

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover illustrates a small group of covers and cards from post offices of the Florida Keys against a background of Caribbean seashells washed up on a beach. Although the photograph was taken by Cath Clark on Sanibel Island and not in the Keys, the flavor of warm sub-tropical seas washing a sun-drenched Florida beach seems consistent. The image calls attention to the resumption of Helbock & Wilkinson's series on Postmarks Among the Palms.

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LA POSTA

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PUBLISHER'S PAGE

Postal History Research in the Internet Age

A few years ago, I recall writing a column here on the Publisher's Page praising the new information "super highway"—as it was then called—as it applied to our hobby. At the time, I was particularly struck with the benefits of near instantaneous, low cost communication; a quite natural appeal to one who had recently relocated to the remote "wilds" of the Australian bush. I can also recall making some sort of off hand remark that the World Wide Web might someday become an important source of postal history research data once those hosting websites began to post more substantial *content*—as opposed to a mere electronic broadside announcing the presence of the site host.

Well, friends and readers, for those of you who are not aware, that day has come! This conclusion was strongly emphasized to me as I prepared the layout of articles by the various authors for the current issue. Scattered throughout, readers will encounter references to numerous website addresses (URLs) that have been used by the authors to collect salient facts on their subjects of interest. Associate Editor Tom Clarke actually concludes his Prophet's Curse article with a "netography" listing relevant websites for readers desiring to learn more about the subject of his article.

Many of the historical details and most of the photo images in my collaborative article with Jerry Wilkinson appear on Jerry's extensive [keyshistory.org](http://www.keyshistory.org) website that contains a wealth of information covering many aspects of life in the Florida Keys. Local historical websites have been created and hosted by hundreds of individuals and organizations around the United States. These websites, along with sites hosted by special interest groups such as WWII and Korean veterans organizations, represent wholly new and easily accessible sources of background information that allow us to better appreciate the history of cards and covers in our collections.

In addition to the thousands—perhaps tens of thousands—of websites with useful historical information that have become available over the past few years, we also find today a small number of websites containing substantial content pertaining to US postal history. Gary Anderson's site listing United States Doane Cancels (<http://www.doanecancel.com>),

Charles Boubelik's specialized Doane cancels and 4-bars listing of Wyoming, Colorado and Utah (<http://www.collectors-mall.com/cfb/cfb.htm>) and Bob Swanson's Machine Cancel identifier web pages (<http://www.swansongrp.com/machine2.html>) are just three of the

growing number of places on the web where we collectors can find up-to-date information about our interests. Several others are listed in our Postal Historians On-Line feature.

Postal historians who have not yet familiarized themselves with the information resources of the internet—and there are still a fairly large number of you among our subscribers—might ask how one goes about finding the proper websites with information on the subject of interest. The answer lies with the web tools known as *search engines*. There are several competing search engines available today. Some have been around for years and others are fairly new, but, from a users standpoint, they all work pretty much the same way. Basically, the search engine provides the user a space to enter words indicating the topic of interest. The engine then conducts an amazingly rapid search of all the information it has stored on the various world wide web sites and reports back with a list of relevant sites. Some are faster than others in retrieving the information you need, some surveys catalog and list more websites than others and some have more useful "bells and whistles" such as rating each site listed on a topic with a measure of its appropriateness to the users request. That's basically all there is to it, but if the sites recommended don't quite match your real interest, then it's up to you to refine or redefine your original choice of clue words. With a little practice, it's quite easy to become proficient at searching the web.

Not everything about computers has become easier or more "user friendly" to invoke the industry phrase—I can vouch for this after undergoing a somewhat painful and frightening experience of partitioning a hard drive recently—but use of the information resources of the World Wide Web has certainly im-



proved dramatically over the past 5-6 years. Not only has the number of sites with postal history relevant content increased dramatically and the means to search them become easier and faster, but now we are seeing the rapid growth in broadband internet connections that allow users to retrieve very large amounts of data including images, sounds and even video footage in an efficient manner not possible with the old dial up and modem connections.

It's such an exciting time to research fascinating and esoteric subjects such as postal history presents. What a shame that we live at a time when fewer and fewer of our younger population seem inclined to take on research activities of this type except perhaps when it comes to meeting the requirements of a homework project.

Subscribers' Auction News

This issue of our journal has been packaged with the catalog for Subscribers' Auction Number 72. The sale features part two of Harold Richow's outstanding collection of WWII military postal history as well as lots from several other consignors. The NEXT Subscribers' Auction (No. 73) is planned to take place in the fall of 2004 and readers wishing to consign material for that sale are advised to send it along to us at PO Box 100, Chatsworth Island, NSW 2469 AUSTRALIA prior to June 1, 2004. We recommend mailing via USPS Global Priority mailers with customs slips marked as "cards/covers for research" and a value not exceeding US\$200. If you have any questions regarding suitability, please contact via e-mail at helbock@la-posta.com or telephone at 612-6645-1829.

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A New Category of La Posta Subscribers

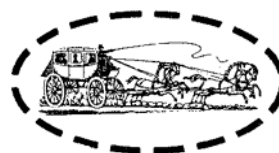
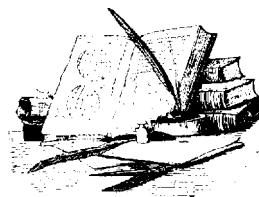
This year we are introducing a new category of Sustaining Subscriber that we have called the *Benefactor*. La Posta Benefactors are those persons contributing \$50 or more for their subscription, and the additional funds, like those of our Sustainers, go beyond just supporting the journal and help fund our research and publishing endeavors.

While *La Posta* plays a large role in helping to build and sustain interest in American postal history, and has for many years, we are not officially a non-profit organization. From the start, the journal has always been more or less just a break-even operation, funded by subscriptions and our advertisers. Our postal his-

tory publications and auctions are what actually provide enough additional income to keep the whole operation going and make it worthwhile for the Editor to continue putting out the journal.

We consider ourselves extraordinarily lucky to already be supported by a strong base of Sustaining Subscribers. The new Benefactor category is simply a way of recognizing and thanking those who have gone well beyond the normal annual subscription dues to help sustain *La Posta's* operations. As much as the extra funding is appreciated from both Sustainers and Benefactors, it is the encouragement we feel from having such a loyal base of followers that keeps *La Posta* going. You have our heartfelt thanks.

Richard W. Helbock



La Posta Backnumbers

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

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

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Postmarks Among the Palms: A Postal History of the Florida Keys

Part 3: Key Largo & Islamorada

By Richard Helbock and Jerry Wilkinson

[Continued from Vol. 33, No. 5 (Oct-Nov 2002)]

The first two installments of Postmarks Among the Palms have detailed the history of three classic post offices of the Florida Keys: Key West, Indian Key and Fort Jefferson. As the 19th century began drawing to a close, an increasing number of settlers became drawn to the exotic lure of island life and the population of the Keys gradually started to grow. With a growth in population came an attendant increase in the number of post offices.

Rather than continue our story as a chronology of post office establishment, the authors believe that the remainder of our tale can more effectively be related along geographic lines. We will, therefore, organize our discussion of all the post offices that have been established in the Florida Keys since the end of the Civil War on the basis of where they were located beginning with Key Largo in the north and proceeding south to Key West and beyond.

Key Largo

The island of Key Largo is about 27 miles long and consists of about 22,000 acres. For a comparison, the next largest island is Big Pine Key consisting of about 5,800 acres. The 1639 Johannes Vingloons chart labeled the island of Key Largo as "Caio dos 12 Ligues." The Roggeveen chart of 1675 referred to it as "Caio dos Doces Leugnes (Key of 12 leagues)." The 1733 Spanish chart made during the effort to recover the treasure of the New Spain armada after its sinking off of the Upper Keys referred to Key Largo as "Cayo Largo." Another chart made in 1760 by J. Proctor also named it "Cayo Largo." The William De Brahm chart of 1772 shows it as "Peninsular Larga." Bernard Romans published a 1774 chart that used the specific words "Key Largo."

The first post office of record was **Cayo Largo** officially opening June 14, 1870 with Ben Baker as postmaster. The 1870 census population of the island of Key Largo was 60. Ben Baker eventually homesteaded 160 acres in the mile marker 97 area in 1882. He was a wrecker ascribed to using a location on Key Largo as a lookout for shipwrecks in Hawk Channel and starting the pineapple industry in the Upper Keys. The post office was discontinued October 10, 1871.

A post office named **Largo** was re-established by Menendez Johnson on March 1, 1881, discontinued, then re-established by Johnson in 1884. Menendez Johnson homesteaded 260 acres in the mile marker 101-102 area in 1883 and 1884. According to his postal application form he estimated serving a population of "About Two Hundred" which would have been all or most of the island of Key Largo.

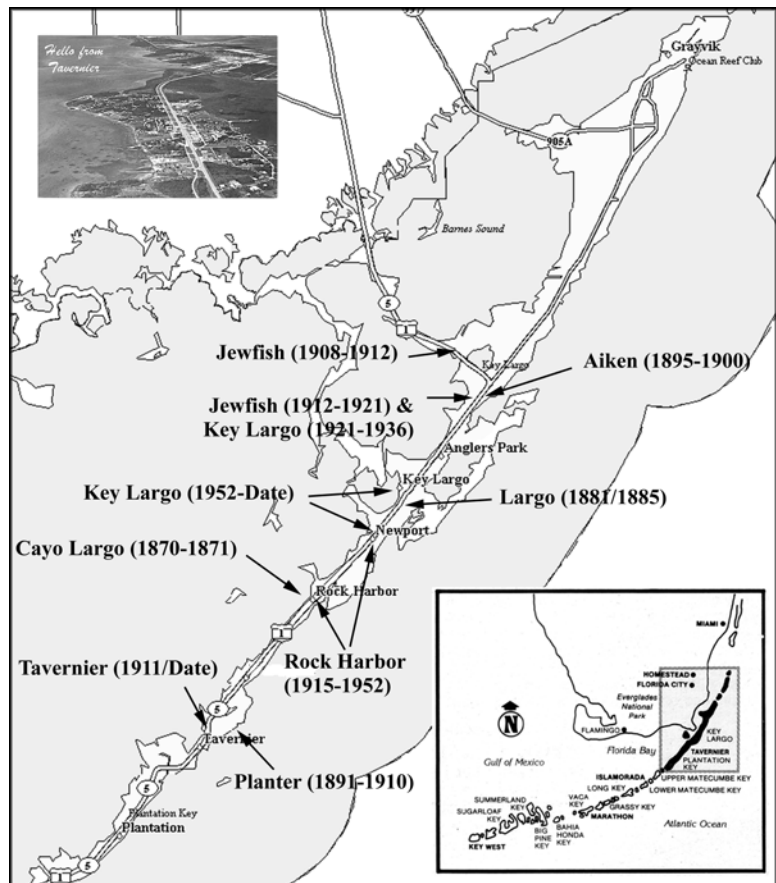


Figure 1 Post offices of Key Largo

Alfred L. Baker established another post office in 1895 (to 1900) named **Aiken** in the mile marker 106 area to serve a population “to exceed one hundred.” By then the island’s census (1885) population had increased to 230. The Aiken post office closed in 1900 and transferred its mail responsibility to Planter.

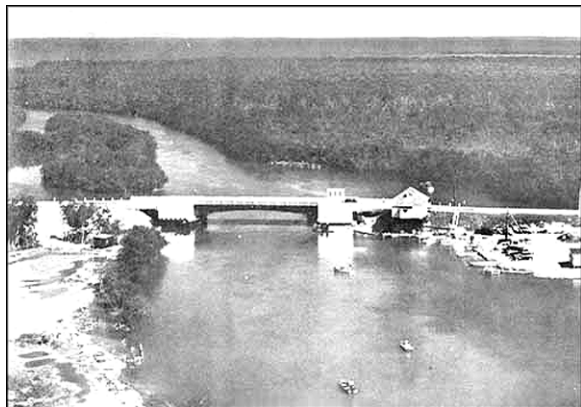


Figure 2 Jewfish Creek Bridge circa 1950.

Jewfish

When rail service began in the Upper Keys in 1908 there was a little Jewfish, Florida railroad flag stop at the Jewfish Creek Railroad Bridge for the bridge tender. A simple notation on a National Archive record is all that shows that James Clark was appointed postmaster on May 7, 1908. As this location was practically inaccessible because of Lake Surprise, the **Jewfish** post office location was moved to the new Key Largo depot area on February 8, 1912, with David Sasser as postmaster. The post office name, however,



Figure 4 Key Largo Railroad Depot ca 1926. The Jewfish post office operated here from 1912 to 1921 when its name was changed to Key Largo.

remained Jewfish, Florida. The post office was located in the various postmasters’ homes. The Key Largo train depot was located just north of the St. Justin Martyr Church at mile marker 105.6 and in the U.S. 1 highway median strip. Subsequent Jewfish postmasters are listed as Barney Stephen (1913), William Jeffords (1919) and William Ruedel (1920).

On April 18, 1921, the name of the post office was changed to **Key Largo** by Wilbur Lofton. The application stated that it was 125 feet from the depot. Lillian Sexton assumed the position as postmaster on November 15, 1921, but it remained in the same area. From Mrs. Alice Shaw’s diary, we substantiate that the Key Largo train station and post office were located just north of the Catholic church. Mrs. Shaw’s husband, Everett, worked for Charles Sexton from 1925 to 1927. A Shaw photo shows the post office sign on the end of the Key Largo Hotel.

The Key Largo post office was discontinued in 1936 and the **Rock Harbor** post office was responsible for all of central and north Key Largo. Evidently, there were two post offices in central Key Largo until they were combined into a single Rock Harbor post office in 1936.

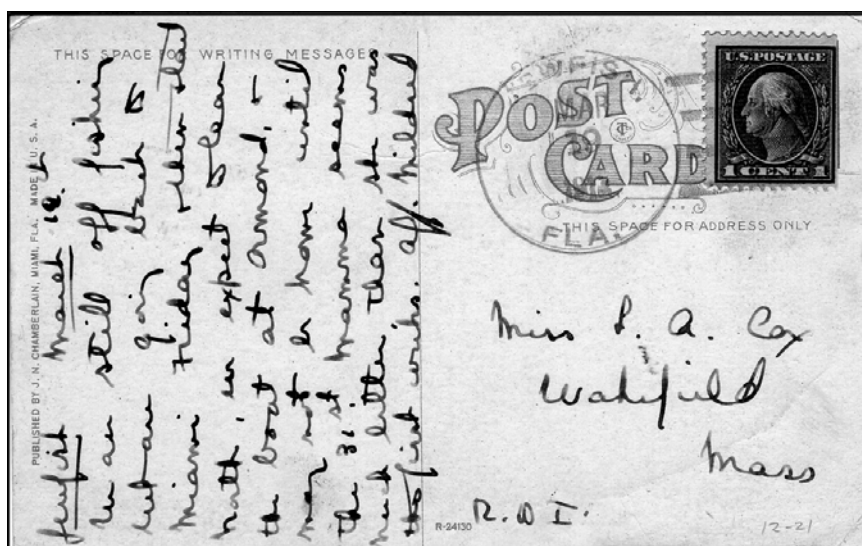


Figure 3 Postmarked JEW FISH, March 19, 1913, this card was posted at the Key Largo Railroad Depot.

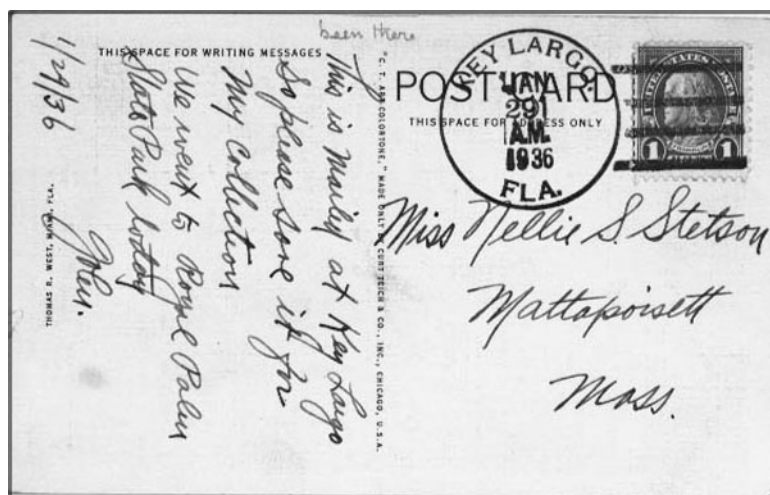


Figure 5 This card bears a Key Largo postmark of Jan 29, 1936, just six weeks before the office was discontinued.

Rock Harbor

Let's go back to 1914 in time and farther south in distance to a small building in the area where Bill Markey's Marine is located (mile marker 98.5). This is where the Rock Harbor train depot was located and where Lucille Cribb became the first postmaster of **Rock Harbor** on June 7, 1915.

William Cline was the second Rock Harbor postmaster and Lillian Pinder was the third in 1924. Lillian had come up from Key West in 1915 to be a schoolteacher in the Largo Sound area, married John Pinder and had moved to Rock Harbor.

Mrs. Emma Sawyer was the next Rock Harbor postmaster and continued until late 1929, when daughter Alberta (Sawyer) Albury was about to be born. Alberta believes that all these early Rock Harbor post offices were near the Beauregard Albury house (just north of Bill Markey's Marine), because the railroad station was located there. The outgoing mailbags were hung on hooks because the train did not stop if there were no passengers. Incoming mail was more or less kicked out of the train's door.

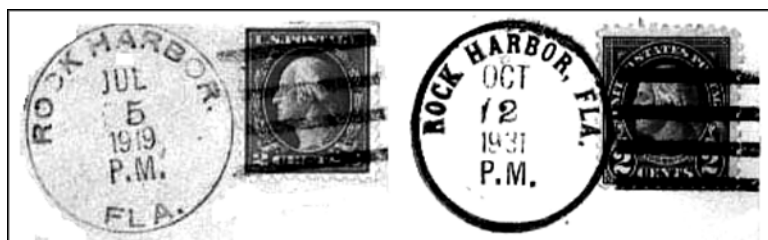


Figure 6 Rock Harbor postmarks of 1919 and 1931. [Margie Pfund Memorial Postmark Museum & Research Center Collection (MPMPM&RC)]

Mrs. Malsie Garrett took over as postmaster from Mrs. Sawyer and her post office was in the four-story wooden C. O. Garrett Observatory building in the same general area.

