**Figure 13** This Italian Red Cross postal card prepared for POWs carried a message to a prisoner at Camp Coolidge, Arizona, in February 1944.

nation of the impressive accumulation of incoming POW mail assembled by Harold Richow over the past three decades suggests that that mail from Germany is at least seven times as abundant as mail from Italy. That is not to argue that incoming mail from either nation to POWs in US camps is commonly available in today's market.

#### Mail Originating in Germany

As noted earlier, the Geneva Convention states that correspondence to and from POWs was to be exempt from postal duties. In practice, some nations—including Germany—interpreted that provision to mean that mail sent by surface transport was exempt from postage, but mail sent via air required payment of a fee. Surface mail for POWs was inscribed “Kriegsgefangenenpost” and sometimes “Prisoner of War Mail”, the English equivalent (figure 14).

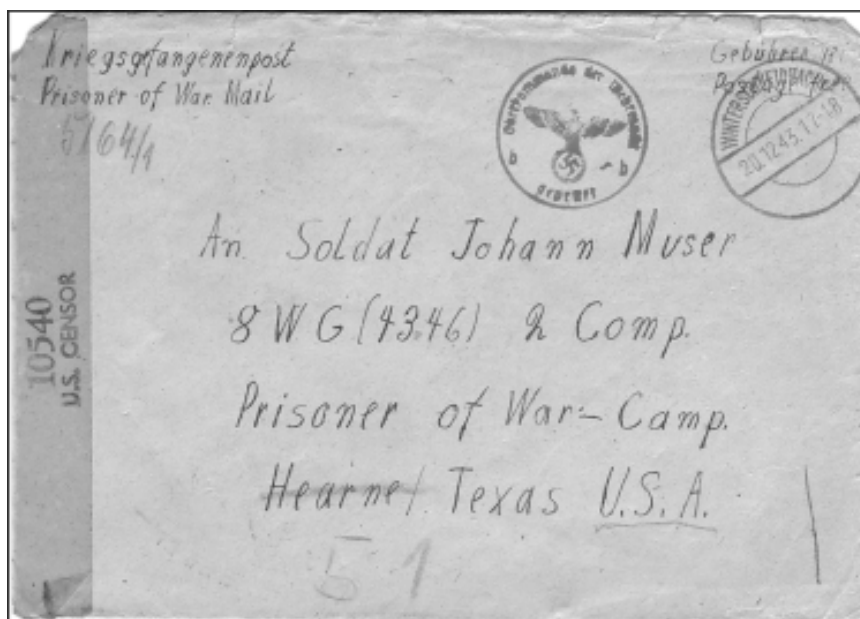
Air mail letters to German prisoners interned in the US were charged 0.40 Rm per five grams. The air postage could be paid either in appropriate value stamps (figure 15) or in cash (figure 16). Letters for

which the air postage had been paid in cash were inscribed “TAXE PERCUE” and the amount paid.<sup>8</sup>

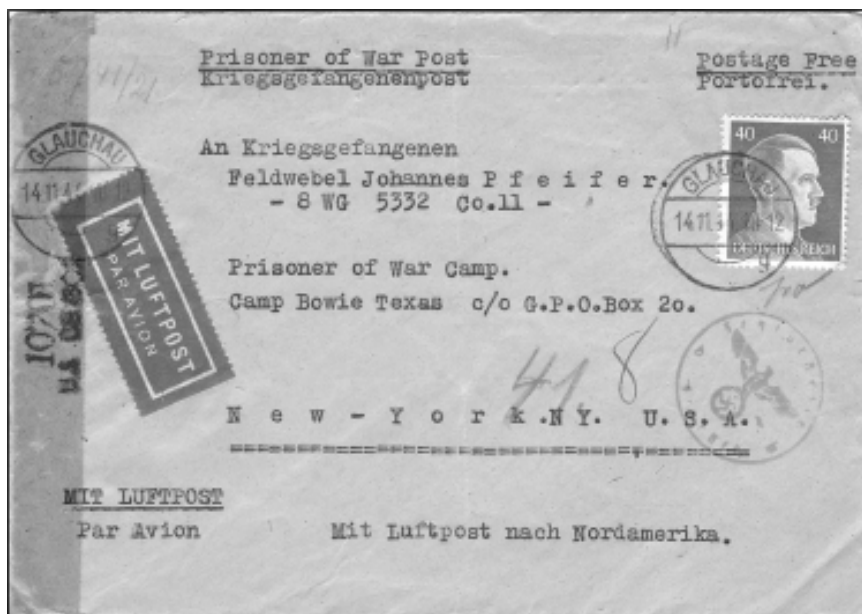
#### Mail Originating in Italy

As mentioned, the amount of mail originating from Italy to POWs interned in US camps is much smaller than that from Germany, and the majority of items noted appear to have been sent free via surface post (figure 17). Some bear the notation “Prigionieri de Guerra”, others are simply addressed to a particular prisoner of war care of New York.

Figure 18 illustrates a January 1944 cover from Italy to an Italian POW at Crossville, Tennessee, Internment Camp. Clearly marked “Prigionieri di Guerra” and “Via Aerea”, the cover is franked with a strip of three one lira definitives. According to Boyle, the air mail rate from Italy to the United States at that time should have been 4 lira—1.25 L surface rate plus 2.75 L air mail surcharge.<sup>9</sup> Perhaps the three lira rate represented a special concession rate on mail for Italian POWs. Both Italian and American censor tapes are evident on this cover.

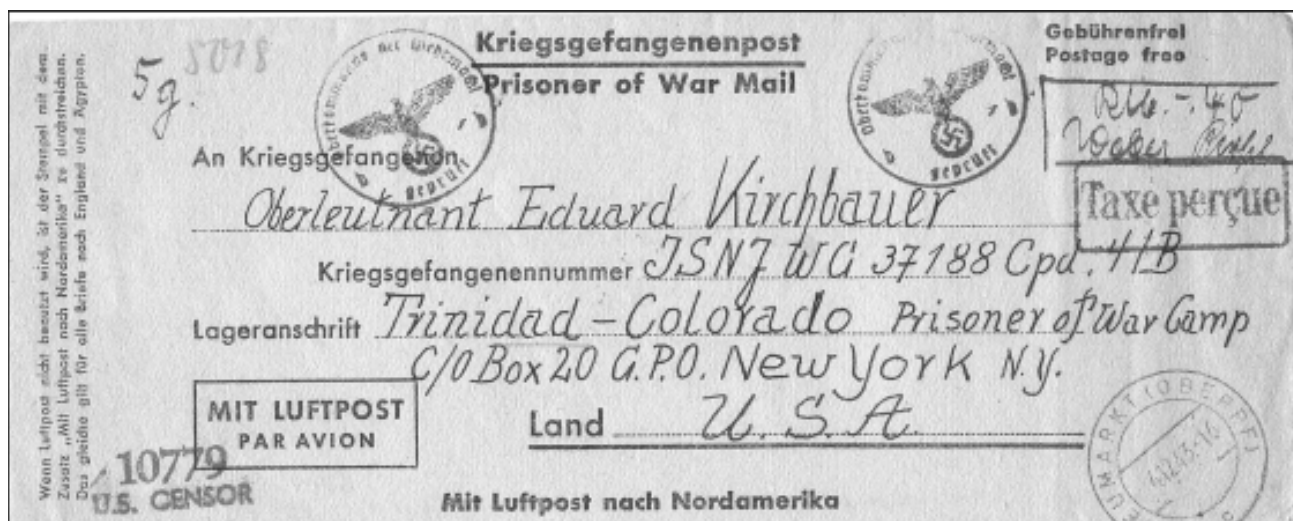


**Figure 14** This cover typifies a surface mail POW free franked envelope from Germany. Endorsed both “Kriegsgefangenenpost” and “Prisoner of War Mail” the cover displays a Nazi German censor handstamp and the tape and handstamp of US censors at the New York POW Censorship Unit.

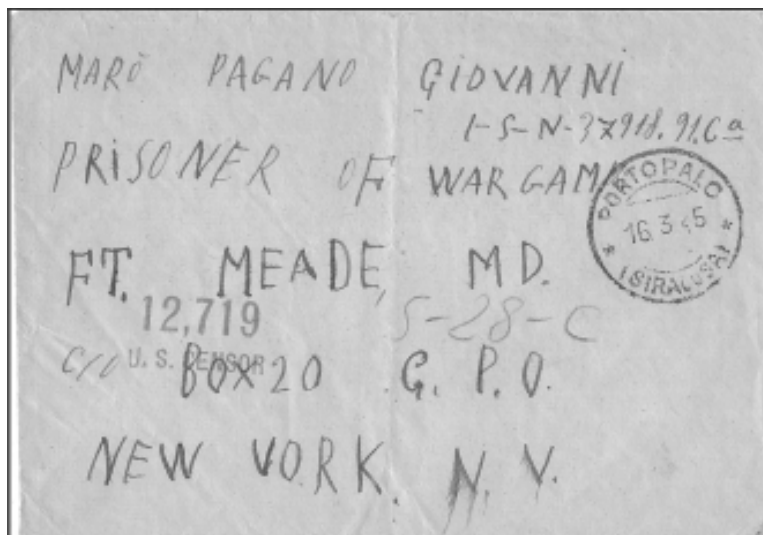


**Figure 15** This air mail cover bears a 40 pf Hitler stamp to pay the required international POW rate to the United States.

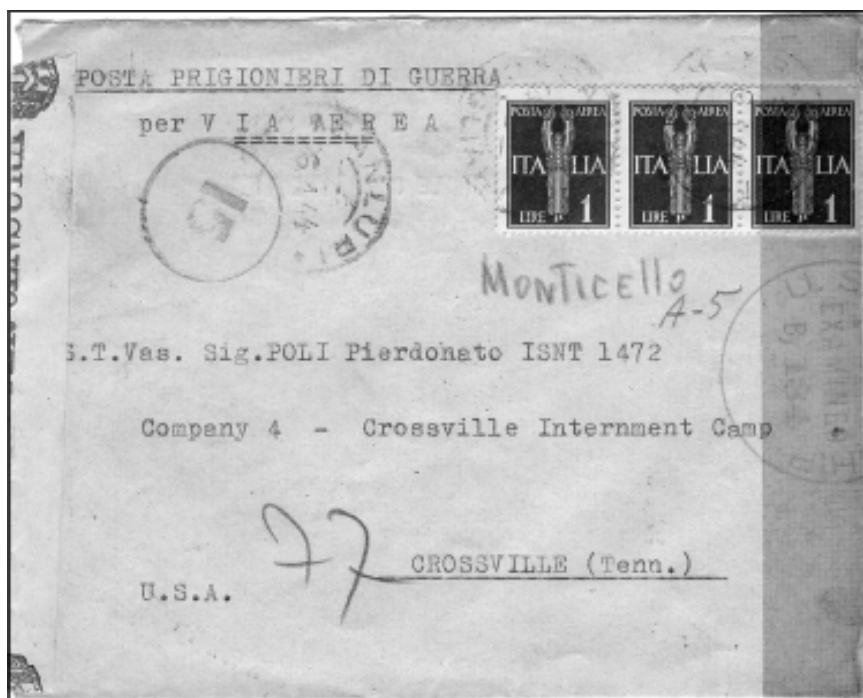
**Figure 16** The German letter sheet shown below indicated prepayment of the 40 pf air rate by the handstamp "TAXE PERCUE" and manuscript 40 pf amount.



**Figure 17** This free franked Italian POW cover omitted the notation "Prigionieri di Guerra", but the address contained all the necessary components and made it obvious to the postal service that no franking was necessary.



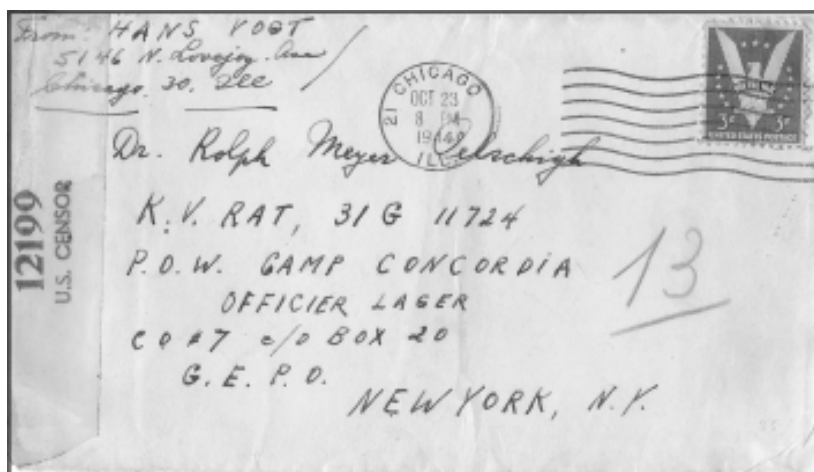




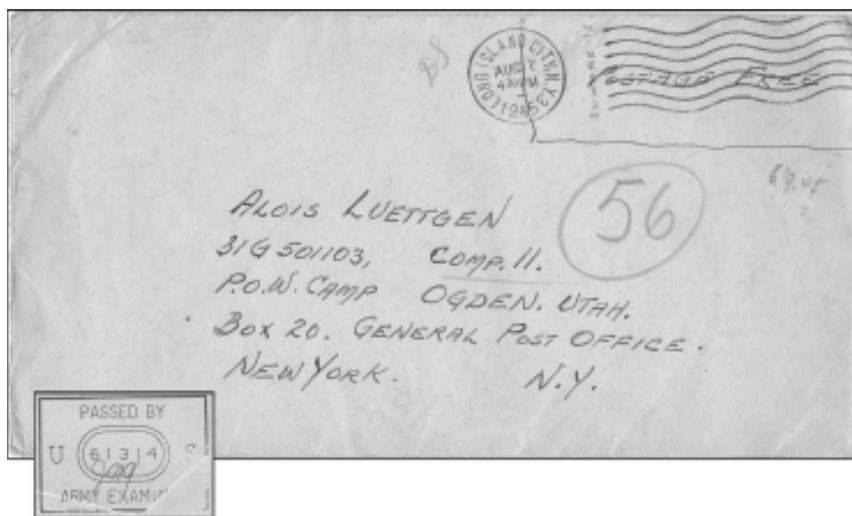
**Figure 18** Air mail covers from Italy to Italian POWs interned in the US appear to be far less common than surface mail. This example was franked with three lira postage to pay the air mail rate.

## Mail Inbound to POWs from the US and Other Countries

Mail to Italian and German POWs in US camps from the United States is not common. *Figure 19* shows a cover mailed to a German doctor interned as a POW at Camp Concordia from Chicago in October 1944 franked with the 3¢ Win the War stamp. It was mailed



**Figure 20** The cover at left was mailed from Long Island City, NY, in August 1945 to a German POW at Camp Ogden, UT. Although addressed to New York, it appears that censorship took place only at Camp Ogden as indicated by the US Army "race track" censor marking show inset at lower left.