Mrs. John Curry (Lester Curry's mother) assumed the postmaster role in 1936, in their store at mile marker 100 ocean side, which was recently torn down. By then the 1935 hurricane had destroyed the railroad, so the mail was moved by truck and the post office no longer had to be located near the train station. The building was torn down in 1993 to make room for a gas station.



Figure 7 The Key Largo post office circa 1952 not long after its name had been changed from Rock Harbor.

Key Largo/Rock Harbor

Mr. George Brown became the postmaster in November 1941 and he moved the post office to about where the NAPA Auto Parts store is now (1995) at mile marker 99.5. Until then, these have all been known as Rock Harbor post offices. In 1952, in order to take advantage of the publicity of the 1948 movie Key Largo, local businessmen had the Rock Harbor name changed to "Key Largo." Outgoing letters were postmarked as Rock Harbor on May 31, 1952 and Key Largo on June 1, 1952 -the next day.

Brown remained postmaster until 1961, when Mrs. Mable Wolf was appointed postmaster. In 1961, the "Key Largo" post of-

office was moved to the Port Largo Plaza and Mrs. Daisy Wright became the postmaster after Mrs. Wolf retired in 1970. See top photo.

On October 2, 1961, Key Largo opened one of the few Keys rural stations at mile marker 103, bayside. It was opened in the present Dockside Realty and Dr. Price Veterinary Building and closed ten years later. It was intended primarily to serve the additional workload created by the developing of the Ocean Reef Club.

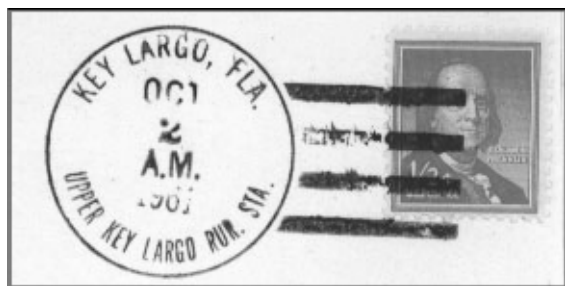


Figure 8 First day postmark of Upper Key Largo Rural Station. (MPMPM&RC)]

The Key Largo post office moved to its present location in 1982.

Key Largo History

So we see that a community specifically named “Key Largo” had difficulty coming into existence. Continuing chronologically a 1905 Florida East Coast Railway land survey showed Planter as the only group of buildings on Key Largo Key. In fact, there were more buildings shown on Plantation Key than on Key Largo.

A *Key West Citizen* newspaper article dated May 28, 1907 announced: “When the F.E.C. Railway was first completed to Homestead and later to Jewfish Creek, an occasional passenger train was sent down to accommodate sightseers. Later, it was found necessary to inaugurate a daily passenger train to accommodate the hundreds of settlers arriving in that district.

Scheduled daily train service began in January 1908 from Miami to Marathon. On Key Largo Key the railroad had four stations: Tavernier, Rock Harbor and Key Largo and a small building at Jewfish Creek mainly for the bridge tender. The telegraph station was at the Key Largo depot, located at today’s mile marker 105.6 just south of the Key Largo Chamber

of Commerce. Although there were other small platforms, only four were listed on a 1909 time table as flag-stops.

A James Clark was appointed postmaster of the Jewfish post office on May 7, 1908, but the order was rescinded for some reason on August 18, 1908. Planter continued to be the only post office in the Middle and Upper Keys. When the railroad was completed to Key West in 1912, a viable Jewfish, Florida, post office was opened on February 8, 1912. David Sasser was the postmaster. Postal records show its name remained as Jewfish until May 31, 1921, when it was renamed Key Largo. Additional records support this timetable. The post office cash book of domestic money orders dated August 4, 1920 is titled “Jewfish.” The *Register of Money Orders* dated August 17, 1925 is labeled Key Largo. National Archive microfilm records also verifies this.

A copy of the 1926-27 F.E.C. insured property list shows “Jewfish Station, Bldg. No. 596, insured for \$600” and nothing for contents. The next location shows “Key Largo Station, Bldg. No. 1573, insured for \$1,600, contents \$150 and a Covered Platform insured for \$300.” Both Jewfish and Key Largo have “agent’s cottages” listed and no others are listed until Marathon. Some assume that these were only for the telegraph operators, however, Islamorada had a telegraph operator, believed to have lived in a private home.

The name change to Key Largo evidently occurred after appointing Wilbur Lofton as postmaster of Key Largo on April 18, 1921. The same year on November 15, 1921, Mrs. Lillian Sexton was appointed postmaster. Around 1923, Lillian and Charles Sexton traveled from Mississippi to build their “Venice” in Florida on Blackwater Sound. The Sexton’s purchased the land just north of the St. Justin Martyr Catholic Church (mile marker 105.5), across the tracks from the Key Largo railroad depot. Today the tracks would have been where the southbound lane of U.S. 1 is now, and the depot in the median strip of Highway U.S. One.

The Sextons operated the hotel, store and post office, plus developed their land holdings. In addition, Charles offered land clearing and dredging services. He used this equipment, when not working for others, to develop his “Venice of the Keys” that later became known as Sexton Cove. This complex was advertised as the “Key Largo Plaza” in a 1926 issue

of the *Key Largo Breeze*. We actually possess the microfilm copies of the local newspaper which was published in Homestead.

The 1920s Florida land boom introduced Key Largo to land development. The North Carolina Fishing Village was the first subdivision in 1923. Lots were laid out and pink sidewalks put in for Key Largo City Gardens (1925), just north of the train depot and Garden Cove. Excursion trains were operated on weekends to bring potential customers to see this new development. More subdivisions quickly followed to the south, such as the Angler's Park (1925), Angler's Shores (1925), Sunset Cove (1925), Mandalay (1927), Seaside (1924-30), Tavernier Cove (1926) and Tavernier Heights (1926). By 1930 there were 26 subdivisions. Very few actual houses were built.

In the Upper Keys, the road was constructed by the Jenner Construction Company. The entire road was completed by 1928. The wooden bridge was taken out in 1944 and not replaced until the 1960s.

The big plans for the 1920s community of Key Largo never materialized. As previously mentioned, between 1923 and 1927 there were 26 subdivisions platted, but little actual construction. After 1927 there were no new subdivisions platted and recorded until the 1940s on Key Largo. A category-three hurricane struck the Key Largo area in 1929, with winds estimated at 150 miles per hour and tides up to 8.8 feet in the Garden Cove area.

Key Largo resumed its citrus economy, with the bust of the Florida Land Boom. Key limes and grapefruit were the principal products. Perhaps the largest single packing house was the Chapman packing house immediately north of the Key Largo depot. The introduction of the Persian lime on the mainland doomed the key lime as a Keys commercial product. Throughout the Keys, visitors started to become the most important product and charter fishing would become an industry onto itself, as an element of increased tourism.

With the destruction of 40 miles of railroad in the hurricane of September 1935, the railroad was not rebuilt and ceased operations. The early Key Largo post office was discontinued on March 15, 1936 and mail responsibilities transferred to Rock Harbor. Most new building moved south toward Rock Harbor, now included in the area of present-day Key Largo.

This action gave a Rock Harbor address to everyone on Key Largo Key living north of Tavernier. And once again, the community of Key Largo had no definable center or identity. The old Rock Harbor Post Office, a small building located at mile marker 100, was recently demolished in 1993, quietly erasing another small piece of Key's history.

In 1939 Miami Beach developer Carl Fisher began constructing the Caribbean Club, but failing health precluded him attending the January 1940 opening. The use of the Club's facade for the filming of the 1948 movie "Key Largo, based on Maxwell Anderson's Broadway play, gave the name Key Largo instant popularity.

The movie "Key Largo" occurred during the tenure of George Brown as the Rock Harbor postmaster. Local businessmen wanted to capitalize on the international popularity of Key Largo, but there was not even a Key Largo mailing address. In 1952, the name of the Rock Harbor Post Office was arbitrarily changed to the Key Largo Post Office. Nothing really changed except the post office sign and the cancellation stamp. The effect was to combine Key Largo, Rock Harbor, the Ocean Reef Club, the Angler's Club and Newport into one postal community, and everybody north of Tavernier had Key Largo as a new address. Outgoing letters were postmarked Rock Harbor on May 31, 1952 and Key Largo on June 1, 1952. It was then that the name of Key Largo as a community, not as an island, was resurrected.

Chronologically this was the era when environmentalism just began to be manifested. The 1930s proposed Everglades National Park extended across Key Largo to the ocean. As a significant portion of west Monroe County was taken for the park, the county prevailed in placing the east park boundary just west of Key Largo and Cross Key. In 1946 the Park Commission was re-activated with Miami *Herald* associate editor John Pennekamp as its leader. In 1956 "No Spear Fishing" signs appeared north of Long Key.

The year 1956 also marked the start of the construction of the Cross Key Waterway or the Key Largo Waterway as it was then known. Today, most simply call it "The Cut." Marvin D. Adams purchased 50 acres of land in the narrowest part of the island of Key Largo. Barney Waldin had invented a side mounted coral cutting machine and agreed to excavate 'The Cut' for the coral fill material. Both canal ends and the highway/utility portion were left un-

touched. Barney excavated the 100-foot wide 40-foot deep plugged canal in a year and a half. Some time passed before 'The Cut' was completed due to permits, highway and utility bypasses and reconstruction. It opened in 1963 for maritime traffic and technically Key Largo became two islands.

In 1959 Governor Leroy Collins gave the Coral Reef Preserve control of the ocean bottom out to the three-mile limit. On December 10, 1960 at Harry Harris Park Governor Collins named the preserve the John Pennekamp Coral Reef State Park. One problem was not a single inch for a land base existed—a total underwater state park. Through John Pennekamp's efforts the Radford Crane family donated 74 acres for a land base. The problems were not over as not an inch of the 74 acres had vehicular access to U.S. 1. Enter Herbert and Donna Shaw who donated a 60-foot strip of land from U.S. 1 to the property. As another 'small' donation the Crane family donated the entire Julia island with three miles of oceanfront to the park. With control of Julia Island, South Creek was dredged deeper to provide reasonable access to and from Florida Bay, via the now Marvin D. Adams Waterway. The Adams Waterway and Pennekamp have separate web pages.

The 1926 original Key Largo community was considered to be about eight linear miles, as opposed to today's Key Largo spanning about 24 miles from Ocean Reef to Tavernier's approximately defined border at MM 96.

Planter

Sailboats provided the first mail service for the Keys. The 10-ton sailing ship *Post Boy* was awarded the first mail delivery contract and made round trips be-



Figure 10 Planter post office as it appeared around 1906.

tween Charleston and Key West. Her service was described as "regular irregularity" taking about two months for a round trip. A Key West attorney, William Hackley, in 1831 received two letters from his mother mailed one year previously from Virginia.

In 1848, the 1,100-ton, side-wheeler steamship *Isabel* began making semi-monthly mail runs and service was fairly reliable until the Civil War. Service reverted back and forth with sail and other boats until the railroad.

Planter on the south end of Key Largo was approved for a post office on December 23, 1891 with John Wesley Johnson (son of patriarch Mr. Sam) as postmaster. The new post office was said to be necessary to serve a population of "one hundred and fifty." The big, steam side-wheeler, now the *City of Key West*, could not go safely into the shallow waters of the Planter harbor, so John drove a piling in deep water where he would row out and back daily.

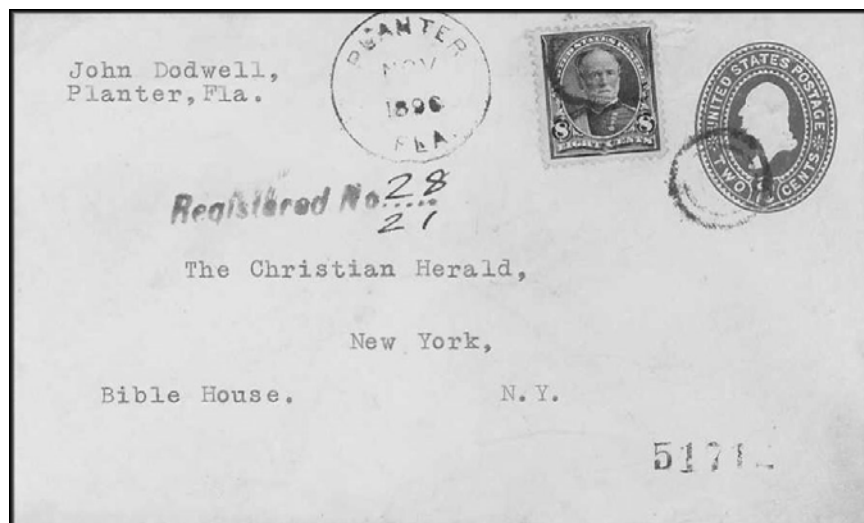


Figure 9 An early registered cover from Planter dating from 1896. [Courtesy Dr. Deane Briggs Collection]

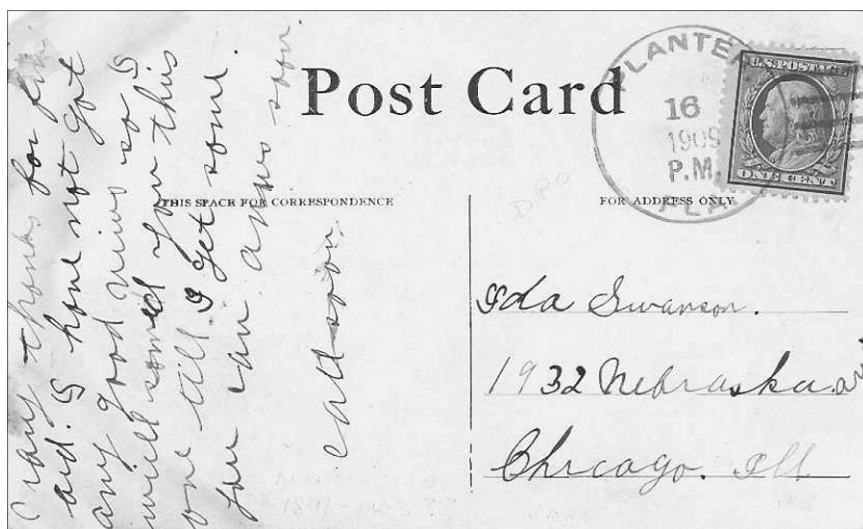


Figure 11 This post card was mailed at Planter in 1909.

[Courtesy Dr. Deane Briggs Collection]

Daily he would place the mailbag on the piling and pick up a mailbag from either Key West or Coconut Grove, depending on which way the ship was traveling. This was effectively two-day mail service, which was not bad for a pineapple community. Presumably, the hurricanes of 1909 and 1910 closed the Planter post office on October 15, 1910 and mail delivery changed to Islamorada. In 1911 postal service was re-established at Tavernier.

Tavernier

The Planter post office had served the Tavernier area until it was discontinued in 1910. Islamorada then served Tavernier until March 9, 1911, when **Tavernier** opened its post



Figure 12 Tavernier post office 1927-1961.

office. John H. Russell of the Islamorada post office certified the location plat of the Tavernier post office with Daniel W. Riley as its first postmaster. Mr. Riley was the postmaster for only 22 days when he resigned and Islamorada once again assumed postal responsibility.

On January 21, 1916, Merlin Albury, son of William and Ada Albury, re-established the Tavernier post office. The post office building no longer exists, but was near the next post office discussed which does exist. It was in one corner of a packing house and back about halfway from the

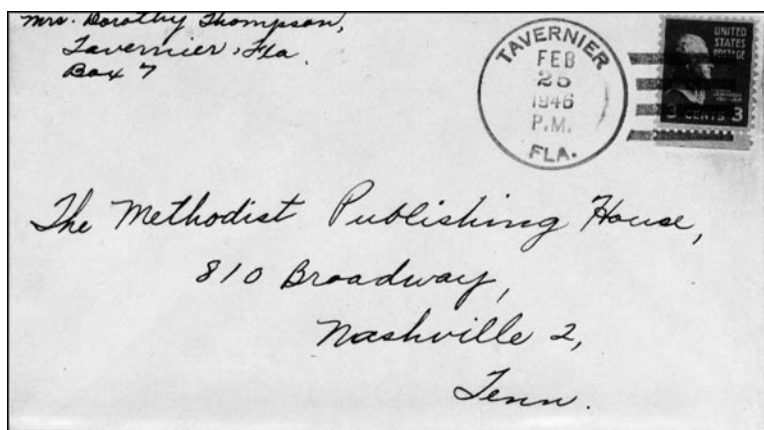


Figure 13 This cover was mailed from Tavernier in 1946. (MPMPM&RC)]

highway to the ocean. Joanne (McKenzie) Leonberger recalls the train station being almost in front of the post office at mile marker 91.8 oceanside.

Merlin continued as the Tavernier postmaster for ten years until his brother, Robert Harold Albury succeeded him, on July 31, 1926. Harold Albury built a two-story frame building in 1926 that still remains at about mile marker 91.8, oceanside. The first floor served as the post office and store, and the Alburys lived on the second floor.

On April 1, 1953, Merlin and Harold's nephew, Paul Everett Albury, assumed the position as the Tavernier postmaster. Everett said, "I turned down the job the first time, but I took the job after my uncle Robert asked me to reconsider."

The post office remained in the two-story frame building until 1961, when it was moved across the highway in a leased small concrete building at mile marker 91.9 bayside. Everett Albury retired May 13, 1983, ending 57 years of Albury reign over the Tavernier post office. In 1999 it moved again to another leased location in the Tavernier Towne Shopping Center.

There was a rural post office station established on Plantation Key in 1962 known as Vacation Village. It is believed to have operated in the small building just inside the northern gate of the Futura Yacht Club at mile marker 88.5. Rural stations are shown as RS and are a satellite, and usually temporary, to a parent post office.

The Islamorada Area

Islamorada

The Russell and Pinder families were the first pioneers of what we now call Islamorada. William H. Parker traveled from Harbor Island, Bahamas to Key West where he married Amy Cash. They moved first to Plantation Key and then to the lower part of Upper Matecumbe, where they started their large family plus homesteaded in the 1890s.