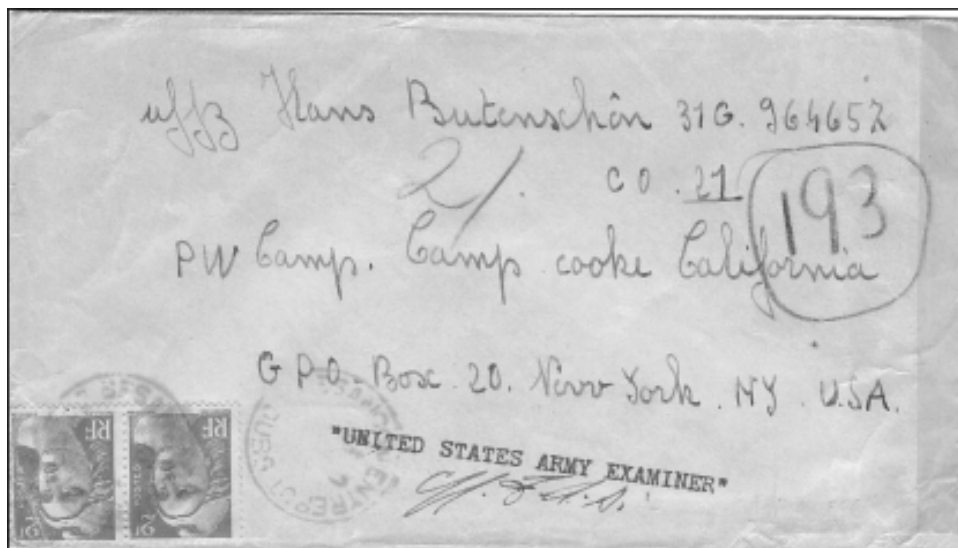
through the New York Censorship Unit and bears a censor tape and handstamp along the left edge.

A free franked cover postmarked Long Island City, NY, to a prisoner at the Ogden, Utah, POW camp is illustrated in *figure 20*. Postmarked August 7, 1945, the cover was also addressed through New York, but the only indication of censorship appears as a US Army "race track" censor handstamp on the reverse

**Figure 19** The cover below was mailed to a German doctor interned as a POW at the Camp Concordia, KS, camp from Chicago through New York where it was censored.

of the cover suggesting that censorship actually took place at Camp Ogden (inset).

Inbound mail to POWs in US camps from third countries is exceptionally uncommon. *Figure 21* illustrates a cover from France addressed to a German POW at Camp Cooke, California. The cover bears unmarked censor tape along its right edge and a magenta handstamp "UNITED STATES ARMY EXAMINER" with manuscript initials. The date is indeterminate.



**Figure 21** This cover was mailed from France probably in 1945 to a German POW interned at the Camp Cooke, California, facility.

## Summary

Mail sent to and from POWs interned in United States camps reached a peak in mid-1945 as camp populations exceeded 425,000 before declining rapidly over the next eight to ten months. German prisoners eventually outnumbered Italians on an order of about seven to one, while the number of Japanese POWs in mainland US camps was never more than about five thousand.

Prisoner of war camps were initially concentrated in the southeastern and southwestern sections of the US, but as the number of prisoners began to increase dramatically new camps became scattered across the nation. Eventually, all but three of the states housed one or more POW camps. In April 1945 there were 150 base POW camps and an additional 340 branch camps.

Outbound mail from the camps was heavily regulated by US authorities to permit timely censorship. It consisted primarily of letter sheets and postal cards prepared by the US Provost Marshall General.

Incoming mail was much less standardized with letters and parcels arriving from Germany and Italy both via surface mail and through the limited air mail service that was available during the war.

## Endnotes

- (1) Lewis and Mewha, *History of Prisoner of War Utilization by the United States Army, 1776-1945*, page 83.
- (2) *ibid.*, p.90-91.
- (3) *ibid.*, page 111
- (4) Geneva Convention Fiset, Louis "Censored!: U.S. Censors and Internment Camp mail in World War II," in Mike Mackey (ed.) *Guilt by Association: Essays on Japanese Settlement, Internment and Relocation in the Rocky Mountain West*. (Powell, WY: Western History Publications), 2001.
- (5) *ibid.*, p.78.
- (6) U.S., War Department, "Enemy Prisoners of War," War Department Technical Manual TM 19-500 (Washington, D.C.: Government Printing Office, 1944), p. 2.5-2.6.
- (7) Broderick, Wilfrid N. and May, Dann. *Civil Censorship in the United States During World War II*, War Cover Club, 1980, p.25.
- (8) Boyle, Thomas H., Jr., *Airmail Operations During World War II*. Minneola, NY:American Air Mail Society, 1998, page 202.
- (9) *ibid.*, page 489.



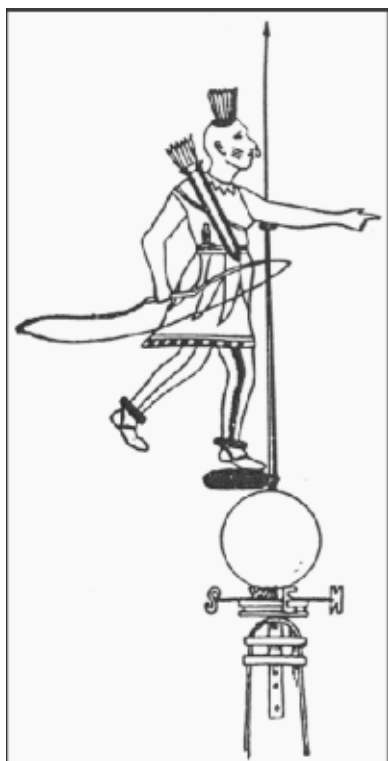
## The Old “Indian Pole”



**Figure 1**

**By Gus Spector**

In 1994 the Historical Society of Pennsylvania published in its bulletin, *The Pennsylvania Correspondent*, a quiz for local Philadelphia historians, posing the questions (a) where was the Philadelphia intersection (*figure 1*) where the Indian weathervane in *figure 2* stood?; (b) what was the significance of this structure?; (c) how and why did the Indian statue become filled with bullets?; and (d) what happened to



**Figure 2**

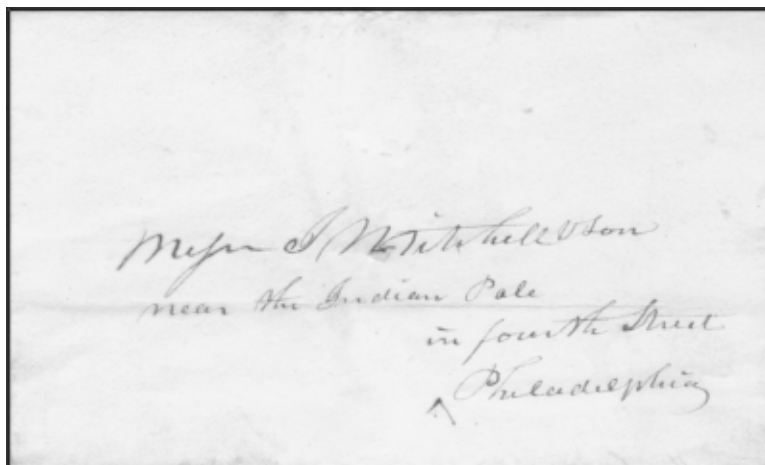
the structure? *Figure 3* shows a portion of an 1840 Philadelphia map highlighting the area in question.<sup>1</sup> Note that the street to the east (right side) within the highlighted area is named “Tammany”, the same name as that of the crude effigy of the Indian chief atop the pole.

In March 2003, a stampless folded letter appeared on eBay, and was successfully won by this author. The letter, dated January 20<sup>th</sup>, 1840, bearing no postal cancellation, was addressed to “Messrs.

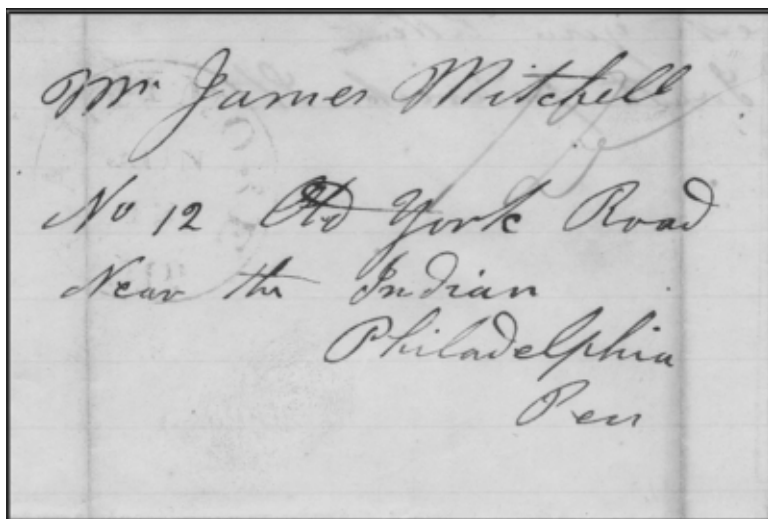


**Figure 3**

James Mitchell & Son, near the Indian Pole in fourth Street, Philadelphia”(figure 4). A second stampless letter, purchased from the same eBay dealer, was dated June 11<sup>th</sup>, 1839, bearing a very light red Baltimore



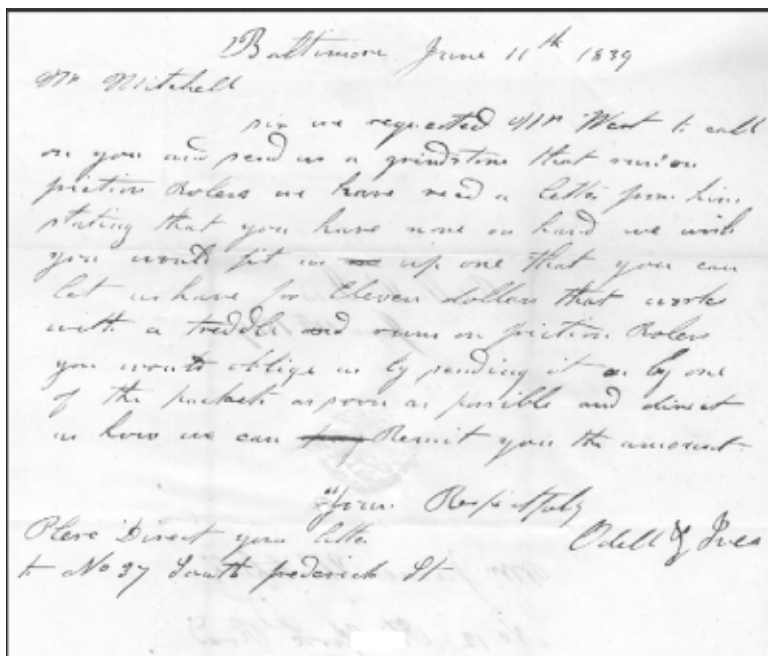
**Figure 4**



**Figure 5**

circular date stamp, and was addressed to "Mr. James Mitchell, No. 12 Old York Road Near the Indian, Philadelphia, Pen." (figure 5). The letter of June 1839 is shown in figure 6. Much of the handwriting in the letter is indecipherable, but its second line mentions the word "grindstone". An 1846 Philadelphia directory<sup>2</sup> lists: James Mitchell, *grindstones*, at 12 Old York Rd, and 8 Old York Rd (residence).

The answers to the above questions are of interest. The Indian weathervane sat atop a one hundred foot high pole at the juncture of 4<sup>th</sup> Street and York Av-



**Figure 6**

enue. This pole was believed to have marked the site of the last Lenni Lenape powwow in Philadelphia, circa 1730.

According to the Historical Society of Pennsylvania, the pole was the center of many bloody battles between members of the warring factions of the local volunteer fire companies, and the wooden figure of the Indian was bombarded by bullets fired during these encounters.

Christopher Morley<sup>3</sup> penned a somewhat different slant to the mysterious bullet holes. He stated that the Indian pole, which may have been the starting point for the Philadelphia to New York stage coaches, stood adjacent to St. Augustine's Church.

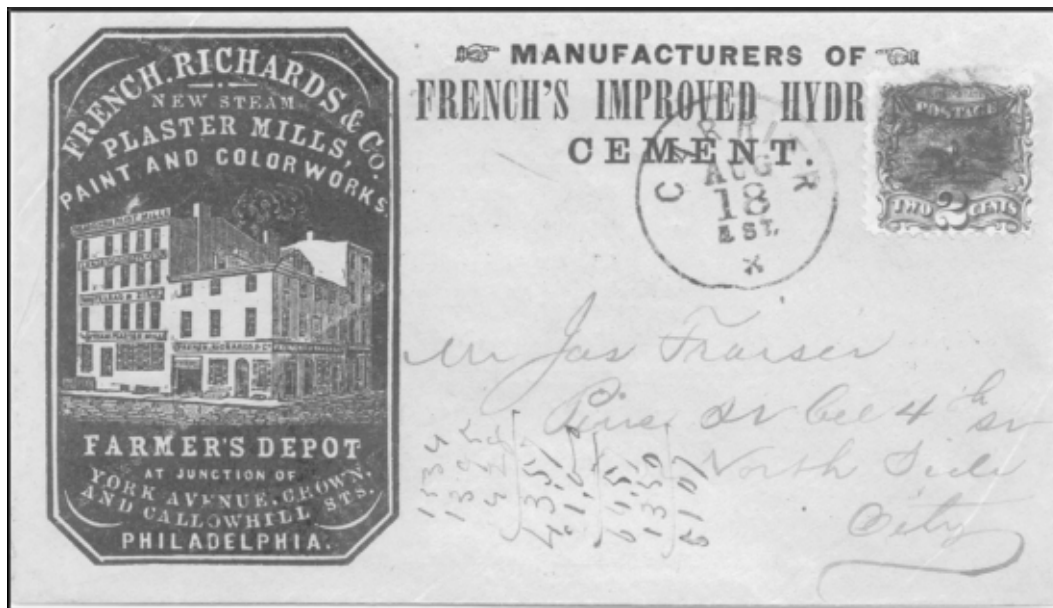
The neighborhood was the scene of anti-Catholic riots in 1844, and the statue was literally peppered with shot during these fracas.

The pole was either repaired or replaced and a lead sheet placed at its summit. This lead sheet, indicating that the repairs had been made in 1835, now resides in the Historical Society of Pennsylvania.

In 1894, the heavily weatherworn pole again became a danger to pedestrians below. The pole was slated to be removed by the City of Philadelphia. However, Mr. Howard B. French of Samuel H. French paint

manufacturing fame, along with four other area merchants, financed the erection of a new pole with the original Indian figure and its swiveling ball mounted atop. It was dedicated at a flag-raising ceremony on July 3, 1894. The pole can be seen in the forefront of figure 1 (arrow). Unfortunately, the pole is not visible on the illustrated cover in figure 7, taken from a slightly different vantage point in this same area.

According to Christopher Morley, the Indian figure was nine and a half feet high; it stretched nine feet from the posterior portion of its bow to its outstretched hand; the copper ball below it was sixteen inches in diameter. It was thought that the figure was made of heavy wood and then covered with iron. The hand itself may have weighed 150 pounds. It was deemed remarkable that although the many church steeples in the area had been struck by lightning, the Indian atop the pole remained untouched (3).



**Figure 7**

The pole is believed to have been blown down by Hurricane Hazel in October of 1954. By that time, the Indian figure had vanished, its whereabouts unknown. An intercity expressway now runs through this area.

The above was initiated by the discovery of an old cover purchased on eBay that was addressed to a resident who lived “near the Indian pole”!

### Endnotes:

- (1) Map published by the Society for the Diffusion of Useful Knowledge, September 1840.
- (2) *McElroy's Philadelphia Directory for the Year 1846*. Philadelphia.
- (3) Morley, Christopher, *Travels in Philadelphia*. David McKay Company, Philadelphia, 1920, pp. 159-160.