One of their sons, Edney Parker, married Edna Pinder, granddaughter of Richard Pinder. Edney and Edna had 12 children - five sons and seven daughters. The Parker cluster of homes on Upper Matecumbe Key was appropriately known as Parkerville. The Parkers became a part of the early settlement on Upper Matecumbe, along with the aforementioned Russells and Pinders. The Parkers' arrival prompted the Russells and Pinders to move the church building south to facilitate better use by the three families.

Matecumbe, as it was called then, became a family community under the Russells, Pinders and Parkers, but the railroad changed the character of another Keys community. The large homesteads split into smaller units during

the Flagler era from 1905 to 1935. The islands became two halves separated lengthwise by the railroad. The Russells, Pinders and Parkers sold portions of land to newcomers like the Cothrons and Careys.

F.E.C. engineer William J. Krome surveyed various potential routes for the Overseas Extension from 1902 to 1904. In 1903, he filed a homestead claim at what is now Krome Avenue and Avocado Drive in Homestead. Krome, a bachelor, continued working for the railroad under Joseph Meredith, but began taking time off to buy more land and develop groves in Homestead.

One of the pieces of land he purchased in 1907 was on Upper Matecumbe Key. On this land, Krome plotted the Town site of Islamorada with 22 lots. Mrs. William J. Krome wrote to Mal Flanders on May 10, 1965, "I was not a member of the family at that time [They married in 1910.] and had no part in the selection of the name, but Mr. Krome told me that it was derived from the Spanish isla (island) and morada, meaning home." In the letter she went on to write that her husband paid \$49 per acre for 15 acres from John H. and James W. Russell. This was one of the first indications of family home sites on the bay side.

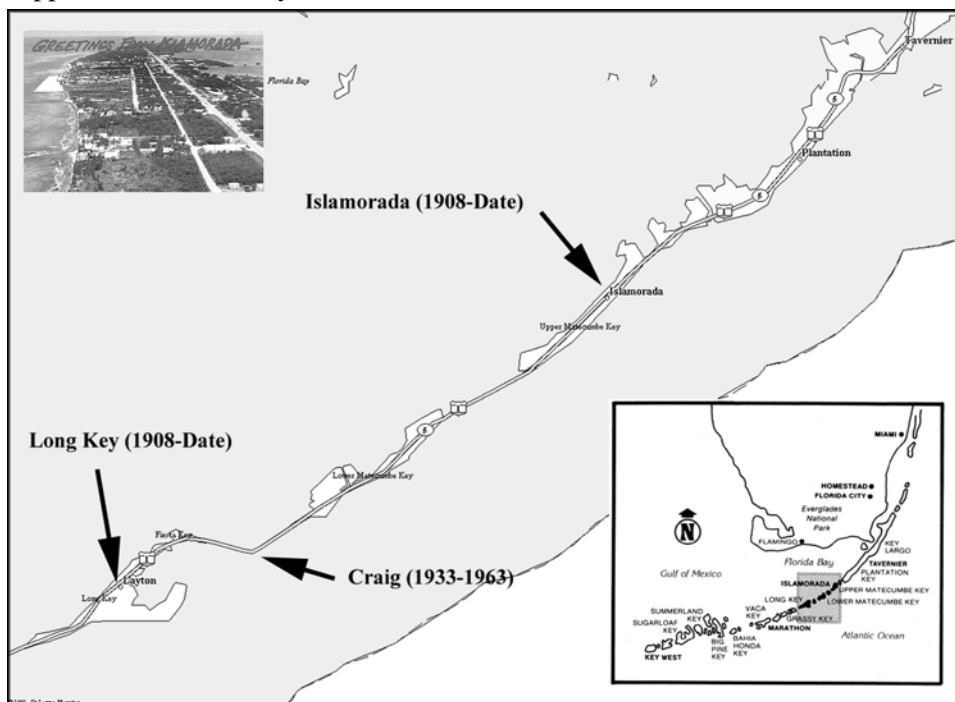


Figure 14 The Islamorada Area: Plantation Key to Long Key

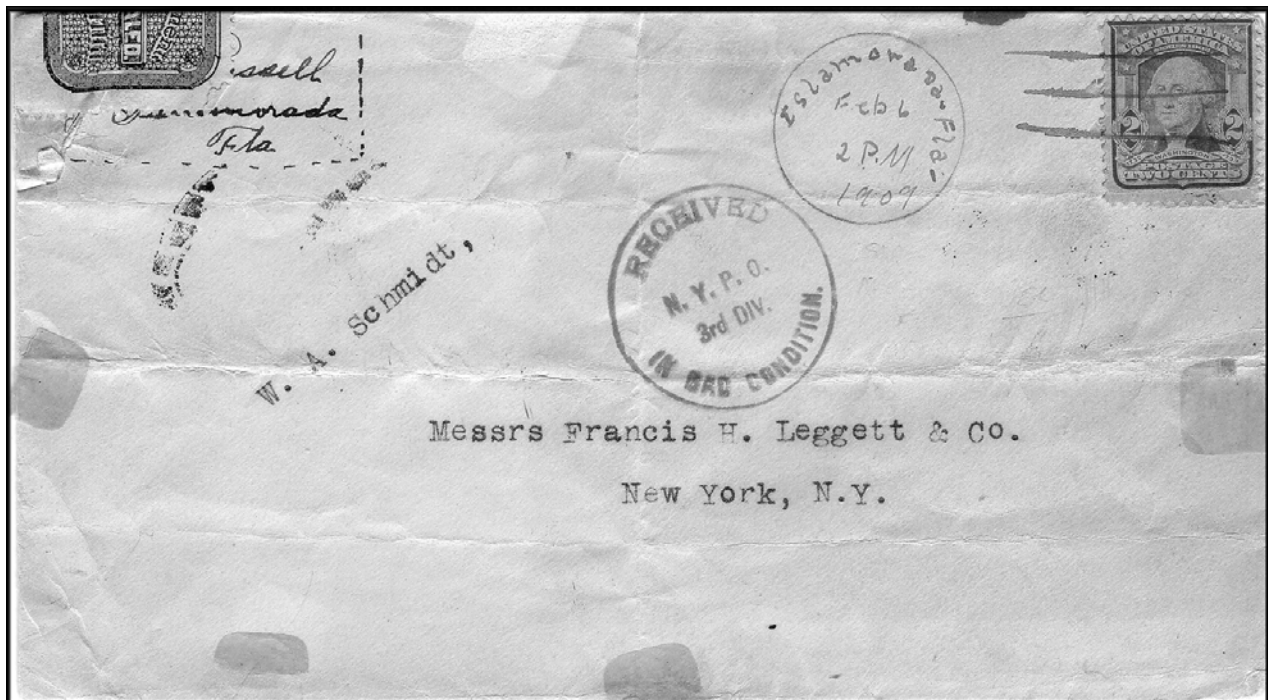


Figure 15 This early cover from Islamorada bears a hand drawn “provisional” postmark that dates from February 1909 while Elsie M. Rue served as the Islamorada postmaster. As may be imagined, the mail volume must have been very small to allow for such a carefully drawn postmark.

Up until the advent of the railroad, families usually lived on the ocean side as there was a better breeze, access to ocean transportation and fewer mosquitoes. In 1908, the first Islamorada post office was opened. The railroad depot was a full service depot complete with telegraph. Engineering acquaintances of Krome began to build homes and the community of Islamorada was born. With time all of Upper Matecumbe became known as “Islamorada.” After Hurricane Donna in 1960, the name Matecumbe appears to have fallen into disuse. Like Tavernier, the exact derivation of the names Matecumbe, Whale Harbor, Islamorada and many others will remain the subject of much discussion.

Matecumbe, often spelled Matacumbe in earlier days, almost entered the industrial period when Jerome and other Pinders built a tomato canning plant for a Mr. Doroughty. According to an interview with Jerome Pinder’s grandson Bertram Pinder, “This went along well for a while, but then he wanted to can pineapples. Since it would have cost too much to convert the cannery for this purpose, it closed down and never reopened. It was built about 1891 and operated two years. It was a one story building about 30 feet by 100 feet. It employed two colored men, had two derricks, two sterilizers. After it closed down there were

about ten thousand tin cans left unused. The building was badly damaged in the 1906 storm and the hurricane of 1935 washed it away completely.” Tourism will become the main industry of the Upper Keys.

Most of the settlement of Matecumbe remained on the ocean side. It encompassed from about where the Cheeca Lodge is located and to the south end of the island. Sand had built up along the beach, so 8 to 10 feet of ground elevation was easily found. The 1935 hurricane spread the sand around more or less as one finds it today.

One of the more famous places, also destroyed by the 1935 hurricane, was the Matecumbe Fishing Club. This exclusive club was built in the 1920s by eleven members of the New York Cotton Exchange. Bertram Pinder was the caretaker for 12 years. The sidings at the Islamorada railroad water tower were supposedly used for the parking of guest’s private railroad cars.

Another famous place was the Caribbee Colony built by George Merrick, who developed Coral Gables. It had a restaurant, cottages, pier, dance hall, and more. Merrick had guests brought down daily in train cars with a quota of 500. His South Seas Special left the F.E.C. Miami Royal Palm Park Station daily at 9:00 A.M. and returned at 7:00 P.M. The resort was man-

aged by the Dumas family and contemporary advertisements show it as the Dumas Caribbee Colony. The 1935 hurricane destroyed the Caribbee Colony. The La Siesta Resort is presently at the location.

With the coming of the first overseas highway (1928), more resorts appeared in the Keys, such as the Matecumbe Hotel known then as the Russell Arms Hotel. Doddridge and Burnell Russell of Key West built the hotel. These resorts on Matecumbe, along with the Long Key Fishing Camp, Driftwood Lodge at Tavernier and the Key Largo Angler's Club, became the principal tourist sites in the Upper Keys. For reference, the 1920 census revealed Matecumbe with 180 residents, Marathon with 100, Tavernier with 91, and Rock Harbor with 131 (At that time Rock Harbor was all of the island of Key Largo north of Tavernier) respectively.

The 1928 business brochure listed Islamorada and Matecumbe separately. In Islamorada were: Florida Fish and Lobster Co., Capt. R. H. Russell, Motlow's Grocery, Russell's Marine Gas Station, Islamorada Fishing Camp and Ocean View Cafe. In Matecumbe were: Matecumbe Boat Works, Hotel Matecumbe, Rock House Fishing Lodge. The 1951 telephone directory listed all the Middle/Upper Keys as Marathon, Matecumbe and Key Largo.

The 1935 hurricane struck Upper Matecumbe Key hard being just to the right of eye's path. Four recognizable structures remained standing. They were O. D. Kings' Rustic Inn, the Methodist parsonage, The Matecumbe Hotel and Leo Johnson's house. The coral-rock post office was also recognizable by those who knew it before. Almost nothing was left standing and there was a great toll of human life, but the determined citizens were not to be denied. Houses, a school, post office and the church were rebuilt. This was "home."

As in all the Keys, the advent of electricity and fresh water in 1942 brought new businesses to the Islamorada area. The Olney Inn is an example. The Richardson family of the Vicks Chemical Company engaged Alonzo Cothron to build an exclusive residence from 1937 to 1938. It was later sold to the Stratton family, who in turn sold it to Al Mills who operated it as the Casa Islamorada, a hotel, bar and restaurant in 1949. Subsequently Clara May Downey purchased it and added 22 bungalows, all nested in a

grove of 300 palm trees. One of her first guests was President Harry Truman. The shift in name from Matecumbe to Islamorada gradually spread.

In 1960, Hurricane Donna destroyed the Olney Inn and in 1961, Mrs. Downey sold the property. The new owners, Cynthia Twitchell and husband Carl, an A & P Grocery chain heir, rebuilt the resort and named it the Cheeca Lodge. According to Ms. Twitchell, "My twin sister Martha could not say my name. She called me 'Chee.' We took my nickname, combined it with Carl, and got Cheeca." A few years later the Twitchells purchased and expanded the Eaton's house on the west island of Craig Key.

On the extreme south end of the island was the temporary car ferry landing used until the Lower Matecumbe landing could be rebuilt after the 1935 hurricane. Reportedly, Angus Boatwright started his fishing camp there until he moved onto the Indian Key fill. This bay side point evolved into Fowler's camp, operated by Suze and Everett Fowler. Today, it is Papa Joe's. Across the highway in the early 1940s, Bud and Mary Stapleton started a bait and small boat rental business, known today as Bud and Mary's.

On the island's north end at Whale Harbor, Ruth and Captain "Buck" Starck built Starck's Fish Camp on the edge of the Atlantic Ocean. Just as Wimpy's on Windley Key expanded, so did Starck's Fish Camp. Starck's is now the Chesapeake and Whale Harbor Inns.

Today Islamorada is known as the fishing capital of the world.

Islamorada Post Office

In 1908, Henry Flagler's Overseas Railroad brought semi-reliable mail service to all the Upper Keys. The same year Islamorada established its first post office. The first official post office application for Islamorada was made by Elsie M. Rue. Islamorada had a population of 150-200 at that time. John H. Russell had been appointed postmaster before this on June 1, 1908. Elsie M. Rue was appointed postmaster on October 21, 1908 and John A. Russell appointed on June 2, 1909.

When Bernard Russell's father, John A. Russell, became postmaster in 1909 he built a wooden post office building near the train depot. Later, this building was moved behind the depot and fronting the highway. In 1926 he began building a coral-rock post office building. Attached on the south end was a store,

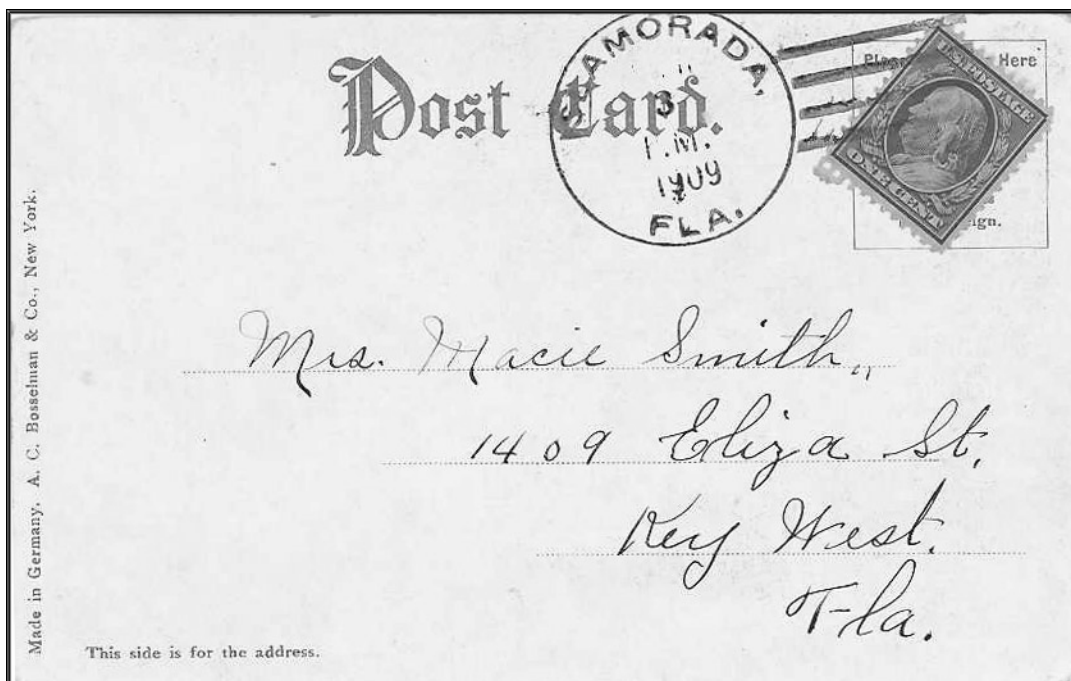


Figure 16 This post card displays an impression of Islamorada's first official handstamp dating from what appears to be June 9, 1909. [Courtesy of Dr. Deane Briggs Collection]

restaurant and gas station. The old concrete foundation for the post office is still there just behind the present "Marine Bank (1999)" and south of the present post office at mile marker 82.8, oceanside.

That post office was destroyed in the 1935 hurricane. John A. Russell quickly built a wooden post office building on the lot of his future Red Cross house (figure 17).



Figure 17 The Islamorada post office circa 1939 was housed in a small wooden building erected by John A. Russel in 1936 after the original post office was destroyed in the 1935 hurricane.

After the 1935 hurricane destroyed much of the Upper Keys, a joint venture between the Red Cross and the Federal Emergency Relief Administration (FERA) undertook to build concrete homes for a total of 28 families - 19 in Islamorada, 7 on Plantation Key and 2 in Tavernier. A tapered two-foot deep foundation was chiseled into cap rock and filled with concrete and steel re-enforcement rods (re-bar) to anchor the bottom of a concrete cistern. Twelve-inch concrete stem-walls were poured on top of the cistern bottom and a concrete floor was poured. Again, twelve-inch outside walls and a concrete roof was constructed. One, two, three, four and five bedroom houses were built. One wooden house was also built and three businesses were replaced with wooden structures.

Bernard's uncle, James Clifton Russell, became the next postmaster when Bernard's father retired in 1937. Clifton built a concrete post office on his lot south of his brother's on the highway at mile marker 83.2 oceanside, where Marty's TV Store was located in 1996. John A. Russell sold and moved the older wooden structure that was in front of his Red Cross house to mile marker 82 oceanside where it is presently used as the Keys Shell Shop. Clifton remained the postmaster until he retired in 1967 to end 59 years of postal service for the Russell family.

Jenevieve Stout became postmaster after James Clifton Russell retired. The present Islamorada post office was dedicated in 1970. It was built just a few feet north of where John Russell built the small wooden post office in 1909.

Long Key

Early Spanish charts show Long Key as Cayo Vivora or Bivora, which meant Viper Key, a name it kept for a long time. The Blunt chart of 1864 named it Long Island that eventually became Long Key.

Long Key was one of the Keys requested as a military reservation by the War Department in 1845. It reverted to public domain in 1879. Between 1880 and 1885, brothers Thomas and Edward Hines, and Samuel Filer purchased most of the island. Large stands of coconut trees were planted on the southern end. During the days of the sailing ships, the fiber of the coconut husk made the most preferable anchor lines, as they would stretch considerably before breaking.