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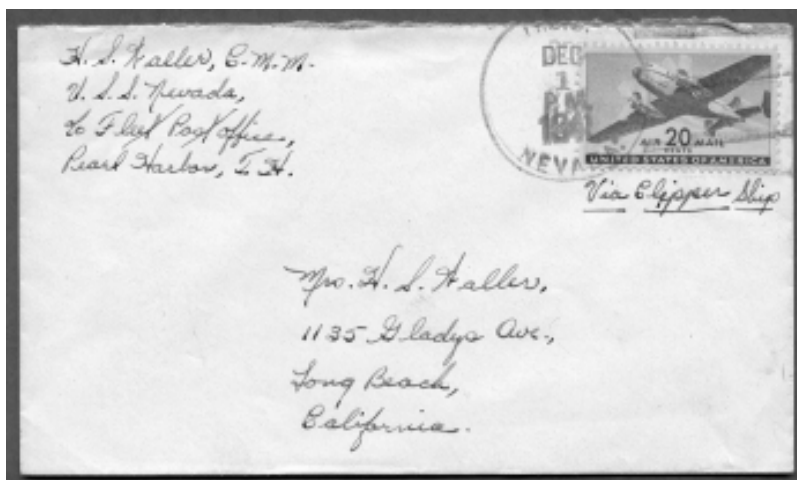
## Pearl Harbor Ship Mail

By Curtis R. “Randy” Kimes

There are boundaries that we collectors (usually) observe. True, beginning collectors may not recognize any of the boundaries, but they exist. One such boundary may be hair-thin, and strongly defined. Another may be a shade of gray, and much less defined, like Angora yarn. The boundary between a document of ‘history’ and ‘postal history’ is gray, and diffuse. That between a ‘postal history’ cover and a collector-produced philatelic cover very much less so.

In my early days of excited—and unfocused—cover collecting, *every* cover from some unfamiliar location was regarded a treasure. The ‘learning curve’ turned upward. When did I gain that step beyond ‘novice’? I don’t know. It was not an event that occurred in the same way one might knowingly cross a bridge. It was, I think, when sufficient *exposure* to what was presented as a “postal history exhibit” fostered an ability to firmly recognize what was *real*, versus that *contrived*.

I remember well the time when I examined a ‘naval postal history’ exhibit showing postal markings of “Pearl Harbor Ships”. Even as a ‘postal history *youngster*’, I was sorely disappointed: the exhibit presented several frames of cacheted covers, (ostensibly) mailed from Navy vessels, each of which had been present during the attack on Pearl Harbor, Hawaii, in December, 1941. It mattered not, apparently, that the *dates* within the postal markings pre-dated the attack by as much as ten years, or that some were dated well after the attack. The day I saw the exhibit - *that day* - was when I made a commitment to produce a narrowly-focused exhibit of *real* covers to identify a part of the postal history of naval ships attacked at Pearl Harbor.



**Figure 1** This cover was postmarked December 1, 1941, from a sailor on USS Nevada at Pearl Harbor.

I had no way of knowing how very difficult the task would become to locate and acquire *real* examples of the postal markings in use by ships assigned duty at the Pearl Harbor Navy Base during the week previous to the attack. As it turns out, the ‘difficulty index’ was much greater than I would have ever expected.



**Figure 2** This cover— postmarked on the Arizona December 2, 1941— carried a Christmas card from a sailor on the battleship to his mother in Kansas.



**Map 1** Pearl Harbor December 7, 1941. Some US Navy ship locations and initial Japanese torpedo attacks. (Source: Goodenough, War Maps, 1982, p. 139.

To date, the average 'real cover' acquisition rate is slightly more than *one per year*! Illustrated here are many of those that I have found.

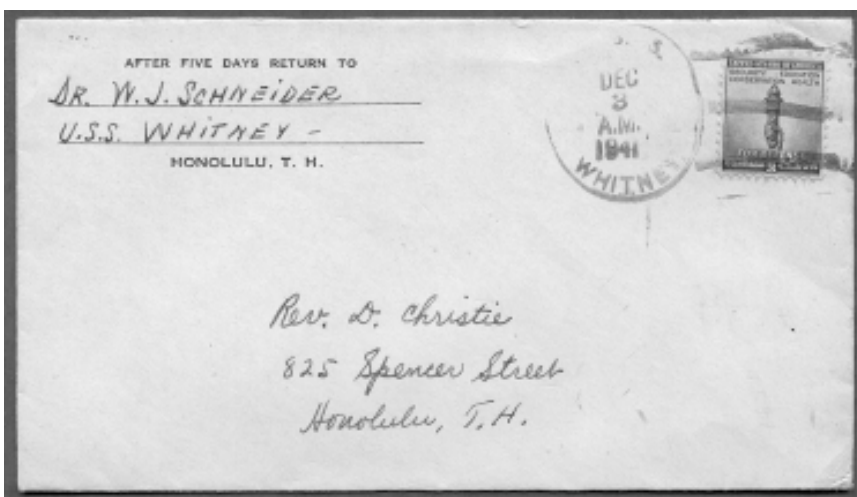
*NEVADA* (BB-36), the oldest battleship moored in 'Battleship Row', was the Navy's first battleship to be oil-fired. And she was the only battleship to get underway during the December 7<sup>th</sup> attack.

On December 1, 1941, *NEVADA* was moored alongside *ARIZONA*, and was making preparations for a three-day exercise at sea, which included nighttime firing of her big guns (*figure 1*). *NEVADA*, together with her sister ships of BatDiv-2, departed Pearl Harbor for Lahaina Roads early on December 3<sup>rd</sup>, and returned Friday afternoon. Upon her return on December 5<sup>th</sup>, *NEVADA* moored in Berth F-8, next astern of *ARIZONA*.

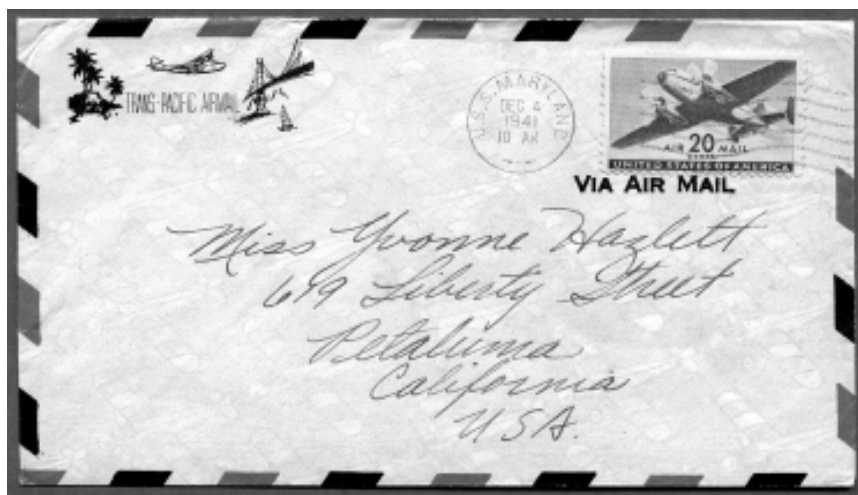
PFC Frank (Jake) Stevenson, Marine Detachment, *USS ARIZONA* [Killed in Action December 7<sup>th</sup>] mailed a 'Christmas Greetings' to his mother in this cover (*figure 2*). When *ARIZONA* (BB-39) returned from 'maneuvers' off Lahaina Roads about 1000 hrs Friday, she moored at Berth F-7, astern *TENNESSEE*. *VESTAL* (AR-4) moored alongside (outboard) Friday afternoon to conduct both repair work, and to complete installation of a newly-mounted search radar atop *ARIZONA*'s foremast.

At mooring Berths X-8, and X8S, north of Ford Island, *SELFRIDGE* (DD-357), *REID* (DD-369), *CONYNGHAM* (DD-371), and *TUCKER* (DD-374) were tied alongside destroyer tender *WHITNEY* (AD-4), drawing supplies, steam, electricity, and fresh water (*figure 3*). *WHITNEY* had been assigned to Pearl Harbor only since September 18<sup>th</sup>, 1941, and was enabling routine 'up-keep, repair, test, and rest' to the destroyers alongside.

On December 4<sup>th</sup>, *MARYLAND* (BB-46) was moored at Berth F-5, in 'Battleship Row' (*figure 4*). Three days later, *MARYLAND* received two bomb hits, and other damage, but was the least-damaged of the eight battleships at Pearl Harbor. Her damage would probably have been much more severe had she not been 'protected' by *OKLAHOMA* (BB-37), moored alongside. She was repaired and modernized at Puget Sound, and returned to the Pacific Fleet in time to be part of the 'back-up' force during the Battle of Midway.



**Figure 3** This cover was postmarked on board the *USS Whitney* December 3, 1941.



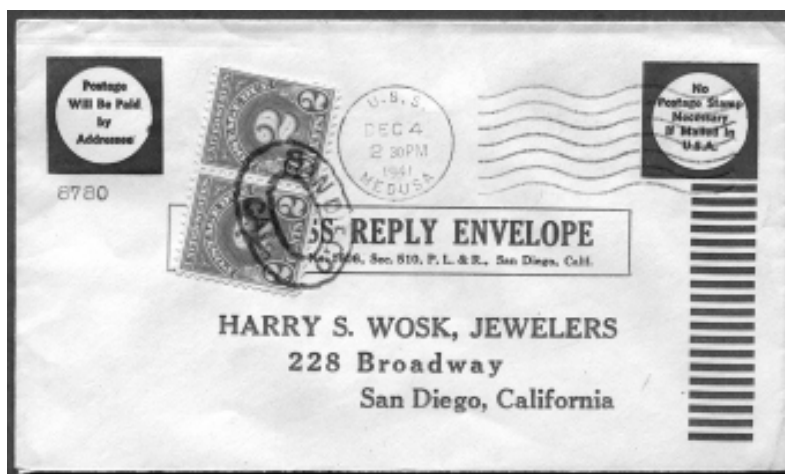
**Figure 4** Postmarked on USS Maryland December 4, 1941, this cover was flown by Clipper to California.

*MEDUSA* (AR-1), a fleet-repair ship, spent her entire career with the Pacific Fleet. During the attack three days after the cover shown in figure 5 was postmarked, *MEDUSA* was moored at Berth X-23, south of Pearl City (northwest of Ford Island). *MEDUSA* was credited with the sinking of a midget submarine, and assistance in the downing of two attacking aircraft.

Earl Paul Baum, Seaman-First, *USS OKLAHOMA* (BB-37), mailed a Christmas card to his parents two days before he was killed in action aboard *OKLAHOMA* (figure 6). *OKLAHOMA*, struck by several bombs, suffered three torpedo

hits, and began to roll. Two additional torpedoes, and she capsized. Eventually, *OKLAHOMA* was raised, but because of her extensive damage, she was stripped of her guns and auxiliary equipment. *OKLAHOMA*'s guns were later used to re-gun *PENNSYLVANIA*.

The attack on Pearl Harbor found *PENNSYLVANIA* (BB-38) in Dry Dock No. 2, adjacent to Pier 1010, facing shoreward, and astern *CASSIN* (DD-372), and *DOWNES* (DD-375). While the cover illustrated in figure 7



**Figure 5** A Business Reply envelope postmark on USS Medusa December 4, 1941, and charged four cents postage due in San Diego.



**Figure 6** This cover carried a Christmas card from a young sailor killed onboard the Oklahoma.

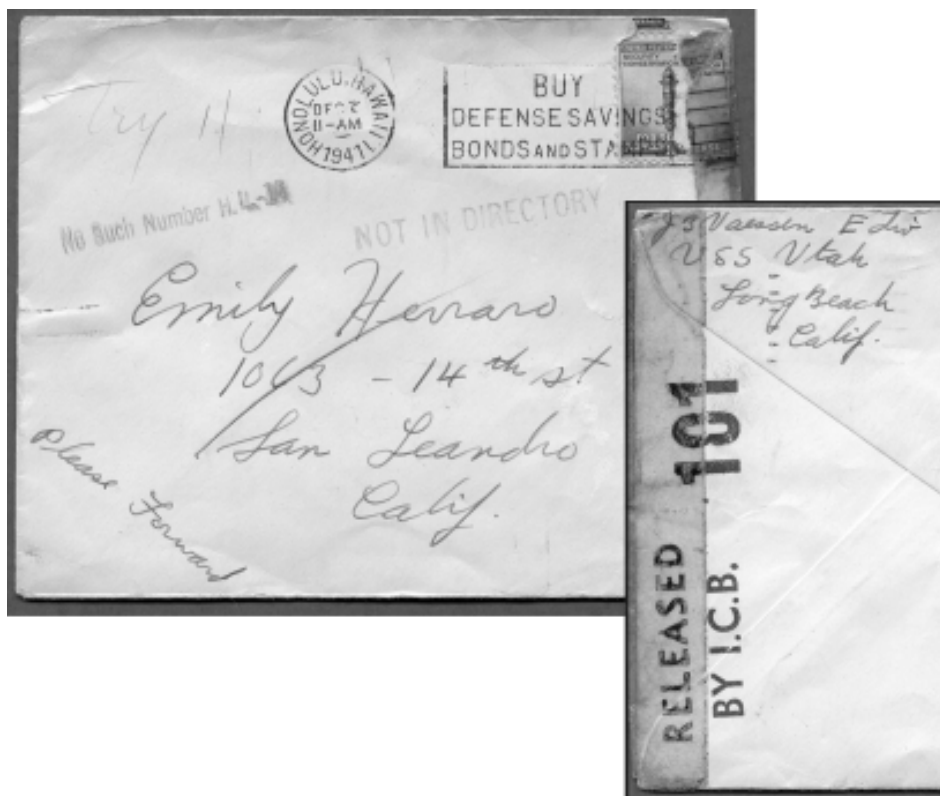
was postmarked December 5<sup>th</sup> - the only cover reported to date showing use of an obliterator - it has been speculated that 'processed' mail had not been moved from *PENNSYLVANIA* until after the attack, when censorship had been ordered. No signs of 'opening' appear on this cover, so perhaps by obliterating the





**Figure 7** This cover was part of the mail pro-cessed onboard the USS Pennsylvania while the ship was in drydock during the Pearl Harbor attack.

ship's name, and application of the censor's handstamp, sufficed for letter material postmarked before the attack.



**Figure 8** This cover was mailed Saturday night before the attack. The sender, Fireman 2nd Class John S. Vaessen survived the attack after being trapped inside the capsized Utah.

Early in the morning, December 7<sup>th</sup>, Honolulu's Main Post Office was processing mail collected late the previous evening. John S. Vaessen, Fireman-Second, ashore on *liberty* from *UTAH* (AG-16, ex-BB-31), mailed the cover shown in figure 8 late Saturday night to a friend he'd known before he enlisted in the Navy. When *UTAH* was bombed, and then capsized, Vaessen was trapped with several other sailors. He went about maintaining sufficient lighting within the interior of the upside-down ship to allow many of the trapped sailors to escape. John Vaessen survived, too, and was awarded the Navy Cross for his valor.



**Figure 1** This spectacular cover was mailed by a Portland produce dealer to San Francisco via the Wells, Fargo & Company service in the late 1860s.