A 1905 Florida East Coast Railway survey chart shows two coconut groves on the southwest end of the island and the proposed railroad centerline passing between the two groves.

Construction had just started on the Long Key railway viaduct when the hurricane of 1906 struck Long Key on October 17. Principal F.E.C. Engineer William J. Krome wrote to his father:

At Knights Key I learned the appalling fact that one of the big quarterboats at Long Key had been swept out to sea with 150 men on board and nothing had been seen of it since. At Long Key, men had been at work on our first concrete viaduct and had an immense plant. The men had been housed in two quarterboats. These boats were big Mississippi River tie barges with houses on top of them. The barges themselves rode about 12 feet out of the water and the hulls were used as kitchens and dining-rooms . . .

Both boats had broken loose from their moorings. Boat number 3 washed onto the island, but boat number 4 floated toward the Gulf Stream with 150 men aboard. One of the men aboard was engineer Dusenbury, who had dredged Dusenbury Creek in Blackwater Sound. Krome wrote:

Dusenbury himself was badly bruised but not seriously injured. His story was that they drifted in a southeasterly direction across Hawk's Channel until they reached the outer reef. There the dragging anchors caught for a moment or two but soon gave way, letting the boat drift out into the ocean. She soon began to go to pieces . . . In all, 83 men have been saved from the 150 on the quarterboat."

In an untitled November 20, 1906 newspaper clipping: "Immense quantities of lumber are now being shipped to Long, Knight's and Lower Matecumbe Keys, the majority of which is to be used in building living quarters for the workmen on the land." The F.E.C. Railway had learned to respect hurricanes and to relinquish houseboats for living quarters in the hurricane season. Quarterboats continued to be used for the bridge construction crews, but evacuated during hurricanes.

The next clipping is dated almost three months later, on February 13, 1907: "Mr. Rue is in charge of the construction from Long Key to Lower Matecumbe." The next month on March 12 the following clipping appeared: "The greatest activity is centered at Long Key and the lower end of Upper Matecumbe Key, though there is much building and construction at other points with trains now running to Tavernier and Snake Creek. The operations at Lower Matecumbe are designed to make that a central distribution point." It appears that major construction of the Long Key viaduct was delayed until construction tracks were completed to Lower Matecumbe, which had become the central supply depot for the F.E.C.

Continuing chronologically with newspaper clippings, *The Miami Metropolis* reported on October 22, 1907: "The construction train, consisting of an engine and several cars rolled into the lower end of Long Key where is to be the approach to the Long Key viaduct."

On January 20, 1908: "At 1:30 Saturday afternoon the first engine and cars of the F.E.C. Railway in its extension to Key West, passed over the viaduct and proceeded to within a short distance of Knight's Key, which is to be the present terminal of the railroad." Knight's Key opened on February 4, 1908 with trains leaving Miami at 6:30 and 11:00 A.M. and returning from Knight's Key the next day at 5:40 and 10:00 A.M.

Another newspaper clipping dated October 23, 1908 revealed: "Six buildings are being erected at Long Key for the use of tourists, and incidentally to allow the traveling public to stop over here and enjoy some of the best fishing in the world."

A Key West *Citizen* newspaper clipping dated August 5, 1909 reads: "We have tips from good authority that Long Key Fishing Camp is going to be crowded this winter. It is one of the most attractive places along the line; contains a two-story hotel and about 30 neat little cottages." Again, on February 18,

1910, the Key West *Citizen* reported: “Things are humming at the Long Key Fishing Camp. Mackerel and king fish are plentiful; so are the tourists.” “The winter vacation is now the thing. Every physician advises it. Every man and woman who can afford it takes it.” So stated *Leslie’s Weekly*, January 20, 1910, in regard to the Long Key Fishing Camp.

Long Key gained national prominence through its championing by author Zane Grey, who was a regular resident. Someone can check this, but I believe that Grey was America’s first millionaire writer. Grey was a dentist who turned cowboy and became a prolific writer. During the winter of 1911, Grey vacationed at Long Key while writing his novel “The Light of the Western Stars.” Kingfishing was the popular sport fishing in those times and the sailfish was considered a nuisance as it would steal the bait used for kingfish. In fact, the sailfish was dubbed “boohoo.”

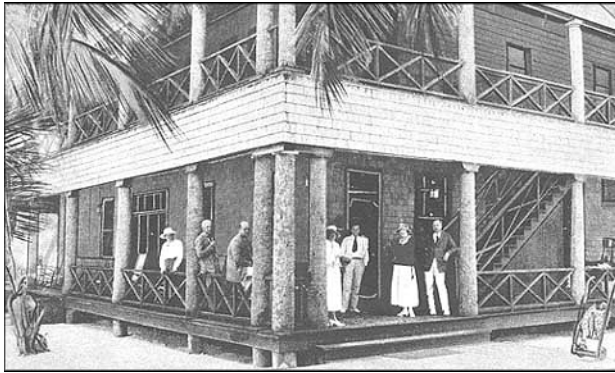


Figure 18 The Long Key Lodge circa 1930.

Zane Grey, along with a local fishing guide named Bill Partrea, would spend their days fishing. It is not known why Grey took to boohoo fishing, but he did, and on light tackle. Year after year, Grey, and his brother R. C, returned to Long Key. With the support of other fishermen, sail fishing became the sport of sports for Florida Keys fishing enthusiasts. There is still a creek on Long Key known as Zane Grey Creek.

Among Long Key amenities were a 75-room guest hotel, general store, a post office and 14 cottages. Normally, a fleet of 12 fishing boats and guides were available. The two-story clubhouse and cottages were on the Atlantic side, but the boats were generally docked on the Gulf side.

Guests arrived by boat or train. A tram passed under the track to connect the two sides. The guest list included Herbert Hoover, Franklin Roosevelt, Andrew Mellon, William Hearst, Charles Kettering, and other

notables. Louis P. Schutt was the first manager. When L.P. became the manager of the Casa Marina Hotel in Key West, his son George, took over as manager at Long Key.

The Long Key Fishing Club was officially formed with Zane Grey as the first president from March 1917 to 1920. The stated purpose was, “To Develop the Best and Finest Traits of Sport, To Restrict the Killing of Fish, To Educate the Inexperienced Angler by Helping Him, And To Promote Good Fellowship.” For example, the club membership in 1929 was 133, and included President Herbert Hoover as an honorable member. Henry Fisher of New York City was the president. The season was from December 14 to April 15. The club was discontinued in 1935 and later reorganized by Del Layton in 1969.

The 1935 hurricane destroyed all but the memory. A few pictures, mostly postcards, of this getaway for the rich and famous remain, but history, as time, must move on. A Miami grocery couple, Mary and Del Layton, had ridden the train throughout the Keys before the hurricane. After World War II, they purchased a portion of Grassy Key, but Del really had his heart set on Long Key. It wasn’t long before 40 acres on Long Key became available. As he approached age 40, he took the 40 acres. From then on, it was less-and-less of Miami and more-and-more of Long Key for the Laytons.

With surplus Army barracks bought from Camp Blanding and the help of a friend, Del set up the Long Key Construction Company in 1946. First it was a fishing camp, then cabins and a restaurant, followed by more acreage. All were to become “Layton’s Long Key Fishing Camp.” Layton was incorporated on September 18, 1963. The Long Key Fishing Club was reactivated on July 22, 1969. An excellent, comprehensive description of Layton was written by its builder. The title is *Pioneer in the Keys*, and is available in most libraries.

The thousand-acre Long Key State Park was dedicated October 1, 1969.

Long Key Post Office

Louis Schutt, the Long Key Fishing Camp’s first manager, was also the first postmaster of the **Long Key** Post Office. He was appointed December 20, 1908. He was followed by Ella Scribner, John Scribner and James Duane. The 1935 Hurricane destroyed everything, therefore the post office closed. Mail responsibility was taken over by Marathon.



Figure 19 Long Key post office circa 1914.

Long Key residents also had the choice of going to Craig as Mrs. Dorothy Craig established a post office there February 17, 1933. It too was destroyed in September 1935 and closed. Roland Craig re-established the post office on July 11, 1936 and William Picketon assumed duties on August 16, 1940. In January 1946 Roland Craig once again became postmaster until 1962. The small community of Craig was more or less destroyed by Hurricane Donna in 1960. This time, Roland Craig took the full count and the post office reverted to Long Key as of July 19, 1963. At this time Delbert Layton took over the post office and its name was changed to Long Key. Del Layton developed and incorporated the city of Layton, Florida. Layton lobbied to have the post office name changed, however, to date it is still Long Key. Del resigned in 1966 and the post office continues.

The post office boundaries and their corresponding ZIP codes, telephone prefixes or local usage tend to continue to establish the name of the community in which one lives.

Craig

Craig, sometimes referred to as Craig Key, was once known as Camp Panama according to the *Miami Daily News* dated January 28, 1931. In the edition it featured a short article titled "Camp Panama Offers Excellent Angling. . . . Located 90 miles below Miami, about two miles below the ferry landing on the lower Matecumbe, Camp Panama is right in the very best key fishing grounds. . . ." The article concluded ". . . For the convenience of visitors to Miami the camp maintains an office at 409 City National Building in charge of R. W. Craig."

The original Craig was not the two small islands that are there now—the west (south) was dredged and filled in about 1955 by Alonzo Cothron for Roland William Craig, the east (north) was made by Floyd Lambert of Marathon—but a wide place on the railroad right-of-way and later, the highway. Craig was not exactly a Key, but was an island in actuality. It was surrounded by water: on the east by Channel 2, the south by the Atlantic, the west by Channel 5 and Florida Bay on the north. Craig's cabins and restaurant were on the ocean side and the store, post office and docks were on the bayside. Deep-water access was by way of the Channel Five Bridge. Therefore, the early history of Craig began in the early 1900s

with the construction of the railroad and Roland Craig gave it the name.

The reason why the road fill was so wide at this location is not known. The author's guess is that when the railroad opened in 1912 the Channel 2 and 5 bridges were wooden. The construction crew returned and built the concrete arch bridges while rail service was fully operational. The author guesses that the fill was widened to accommodate the construction facilities as well as the permanent

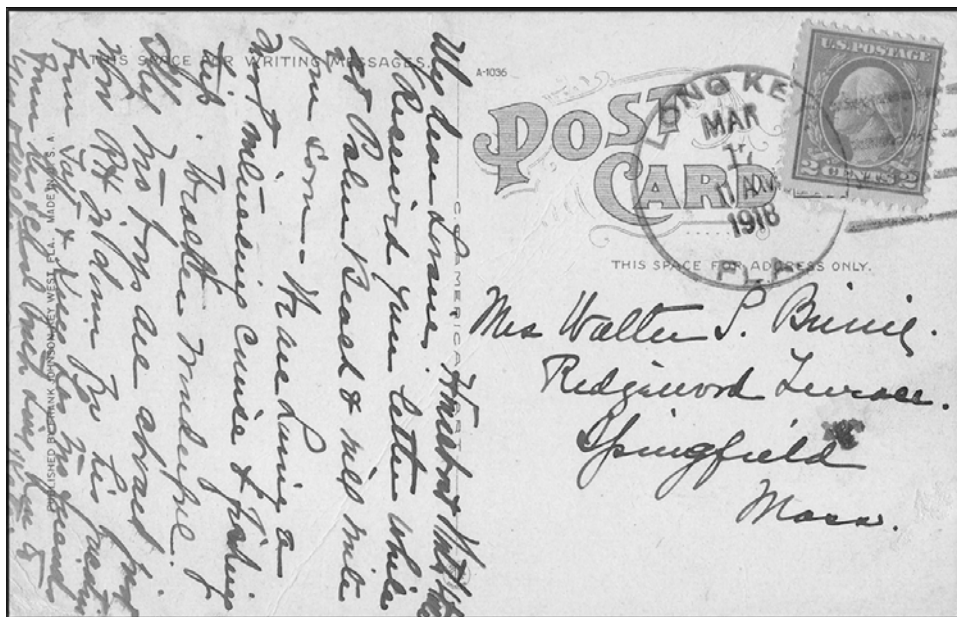


Figure 20 This card bears a Long Key postmark of March 17, 1918

set of bridges/tracks along side of the operational set. When the first temporary set was removed, the fill remained. Capt. Craig leased the right-of-way from the railroad before the highway. When the highway was built through in 1937, they honored the lease and perhaps even widened it more.

Going back in time, Captain Buck Starck remarked that in his early days (1920s and 1930s) of chartering fishing excursions out of the Royal Palm dock in Miami, Craig was the "Center of the universe for Miami charter captains." Captain Starck and others used large 100-foot boats towing their smaller fishing skiffs, and needed six to eight feet of water to dock for supplies. The only places were the Angler's Club, Long Key Fishing Camp and Craig. The first two catered primarily to their own members, but it was Craig who had his share of customers, even presidents.

Newspaper columnist, Water Winchell, paid tribute to Craig in his columns. Craig made *Ripley's Believe It or Not* twice. In 1938 Ripley depicted the small building on the left of the highway and telephone/telegraph poles and lines with the caption "Town Built on a Highway - instead of a Highway Built thru the Town." In 1947 he pictured a huge wave covering the boat with a man up the mast with an arrow pointing to "Poor Old Craig."

The 1935 census lists Craig with 21 residents. R. W. Craig was listed as manager/fishery and Mrs. (Dorothy) Craig as postmistress. The Craigs had twin daughters, Sally and Suzanne, one and a half years of age on the census. Craig was affectionately known as "Poor Old Craig." Stories abound of how he obtained this nickname. His business and his popularity grew and he even dabbled a little in politics. Craig defeated T. Jenkins Curry, the first county commissioner from the Upper Keys, and served in the position from 1938 to 1942. He was defeated by Harry Harris. Postal records show the post office at **Craig**, Florida was established on February 25, 1933, discontinued on August 31, 1944 and re-established on April 1, 1946. The lowest official recorded barometric pressure at sea level of 26.35 inches during the 1935 hurricane was at Craig. The barometer used to establish the record was the property of Captain Ivar Olsen. Capt. Olsen and others rode out the hurricane in his boat which was out of the water and propped up on tall timbers in the Craig area. Since the barometer's



Figure 21 Rowland Craig in front of his post office and general store in the 1950s.

needle was below the scale, he scribed marks on the brass casing. Evidently the hurricane eye wall ranged from Craig to Long Key.

Using old railroad track and sets of dollies with small railroad wheels, Capt. Olsen made and operated a ship's way to haul boats for repair just east of Craig's store. He had hauled his boat and temporarily stored it before the 1935 Hurricane. After the hurricane he rebuilt the ship's way about where the Corslan Fish Company was on Lower Matecumbe Key. The highway of 1928 did not go to Craig's. It stopped at lower Lower Matecumbe Key and vehicles boarded a ferry boat for No Name Key or vice versa if north bound. The State Road Department and the Florida Emergency Relief Administration (FERA) were building a bridge to eliminate the ferryboats when the 1935 Hurricane struck on September 2. On September 16, 1935, a FERA inspector reported:

Craig, Florida. This place was not visited. The information that follows was obtained on Sept. 14th from Edward Ashbee at the Matecumbe Ferry Slip.

Craig is built up on a fill made by the Florida East Coast Railway Company and is about 3 1/2 miles below Matecumbe. This fill is about one-half mile long. There were quite a number of people living there. Most of them were single men and acting as fishermen. These fishermen either lost their boats or their boats were damaged very badly. There were no deaths at Craig but some inhabitants received minor injuries. At present there are only six men on this small island and these men are trying to either salvage or get their small boats in shape so that they can move to Tavernier or somewhere else where dealers will come down and buy fish from them, as at present there are no railroad connections to Craig or any other means of transportation within 30 miles where they can get fish to the mainland.

The only thing left standing on this island was the bridge tender's home. This place belongs to the F. E. C. Railway. The bridge tender [R. L. Jackson] and his wife received no

injuries and the FEC has transferred him to Homestead, it is understood. [The Jacksons also were in Olsen's boat.] Mr. R. W. Craig, whom the island is named after, had a fishing camp there and also a yacht basin where rich people would come down during the winter months and fish. R. W. Craig ran a general supply camp such as selling gasoline, beer and all other yachting needs. It also had quite a number of cottages that the rich people used to live in. His place of business is a total loss. Every thing washed to sea. Although he received no injuries, he at present is safe in Miami. . . ."

Poor Old Craig rebuilt his community and prospered. In fact, he needed more land so he contracted Alonzo Cothron to dredge, fill and connect an island on the bayside. Photos from the Craig family indicate that about 80 feet of dredging was completed on July 22, 1954. He had even expanded his business to Key West. In 1940 he leased Trumbo docks, piers 1 and 2.

The west island was sold and he contracted with Floyd Lamb to make another island. He was slowly expanding out onto the east island when Hurricane Donna in 1960 more or less doomed Craig. The tip of the east island is seen in the 1960 photo to the right. Craig closed the post office whose services were transferred to Long Key in July 1963.

The two dredged islands which remain were originally named Maloney and Coo Keys. Craig sold Coo Key, the west Key (some think of it as south), to Mr. C. A. and Virginia Eaton who had Alonzo built him a winter home. The Eatons sold to Cynthia and Carl

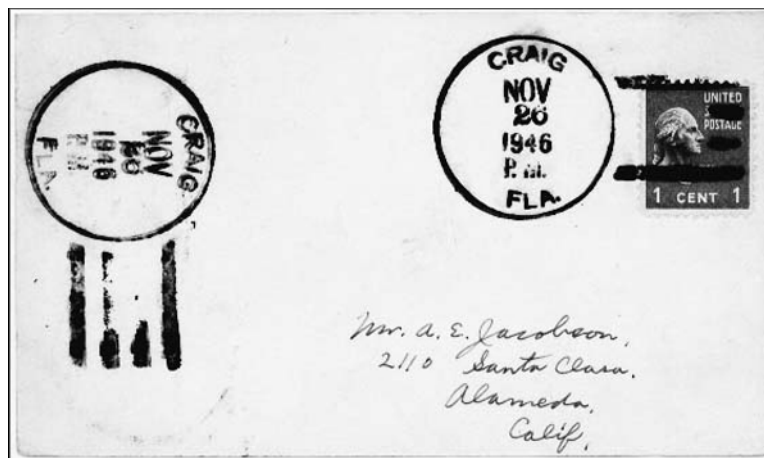


Figure 22 Craig four-bar on philatelic card of 1946. (MPMPM&RC)]

Twitchell who had purchased the storm damaged Olney Inn in 1961 and renamed it the Cheeca Lodge. In 1964 Alonzo remodeled and enlarged the house. While Carl was away fishing, Cynthia called it "Kooky Key" because of the boredom. The house was next sold to Ray Brown while Joe Pinder was the caretaker. In fact, Brown purchased both Keys and Tea Table Key.