## Wells Fargo In The Northwest: Route, Messenger, and Agent Handstamps

By Dale Forster

Richard Helbock's article, "San Francisco – Portland Coastal Steamship Service, 1850-1887" in the July 2003 *La Posta* details the history of steamship mail between San Francisco and Portland, then the eventual overland connection by railroad in 1887. That article illustrates several covers carried by the government mail with manuscript ship endorsements. During the same period Wells Fargo competed with the post office sending agents with letters and freight on the same coastal steamers, stage-lines, and railroads. Most Wells Fargo covers have the familiar oval Wells Fargo town markings with "Wells Fargo & Co's Express" and the name of the town of origin in the handstamp. Wells Fargo agents, however, often picked up mail at the dock or onboard a departing ship or on a train or at a train station. This mail never passed through the Wells Fargo office at the town of origin so did not receive the usual Wells Fargo cancels. In the 1860s or earlier Wells Fargo issued special handstamps to these agents to cancel this mail. The handstamps either incorporated the "route" of the agent, the word "messenger", or the name of the agent. Some handstamps are a combination of two of the above types. This article is a study and listing of these handstamps used in the northwest. The listing of these

handstamps in John F. Leutzing's *The Handstamps of Wells, Fargo & Co, 1852-1895* is not only incomplete, but also does not attempt to date or locate their use geographically.

### Route Handstamps

Leutzing lists three Northern Coast Route handstamps in his Group 9. From existing covers it is clear these devices were used on ship mail between San Francisco and Portland, and sometimes north to Puget Sound and Victoria. *Figure 1* shows a handstamp not listed in Leutzing although similar to his Type 9-7. This cover is illustrated on page 25 of *The Harry F. Allen Collection of Black Jacks* by Maryette Lane, wherein she states that the origin of the cover cannot be determined. The docketing "Mr. and Mrs. Wadham" provides evidence that the letter is from the Portland produce dealer who was a partner in the firm of Leveridge & Wadham. I will call this handstamp Type 9-7a. I have not seen Leutzing's 9-7 which may possibly be reproduced from an unclear strike that is actually 9-7a. *Figure 2* illustrates Leutzing's Type 9-1 which dates from the early 1880s. *Figure 3* illustrates his Type 9-2. Although Leutzing gives different dimensions for 9-1 and 9-2, I am quite sure these are in fact the same device—





**Figure 2** This cover bears a handstamp of the type identified as 9-1 in Leutzing.

**Figure 3** This cover displays an example of the handstamp identified as "Type 9-2 in Leutzing. The author believes that this handstamp was the same as was used in Type 9-1, but with "GA. HUGHES" and the year date removed.

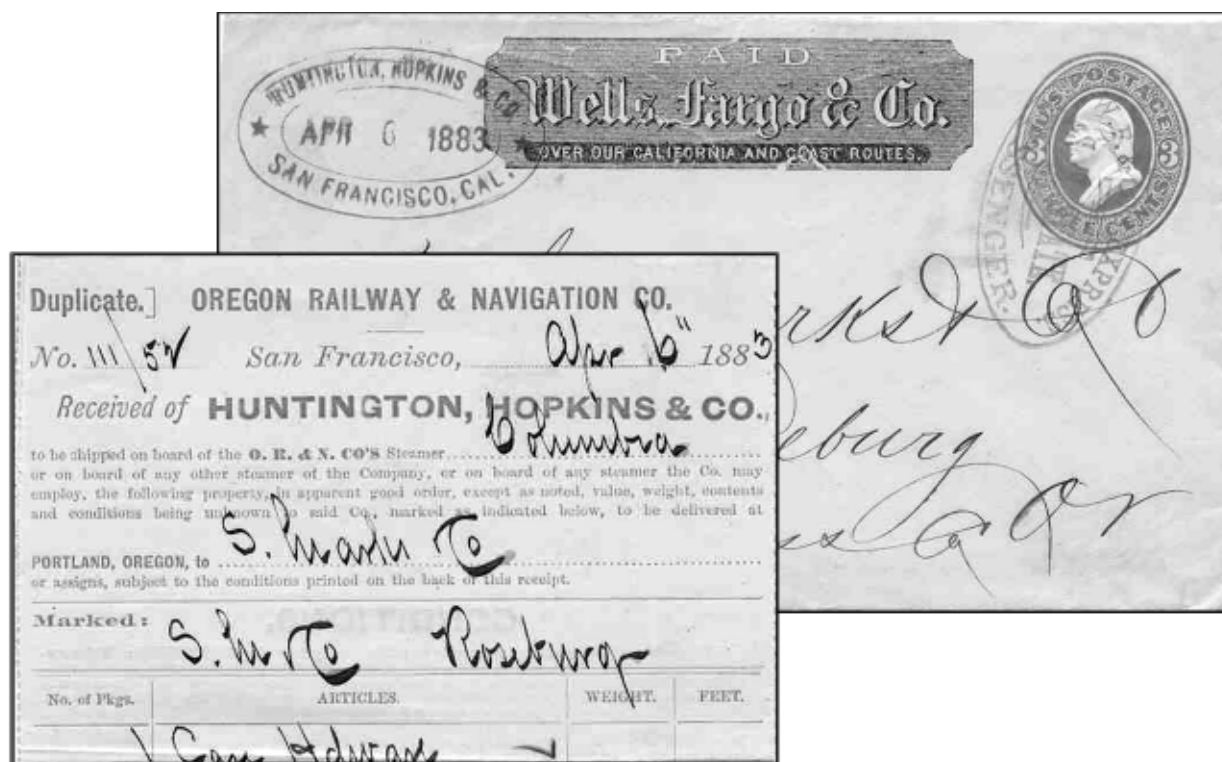


G.A. Hughes and the year-date have been removed in the second state. One example of a "Puget Sound Route" handstamp has now been seen. It is not listed by Leutzing. Since it is a weak strike, it is not illustrated. It is not known if the "Puget Sound Route" device was used on coastal ships or just on local ships within the Puget Sound area.

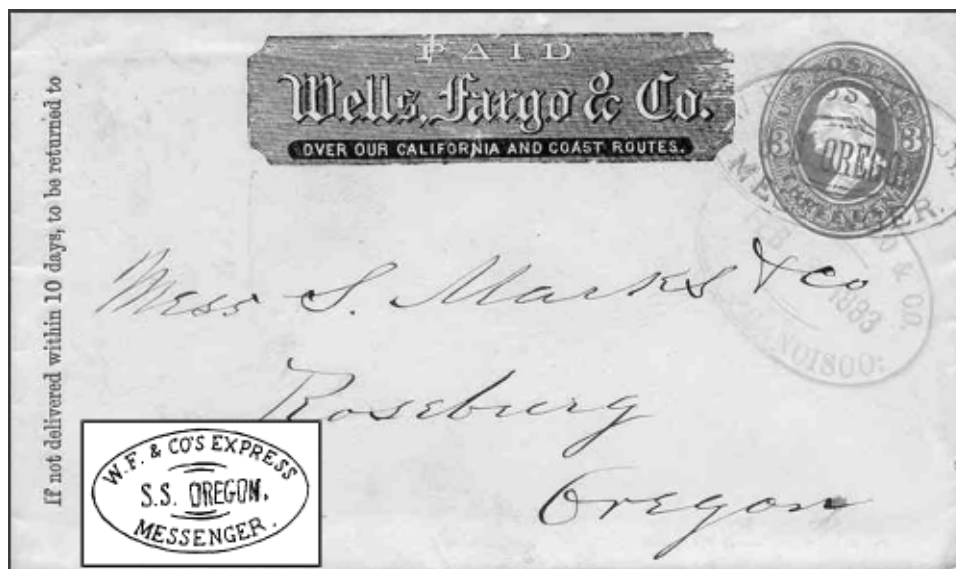
### Messenger Handstamps

Leutzing lists MESSENGER handstamps but does not attempt to determine which were used in the northwest. His Type 8-1 and 8-9 are generic MESSENGER handstamp with no route specified. They are known used on coastal ships north of San Francisco, sometimes all the way to Victoria. I expect there were

several nearly identical devices that were used on other routes as well. Leutzing lists several handstamps with Northern Coast Messenger in the device. Apparently these were all used on coastal ships running north from San Francisco. His illustration on page 125 shows a variety of his Type 8-11, an oval handstamp with WELLS FARGO & Co. at top and NOR'. COA'. MESSr at bottom. He lists three types and states they exist with and without date in center. I have seen a 4<sup>th</sup> type, similar to Leutzing's 8-11 but with MESSr (final "r" raised) instead of MESS. I have not seen his Type 8-11 which again may not be accurate because of working from an incomplete strike. Leutzing's Type 8-4 messenger handstamps have the name of the ship incorporated in the device. The



**Figure 4** This cover illustrates an impression of the Wells, Fargo Express handstamp used on the steamship *STATE*. The enclosed billing from Huntington, Hopkins & Co. indicates that they had shipped an order to Oregon on the *COLUMBIA*.



**Figure 5** The steamer *OREGON* of the Oregon Railway & Navigation Company fleet also had a dedicated Wells, Fargo & Co. handstamp assigned for use on express mail carried on board. The detail of this marking is also shown in the inset.

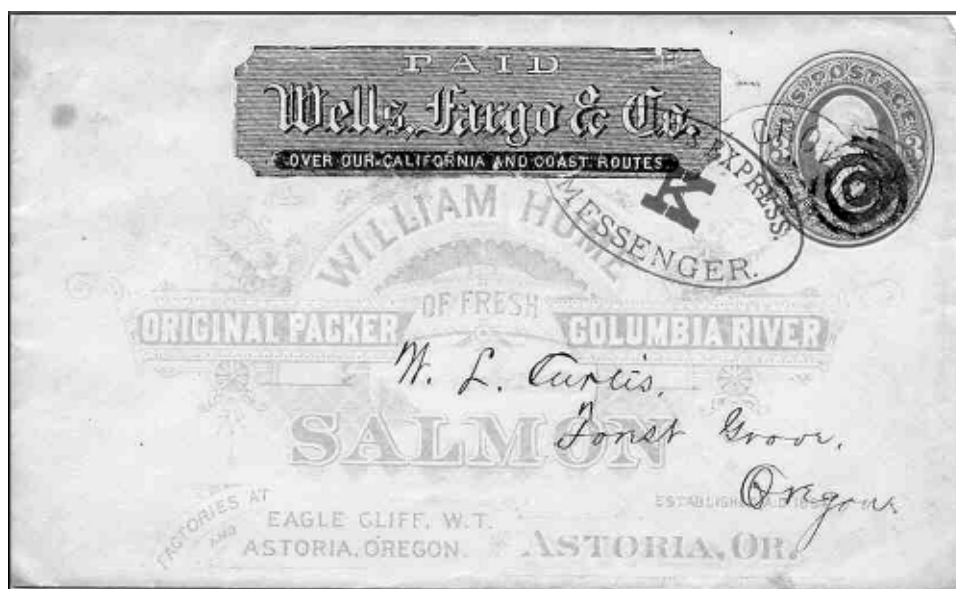
three ships, the *Oregon*, *State*, and *California* are all listed in Helbock's article and all ran between San Francisco and Portland from 1879 into the late 80s. I illustrate the *STATE* and *OREGON* devices in figures 4 and 5 respectively. A similar "*CALIFORNIA*" device is listed by Leutzinger but I have not seen it and it is not listed in Milgram's "Vessel-Named Markings" book.

Leutzinger lists both number and letter messenger cancels (his types 8-5 and 8-6) which do not specify a route. Presumably the numeral cancels were assigned to a specific agent who wore a hat-badge with the same number. They date from the 1870s but are most often seen in the 1880s. Some were used on ships and some on trains. I have seen several number messenger handstamps not listed by Leutzinger. *Figure 6*



**Figure 6** This Wells, Fargo & Co. numbered messenger handstamp was applied in 1884 on an express cover from Grants Pass to Roseburg, Oregon.

shows 113 in magenta, and the enclosure proves it was used in 1884 from Grants Pass, Oregon to Roseburg, Oregon. The O&C Railroad reached Ashland near the California border in 1884, and the 113 handstamp was used by an agent on a train. I have seen the following numbers used from the northwest: 108 (magenta), 113 (violet and magenta), 118 (violet and magenta), 125 (magenta), and 136 (magenta). Of these Leutzinger only lists 108 and 113. Figure 7 shows a letter “K” messenger cancel used on a Wells Fargo advertising envelope for William Hume, Salmon Packer, Columbia River, Astoria Oregon. The cover was sent to Forest Grove Oregon via Portland. Almost certainly the K handstamp was used by an agent on a boat between Astoria and Portland. Research by Dr. Robert Chandler, Wells Fargo Bank historian, identifies an employee named Knaggs in the northwest during this period and it seems likely the K handstamp was produced for him. I have also seen letters D, E, G, and I used



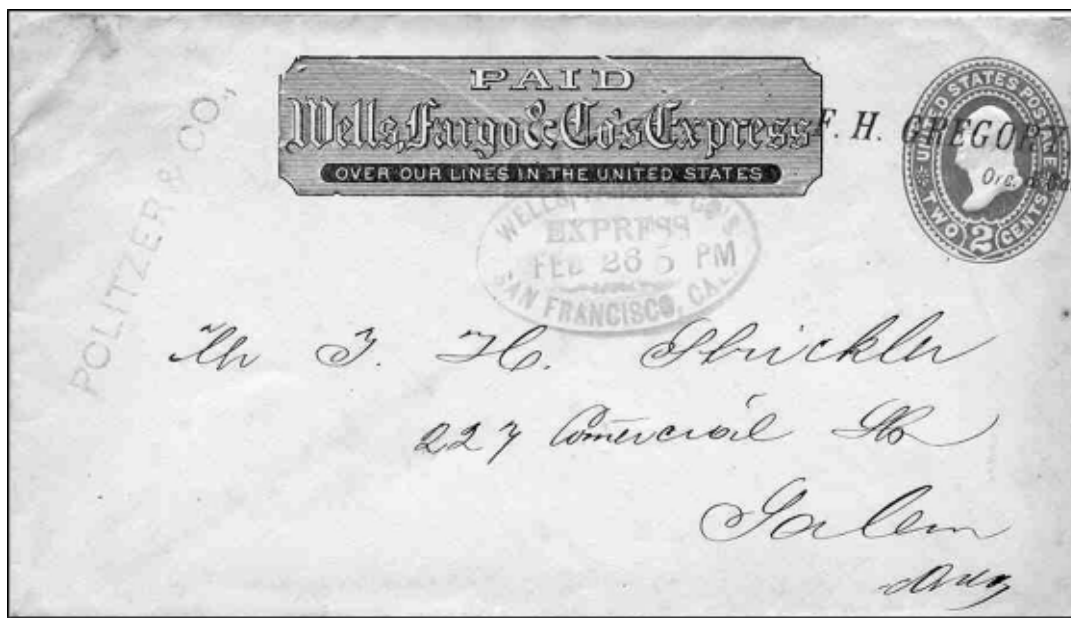
**Figure 7** This attractive overall advertising cover from a salmon cannery displays a Wells, Fargo & Co. lettered messenger handstamp probably applied on a Columbia River steamer between Astoria and Portland.

from Oregon, all in the 1880s, mostly on trains south of Portland. The letters apparently are the last-name initials of the agent. In the event two agents had last names beginning with the same letter, it is not clear what Wells Fargo's policy was.

## Agent Handstamps

Name of agent handstamps are listed as type 23 by Leutzinger who illustrates only a few selected examples. There is plenty of room for researching these name of agent markings. Several

can be proven to have been used by agents on Willamette Valley trains in the 80s and 90s. These normally have the initials of the agent with the last name spelled out—then a dash followed by the initial of his last name. Figures 8 and 9 show different “GREGORY” handstamps, the second with Ore. & Cal. below. Apparently the devices in figures 8 and 9 were used by the same agent, who may have also used the MESSENGER G handstamp referenced above. I



**Figure 8** This cover shows an italicised form of the Gregory agent handstamp with Ore. & Cal. below the agent's name.

**Figure 9** In this hand-stamp the agent is identified as F. H. Gregory. The express cover was carried from Portland to Roseburg, Oregon.



have seen the following name of agent handstamps which can be proven to have been used in the northwest: R.M. Donahue - D, W.B. Simmons - S, and C.C. Beekman - B. Cornelius C. Beekman was Wells Fargo's agent in Jacksonville Oregon from 1863 (when Wells Fargo took over Beekman's Express) until after the turn of the century.