The name Craig, Florida because of the now defunct post office was changed officially to Craig Key in 1971 by the state of Florida. The two small islands are now populated. A few pilings remain off the oceanside of US-1 as a reminder of the original settlement of Craig. The Twitchell house is being restored (the story is that the Twitchells had two more houses identical to this one) and a new house being built on

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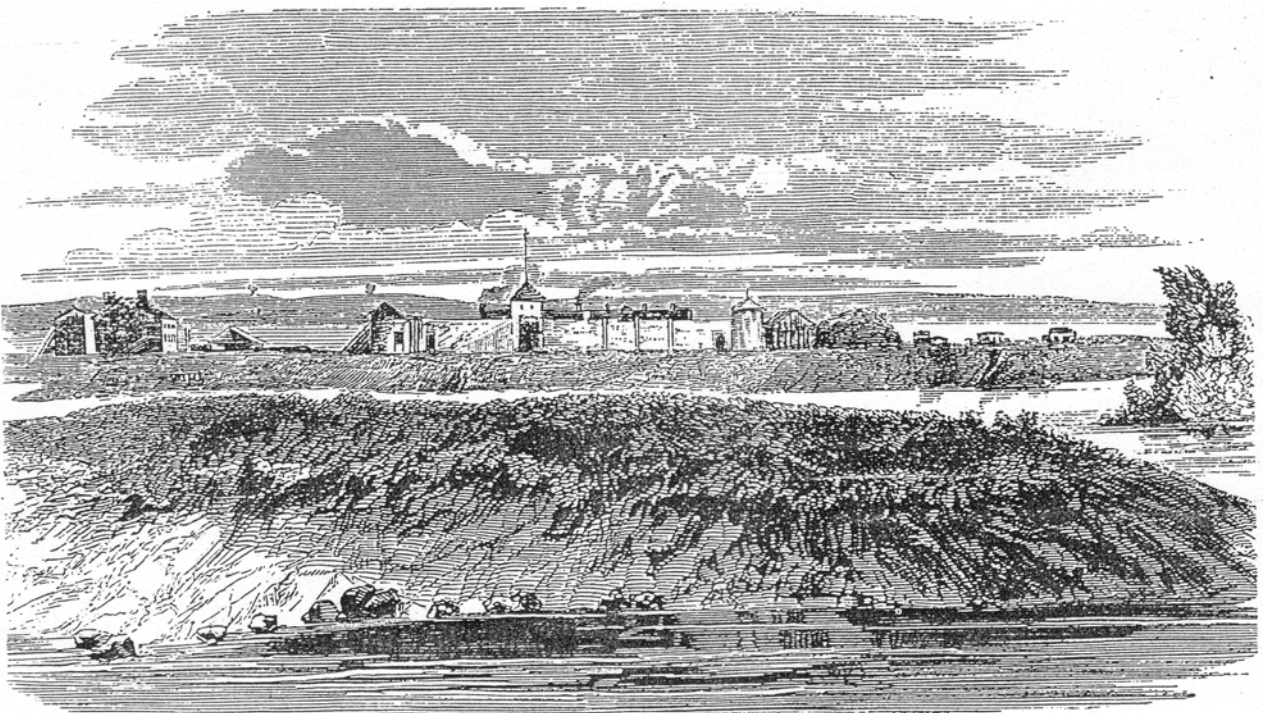
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Fort Laramie - 1850 to 1868



Fort Laramie, Nebraska Territory, an artist's view published in Frank Leslie's Illustrated Weekly, September 27, 1856.

By Tom Hayes

The mystique of Fort Laramie lies in its remote setting in a rugged desolate area that in winter only the strongest and most prepared could survive. It is high country with snow and wind and freezing temperatures frequented in the early days only by fur traders and mountain men. Today Wyoming is still one of the least populated states in terms of people per square mile. Fort Laramie became important after the discovery of gold in California in 1849 and the subsequent gold rush that was quickly followed by the rush of immigrants to not only California, but to what is now Washington and Oregon. To reach their dream they had to travel the known routes, which took them through Wyoming, and to Fort Laramie.

Traveling from the East to the opportunities of the West at 10, 15 or 20 miles per day, weather permitting, required advance planning if you were to cross the Rocky Mountains before the fall snows prevented your travels. Leaving from the St. Louis or St. Joseph area along the Mississippi River, which at the time was the end of civilization and the beginning of the wild, unsettled West, one had to join up with others for safety and then plan on arriving at Fort Laramie by May or June in order to safely travel through the

mountain passes west of Fort Laramie in time. Immigrants came mostly by wagon trains, where they were strangers at first, but soon developed a comradeship for everyone's safety and survival. These wagon trains were often guided by the old mountain men and trappers that were familiar with the area from the days before 1850 when the demand for the beaver pelts ended.

There weren't many towns or forts along the trail in 1850 to stop at, so naturally when they did arrive at a place like Fort Laramie for rest and re-supply, they would also want to send letters to those they left behind, either family or friends informing them of their progress. The mail in these early days only went east once a month during the warmer months, and from Fort Laramie, this was on the 15th of each month, and from looking at the covers known, they were all postmarked on the 15th, apparently no matter what day the postmaster received the mail. Later Fort Laramie was to have twice a month service on the 1st and 15th.

Now, try and think of Wyoming and Fort Laramie from 1850 to 1868 as being in the middle of nowhere and just a stopping place along the trail to the west. These trails followed the water that was so necessary for survival and Fort Laramie was along the North

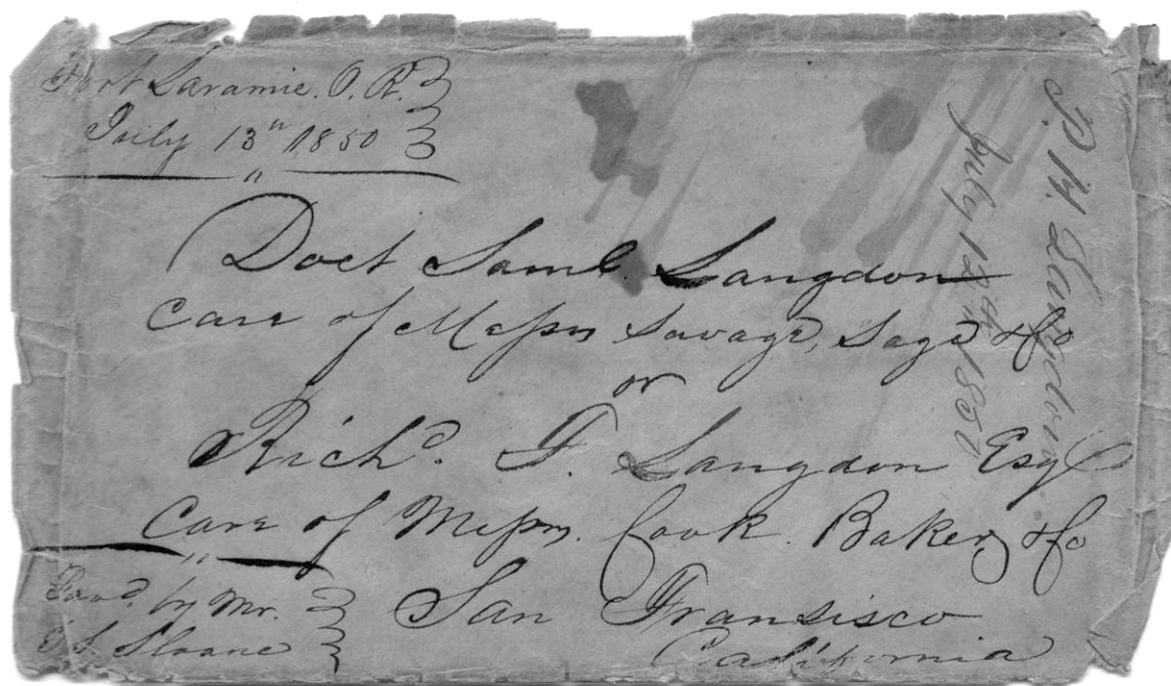


Figure 1 This is the only known manuscript cover displaying the “O.R.” (Oregon Route) designation. Dated July 13, 1850, it is also the earliest known cover from the territory that is now Wyoming.

Fork of the Platt River, on the trail. At this time, excluding the military, the permanent residents in the entire area probably only numbered in the hundreds at best, and therefore not enough for any kind of legal status, such as being a territory. But it was still there, and many people were going there, and knowing the US Government, this part of the country had to be somewhere so that they could exercise control over it. So in early 1850, possibly about March 14th when John S. Tutt was appointed the first postmaster, Fort Laramie was administratively attached to Clackamas County, Oregon Territory. But not actually being in Oregon Territory, but on the Oregon Route to Oregon Territory, thence the designation “O.R.” for Oregon Route. A similar example exists from Nebraska with the Fort Kearny, OR manuscript cancel

and the four fancy Ft. Kearny O.R. hand stamps that were also considered to be on the Oregon Route, all from 1852.

There are currently 16 covers reported or tracked with this “O.R.” designation. Only one has a manuscript cancel, figure 1, dated June 13, 1850, which is the earliest reported cover from what is now Wyoming. There are earlier letters known, datelined Fort

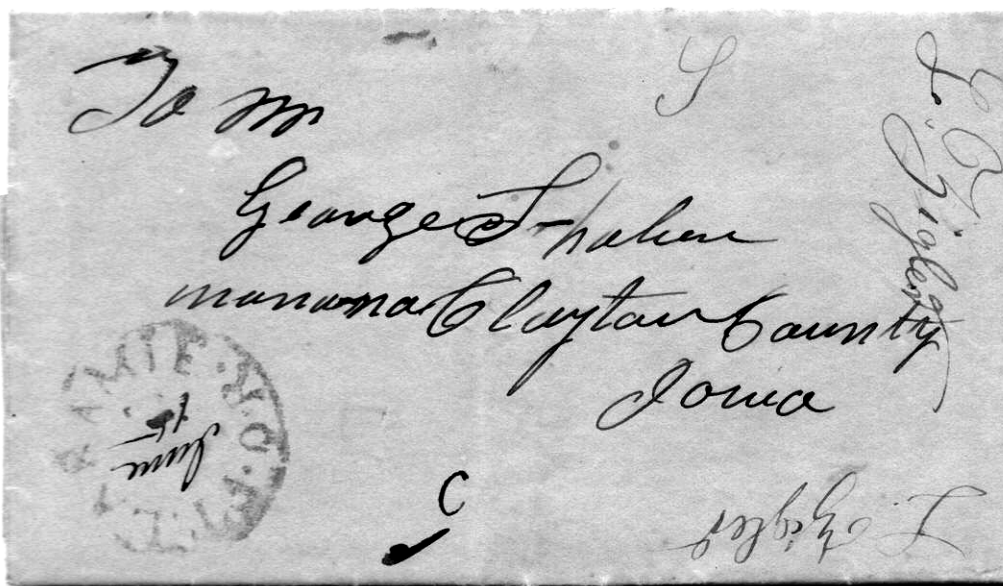


Figure 2 The handstamp Ft. Laramie, O.R. on a cover of June 15, 1852.

Laramie, but with cancellations from elsewhere as they were hand carried and didn't enter the mail until back east.

The 15 reported covers with an "O.R." hand stamp are dated between July 1, 1851 and June 15, 1852. *Figure 2* shows the June 15, 1852 cover, the one with the letter that has been widely reproduced where the receiver is to read this to the senders wife, have her "sell the farm", and then asks the receiver to bring the senders wife with him the next spring to Sacramento City.

From June 15, 1852 until Fort Laramie was made part of Nebraska Territory on May 30, 1854, there are two covers known, a manuscript without the OR, dated Feb. 25th without the year known, and a hand stamp where the OR was removed from the dial. Fort Laramie was now, from a postal history standpoint, considered Unorganized Territory. The manuscript cancel last appeared in the August 2001 Regency Auction. The Unorganized Territory hand stamp, *figure 3*, is dated June 15, 1853 and is a 24-cent rate transatlantic to Great Britain.

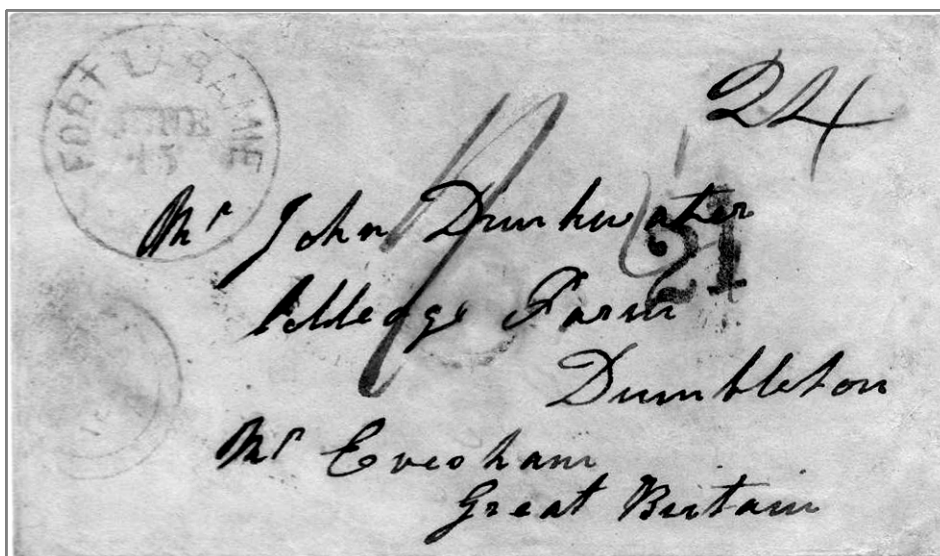


Figure 3 A Fort Laramie Unorganized Territory handstamp of June 15, 1853, on a 24-cent rate cover to Great Britain.

On May 30, 1854, Nebraska Territory was formed and most of Wyoming except for the SW corner was now part of Nebraska Territory. There are about 75 Fort Laramie, NT covers known. More and more people were immigrating to the West and some were now staying in Wyoming. Two more post offices were opened during this period, Fort Halleck, NT and South Pass City, NT.

Figure 4 is a Fort Laramie, NT, paid 3 in arc, stampless, with an unbroken dial. *Figure 5* shows where the dial has been broken at 7 o'clock, which is thought to have happened in early 1861. Even though this area was made part of Dakota Territory from March 2, 1861 to March 3, 1863, there are no known

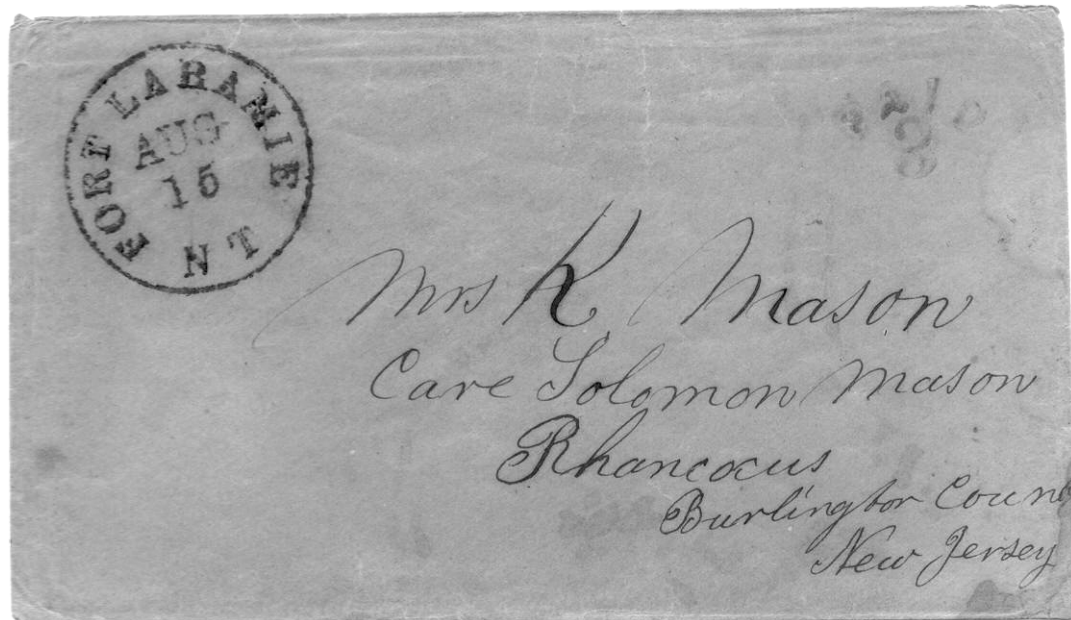


Figure 4 Fort Laramie, N.T., date stamp of Aug 15, ca 1858, on a cover with Paid 3 in an arc.

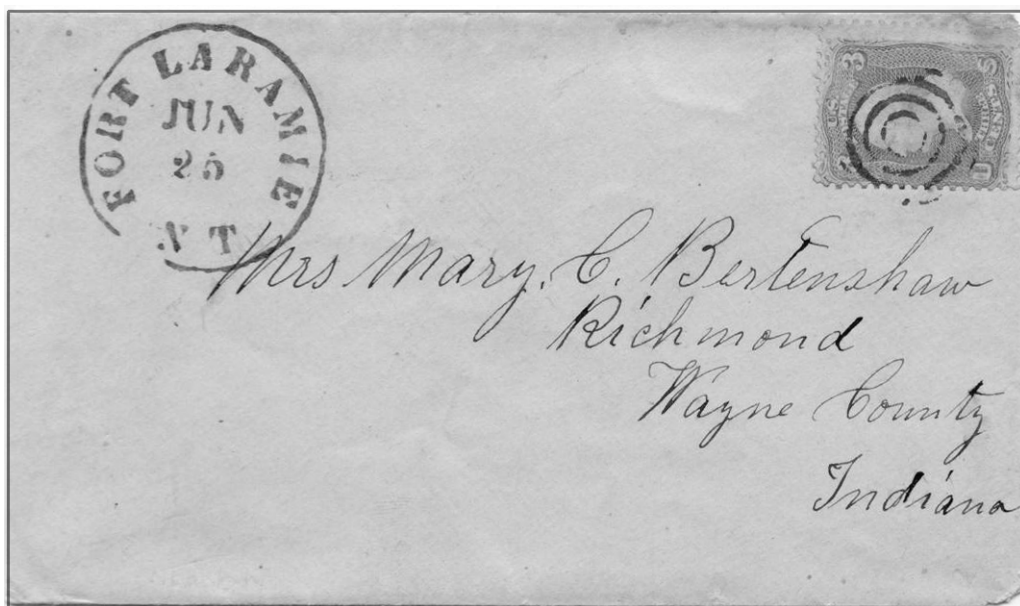


Figure 5 The Fort Laramie, N.T. handstamp with dial broken at 7 o'clock on a cover with target canceled 3¢ rose.

Dakota Territory covers known from this first DT period. The Fort Laramie, NT hand stamp continued to be exclusively used during this period. From 1861 to 1863, Dakota Territory was young, there was really nobody west of the Missouri River and then virtually most of the people left DT because of the Indian uprisings at the time. So the extreme western part of DT that is now known as Wyoming, was basically forgotten about.

Then on March 3, 1863, Wyoming became part of Idaho Territory, somehow. But not many realized this. The NT cancel was still being used, and there are no known IT cancels. However, *figure 6* is a soldiers paycheck from Fort Laramie, IT. It seems that the Army Paymaster thought that it was IT, and made it

out as such. I have two examples of these checks, both with multiple endorsements on the back where it exchanged hands many times just like it was currency until they were finally presented and cashed at a bank in Denver, Colorado Territory. The first national bank didn't open in Wyoming until 1871. The Fort's suttlers would often serve the banking needs of the area. S.E. Ward, the Suttler at Fort Laramie, endorses this example. This Idaho Territory period lasted until May 26, 1864, when it again became part of Dakota Territory.

But from a postal history stand point, from November 10, 1864 to July 18, 1865, (as the known covers are between these dates) someone at Fort Laramie thought they were now part of Montana Territory. In



Figure 6 Soldier's paycheck from Fort Laramie, I.T. (Idaho Territory).

Figure 7 Fort Laramie, M.T., on 3¢ stamped envelope dating from 1864.

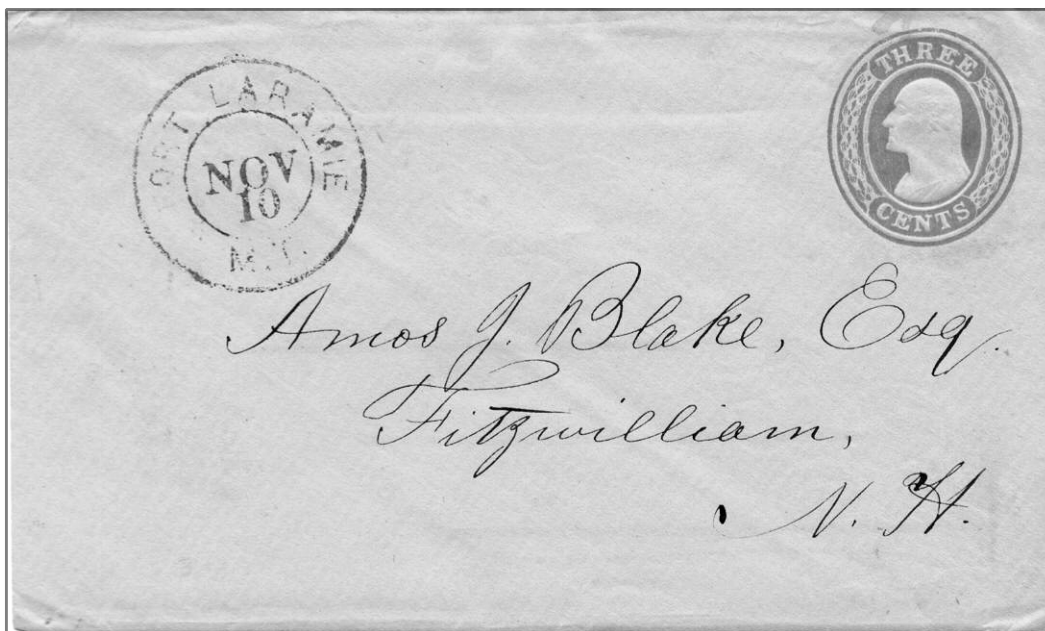


figure 7, they started using a Fort Laramie, Montana Territory hand stamp, while at the same time continued to use the Fort Laramie, NT hand stamp during the same period. According to the Post Office's *Official Register* in 1865, the Fort Laramie postmaster received compensation as part of three different territories, IT, MT, and DT. I am sure that this was confusing to just about everyone, especially those who lived there.

All this happened during the second period it was in Dakota Territory. The earliest reported Fort Laramie, DT cover is from July 29, 1865 and is figure 8. It is estimated there are between 50 and 75 Fort Laramie, DT covers known. During this DT period, the fol-

lowing post offices were opened: Benton, Cheyenne, Fort John Buford, Fort Phil Kearny, Fort Reno, Fort Sanders and Laramie City.

On July 29, 1868, Wyoming became a Territory that included all of that part of Wyoming that was in Dakota Territory, that part in the SW corner that was part of Utah Territory in the Fort Bridger area, and the NW part from Idaho Territory. Wyoming became a state on July 10, 1890.

The gold rush of 1849, the new immigrants coming to America seeking farming opportunities that were no longer available in the Eastern US, then the Civil War brought many to the West for various reasons, resulting in a mass immigration through Fort Laramie.

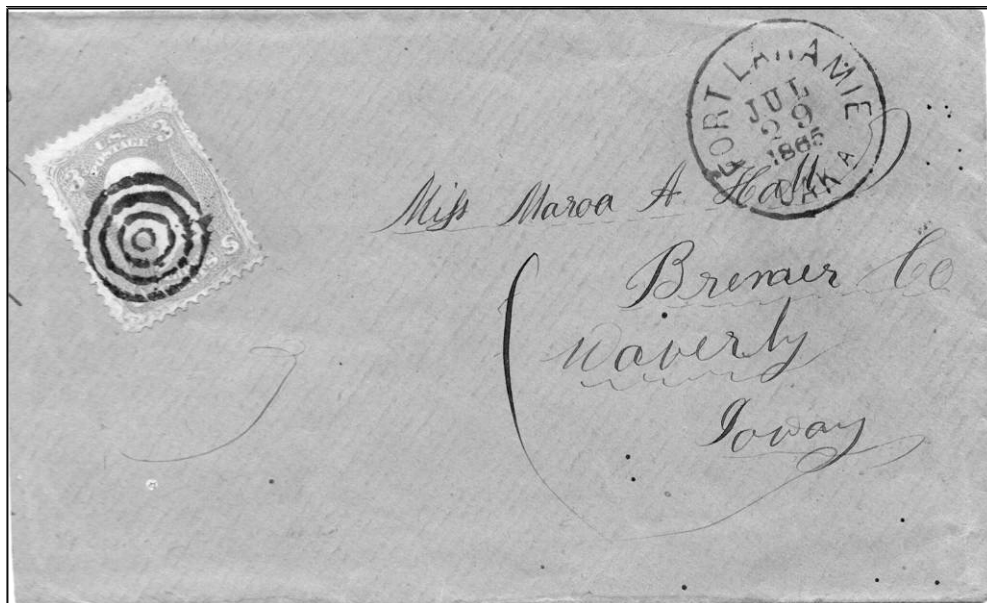


Figure 8 Fort Laramie, DAK^A handstamp of July 29, 1865. This is the earliest recorded example of this type.

As more people stayed in the Wyoming area to seek their own opportunities, or simply because they ran out of money, the population grew from almost nothing in 1850 to enough people to become a territory of their own in 1868. In the process they were part of more administrative boundary changes than anywhere else in the United States. Wyoming was moved from the Louisiana Purchase to un-chartered country to Oregon Route, to unorganized, then Nebraska Territory, Dakota Territory, Idaho Territory, Montana Territory (mistakenly), back to Dakota Territory and finally Wyoming Territory.

From a Postal History prospective, pre-territorial Wyoming is not the easiest to collect, mostly due to the lack of material. Fort Laramie is the most common by total numbers known, but some examples are most difficult, as they don't show up often. It takes time and persistence. This author has all eight of these items in his collection, a feat that was not easily accomplished without the availability of the Charles Winter's and Jack Rosenthal collections that were auctioned in the past few years.

Postal Historians On Line

Continued from page 8

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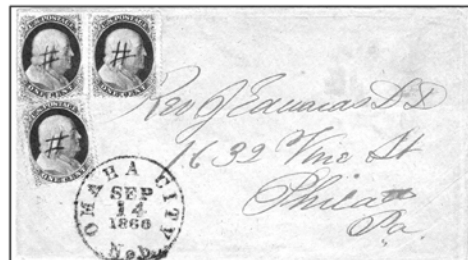
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THE POSTMASTERS GENERAL OF THE UNITED STATES

XI. Charles A. Wickliffe, 1841-1845

by Daniel Y. Meschter

The Post Office reached a new level of political maturity after Niles' brief and Granger's meaning-less terms. Charles Wickliffe was well aware his appointment as a Conservative Democrat by a politically disenfranchised president was in the face of a Whig majority in Congress and the animus of Henry Clay as majority leader in the House; but there were enough Whig defectors in the Senate to confirm his appointment. Taking office on October 13, 1841, he served out the balance of Tyler's term when he honored Niles' precedent by stepping aside in favor of Polk's appointment of Cave Johnson on March 6, 1845.

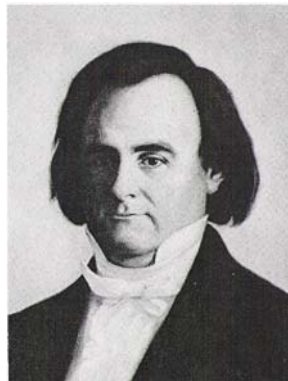
Wickliffe's annual reports were precise in their analyses of the issues confronting the Post Office¹. They tended to read like lawyers' briefs, as well they might in light of his background in law and government.

Charles A. Wickliffe was born on June 8, 1788 near Springfield, Kentucky. He received a good education in local schools, read law with a cousin on his mother's side, and was admitted to the bar at twenty-one when he established a successful practice in nearby Bardstown. He entered the armed forces during the War of 1812 and saw heavy action during the Battle of Thames River in October 1813.

Meanwhile, he was elected to the Kentucky Legislature in 1812 and again in 1822 and then to five consecutive terms in the U.S. House of Representatives before returning to the Kentucky Legislature in 1833. He was elected lieutenant governor in 1836 and succeeded to the governorship upon the death of the incumbent. He was well known in the halls of Congress by the time Tyler nominated him for Postmaster General in the fall of 1841 and thoroughly versed in both the legislative and executive functions of government. In personality, however, *The National Cyclopedic* characterized him as class conscious with an autocratic demeanor that offended his subordinates².

Wickliffe repeatedly affirmed the principle that the Post Office's revenues should be made to sustain its operations and that it should never become a charge on the Treasury. However, he did not find the Post Office's financial condition as prosperous as the demands on it required for it to break even. He was aware that Kendall's four straight surpluses achieved through careful management were followed by three years of deficits ending the year he took office. He identified four principal factors as contributing to the continuing deficits he was facing.

First was the utility the railroads and steamboats offered travelers for carrying letters and newspapers for the convenience of others without implying they did it for pay³. Second was the extension, to say nothing, as he wrote, "of the abuse" of the franking privilege. Third was the express companies carrying letters, newspapers, and parcels over the post roads of the United States, especially over the railroads and steamboats; and, fourth, frauds to evade the payment of postage.



Charles Wickliffe, 1840

Wickliffe didn't attempt to evaluate the loss of revenue due to letters carried out-of-the-mails and threw the problem of frauds, such as disguising book reprints weighing a pound or more as newspapers rated at one and a half cents, back on Congress. He had little to add to the complaints of his predecessors concerning the loss of revenue due to the franking privileges Congress granted to itself, the executive departments, and postmasters to send and receive letters and packets free of postage, except to observe it was a tax upon the correspondence of the entire community the Post Office

had the power neither to lessen nor to restrict its increase. He estimated that free letters reached 3,000,000 a year by 1842 at a loss of \$450,000 in postage and upwards of \$60,000 in postmasters' commissions at two cents per letter ? enough to produce a surplus in the Post Office Department's accounts in any year⁴.

He was most concerned about the express companies as violating Congress's constitutional power to establish post offices and post roads and the government's postal monopoly. First Assistant Postmaster General S.R. Hobbie documented just how serious this problem was⁵. He named eighteen express companies carrying letters, parcels, bank notes, specie, and newspapers on post roads between Bangor and Philadelphia and west to Buffalo in competition with the Post Office. The New York postmaster, he said, estimated his office lost a third of its revenue to Hernden & Co., Adams & Co., and others operating between New York and Boston alone. He explained that W. F. Hernden had not intended to carry letters when he established his company as a package express⁶; but that it was inevitable that with the growth of his overseas business he would be called upon to forward letters as well as packages to port cities in view of how often the Post Office failed to deliver foreign letters to the docks before sailing time. Hobbie could not avoid realizing the success of the expresses was due to the facts they were faster, more reliable, and at times cheaper than the Post Office Department.

Wickliffe said he rejected reductions in service as a method to reduce deficits as Niles had done⁷. Rather, he chose to reduce postmaster compensations which he predicted would increase income by \$100,000 per annum. Postmaster pay since colonial times had been in the form of commissions on the postage they collected quarterly. The rates when Wickliffe took office were set by the Act of 1825 at 30% on the first \$100, 25% on the next \$300, 20% on the next \$2,000, and 8% above \$2,400. The commission on newspapers and magazines was 50% and postmasters whose annual compensation did not exceed \$500 were allowed two cents on every free letter not addressed to themselves⁸. Wickliffe reduced these rates, as he had the power to do, to 27%, 23%, 18%, and 7% respectively on letters, 45% on newspapers, and one cent on free letters, which did nothing for his personal popularity.

But he was being disingenuous. Congress had already enacted a deficiency appropriation at the end of Granger's term that was sufficient not only to pay off the Department's debts, but to cover its deficits for the next three years so that his stringent measures were not fiscally necessary⁹.

Nevertheless, Wickliffe was dedicated to the principle the Post Office was a public service and that it was his duty to expand that service to the extent the law allowed regardless of deficits. One service authorized by Section 41 of the Act of 1836 was for the employment of carriers to deliver mail to addressees' homes or offices and to take mail to the post office for fees not exceeding two cents for letters and one-half cent for newspapers¹⁰. Pursuant to this section, Wickliffe on May 31, 1842 ordered the establishment of the United States City Despatch Post in New York City¹¹.

Correspondence with J. L. Graham, the New York City postmaster, however, shows that Alexander Greig had already started the City Despatch Post on February 1, 1842 so that Wickliffe's order was more in the nature of the nationalization of a privately-owned enterprise than an original concept. Although it can be argued that Section 41 did not impose any such restraint, Graham and Wickliffe viewed the service as limited to local mail or "drop letters." Actual service began on August 15th averaging 437 letters a day that almost doubled to 762 letters by mid November.

Alexander Greig made one other notable contribution to postal history when he copied the British Post Office's innovation of postage stamps in a three-cent denomination to prepay the one-cent drop letter rate and two cents carrier fee on the letters he picked up. Greig's stamp issued on February 1, 1845 is recognized as the first adhesive stamp used in the United States and its reissue for the U.S. City Despatch Post as the first stamp issued by authority of the Post Office Department¹².

Meanwhile, Wickliffe was facing more demanding problems that included postal rate reduction, railroad mail route contracts, and foreign mail. He realized Congress was un-

der pressure by businesses to reduce rates in light of the rate reform adopted by the British Post Office in 1840 together with the issuance of stamps to prepay postage; but he was not prepared to recommend rate reduction himself in view of the unsatisfactory financial condition of his department.

His information was that the British plan was predicated on Rowland Hill's forecast that reduced revenue due to rate reduction would be offset by a five-fold increase in the volume of mail. The reports he received by 1843 were that the number of letters posted per week in Great Britain increased only two and a half-fold from November 1838 under the "old" rates to April 1842, two years after the institution of penny postage. During the same time gross revenues dropped from \$11,260,000 to \$7,180,000 while surpluses paid into the treasury dropped from about \$8,000,000 to \$2,675,000. He was constrained to point out, however, that since the British Post Office had always been operated as a source of revenue, this 35% drop in gross revenues resulted only in a reduction of surpluses and not in a deficit. He also relished the fact that the transportation of letters by private conveyance or "expresses" in England was prohibited by a law that was effectively enforced. He concluded that "these results have not met the anticipation of the advocates of the system in the increase in the number of letters, the expenses of management, or the amount of revenue¹³." He urged the President to submit the issue of rate reduction to Congress for consideration."

The transportation of mail by railroad raised two issues. One was the contracting procedure and the other the reluctance of the railroads to conform to Post Office Department schedules.

The contracting dispute was due to the fact that while the law required the Post Office to advertise contracts, there could be no competition in the bidding when only one railroad ran between any two points. Congress solved this problem by authorizing the PMG to negotiate mail route contracts with the railroads without advertising for bids¹⁴. Perversely, the railroads now chose to view the earlier legislation allowing no more than three hundred dollars per mile per annum for daily service as a minimum¹⁵, or at least as a starting point in contract talks. Several railroads even refused to carry mail at all; but these were problems Wickliffe's successor would have to face.