In conclusion, there is much yet to be discovered in Wells Fargo "route", "messenger", and name of agent handstamps. Many devices not listed above were used in California and other areas. Many numbered messenger and name of agent markings were used in Mexico around the turn of the century. Leutinger's work is incomplete in its attempt to list the handstamps, and does not attempt to date or locate

the areas of use of the devices. Often there is no way to determine the point of origin of these covers unless there is docketing or an enclosure.

### References:

Author acknowledges the help and photostats provided by Dr. Robert Chandler, Howard Mader, Mark Metkin, and Roger Creighton

Lane, Maryette, *The Harry F. Allen Collection of Blackjacks*, APS, 1969.

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# MARYLAND POSTAL HISTORY

## McDonogh, Baltimore County

By Gordon E. Katz

Post office years of operation:

3rd class post office:

1882 - 1953

Contract branch, Baltimore:

1953 - 1988

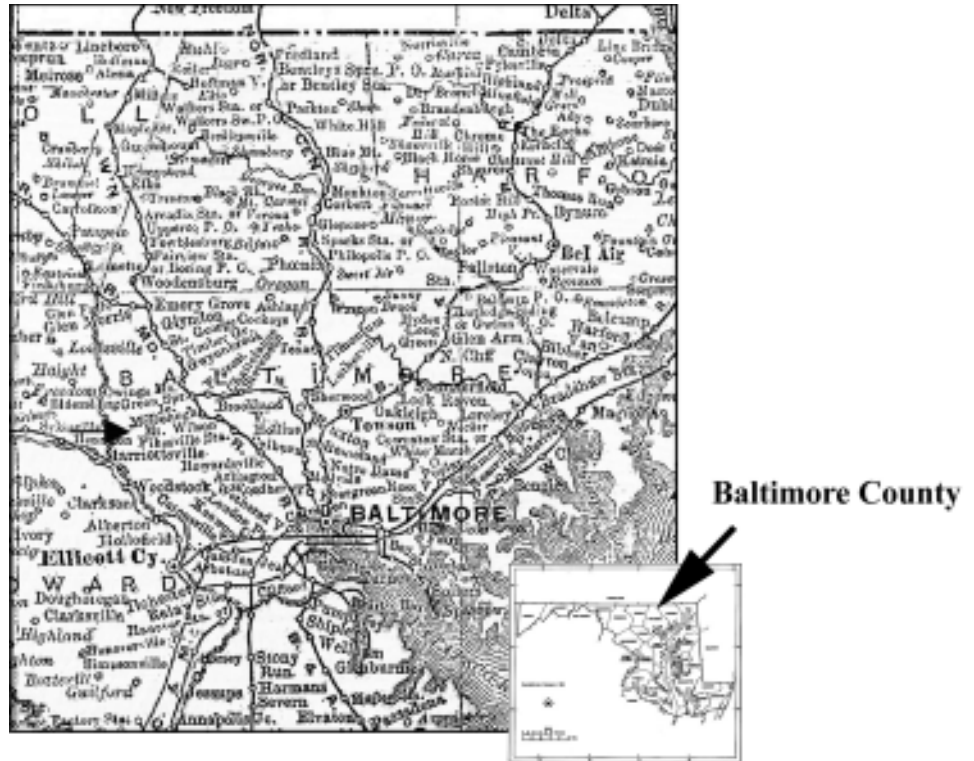
### Introduction

This is the first in a series of articles dealing with the postal history of Maryland. The intent of this series is to place the postal history of each town or city within its broader historical context. The historical data presented herein are by no means complete in all respects; more remain to be discovered and some may never be known. The challenge is to learn more.

The initial subjects of this series have not been selected randomly. I have found that a personal connection to places or events from the past and present gives me a better appreciation of their history. I have a few of those connections from what I have experienced personally; for all of the others I have to rely on what I hear, read, or see of others' experiences to make the connection. Each subject has been chosen because it has a blend of personal experiences and the experiences I have gained from others.



**Figure 2** Allan Building, McDonogh School. Courtesy of the McDonogh School Archives.



**Figure 1** 1895 U.S. Atlas, Baltimore County, Maryland

### Name

McDonogh is named for John McDonogh (1779-1850), a wealthy merchant and philanthropist originally from Baltimore, who bequeathed part of his estate to the city to be used for the establishment of free schools and a school farm for the education of children.

### Location and Features

McDonogh is located in western Baltimore County along McDonogh Road. The town is approximately one and a half miles west of the intersection of McDonogh Road and MD Route 140 (Reisterstown Road), which is about one mile northwest of exit 20 on I-695 (the Baltimore Beltway). Downtown Baltimore is about twelve miles to the southeast (see arrow in *figure 1*).

The town of McDonogh is actually the campus of McDonogh School, a private coeducational day and boarding college preparatory school established in 1873. The school is situated on a scenic hilltop surrounded by nearly eight hundred acres of verdant countryside. A winding, tree-lined drive named Shell

Road (for the oyster shells originally used as paving) leads from the main entrance on McDonogh Road to Allan Building, which houses the school's administrative offices and Upper School classrooms (*figure 2*). The Lower School and chapel are to the left, with the Middle School, other classrooms and offices, and the student dormitories clustered around the Quadrangle to the right. Beyond the main school buildings are a variety of athletic facilities and fields, including a 5,000-seat stadium, and housing for faculty and staff.

### THE LOCAL AREA

The McDonogh School campus lies in the heart of the greater Owings Mills area, one of two regions targeted by Baltimore County planners for concentrated development in an effort to try to manage projected growth<sup>1</sup>. The Baltimore County Master Plan published in 1980 envisioned 22,000 new households and 40,000 new jobs in these two regions by 2025<sup>2</sup>. Extensive commercial and residential development has taken place in the communities surrounding the school, spurred by the opening of I-795 (the Northwest Expressway) in October 1985, the Owings Mills Mall in July 1986, and the extension of the Baltimore Metro Subway to Owings Mills in July 1987. Portions of the northern and western sectors of the school's property, once comprised of fields, woods, and farmland, have also given way to the suburban sprawl of nearby Owings Mills.



**Figure 3** The train station (on right) and post office (on left) at McDonogh circa 1900 (background cropped), looking northwest. Note the mail platform and crane in the center. Lyons Mill Road, with its railroad crossing warning sign, ran between the two buildings. Courtesy of the McDonogh School Archives.

### THE RAILROAD

An active CSX Transportation rail line parallels the northwest route of I-795 along the eastern edge of the campus. This rail line was formerly part of the Western Maryland Railroad<sup>3</sup>. The railroad provided McDonogh with passenger and mail service for nearly eighty years, linking the town with Baltimore to the south and with smaller towns further north and west.

The Western Maryland Railroad brought the first students to the school farm at McDonogh in November 1873, a thirteen-mile trip from Baltimore's Fulton Station to a stop known as Shiloh<sup>4</sup>. Shiloh was probably located just below the southeast corner of the school property (the exact site is unknown)<sup>5</sup>. The school built the McDonogh station house in July 1874 on school property a short distance north of Shiloh, at the point where Lyons Mill Road (now McDonogh Road) crossed the railroad tracks (*figure 3*). The station was linked to the Western Union telegraph in March 1891, and an express office was operating there by 1895.

In December 1905 the Western Maryland Railroad embarked on a project to straighten and shorten the railroad track at McDonogh. At that time, the track at the station curved between two low hills before resuming its northwest route, requiring passing trains to reduce speed. The boys at the school hoped, as it was plainly put in the school newspaper *The Week*, that after the work was completed "the Western Maryland will then give better service, for as it is now, there is hardly ever a train on time."<sup>6</sup>

The railroad brought in heavy equipment and a crew of nearly one hundred men in early 1906 to excavate a cut through the hill behind the station, and to widen



**Figure 4** View of the McDonogh train station, looking north, after its relocation in July 1907. The train is heading south to Baltimore, passing under the iron bridge on the county road. Courtesy of the McDonogh School Archives.





**Figure 5** Postcard view of former McDonogh train station in 1975 in use as a private residence.

the track bed above and below the station. The county road crossing was moved a few yards north to accommodate the construction, and an iron bridge overpass was built in May 1907 to carry the road over the new tracks (*figure 4*). The first train passed through the new cut on July 11. The station house was then moved to the Baltimore (southbound) side of the new track between July 13 and July 20, to a site about a hundred yards west of its original location. The old site was paved over when work on the county road was completed later in September. The stone house that served as the post office, shown in *figure 3*, remained at its original site.

A new bridge spanning the railroad was built in 1939, somewhat closer to the station, when McDonogh Road was straightened to its current course. The original bridge and the post office building, which was in the path of the relocated road, were demolished. Mail service at the railroad station ended around 1955 and passenger service was probably discontinued in 1957<sup>7</sup>. The former station house was used as a private residence for a number of years (*figure 5*) before it was eventually torn down in the late 1970s.

## History

McDonogh School was founded as a school farm for “poor boys, of good character, of respectable associations in life, [and] residents of the city of Baltimore<sup>8</sup>”. John McDonogh, for whom the School is named, bequeathed the bulk of his estate to the cities of Baltimore and New Orleans for the education of children. His will provided legacies to these cities for the establishment of free schools, and for the establishment of a school farm in Baltimore<sup>9</sup>. The school farm he envisioned would eventually become McDonogh School.

McDonogh was born in 1779 in Baltimore and lived there until 1800, when he left the city for New Orleans. He made his fortune by trading in sugar and other goods, including slaves, and invested his profits in real estate, principally in the New Orleans area, eventually amassing over 600,000 acres. He later became an active supporter of the American Colonization Society, which was engaged in repatriating freed slaves to Africa.

McDonogh died in 1850, leaving an estate initially valued in excess of \$2 million. However, expenses associated with probate and litigation with would-be beneficiaries dissipated the value of the estate by the time a distribution plan was finalized in 1858. That same year, the Mayor and City Council of Baltimore appointed a Board of Trustees to carry out the provisions of McDonogh’s will for the establishment of a school farm.

In May 1860 the Board received a partial distribution from the estate of nearly \$600,000 in cash and land. Initially, the Board and City Council proposed a plan to appropriate \$500,000 of these funds for the construction of a new City Hall, and to have the city fund the school farm with an annual interest payment on that amount. The remaining principal would be used for an endowment. That plan was abandoned in 1861.

The outbreak of the Civil War in 1861 disrupted the efforts of the Board’s agents in New Orleans to collect the city’s remaining share of the estate because



**Figure 6** Monument at John McDonogh’s gravesite on the campus of McDonogh School. His remains were originally interred in Louisiana in 1850, then relocated to Baltimore in 1860, and finally moved to the school campus in 1944. Courtesy of the McDonogh School Archives.

Louisiana had joined the Confederacy. After the war ended in 1865, the Board managed to collect some additional funds, although the value of its remaining holdings had diminished significantly in the aftermath of the War. The Board and City Council agreed to use the entire bequest from McDonogh's estate to endow the school farm because the value of Baltimore's share of the estate was less than anticipated and the city already had an operating public school system.

More than two dozen potential sites for the school farm, both within and outside of the Baltimore city limits, were proposed and evaluated. The Board, which had been paralyzed by political infighting for more than a decade, was replaced in 1868. The new Board made an offer in June 1872 to acquire the "Foxleigh" estate. Located in Baltimore County on 835 acres along the Western Maryland Railroad, about six miles outside the city limits, with a few structures and resident farmers, it had been assembled from various land parcels, some with patents dating back as far as 1706<sup>10</sup>. The estate was purchased on July 15, 1872 from William G. Harrison, a former delegate to the Maryland General Assembly, for \$85,000.

McDonogh School (known then as "McDonogh Institute") opened on November 21, 1873 with 21 boys from Baltimore, ages ten to fourteen, making up the student body. The boys were promptly formed into a military-style unit, the genesis of the semi-military structure that remained in place at the school for nearly a century. William Allan, a former officer in the Army of Northern Virginia and professor at Washington and Lee University, was named as the first principal. A full quota of 50 boys was reached by February 1874.

Allan counseled a deliberative approach to shaping the new school, outlining his philosophy in his 1875 Report of the Principal:

Let us move surely, if slowly. Our work, if worth anything, is not for a decade or two. It should last for generations<sup>11</sup>.

The number of students was gradually increased beginning in 1884, reaching 100 by 1888, and 150 by 1895. The school, however, struggled financially to fulfill its mission of providing a free education to poor boys. Its revenue, principally derived from investment earnings on its endowment, was often inadequate to cover the costs of education, plant maintenance, and farming, despite austere budgets and additional bequests received in 1884 and 1892. As a result, enrollment was cut back to 140 in 1916.

The school's financial difficulties were exacerbated by the wartime inflation that followed the U.S. entry into World War I in 1917. Enrollment was trimmed again in 1918 to 115 boys. A decision was made to bolster the school's finances by admitting paying students, a controversial notion first broached in 1885 and deemed then to be illegal under the school's charter. Two boys were discreetly "sponsored" for the 1920-'21 school year, and the first openly recognized



*Figure 7 View of the Main Building at McDonogh School on a postcard mailed in 1909. The building, which opened in January 1883, burned down on October 28, 1928.*

paying students entered in 1922<sup>12</sup>. The school also sought funding from the State of Maryland<sup>13</sup>, alumni, and private individuals in Baltimore.

Enrollment dropped to a low of 109 boys in 1925, but then climbed sharply in 1926 to 170 due to an influx of paying students. The first day students were admitted in 1927, pushing the total that year to 225 boys. By 1929, 382 boys were enrolled, with paying students outnumbering scholarship students for the first time.

On October 28, 1928 a fire destroyed the Main Building of the school. *Figure 7* shows a postcard view of the Main Building as it appeared circa 1909. A new structure was erected on the site, and named Allan Building in honor of the first school principal. It was dedicated on November 21, 1929.

Enrollment passed the 500 mark in 1930, driven by a continued expansion in the numbers of paying and day students. Major improvements to the school plant were made between 1933 and 1940 under the auspices of the Works Progress Administration and the Public Works Administration, two Depression-era federal agencies. World War II turned the focus of school activities to support of the war effort and preparation of students for military service. Due to a scarcity of qualified applicants, the first boys who were not residents of Baltimore City were admitted in 1945.



The Board adopted a policy of non-discrimination in admissions in 1946 when the first black students applied for scholarships. It was not until 1959, however, that the school, responding to the 1954 Supreme Court ruling and local community activism, officially announced a policy of “gradual integration”, beginning in the 1959-’60 school year. Farming operations at the school, long a drain on finances, were finally terminated in 1963.

Against the backdrop of the Vietnam War and its attendant social tensions, some school officials, including the Headmaster and a majority of the Board, viewed the military environment at the school as a hindrance to student and faculty recruitment and retention. They pointed to the fact that enrollment had slowly fallen, dropping from a peak of 818 in 1966 to 783 in 1970. The resulting loss of tuition revenue, coupled with escalating costs, had led to operating deficits. Others, including a major benefactor and factions of the alumni and parents, vigorously opposed any change in the school’s traditional structure. Amid much controversy, the semi-military program was dismantled after the 1970-’71 school year.