The right of the Post Office to dictate schedules to which the railroads carrying mail were required to conform was a more tenacious problem. Before 1792 post riders and stage drivers usually fixed their own days and hours of departure and arrival and sometimes even their routes and equipment more on the basis of personal convenience than the interests of either the Post Office or their passengers. While other parts of the Act of February 20, 1792 contained broad enough language to authorize the PMG to prescribe mail route schedules, Section 6 specified that his contract ad-

vertisements describe “the places from and to which such mail is to be conveyed; the time at which it is to be made up; the day and hour at which it is to be delivered; and the penalty or penalties for non-performance of the stipulations¹⁶.” No question was raised as to the PMG’s authority to prescribe schedules until the railroads refused to accept contracts containing schedules dictated by the Post Office as unacceptable interference with their operations. There being no doubt in anyone’s mind that railroad transportation was the wave of the future, Wickliffe considered the problem serious enough to suggest Congress authorize the Department to purchase the right to prescribe mail train schedules¹⁷.

Coach passengers, however, had long since become accustomed to “following the mail” with the assurance mail coaches would depart and arrive on time and a few railroads needing the income from carrying mail had already accepted Post Office Department schedules. Resistance by others gradually faded away during contract negotiations over a period of several years as they realized mail schedules, as in minimizing layover times for example, also benefited their passengers.

The American postal system was founded in colonial times to handle overseas mail between Boston businessmen and their trading affiliates in England, but the congressionally established Post Office had no role in handling overseas mail other than to deliver and receive letters to and from mail packets much as the colonial post office had done until the French proposed a treaty for the interchange of mail service between the two countries in the spring of 1842¹⁸. Congress went so far as to authorize the PMG to agree to regulations with France and England for the interchange of mail matter *and the prepayment of postage* on letters between them¹⁹. Wickliffe noted that he did not have authority to make contracts for carrying the mail beyond the territorial limits of the United States and pointed out that the Cunard Line carried 60,000 letters a month between Boston and Liverpool yielding \$180,000 a year in postage collected by the British Post Office he thought the U.S. ought to have a share of. The regulations he proposed guarded against Britain imposing greater postage on American mail-matter than its own and provided for carrying diplomatic pouches or “closed mails” without charge.

Congress was responsive to Wickliffe’s pro-posals. On its last day before adjourning on March 3, 1845, a day or two before Wickliffe himself left office, it enacted legislation dealing with the problems he had long urged it to consider²⁰. Section 1 reduced the rate of postage on single letters to five cents for any distance under 300 miles and ten cents over 300 miles effective July 1st. In a giant step forward, it defined single letters and parcels as weighing not more than one-half ounce with increments of one-half ounce or less each charged an additional single rate. Two impacts

of this legislation were for the first time to set inland postal rates almost exclusively of distance carried and to define letters by weight instead of number of sheets.

Section 5 repealed all previous grants of free franking privilege, but other sections reinstituted the privilege for the President, Vice President, and members of Congress. Although not eliminating the practice entirely, the effect was to reduce losses and make the problem more manageable.

Section 9 was a mixed blessing. It outlawed private expresses between places regularly served by the Post Office on one hand; but set the penalty for violations at a fine too small to deter offenses in view of the reluctance of juries to convict violators.

Section 19 was intended to deal with the exorbitant demands for payment by some railroads and the refusal of others to carry mail at all. It set up a complicated system of classification of railroads according to the size of the mails and conditions of service and prescribed maximum rates for each class. It also allowed the PMG to resort to alternative methods of transportation where he was unable to conclude a contract with a railroad. As in the case of scheduling, the solution would prove to be the face-to-face negotiations freedom from advertising compelled, although it would take time.

Section 21 guarded against deficits that might result from the reduction of postal rates by appropriating \$750,000 out of the Treasury to supply any deficiencies due to that cause. Section 22 went on to institutionalize Post Office deficits by making the \$750,000 deficiency appropriation annual and appropriating such additional deficiencies as might arise from the insufficiency of the \$750,000 annual appropriation “to defray the expense of the mail service throughout the United States to an extent equal to what is now enjoyed by the public, and also the expense of extending and enlarging the same in due proportion with the increase and expansion of the population, particularly in the new States and Territories.” This was a ringing policy statement that the Post Office was a public service to be extended to the furthest corners of the nation not dependent upon its own revenues for its support.

Another act passed at the same time for the transportation of mail between the United States and foreign countries for the first time authorized the PMG to enter into contracts with U.S. citizens to carry mail in American vessels between U.S. and foreign ports, in contrast to previous legislation that simply authorized the PMG “to make provision for [the] receipt of letters sent or received by sea²¹.”

Also for the first time it established postal rates for letters and parcels to any foreign port not less than 3,000 miles distant at twenty-four cents plus inland postage for the first half ounce, twenty-four cents for the second half ounce, and fifteen cents for each additional half ounce or fraction; for letters and parcels to the West Indies, ten cents plus

inland postage for the first half ounce, ten cents for the second half ounce, and five cents for each additional half ounce or fraction. Somewhat obliquely, Section 5 provided a severe penalty for the counterfeiting or use of counterfeit stamps "issued by authority of this act, or by any other act of Congress," even though the act did not specifically authorize the issuance of postage stamps.

On the whole, Wickliffe's term as Postmaster General was a deflationary period. The number of post offices increased only 5% in four years to 14,000 while gross revenues actually fell by 5½%, which he ascribed to the inroads of the franking privilege and private expresses. Nevertheless, he was dedicated to the expansion of service, as in the case of the carrier service he ordered in New York that was being extended to Philadelphia, Baltimore, Charleston, and even intercity before he left office and, as Congress said in Section 21, "throughout the United States . . . in due proportion with the increase and expansion of the population, particularly in the new States and Territories" and overseas in U.S. vessels.

It is difficult to compare Wickliffe's accomplishments with his predecessors' because Wickliffe tended to deal more with principles and obtaining remedial legislation than with day-by-day operations for which he relied on his First Assistant, S.R. Hobbie. From the standpoint of historical importance, he easily ranks with Habersham, McLean, and Kendall and perhaps Cave Johnson yet to come as the most effective antebellum postmasters general.

As soon as he left office, the new President Polk sent him on a mission to the Republic of Texas to inquire into the progress of Texas annexation. He then returned to his law practice, but continued active in Kentucky politics until he was elected to one more term in Congress in 1861. He lived a long and active life before he died in 1869 at 81.

Portrait of Charles A. Wickliffe courtesy of Kentucky Historical Society.

Endnotes

¹ Annual Reports December 2, 1841, Senate Ex. Doc. No. 2, Ser. 401, p. 435ff; December 2, 1842, House Ex. Doc. No. 1, Ser. 413, p. 721ff; December 2, 1843, Senate Ex. Doc. No. 2, Ser. 439, p. 687ff; and November 25, 1844, Senate Ex. Doc. No. 2, Ser. 463, p. 663ff.

² *The National Cyclopaedia of American Biography*, 1896, v. 6, p. 8. See also *Biographical Directory of the American Congress*, Government Printing Office, Washington, D.C., 1961; Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Dobbs Ferry, NY, 1975 for other biographical sketches of Charles A. Wickliffe.

³ 1841 Report, p. 436, 438.

⁴ 1842 Report, p. 724.

⁵ 1841 Report, Exhibit "D," pp. 446-458, is valuable for its history of the origin and development of the express industry.

⁶ Postmasters were prohibited from accepting packets weighing more than three pounds, 4 Stat. 105, §13.

⁷ Mentioned by Hobbie, 1842 Report, p. 730.

⁸ 4 Stat 105, §14.

⁹ Act of September 9, 1841, 5 Stat. 461

¹⁰ 5 Stat. 89

¹¹ 1842 Report, pp. 727, 755-762.

¹² Bowman, John, "Carrier and Local Stamps Offer Challenges," *Linn's Stamp News*, August 5, 2002, p. 16.

¹³ 1843 Report, pp. 694-698.

¹⁴ Act of February 20, 1845, 5 Stat. 796.

¹⁵ Act of January 25, 1839, 5 Stat. 314

¹⁶ 1 Stat. 234.

¹⁷ 1841 Report, p. 440; 1842 Report, pp. 725-6.

¹⁸ 1842 Report, pp. 726-7.

¹⁹ 1844 Report, pp. 670, 690ff.

²⁰ 5 Stat. 732.

²¹ 5 Stat. 748; the authority "to make provision" is in Section 26 of the Act of February 20, 1792, 1 Stat. 239 and reenacted in subsequent legislation.

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

Part 6: Postscript

Transcribed by Cath Clark

[Continued from La Posta Volume 34:4]

This last set of letters in the Brown Correspondence includes a couple of letters addressed to Brown shortly after he left Fort Klamath for Fort Leavenworth, and a few letters that follow him further along in his career, when he was assigned to the Philippines.

The first two letters, below, are written by Robert L. Cavitt, who was a contract guide and route explorer for Lt. Brown. In one of his letters, Cavitt relays that Brown's wagon road route from Roseburg to Ft. Klamath (shown in *figure 1*) had gained local support and inspired a petition to Congress from the town elders. The petition requested funding and asked that Lt. Brown be in charge of construction. It was sixteen feet long and signed by several hundred people. However, by the time the petition was submitted in early 1882, Brown had been transferred to Fort Leavenworth, Kansas.

Most of the remaining letters are from William's mother. Early in 1882, Mrs. Brown moved to Los Angeles and bought into an orchard, leaving her staid Denver lifestyle and poor health behind her. In an interesting letter describing rural life in Los Angeles, she describes how she worked directly in the fields with the hired help to irrigate the fruit until such time as the Denver properties were sold and she was re-joined by her husband. Sisters Grace and Helen remained in Denver where they likely lived together.

By at least September 1900, the correspondence indicates that Brown had been reassigned to the Philippines and promoted to Major. Regrettably, we don't have any correspondence from the Philippines. He had a stint in Montana in August 1905, but returned to the Philippines thereafter. His final letter was posted aboard the *U.S.A.T. Buford* on Christmas day 1905, on a return voyage to Manila.



February 4, 1882

Roseburg, Ogn.

[Cover postmarked Feb 5 in Roseburg, with corner Ad for S. Marks & Co., Roseburg, Oregon. The letter is on the stationery of S. Marks & Co]

Lieut W.C. Brown
Fort Leavenworth, Kansas
My very dear Sir:

The citizens of this vicinity have this day forwarded for presentation to Congress a petition whereof the enclosed is a copy. I have made reference to you as having examined the hire of the projected scouts. I understand that the information obtained by you can give the enterprise character and secure proper attention. Will you be pleased to communicate with Senators Grover and Slater and Hon M.C. George at Washington in regard to the matter. Your gracious attention hereto will be gratefully received by many.

Very Respectfully,
La Fayette Lane

Roseburg, Ogn. Feb. 6th 1882

[This additional letter from R.L. Cavitt explains the above petition.]

Lt. Brown.
Dear Sir,

I take the present time to write you a few lines in answer to yours of Dec 5th, which I received with pleasure, and which reminded me with the many incidents and pleasant recollections of your mountain engineering trips in the Cascades. When I was acting as guide, and to tell you that in January I received my check for services for the same, which makes all satisfactory on that point. There is a big Boom in regard to what is known as the Lt. Brown Route, and the Hon L.F. Lane, and other leading men in Roseburg and vicinity, got up a petition to Congress asking for a thirty thousand dollars appropriation, to build a wagon road from Roseburg to Ft. Klamath.

I was in Roseburg 4th inst. I seen a petition, that they had got up sixteen feet long, and in part double columned which contained several hundred names. They have written to Col. Whipple, and other leading military men, East of the Mountains, and perhaps the military and citizens will go hand and hand in this matter. I have talked to a number of the leading farmers and others at Roseburg, and it's the feeling here, that you would be the proper officer to put in charge of this work, on this much needed road, knowing your perseverance, and energy of the past, they think you the propper (sic) man to engineer this work through, if it passes Congress. We could get up a rousing petition to send to the war department to this effect. Saturday, when in Roseburg, the Hon L.F. Lane, and others asked me to write to you. They desire you to write to Senator Grover, the facts in regard to this route. I would like to

not improving, coughs a great deal, and has no appetite. The Dr tells him that his liver is in a worse condition than his lungs. He has put his orchard on the market at \$6,500. I sent him today P.O. money order for \$30.00 and told him to use it to buy luxuries for himself such as he needs. It does not seem possible for one to go and stay with him and I don't know that I am needed or could do him any good if I was there, and it would add so much to our expenses. I can do good here for the season . . . If I go away we will have to give up [business?] and we cannot afford to do that. Do not trouble about it being too hard for us as long as we can make money and everything runs smoothly it is a pleasure, and not half as bad as to think we were using up what little money we have.

If you have not written to your Pa I wish you would to so. He seems very low spirited. I can't write the half I want to say but will tell you all when you come home.

The weather is very cool we have had fire every day but two I think. Do you think you will be able to get home by the 20th or 25th of June? It is half past ten and I must stop writing. Would you mind if Helen should paint that Cav. Horse & bugler for us? We want a figure painting and Mr Howland has gone to Europe so she cannot take lessons but thinks she can paint it from the drawing and you could bring yours home when you come and see by comparison if hers is all right. We are so impatient to see you we can scarcely wait for you to come.

Good night
Your loving
Mother

If your Father does not get better very soon I think I will write to Dr Beach his physician and ask him to tell me what he thinks of the case.

Tuesday eve

I beg a thousand pardons for forgetting this letter. [see above] I supposed it was safely in your hands until I found it this evening accidentally. I would write more but I am very tired.

Since writing this letter I have received two letters from your Father and he is much better and thinks he will continue to improve, so that we are relieved of our anxiety.

The enclosed clips are from your father. [Two newspaper clippings: One is a glowing report of country life in Los Angeles written by a visiting reporter; the other is about the housing shortage there.]

Los Angeles, Cala June 8th, 9 a.m. 1882

[cover from Mrs. Brown addressed to Lt. Brown at Ft. Leavenworth, Kansas, postmarked Denver, June 8, 1882]

Dear Folks at Home,

You wanted to know just what I was doing as I have *eaten more, felt better, and worked more* in the last 24 hours, than I had for a long time done. Although I am a little sleepy now. I thought I would tell you something

about my doings before I would lay down to take a nap. Yesterday at 10 a.m. I was in town, and feeling like I could enjoy a good square meal. I went to this Pie House and had a .50 cent lunch, as last night was my night to irrigate, and wanted to see how they did it here. At 6:30 ate a hearty supper at home. At 7:00 P.M. being a very pleasant evening, I put on my heavy Ulster, got in the buggy, put a heavy lap robe over my lap, and started down the Yanja, pronounced Hanka, which means Ditch, to meet the water, and see if I had coming what I had bought and paid 2.00 for, about 100 inches of water.

I watched the water running till it got on . . . a ditch on each side of a row of trees, had one man at each end of this row of trees and each with a fork on a stick to [direct] the water. . . . When each had enough water the man at the upper end of the row changed one of his "harpoons" and ran this water on to the next row. I watched them from my buggy till 10 o'clock when I found I was needed to change the torch. At the proper time I tied my horse to a post & at 11:30 took Jackson's place in part while he could get something for the men to eat. I was walking around on foot over-seeing and working from 10 P.M. to 1 A.M. Had lunch at 1:30 A.M., went to bed at 2 A.M., got up at 5:20 A.M. I [then] put on a the tea kettle, then started a fire in the cook stove, went out to the barn, bridled my horse, jumped on her back, and at 6 o'clock I was down in the lower end of my orchard, giving directions to my men. Hurrying them through as the water would soon be played out. I had enough to irrigate all the trees, only those I can irrigate from my water tank & windmills as well as not. But did not have quite enough to go all over my new piece of alfalfa. I was not well enough to be out when they irrigated last month, hence I knew but little about it till last night, and, I think I got 5.00 worth of knowledge on the irrigating subject last night. And in some things I think I can improve over the old Spanish system a good deal. Too many of the Americans here pattern after, or imitate the Spaniards in their way of doing things too much, a great many of their ways and doings are very good, proven so by experience and results, but entirely too much of the work is done so because their Father, their Grand Father, and their Great " . . ." did it in that way and they lived a long time ago and they ought to know how to do it right. Where common sense tells me a way to improve on any of their ways I am going to adopt it, and should I stay here one year and enjoy fair health, I think at the end of that time I can learn about ½ of these farmers here something about fruit culture and irrigation too.

Well, I must close, take a nap and go to town this afternoon. I won't take this letter with me, but wait till tomorrow and write some more then. For fear you might think I would take cold from being out last night, I don't have the least idea that I will but then I can tell by tomorrow morning, and will let you know if I do.

I feel as bright as a new silver dollar this morning, was sleepy when commenced this letter, but am not now.

Yours affectionately,
G.A. Brown

[Two other covers from Mrs. Brown addressed to Lt. Brown at Fort Leavenworth are in the correspondence, not accompanied by letters. They include a Los An-

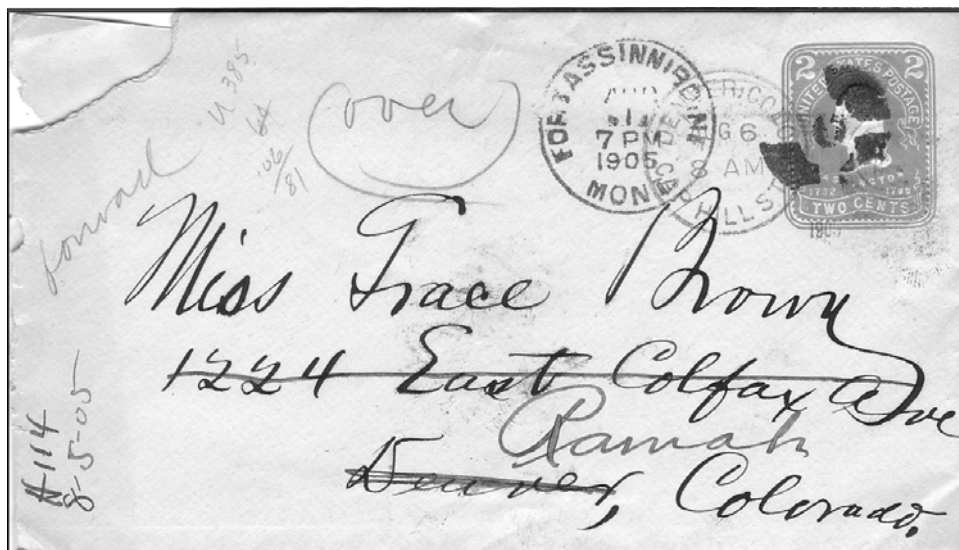


Figure 2 This cover carried now Major Will Brown's letter from Fort Assinaboine in Montana to his sister in Colorado.

geles CDS, Aug 5, 1882; and two Denver CDS with duplex killers, one dated Nov 13 1884, and the other Dec 2, 1884.]