The Board of Trustees approved a resolution in 1974 to accept female students, after considering the subject for several years. The first female students were enrolled for the 1975-’76 school year. Enrollment topped 1,000 students the following year.

The new challenge of accommodating suburban growth around the school’s perimeter emerged in the late 1970s. The accelerating pace of commercial and residential development was an outcome of the Baltimore County Master Plan, which laid out plans for creating the “new town” of Owings Mills around its new “town center”, the Owings Mills Mall, which is situated just northwest of the school campus. The school’s undeveloped acreage, prime real estate be-

cause of its proximity to the Mall and other planned development, presented an obstacle to the County’s growth initiative.

The actions taken by the Board to meet this challenge had two objectives: to allow the school to participate in and profit from the development taking place around it, while preserving to the extent possible the country setting of the school campus. In May 1982 the school sold a parcel of land on its northeastern perimeter to the State of Maryland for use in the construction of I-795<sup>14</sup>. Approval was sought by the school in 1983 to have certain of its northern and western land parcels rezoned for commercial development. County approval for the zoning change was received in 1984.

A new office park called the “Owings Mills Corporate Campus”, in which the school holds a financial stake, was opened late in 1985 on school property, north of the main campus. A series of land transactions in late 1986 opened the school’s western perimeter to new development. By 1992, the Corporate Campus venture had turned profitable. Other deals, involving both the purchase and sale of various land parcels on the western and southern sides of the campus, followed in 1995, 1996, and 1997. The school has succeeded, for now, in achieving both of its objectives.

McDonogh School enrolled 1,255 day and boarding students in kindergarten through the twelfth grade in the 2002-’03 school year, and employs 325 faculty and staff.

## Post Office Operation

It is not known when or by whom a petition for a post office at McDonogh was made; however, between 1873, when the school opened, and 1882, the volume of mail for the more than 100 residents on the school farm<sup>15</sup> apparently confirmed the need for its own post

**Table 1: Dates of Operation**

<b>County</b>	<b>Name</b>	<b>Classification</b>	<b>Zip Code</b>	<b>Effective Date</b>	<b>Action</b>
Baltimore	McDonogh	3 <sup>rd</sup> class post office		1882 October 4	Established
Baltimore	McDonogh	Contract branch, Baltimore		1953 August 17	Classification change
Baltimore	McDonogh	Contract branch, Baltimore	21208	1988 July 1	Discontinued

office. Before the post office was established there, mail service required a trip to the Owings Mills post office, a little over two miles' distance, because rural mail delivery was still twenty years in the future<sup>16</sup>. No postal history items are known from the period between 1873 and 1882, such as a cover sent to or from McDonogh School, which would demonstrate how mail service was provided during this time.

The *Daily Bulletin of Orders Affecting the Postal Service* dated October 17, 1882 announced the new post office at "McDonough [sic], Baltimore Co., Route 10006<sup>17</sup>" (the misspelling was later corrected, although it occasionally reappeared). It was probably classified as a 3rd class post office<sup>18</sup>. The first postmaster, William Allan (the school principal), was appointed on October 4, 1882, the date officially recognized for the establishment of the office.

The first mail was received at the new McDonogh post office on November 1, 1882<sup>19</sup>. The *Week* reported in July 1883 that mail from Baltimore was received and mail going "up the country" dispatched at 8:30 A.M. At 6:10 P.M. mail from up the country was received and outgoing mail was dispatched to Baltimore<sup>20</sup>. Those living at the school as well as other local residents utilized the office.

Boys at the school were appointed to assist with mail handling and to pick up the mail from the station and bring it to the school for distribution (a round trip of about two miles). The experiences of one mail boy, both factual and anecdotal, are related in the following article by W. S. Gwynn published in *The Week* of March 24, 1906:

We receive two mails a day. One of them comes in the morning, the other in the afternoon. Goebel goes after it in the afternoon and I go after it in the morning.

In the winter it is very unpleasant going down to the station through the snow and mud before it is yet light, but in the spring and summer it is very pleasant to take a walk in the early morning and hear the birds twittering in the trees. The mail comes at 7 o'clock in the morning. The letters that are sent away all have to be counted and the number of stamps cancelled has to be entered in the stamp record box.

The outgoing mail is divided into two packages; one is marked Baltimore and the other is marked Baltimore Distribute. The latter package contains all the letters that go outside of the city. A tag marked Baltimore is put on the bag to show where it goes.

The incoming mail is heavier in the morning than in the afternoon.

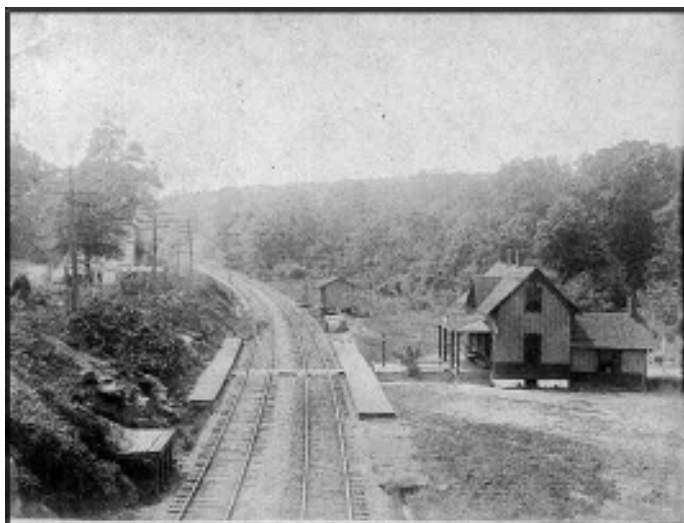
On certain days, the mail boy's job could be overwhelming, as reported in the February 9, 1907 issue of *The Week*:

It will not be very long before St. Valentine's day will be here. All sorts of valentines are mailed to the boys and in turn the boys mail some back to their friends. The mail boy is the only unfortunate boy in the school. That day he is simply overloaded with mail and generally another boy has had to help him bring the pouch up to the school.

The Post Office Department changed the classification of the McDonogh post office from a 3rd class post office to a contract branch of the Baltimore post office, effective August 17, 1953<sup>21</sup>. This change was likely made because the small post office could no longer efficiently handle the rising volume of mail to and from the school. Beginning on that date, the office was operated by McDonogh School under a contract with the Post Office Department, primarily as a convenience for students and campus residents, and the bulk of mail handling was shifted to the Pikesville post office. Postal operations continued on the school campus until the office was closed as of July 1, 1988<sup>22</sup>, presumably for economic reasons. Incoming and outgoing mail was transferred to the Owings Mills post office, which once again, just as it did when the school opened, provides mail service to McDonogh.

#### LOCATION AND MAIL SERVICE

The McDonogh post office first operated from the Stone House next to the railroad station (see *figure 3*). These two buildings were located in the extreme southeast corner of the campus, next to the county road and railroad tracks. The Stone House was torn down in the summer of 1939 to make way for a new



**Figure 8** View of McDonogh train station looking south circa 1910. The photo was probably taken from the bridge on the county road. The building in the left center background has not been identified. Courtesy of the McDonogh Archives.

bridge on McDonogh Road over the railroad. The bridge is situated on the site formerly occupied by the building.

The earliest site location report found for the McDonogh post office is dated November 6, 1912. In that report, Postmaster Sidney T. Moreland stated, "My Office is at a distance of 150 feet from the track of the Western Maryland Railroad, on the S. West side of the railroad ... on the east side of [Gwynns Falls Creek] (right near the creek)". This description is consistent with the photograph shown in *figure 8*. The post office is just out of view to the left and the creek runs directly behind the station on the right.

Moreland went on to report, "We are served by the Western Maryland R R, receiving and dispatching all our mail in that way." At that time, the Baltimore & Dublin, W.V. railroad post office (RPO) provided mail service at the McDonogh railroad station. The RPO changed its name to the Baltimore, Hagerstown & Cumberland RPO on November 16, 1914, shortening it to the Baltimore & Cumberland RPO on May 26, 1917<sup>23</sup>.

Post office operations were moved in September 1929 from the house near the train station to temporary quarters in the Moreland Cottage in the central part of the school campus<sup>24</sup> (*figure 9*). The office was moved again that December to the basement of the newly completed, adjacent Allan Building<sup>25</sup>. The new

location, as described in a site location report dated August 7, 1942 prepared by Postmaster Louis E. Lamborn, was "3/4 mile" by road and "1/2 mi." in air distance from the train station. Trains 1 and 5 of the Baltimore & Cumberland RPO continued to supply the mail to McDonogh, according to the Post Office Department's 1939 and 1947 Maryland General Schemes.

After 1947, mail was also supplied to McDonogh by truck on the Baltimore & Cumberland Star Route, following a route that roughly paralleled the path of the railroad. The RPO on train 5 of the Baltimore & Cumberland was discontinued in 1949; however, mail service via the railroad continued. A Post Office Department letter dated April 14, 1949 to the Postmaster, McDonogh, Maryland requested information on "the proximity of the post office to railroad" and "how supplied." Postmaster Lamborn reported that the post office was "one mile & a quarter" from the railroad and that the mail was supplied by "McDonogh school truck". In a follow-up letter dated June 16, 1949, he clarified that the post office was located "1 mile west of the McDonogh, Md. Station, on the Western Maryland RR" and that mail "is brought to the McDonogh Station by the Western Md. Railroad." The school truck evidently was used to transport the mail from the railroad station to the post office in Allan Building.

The Baltimore & Cumberland RPO changed its name again on June 1, 1953 to the Baltimore & Hagerstown RPO. The era of railroad mail service at McDonogh likely ended in 1955 when the Baltimore & Hagerstown RPO was discontinued. Thereafter, all of the mail for McDonogh was transported by postal truck to and from the Pikesville branch of the Baltimore post office<sup>26</sup>, until the McDonogh contract branch closed in 1988.

## Postmasters

All seven of the McDonogh postmasters listed in *table 2* held that position in addition to their duties as the principal (headmaster) of McDonogh School. Evidently their postmaster salaries were retained by them and offset against their school salaries<sup>27</sup>. The last McDonogh postmaster retired as headmaster in June 1952. He continued to hold the position of postmaster until June 1953<sup>28</sup>.



**Figure 9** Moreland Cottage (on the left), next to the old Main Building circa 1910. The Cottage served as temporary quarters for the school's administrative offices after the Main Building burned down in October 1928. The post office also operated from here between September and December 1929. The Cottage was razed in 1964 to make way for Elderkin Hall, which houses the Lower School. Courtesy of the McDonogh School Archives.

**Table 2: List of Postmasters**

Name	Date of Appointment
William Allan	1882 Oct 4
Duncan C. Lyle	1889 November 16
James T. Edwards	1893 September 10
Sidney T. Moreland	1898 August 31
Morgan H. Bowman, Jr.	1915 January 13
William T. Childs	1921 July 9
Louis E. Lamborn	1926 February 13

The postmaster position at McDonogh was replaced by a clerk-in-charge position (now known as an officer-in-charge) effective August 17, 1953 when the office became a contract branch of the Baltimore post office. Robert Lamborn, who became headmaster in 1952, was appointed as the first clerk-in-charge in 1953. He was the last headmaster to also be concurrently employed by the Post Office Department. The last school employee to hold the clerk-in-charge position was Don Ludwig, Business Manager, who served from 1972 through 1988.

## Postmarks

The census of the postmarking devices used at the McDonogh post office is displayed in *table 3*. Census data for individual postmarks are not sufficient at this time to establish a credible relative scarcity factor (S/F)<sup>29</sup>. While most postal history material from McDonogh should be relatively common, the number of known covers is rather low at this time, and items dating from earlier than the 1890s and later than the 1950s have been particularly difficult to locate.

**Table 3: Census of Postmarking Devices Used**

Type	Identifier	Addl. Description	EKU	LKU	Notes	S/F	Figure
DCDS	Target killer		1884 June 30		Serifed letters		6
CDS			1889 May 25	1903 March 6			7
CDS	Target killer		1895 11 [?]	1897 Nov 13			8
Duplex	Ovate bar killer		1902 April [?]	1906 Nov 21			9
4-bar	Type A		1907 June 3	1910 Dec 3	Narrow spacing		10
4-bar	Type B	1 <sup>st</sup> type	1910 Nov 17	1919 Sept 25	Wide spacing		11
4-bar	Type B	2 <sup>nd</sup> type	1929 Oct 28		Wide spacing		12
4-bar	Type B	3 <sup>rd</sup> type	1938 Oct 18	1943 May 6	Wide spacing		13
4-bar	Type B	4 <sup>th</sup> type	1955 Sept 29		Wide spacing		14



**Figure 10** Earliest reported postmark from McDonogh, a DCDS with target cancel, on a cover to Watersville MD dated June 30, 1884.

The first postmarking device recorded from the McDonogh post office is a double circle date stamp (DCDS) with serifed letters and a separate target killer



**Figure 11** CDS postmark (without killer), dated July 14, 1892, on a postal card sent by McDonogh cadet Odin B. Bestor (class of 1895). He wrote to his mother in Baltimore, informing her that Mr. Lyle (the school principal) had granted him leave to go home on Saturday. At that time, summer vacations only lasted up to twelve days. Bestor would later fund a scholarship grant to the school.

(figure 10). The earliest known use (EKU) of this device is June 30, 1884, although the use of a postmark and canceller was reported as early as July 1883<sup>30</sup>. It was replaced by a circular date stamp (CDS), known



**Figure 12** CDS postmark with target killer cancel on a cover to Westminster MD circa 1895.

used both with and without a separate target killer (figures 11 and 12). The EKU for the CDS postmark is May 25, 1889.



**Figure 13** Steel duplex cancel, on a cover from S. T. Moreland, the school principal, dated June 13, 1904 to Mr. J. D. Brooks, an attorney in Westminster MD. Although hard to see on this cover, the “c” is in lower case with a short line underneath.

Distribution of standard duplex cancellers<sup>31</sup> (with an ovate bar killer) to 3rd class post offices began in 1898<sup>32</sup> (figure 13). The reported EKU of a duplex cancel at McDonogh is April [?], 1902. A new rubber 4-bar postmarking device was introduced in 1906<sup>33</sup> by the Post Office Department for use at smaller post offices. The reported EKU of a 4-bar cancel at McDonogh is June 3, 1907. With various changes and replacements over time, a 4-bar device was almost certainly in use until the office closed in 1988. One “Type A” and four “Type B” 4-bar cancels<sup>34</sup> have been reported to date (figures 14 - 18).



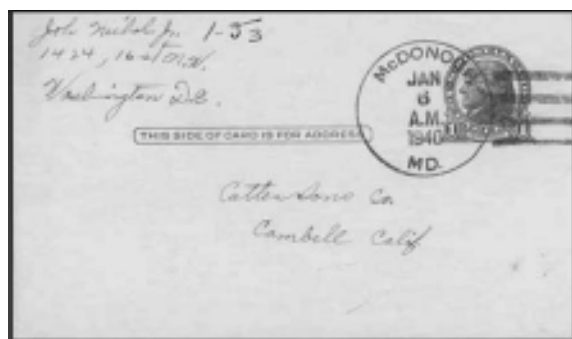
**Figure 14** “Type A” 4-bar handstamp, used on a postcard dated September 19, 1909, from cadet Marbury Councell (class of 1910) addressed to Baltimore MD. There is a space between the “C” and “D” and the 4 bars are tightly spaced, with the middle 2 bars indented. The EKU of this 4-bar postmarking device at McDonogh is June 3, 1907.



**Figure 15** 1st “Type B” 4-bar cancel, on a cover from Dr. S. T. Moreland (school principal) addressed to New York dated June 18, 1912 and returned to the sender. The letters are similar to the “Type A” cancel, with wider spacing of the 4 bars. The EKU for this postmark at McDonogh is November 17, 1910. Courtesy of the McDonogh School Archives.



**Figure 16** 2nd “Type B” 4-bar cancel on a cover dated October 28, 1929 to Des Moines IA. Note the uniform size of the larger letters and the lack of a space between the “C” and “D”. The sender, per the return address on the back, was Jane Richards, a McDonogh School faculty member from September 1927 to June 1931. This is the only known cover postmarked at the Moreland Cottage, the temporary location of the post office from September to December 1929.

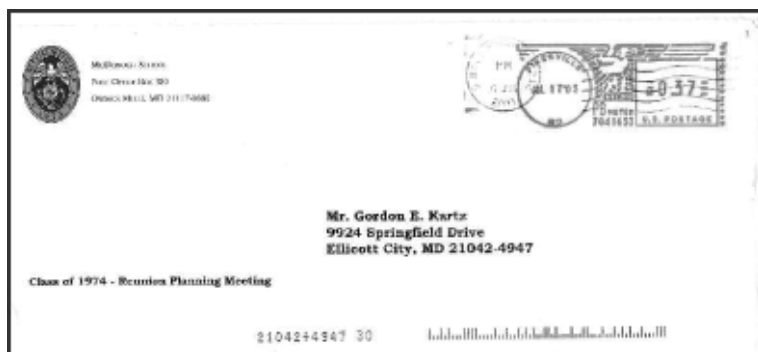


**Figure 17** 3rd “Type B” 4-bar cancel, on a postal card dated January 6, 1940 to Cambell CA. The “c” is now in lower case, the letters are smaller, and the left edges of the 4 bars are aligned. The EKU of this type is October 18, 1938.



**Figure 18** 4th “Type B” 4-bar cancel. The CDS and letters are slightly smaller and the 4 bars of the killer extend to nearly touch the CDS. Used here as a receiving cancel dated September 29, 1955 on a postcard sent to cadet Major E. Lillard (class of 1959) from Princeton NJ by his parents.

**POSTAGE METER TOWN MARKS** None reported for McDonogh. The school currently uses a postage meter with a “Pikesville” town mark (figure 19).



**Figure 19** Correspondence from McDonogh School dated July 17, 2003 postmarked with a Pikesville meter stamp.

**PERMIT MAIL** None reported.

**PRE-CANCELLED STAMPS** None reported.

**ROUTE AND STATION AGENT MARKINGS** None reported.

**SPECIAL EVENT CANCELLATIONS** None reported.

**SPECIAL PURPOSE HANDSTAMPS** None reported.

**AUXILIARY MARKINGS** None reported.

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## Special Thanks To

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6. Leonard Piskiewicz, Editor, The United States Specialist
7. Frayda Salkin, School Archivist, McDonogh School
8. Frank Scheer, Mobile Post Office Society

## Endnotes

- 1 The other region targeted by county planners for concentrated development is the Perry Hall - White Marsh area in the eastern part of the county.
- 2 [www.nalgep.org](http://www.nalgep.org), National Association of Local Government Environmental Professionals, May 15, 2003
- 3 The Western Maryland Railroad was chartered in 1852 as the Baltimore, Carroll & Frederick Railroad. It changed its name to the Western Maryland Railroad in 1853, and later to the Western Maryland Railway in 1910. The railroad extended northwest through Maryland from Baltimore to Cumberland and to points beyond, primarily hauling freight between western Maryland and West Virginia and the port in Baltimore. Its operations were eventually absorbed into CSX Transportation in 1980.
- 4 Eustace Straughn Glascock, from address delivered at McDonogh School, "The Making of McDonogh", June 16, 1927 (unpublished)

5 The Atlas of Baltimore County Maryland 1877 shows a property identified as "Shiloh" approximately two-tenths of a mile southwest of the McDonogh Station, near the Western Maryland Railroad (pg. 18). There is what appears to be a train stop near this property marked on the map but not identified as such.

6 W. W. Scott, *The Week*, September 29, 1906

7 Passenger service on the Western Maryland Railway between Baltimore and Hagerstown ended on June 8, 1957. The McDonogh station likely remained a flag stop until that time. The Baltimore & Hagerstown RPO was discontinued on August 20, 1955; however, it is possible that mail service to McDonogh via the RPO ended on or before August 1953 when the office was changed to a contract branch. (Taken from personal correspondence with Frank Scheer)

8 McDonogh School: An Interpretive Chronology, Burgess and Smoot, 1973, pg. 23

9 McDonogh's estate was quite complex, given his substantial real estate holdings, and his will was found to be impossible to administer as written. In simple terms, the will first provided a number of specific bequests of income or real estate. One of the specific bequests provided for the establishment of a "school farm" in Baltimore. Once the specific bequests were satisfied, all of the future income from the estate holdings was to be divided equally between Baltimore and New Orleans and to be used for the establishment of free schools for poor children. The real property was never to be sold. Ultimately, however, all of the real property was sold, with the proceeds then distributed to the legatees, mostly in accordance with the provisions of the will.

10 "Choate's Contrivance", a 100-acre parcel patented by Augustine Choate on July 25, 1737, is today the site of most of the main school buildings in the heart of campus. Other land patents that eventually became part of the "Foxleigh" estate included Friend's Discovery, Wester Ogle, Addition to Wester Ogle, Murray's Meadows, Spring Garden, Gist's Adventure, Harrison's Meadow, Timbered Level, Norris' Chance, and Batchelor's Hall.

11 McDonogh School: An Interpretive Chronology, Burgess and Smoot, 1973, pg. 42

12 McDonogh School: An Interpretive Chronology, Burgess and Smoot, 1973, pgs. 150, 156

13 State assistance, generally quite modest, was first received in 1922 and continued off and on until 1967.

14 This 11-mile "interstate" highway opened in October 1985, connecting I-695 to the south with MD 140 above Reisterstown to the north.

15 An informal census published in July 1883 by the school newspaper reported the total number of residents on the "McDonogh farm" as 121, inclusive of the 50 boys enrolled at the school.

16 The Atlas of Baltimore County Maryland published in 1877 lists the Post Office Address for William Allen [sic] of the McDonogh Institute as Owings Mills (page 21).

17 Daily Bulletin of Orders Affecting the Postal Service, Volume III, No. 798, October 17, 1882

18 The Daily Bulletin of October 17, 1882 does not provide the classification for the new McDonogh post office; however, it does reference Supplement 126, which might provide that information but has not been located. Postal Bulletin 19662 dated August 13, 1953, reporting a change in classification of the office, identifies it as formerly a 3rd class post office. The only conflicting information are notes in the Record of Appointments of Postmasters ledger entered in 1926 and 1931 labeling it as a 4th class office.

19 J. P. Riston, *The Week*, July 14, 1883.

20 J. P. Riston, *The Week*, July 14, 1883.



21 The Postal Bulletin, Washington, Volume LXXIV, No. 19662, August 13, 1953. The "contract branch" classification meant that the office was operated under a contract with the Post Office Department, and that the office was located outside of the Baltimore city limits.

22 Memorandum from Don Ludwig, McDonogh School Business Manager, to all faculty, staff, and campus residents, dated April 21, 1988, announcing the discontinuance of the contract post office effective July 1, 1988.

23 The RPO on the Western Maryland Railroad operated from 1868 to 1955 under various names. During the period in which the McDonogh post office operated, the complete list of names was: Baltimore & Williamsport (1882-1894); Baltimore & Cherry Run (1894-1906); Baltimore & Elkins (1906-1912); Baltimore & Durbin (1912-1914); Baltimore, Hagerstown & Pittsburgh (1914-1917); Baltimore & Cumberland (1917-1953); and, Baltimore & Hagerstown (1953-1955). While nearly all of the mail from McDonogh carried on this RPO was postmarked, cancelled, and bagged at the McDonogh station, it may be possible to find a cover or card brought to the station after the mail bag was closed that received one of these RPO postmarks. None have been reported to date.

24 The Week, October 19, 1929

25 McDonogh School: An Interpretive Chronology, Burgess and Smoot, 1973, pg. 183

26 Based on a letter dated September 28, 1987 from Joyce Edwards with the USPS Baltimore Division to Don Ludwig at McDonogh School stating, in part, "... the Postal Service could not move the delivery of your mail from 21208 (the Pikesville Post Office) to the Owings Mills Post Office ..." Mail delivery for McDonogh was transferred to the Owings Mills post office effective July 1, 1988. It is also noted that the McDonogh contract branch was assigned the same zip code as Pikesville (21208).

27 The assumption regarding the handling of the postmaster's salary is based on a letter dated September 9, 1953 from Robert Lamborn, Headmaster, to Clarence Elderkin, Chairman of the McDonogh School Board of Trustees. In that letter, Lamborn requests the Board's agreement to "reduce my school check by the amount of the post office check so as to avoid ... double taxation". Lamborn goes on to say, "This is the way the situation was handled in the past." While it appears that there was a precedent for this arrangement, it is not known for certain if it had been a consistent practice with all of the previous postmasters.

28 This date is based on a record book maintained by Louis Lamborn of the salary he received as postmaster. The last entry in the book shows he was paid through the end of June 1953.

29 The scarcity factor (S/F) for an individual postmark is a numerical estimate, on a scale of 0 to 9, of the relative difficulty in finding a copy of that postmark. Scarcity factors are subjective values, based on the census of reported examples, period(s) of use, and dates of operation and size of the post office. A scarcity factor of 0 means that the postmark is currently available from the post office, although in nearly every case obtaining an example requires going to the service counter at the post office and requesting a hand cancellation. Factors of 1 through 9 signify postmarks that are no longer currently available, withdrawn due to either equipment replacement or office closure. The higher the scarcity factor, the more difficult it is likely to be to find a copy of that postmark. Most examples of withdrawn postmarks are relatively common and fall within the range of scarcity factors 1 through 3. Postmarks with scarcity factors of 4 through 6 are generally difficult to find; scarcity factors of 7 through 9 represent truly rare or possibly unique postmarks.

It should be noted that scarcity is only one of a number of criteria that affect the overall value of postal history material. Other criteria include quality of the postmark, condition, franking, auxiliary marking(s), historical interest, and collector demand.

30 An article in The Week dated July 14, 1883 states: "The first assistant has to take the mail from the house to the station, post-mark the letters, cancel the stamps, tie the letters up, put them in the mail-bag, and put the bag on the train."

31 Standardized postmarking devices were being issued by 1895 by the Post Office Department to large post offices and their branches to speed postmarking and canceling of the mail. These steel devices were called "duplexes" because a CDS (postmark) and killer (cancel) were attached in a single unit.

32 Postmarks on Postcards, Helbock, 1987, pg. 50

33 Postmarks on Postcards, Helbock, 1987, pg. 38. The term "4-bar" refers to the four parallel horizontal bars in the killer.

34 "Type A" and "Type B" 4-bar cancels are distinguished primarily by the spacing of the 4 bars in the cancel. "Type A" cancels have 4 narrowly spaced parallel bars; the bars on "Type B" cancels are widely spaced. There are design variations within each type, but all 4-bar cancels fit into one of these two general categories.

Readers are strongly encouraged to provide updates, corrections, and criticisms. Please contact the author at g.e.katz@att.net. All correspondence will be promptly acknowledged.

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## Recent Texas Discontinued Post Offices

By Michael M. Ludeman

*Continued from La Posta Vol. 34, No. 4*

As the size of the post office being closed increased, the Replacement Costs also increased. For the smaller post offices, whose service was generally replaced by a rural route or highway contract route, it is very likely that routes already existed in the area, and the number of new route customers was small enough that they could be added to existing routes. For the larger post offices which were replaced by route service, there may have been sufficient new customers to have to add a new route.

While the relationship between the EAS grades and the Operating Costs is obvious from reviewing these tables, that relationship between the EAS grade and the Operating Revenue is less apparent. To see if there might be some correlation here, a new scatter diagram was prepared and is presented in *table 20*. Since Operating Revenue figures were available for only about half of these post offices, the relationship, if any, is not very obvious. One might be able to discern a slight trend running diagonally from the top left to the bottom right of the table, but it is certainly not conclusive.

There was a significant difference in the Replacement Costs when a CPO was established to provide replacement postal service. These replacement costs were summarized by the various EAS grades in *table 21*, where the added cost to establish and operate a CPO becomes clear.

Replacement costs for alternatives other than CPOs were not plentiful enough to make much of a meaningful analysis. Some One-Time Costs were provided for many of the NDBCUs with and without the parcel lockers, and these can be summarized as follows: The cost to install a simple NDCBU ranged between \$200 and \$607, with an average cost of \$410 per post office. When the parcel locker was added, the costs increased to a range between \$300 to \$2,500, with an average cost of \$1,202. While the parcel locker probably accounted for some of this difference, it is also likely that the number of individual customer boxes

in those locations where the parcel boxes were installed would be larger because of a larger expected customer base.

The total annual cost savings for this group of post offices totaled about \$700,000 based on the dollar at the time each individual post office closed. With inflation and the passing of time, it would not be difficult to envision this amount to be twice or three times that today. Since these post offices represented only a small portion of the smaller post offices in Texas, one can imagine the temptation (and pressure) the USPS must face in difficult economic times to consider closing more of these offices. Fortunately the USPS has a mandate to provide practical postal service to all residents of the United States, so hopefully this will forestall any wholesale closings of these smaller post offices in the years to come.

### Time Interval Between Emergency Suspension and Close

Once a post office was placed in the Emergency Suspension (ES) status, the USPS then had to complete their evaluation process to make the decision whether to re-open the post office, or close it and replace the service. The dates in *table 1* were examined to determine if the author's original perception that there was an exceptionally long period between the declaration of ES status and the eventual "official" close of a post office was accurate.

Those post offices in *table 1* that had been placed into ES status were further separated into two groups for this analysis. The first group consisted of the 19 post offices which had closed without going through the ES status. Since it was also observed that 14 of these 19 post offices had been replaced by a CPO, one might conclude that when the USPS plans to replace a post office with a CPO, it can make the plans for such a transition quickly enough that they do not have to go through the ES status process, but simply establish the new CPO and close the post office.

The second group of post offices from *table 1* consisted of the 43 post offices which were first placed in the ES status, and then eventually were closed, or in several cases, remain in ES status today. Only eight post offices from this group were replaced by a CPO. The remaining 35 remained in the ES status for a time interval as short as nine months to as long as 19 years

*The Publisher regrets omitting a note in the previous issue that the conclusion of Mr. Ludeman's article would be carried forward to the current issue. Please accept our apologies for any resulting confusion.*

and 2 months (Kirkland). By the end of 1998, after the USPS had placed a moratorium on the close of any further post offices, there were still 16 post offices in Texas in the ES status. After the moratorium began, three additional post offices were placed in the ES status. The moratorium was finally removed in April 2002, and the USPS has now begun to officially close a number of these post offices. When the PODTS reports were received, 13 of these 16 post offices had notations that they would close on either Sept. 28, 2002 or Nov. 2, 2002, and these closes have subsequently been reported in the *Postal Bulletin*.

By looking at the six post offices remaining in the ES status, we can see that four have been in ES for over eight (8) years, while the other two were placed in ES during the moratorium. *Table 22* summarizes the duration that these 43 post office remained in ES status. The eight post offices which were eventually replaced by a CPO were tabulated separately to determine if they might have spent a shorter time in the ES status, but this does not appear to have been the case. The table shows that five of these post offices were in the ES status for over ten years, and another five were suspended for between five and ten years. However, there is nothing in the PODTS reports that provide any insight as to why it took the USPS so long to make the final decision to close the post offices. It certainly appears that most of these could have been closed prior to when the moratorium went into effect in 1998.

In several of the individual PODTS reports, there were references made to customer surveys, "town hall" type meetings, and even indication of Congressional or Senatorial inquiries into the status of the close process. While there may have been spirited discussions held about retaining some of these post offices, nothing was seen in these reports to indicate that these could overcome the hard facts that there was no suitable building and/or no suitable candidate for postmaster in these communities so that the post office could continue.

One can understand the need to have a several year period during which the USPS and the community could explore the possibility of reopening a post office, but it is difficult to visualize the need for some of these longer elapsed times observed. One consequence of these long time lapses between suspension and the final close is that postal historians need to be aware of this possibility, and not accept the close dates

in the *Postal Bulletin* too literally if their interest is to ascertain the actual dates that the post office was in operation and provided service to their customers.

## Window Operation

Slightly more than one-third of the records for these post offices included information about the hours that the post office was open for the sale of postal supplies and other services. In many instances, the lobby area and access to the customers' post office box was the same as these window hours, so that the local customer had to schedule his visits to the post office to receive his mail accordingly. There was sufficient data to confirm the earlier information that the EAS grade of a post office was also an indication of the number of hours that it was open for service. This information is summarized in *table 23*.

Most of the operational hours supported the idea that an EAS grade "A" office was opened for 12 hours per week, EAS grade "B" was open for 18 hours a week, and so on. A few of these post offices reported hours that varied from these general guidelines. The post office at Shafter was one exception, in that although it was reported as an EAS grade "A" office, it was only open for service for five (5) hours each week, between 8:30 a.m. and 9:30 a.m. each day.

Two EAS grade "C" post offices, Carey and Newport, had office hours that were limited to 12 and 14 hours per week respectively, instead of the expected 24 hours. Since their operating expenses were similar in amount to their EAS grade "C" post offices, one can only speculate whether these offices were simply misclassified with the incorrect EAS grade, or if they were EAS grade "C" offices and there were other factors present which resulted in their window operation hours to be less than the standard hours.

For those of us who reside in a larger community where the post offices are open between 40 and 50 hours each week, it is hard to imagine trying to fit all our postal business into a small window of time each day.

## Summary and Conclusions

This completes our look at the recently discontinued post offices for Texas and some of the factors which contributed to their closing. Hopefully, this look has provided some insight into these factors and characteristics of these post offices and why they closed, and this will help in identifying situations where additional post offices may close in the future. For many

years there has been a perception by the public that the USPS is aggressively trying to close post offices in small communities, as demonstrated by the editorial cartoon shown in *figure 2*.<sup>8</sup> However, based on the author's interpretation of the data obtained in the individual PODTS reports, this does not appear to be the case. Instead, circumstances and events in the community itself appear to be the driving factor that has forced most of these post offices to be closed, simply because there is no longer the necessary infrastructure in the community to keep these post offices in operation. Whether this trend will be as apparent in other states, or even in Texas to the years ahead as the USPS encounters additional budget pressures, will remain to be seen.

While some of the data found in the PODTS reports was analyzed to try to determine relationships between some of the various factors, it's not clear that this data is sufficient to provide all of the answers. But it does cast some light on some of the thinking that might occur within the USPS during their decision process to close a post office.

This article also has introduced a new USPS resource that should be useful to other postal historians with similar interests in their own state or field of study. Texas has some geographic and demographic characteristics that are quite different from those states on the east and west coasts, and the author looks forward to reading discussions of these materials for other states in the future, to see how patterns there might be similar or different to those found for Texas.

## Acknowledgments

Several other postal historians provided or verified information contained in this article, and provided critical comments and suggestions for its improvement. A special thanks is due to John J. Germann for his assistance in locating and verifying many of the closing dates prior to the discovery of the PODTS reports, and his subsequent support in accepting the dates presented in *table 1* as appropriate updates to his publications. Jay Lounsbury caught several typographical errors in *table 1*, which would have lessened the value of this article, and for this I am very grateful. Both Kelvin Kindahl and Steven J. Banhen reviewed the article and provided valuable comments. Steven also provided me with the editorial cartoon shown in *figure 2*. However, any remaining errors of fact or conclusion are the sole responsibility of the author.

## End Notes

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2 Schmidt, Walter G., *An Encyclopedia of Texas Post Offices: Post Offices Under Five Flags*. Chicago: Collectors Club of Chicago, 1993.

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## Supplemental

Shortly after completing the final version of this article, the author received a copy of a report from the USPS district office in Fort Worth, which included a listing of all of the post offices in that district, together with both the CAG classification and the EAS Grade for each office. This provided an opportunity to test the assumption that had been made in the section titled *Post Office Size* that there was a direct relationship between the CAG classification of a post office and the EAS grade of the Postmaster.

The Fort Worth district administers the operation of 408 post offices in Texas (and another 15 in the Oklahoma Panhandle). The Texas post offices were summarized in a scatter diagram which is presented as *table A-1*. As can be seen from this table, most of the entries lay along the diagonal, although there is a little spread in each direction. It is assumed that the instances where the same EAS grade postmaster can be assigned to four or five different CAG class post offices, or vice versa, is probably an artifact of a slow response on the part of the USPS to adjust the CAG classes along with the change in operating revenues at the post office. Regardless of the reason, the assumption made in the article seems to be supported by this data.



**Figure 1** Franked with 12 kurus Turkish postage tied by a Washington, D.C., duplex of Jan 19, 1943, this cover traveled by diplomatic pouch from a US Army captain instructing Turks in engineering subjects near Istanbul to his buddy stationed back in Fort Belvoir, Virginia. Since the “pouch” was considered secure, the letter was not censored and contains many details that would never have passed standard military censorship. It gives us a rare glimpse of travel and life in “other”, non-combat, military.

## WW II Correspondence Without Censorship

Transcribed by Richard W. Helbock

Rarely do we find uncensored military correspondence from World War II or any other modern conflict. Strict controls were exercised over the kinds of information that could be presented in a letter lest the details fall into enemy hands and jeopardize troop movements or other military plans. An exception, however, was apparently made for mail that traveled via US diplomatic pouch as the contents of this cover from the Harold Richow Collection (*figure 1*) suggest. The letter was written by an US Army captain of Engineers to one of his fellows who was still at the Engineer Instructor School at Fort Belvoir, Virginia. It provides a fascinating uncensored glimpse into war time travel and living conditions in the Middle East.

Robert College  
Istanbul, Turkey  
December 27, 1942  
Dear Vic,

How is everything at Belvoir? It seems like ages since I saw you fellows in Washington and here it has been only a few months but plenty of things have happened since that time.

Well I arrived in Turkey on November 20<sup>th</sup>. We left Washington October 30<sup>th</sup> and flew to Miami, thence to Natal, Brazil, across to Africa, across Africa to Cairo and from Cairo we went by train to and motor car to Ankara, Turkey and then on by train to Istanbul and Robert College. We had a very delightful trip. It covered about 15,000 miles and good weather all the way. Everything went off just like clock work and we only spent about 8 days actually traveling time. The other time was spent waiting for

connections. We flew by land plane all the way to Cairo. Crossing the South Atlantic, we stopped to refuel at Ascension Island. The airfield there was built by the 38<sup>th</sup> Engr. Bn. You remember they left Jackson last March for some unknown destination. They finished the job there in July and moved on to Africa. A few of them are there still.

We are teaching Engineering subjects at Robert College to a bunch of Turks. The college is located high on a hill overlooking the Bosphorus, a waterway between the Black Sea and the Mediterranean. It is very pretty here and the winters are not too cold. We are about six miles above the city of Istanbul, or rather Constantinople, and get into the city quite often. Public ownership of cars is forbidden over here and you see very few cars on the street. Gasoline is scarce also. All the type of transportation there is are the dinky little tram cars, like all European cities have. Ferry boats plough up and down the Bosphorus to little villages on the shores of the Bosphorus.

I guess the 12<sup>th</sup> is on the way to active service. The last I heard of them was that they were moved to Ft Leonard Wood. C.H.M. has left them and took command of the 40<sup>th</sup> Engrs. also. He was in Columbia when I was then late in October.

My wife and daughter have moved back to Indiana, Pa., and are living there now. She has an apartment near where her folks live.

I am enclosing a few Turkish stamps. If you would like to have a set let me know or of any other kind of stamps as this place is a haven for collectors.

Let me hear from you once in a while and given my regards to Herrington, Turner, Culbertson and Linton. I am writing you as I know you will answer. I imagine Jim is rather excited about that new arrival about this time. Let me in on the news from your end of the world. I am anxious to keep in touch with all of you. As yet I have not received my promotion but am looking forward to it daily.

I have enclosed a slip showing you my address so till I hear from you its so long—

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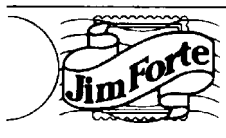
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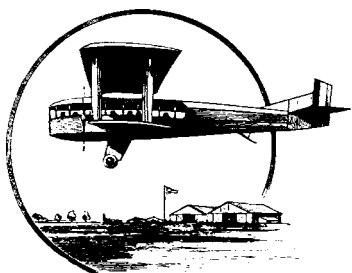
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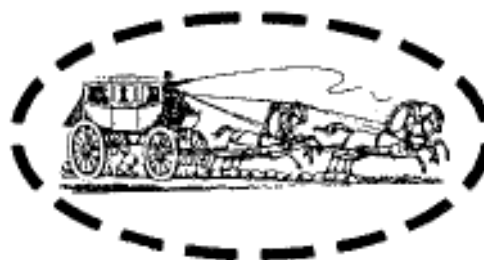
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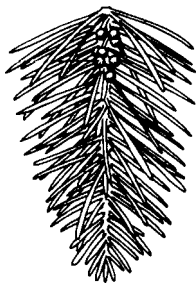
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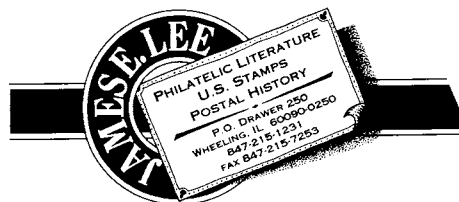
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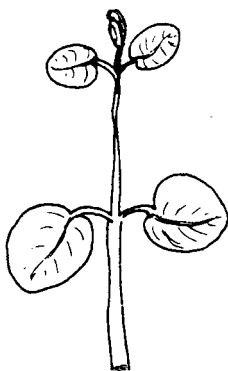
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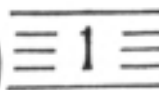
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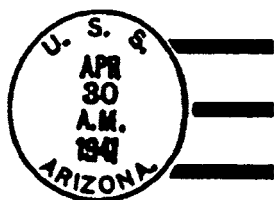
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### TOWNS: WANTED

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](mailto:mehrer@postal-history.com). Internet web site: <http://www.postal-history.com>. [34-6]

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 [34-5]

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 [34-5]

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](mailto:mzolno@aol.com) [34-5]

### 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 [34-4]

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](mailto: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 [34-4]

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](mailto: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](mailto: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 [35-4]

### NOTE:

**EXPIRATION DATE SHOWN  
AT END OF EACH AD, i.e.,  
[34-5], MEANS AD WILL  
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT  
ISSUE:**

**November 20,  
2003**

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

## TOWNS: WANTED

NEW JERSEY, HUNTERDON COUNTY - postal history, covers, post cars, pictures, Americana, ephemera, collateral paper items from all eras. Same goes for BUCKS County, Pennsylvania. Jim Walker, 121 Wertsville Rd., Ringoes, NJ 08551 Email: jwalker@patmedia.net [35-4]

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 [35-6]

OHIO-HOLMES & CSHOCTON 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. [34-6]

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 [35-4]

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 regemarks; 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. [34-4]

## 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 [35-5]

## US STAMPS ON COVER: WANTED

STARTING TO COLLECT Hawaii 80 cent (C46). Need commercial covers and information. jonpac@aol.com [35-5]

## LITERATURE: FOR SALE

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. [35-4]

STOCK REDUCTION sale. Great books at great prices. Free price list. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com [34-5]

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. [34-6]

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. [34-4]

[www.pacificpioneers.com](http://www.pacificpioneers.com) - Check out this 700 page Book on Pan Am's flight covers in the Pacific - 1935 to 1946. I sell, trade or exchange information on new cover finds. Also want to purchase similar material. Jon E. Krupnick, 700 Southeast 3rd Ave., Ft. Lauderdale, FL 33316 [35-5]

## 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 [35-4]

## 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 [34-4]

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 [34-4]

## 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 [34-4]

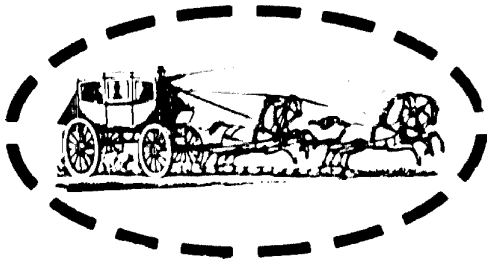
EXPRESS COMPANY & Parcel Delivery Company covers, Corner-Cards, Labels and Stamps. Locals: Forgeries and Fantasies. William Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 E-mail: cds13@cornell.edu [34-4]

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](mailto:helbock@la-posta.com)





## La Posta Publications

33470 Chinook Plaza, #216,  
Scappoose OR 97056  
email: [helbock@la-posta.com](mailto:helbock@la-posta.com)

We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

*LA POSTA* is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just \$20 per year, most of our readers consider us to be the best bargain in postal history today.

In addition to the journal, *La Posta* conducts regular mail auctions of postal history material submitted by our subscribers. These Subscribers' Auctions typically feature over 600 lots per sale and are mailed as separate booklets. They have proven extremely popular as a way for collectors to acquire moderately priced cards and covers and to dispose of their duplicate or unwanted material.

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](http://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 6 (Dec 2003-Jan 2004) 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:

Ad Size	One Issue	Three Issues	Six Issues
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
<b>Back Cover 1/2 page COLOR</b>	<b>\$250.00</b>	<b>\$650.00</b>	<b>\$1,250.00</b>

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 - 75

### DISPLAY ADS

ALASKA COLLECTORS CLUB - 74  
ARIZONA-NEW MEXICO P. H. S. - 74  
COLORADO P. HIST. SOCIETY - 70  
ROD CROSSLEY - 74  
JANE DALLISON - 76  
MICHAEL DATTOLICO - 43  
JIM FORTE - 70  
GROW LA POSTA - 75

### DISPLAY ADS

ALTON KRAFT - 69  
LA POSTA BACKNUMBERS - 70  
LA POSTA E-BOOKS - 71  
LA POSTA SUBSCRIPTION FORM - 79  
JAMES E. LEE - 72 & 73  
MID-CITIES TEXAS STAMP CLUB - 70  
JIM MILLER - 26  
BOB NICHOLS - 75  
POSTMARK COLLECTORS CLUB - 28  
SCHMITT INVESTORS LTD. - 76  
STEPHEN T. TAYLOR - 70  
UNIVERSAL SHIP CANCELLATION  
SOCIETY - 76