The next envelope of interest is from some six years later. There is no letter, but it is addressed from 1541 Race Ste. Denver, Colo. Postmarked with a Barry machine cancel Denver cancel dated Sep 25 1900, it is addressed to *MAJOR* W.C. Brown, San Isidro, Nueva Ecija Prv., Philippine Is. There is a receiving mark dated Nov 2, 1900, and a handstamp for "MAJOR W.C. BROWN, INF. U.S. VOLS."

We finally hear thrice more from William Brown in letters to his sisters Grace and Helen, in 1905.

Camp on Beaver Creek August 16th, 1905

[The cover, in Brown's now hurried script, is addressed to Miss Grace Brown in Denver, crossed-out and forwarded to Ramah, Colorado. It is postmarked with a Fort Assinibone, Mont. Aug 1905 CDS with a Denver, Cap Hills St. receiving mark on the front. On the back is a Denver receiving mark as well as a Doane cancel from Ramah, Colorado.]

My dear Grace:

We are having nice cool crisp weather here in camp—mercury about 32 above zero (freezing) level last night & in my tent as I write it is 55 degrees.

I have a nice command here—my four troops I K L & M & three days in the week we are engaged in sham fights [illegible] trailing exercises & etc. in these picturesque mountains.

I want you to consider the [illegible]—after deducting taxes & life insurance expenses—yours for the present. Take advantage of it now & replenish your wardrobe. *Give away* your half worn clothes & get *new* ones. I can't begin to spend \$90 per month out here & you might as well enjoy *some* part of the surplus any how!

Please mail me a box of 122 Esterbrook engraving pens like what you've got before.

With much love,

Affectionately yours

Will

At Sea near Honolulu Dec 23rd, 1905

[cover addressed to Miss Grace Brown, Denver, from Major W.C. Brown, 3rd U.S. Calvary. Postmarked with a Honolulu machine cancel Dec 24 1905. It also contained a second letter dated Dec 24th.]

Dear Grace & Helen:

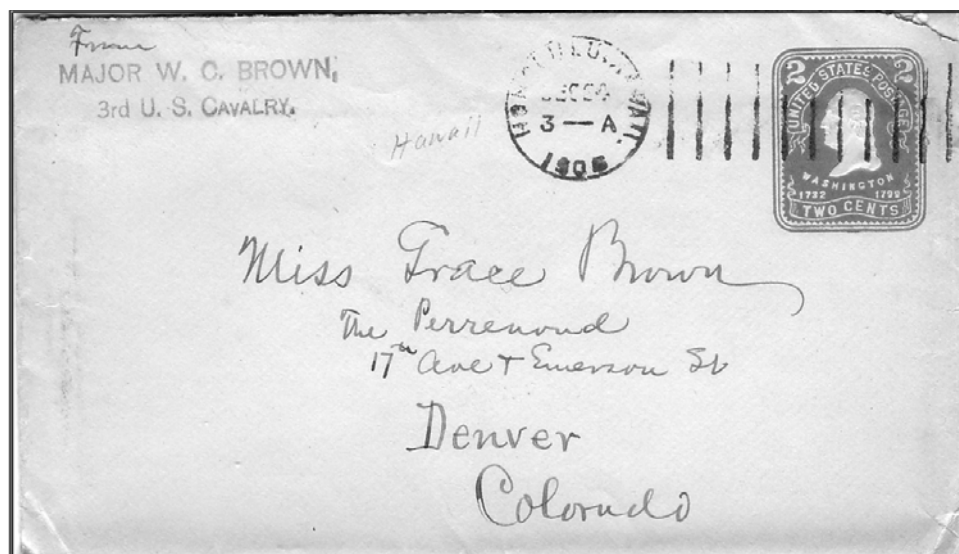
The sea for the first 5 days (until the 20th) was pretty rough & a number of passengers sea sick. However I didn't miss a meal & had no sea sickness worthy of mention & kept all that belonged to me. We now have smoothe (sic) weather, everyone enjoying the trip—getting a little warmer of course on the sunny side of the ship. We have band concerts & dancing every evening.

We will get in to Honolulu tonight & *may* coal tonight & leave tomorrow morning & then again may be kept over in Honolulu for Xmas.

I don't care very much which plan is adopted. We will stop in Guam only a few hours & take on a passenger or two.

We have an excellent table on the transport & inside over the table, the bachelor 1st Lieuts Vern Voorhis, Cullen Culver Grant & Leone & Carvin. The Regtl. QM is issuing clothing and we go into khaki at Honolulu. There really is nothing to write about as our voyage is quiet, pleasant, and uneventful. Not even a whale has been seen. I spend much of my time reading having a pretty good lot of professional books on board. My duties are very light. [Illegible] court & [illegible] officer & at 10 A.M. I assist in [inspecting] the ships, which we finally have got to be very clean & neat—something very necessary in the tropics. We have about a dozen ladies & a few children on board, so it doesn't look much like "going to war." More marching shoes can be sent to me *by mail* when finished. With much love to you all & wishing you could be with me for Xmas, I am

Figure 3 This cover carried Major Brown's letters to his sister written on board the USAT Buford when it docked at Honolulu over Christmas 1905.



Affectionately yours,
Will

P.S. Am mailing a roll of films for development the first and some that Helen exposed at Gunnel [?] Canon & the last are scenes on shipboard issuing clothing & the last is men watching ten sharks sailing into Honolulu.

We sighted one of the Hawaiian Islands early this morning & are now at 11 AM in sight of land. Have seen 3 steamers since leaving San Francisco from the War Dept Code book. I have just verified my codeword: Alyba = William C. Brown

are all going out to Wikiki & have a chance at the surf bathing & I shall probably send my squadron through the small but very fine aquarium which they have out there. This is a most interesting place in many ways & seems to be prospering under Uncle Sam. Saw Mr. Dole at a distance the other day.

Have applied to buy a horse from the Army after I [illegible] over to the Philippines. I suppose it will take us 2 days to get to our next port—Guam and about Jan 12th or 13th we will arrive in Manila.

U.S.A.T. Buford Honolulu

Dec 24th /05

My dear Grace:

We arrived here last evening about sunset and while a few remaining cases of bubonic plague in town render it inadvisable to let the men loose the cabin passengers all rowed ashore & today the men went by troops being marched through town for exercise. Capt Heard & I put K troop on the trolley cars & spent 2 hours going all over town. Last night the streets were fairly thronged with natives & others out for a holiday so I was able to see the place under favorable conditions. I have a note from Miss Cramer who wants me to call & I've written her that I will be out tomorrow. Have just cabled [illegible] Merry Xmas—to effect that we arrived all well & would leave shortly. . . . trust we will go about Tuesday night or maybe possibly not till the 28th. Cable from here to Denver is 40c per word.

Xmas 1905

I called on Miss Cramer this morning. She had many inquiries to make concerning you & Helen. She was visiting a Miss Felker 234 Dewey Ave Wikiki (sic) Beach where the new Naval Station is to be. Honolulu is very tropical in appearance but since we have been here not excessively hot. After calling on Miss Cramer I went over to the opposite end of town & called on Miss Knapp who however was not at home so you can tell Helen that "Oive did me duty!" I lunched at the Moaua Hotel and then is to be a dance there this evening in honor of the officers on the Buford & Cruiser Chicago. Tomorrow while coaling we

Thus ends the available correspondence from William Brown. We know from other research into this West Point graduate's career that after Fort Klamath, Brown served with the Infantry as a major in the Philippines during the Spanish-American War, took part in Pershing's punitive expedition into Mexico in 1916-17, and was a colonel in the American Expeditionary Force to Europe in World War I. He retired with the rank of Brigadier General in 1927 after forty years service.

We at *La Posta* would love to hear from readers who might have additional letters from William Brown's Correspondence that they would be willing to share. It is our intention to publish a CD-ROM version of this transcription in the near future and it would be marvelous to present the story as completely as possible before the correspondence becomes even more widely dispersed; or worse, separated from the wonderful covers that carried the letters.

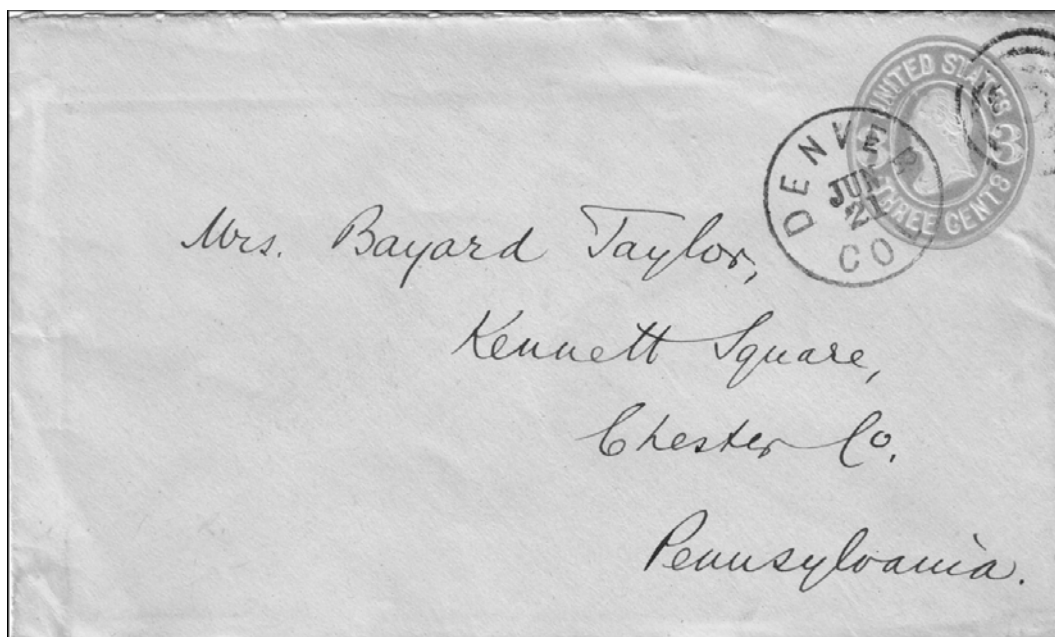


Figure 1 A Denver, Col territorial cover. Author's collection.

Bayard Taylor In Colorado

By Steve Morehead

Several years ago the author was examining a dealer's stock when the cover illustrated in *figure 1* was seen. The cover is a 3-cent stamped envelope with a fresh, bright blue Denver Jun 21 cancellation (no year date) with a matching 4 ring target killer. The cancellation is a Bauer Group 2, Type 1, 23.0mm single circle and known used from March 1, 1866 to December 12, 1871—one of the more common Denver territorials.

What was eye-catching was the addressee: *Mrs. Bayard Taylor, Kennett Square, Chester Co., Pennsylvania.* Bayard Taylor (*figure 2*) was a prominent nineteenth century American literary figure. He was a scholar, adventurer, world traveler and lecturer. Taylor had traveled through Colorado in 1866 and described his trip in letters published first in the *New York Tribune*, and then in 1867 as a book: "*Colorado, A Summer Trip*" (*figure 3*).



Bayard Taylor

Figure 2 Bayard Taylor. Appleton's Cyclopedia of American Biography.

Determining whether the cover was in Bayard Taylor's hand and what its contents might have been were the goals of the research described herein.

Bayard Taylor was born January 11, 1825 in Kennett Square, Pennsylvania. He completed high school and was self-educated in literature and arts. He taught himself French, Spanish and Latin. During his later travels he learned Italian and German. His early ambition to be a poet led to some publications, but it was his travelogues and translations that gained him recognition. At age nineteen, Taylor obtained advances from several magazine publishers for promised travel letters from Europe. With money in hand he toured Europe from 1844-1846 and wrote of his adventures.

He journeyed to California in 1849 to report on the Gold Rush for the *New York Tribune*. His book recounting his experiences—*Eldorado or Adventures in the Path of Empire*—was published in 1850 and became his best known work.

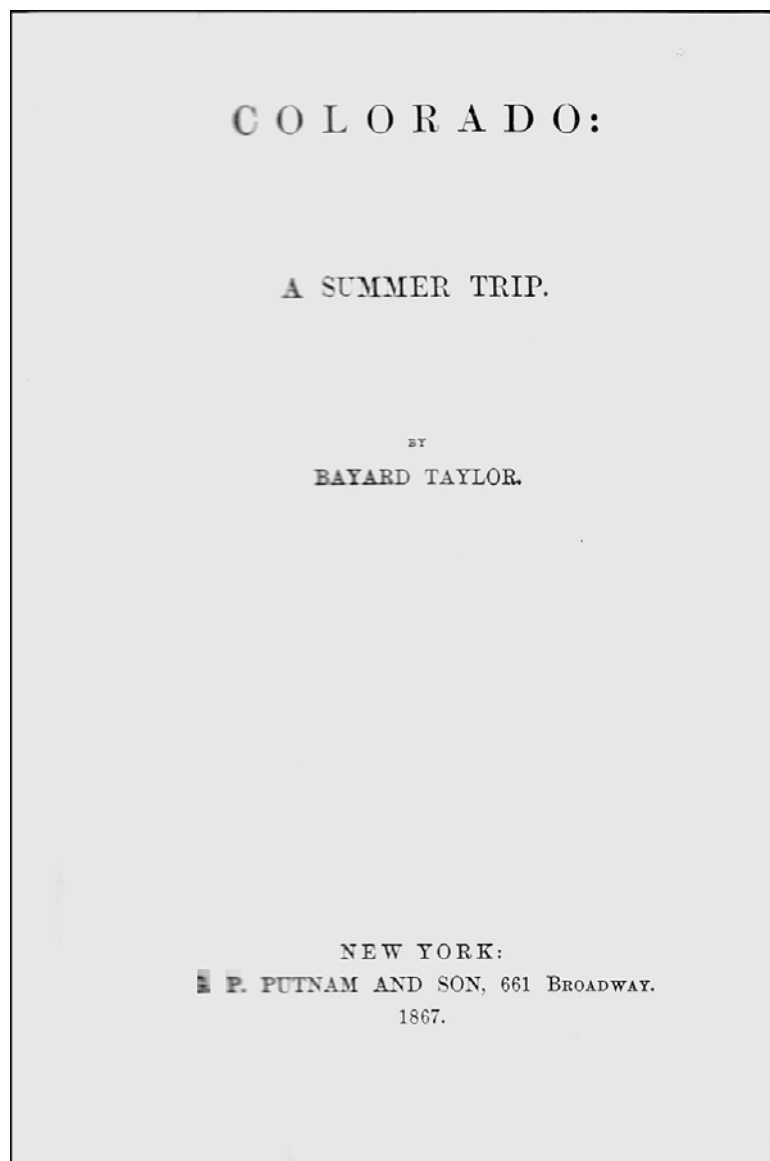


Figure 3 Title page of *Colorado: A Summer Trip*. Author's collection.

Between 1851 and 1853 he traveled widely, including Egypt, Lebanon, Syria, Palestine, Asia Minor, India, China and Japan. He obtained an appointment as a master's mate in the US Navy and accompanied Perry to Japan. Throughout this time he sent letters to the *Tribune* describing the countries visited and his adventures. On his return offers poured in for speaking engagements. He became a popular lecturer and toured constantly.

In 1856 he left for Northern Europe and spent nearly two years there. While there he met and married Marie Hansen, his second wife. Their daughter Lilian Bayard Taylor was born there. He returned to America

in 1858 but soon was traveling internationally again. In 1862 he was appointed *charges d'affaires* in the Russian legation. He returned to America in 1863.

In September 1869 he took an emeritus position at Cornell University in German Literature. Taylor continued to write poetry, novels and travel to Europe. It was during this time he produced what is considered the best English translation of Goethe's *Faust*. His fame was secure but the public appearances and lectures were a constant drain. Shortly after his appointment as Minister to Germany, his health failed and he died December 19, 1878 in Germany.

The first step in this research was to determine the dates of Taylor's Denver visit in 1866. In his book, "*Colorado, A Summer Trip*" there are two letters from Denver dated June 18 and 19, 1866. The next is dated June 21 from Golden City, C.T. The first Denver letter describes his trip across the plains. In the second, of June 19 he states that he arrived in Denver June 18 after traveling four days by stagecoach over the Smoky Hill route from Ft Riley (near Junction City, KS).

Regarding Denver he observes:

Although business of all kinds is extraordinarily dull at the present, and the people are therefore as much dispirited as Colorado nature will admit, Denver seems to me to have a very brisk and lively air. A number of substantial buildings are going up, there is constant movement in the streets, the hotels are crowded, and the people one meets are brimful of cheerful energy.

At the Pacific Hotel you pay four dollars per day—no more than in New York, and have an equally good table [for a contemporary view of the "Pacific House" see the Denver Public Library image at <http://photoswest.org/cgi-bin/imager?10023330+X-23330>]. . . Vegetables in the market are plenty and cheap, and appear to be of remarkably fine quality.

I should estimate the population of Denver at about six thousand. Probably no town in the country ever grew up under such discouraging circumstances, or has made more solid progress in the same length of time. It was once swept away by the inundation of Cherry Creek; once or twice burned; threatened with Secession; cut off from intercourse with the East by Indian outbreaks; deprived of a great portion of its anticipated trade by our war; made to pay outrageously for its materials and supplies—and all this within *seven years!*

The June 21 letter from Golden City primarily discusses the agricultural prospects of the Territory.

These published letters indicate Taylor was in Denver in the third week of June 1866 but leave unanswered whether he sent private letters to his wife. That ubiquitous source of knowledge, the Internet, led to a Bayard Taylor website (www.bayardtaylor.com) maintained by Paul C. Wermuth, former head of the English department at Northeastern University in Boston. Dr. Wermuth, who has recently edited a book of Bayard Taylor's letters, informed this author that Taylor was a voluminous correspondent and wrote his wife almost daily while traveling. He recommended contacting the Houghton Library at Harvard University since the largest collection of Bayard Taylor correspondence was in their collections.

Inquiries directed to the Houghton Library yielded photocopies of three letters from Taylor to his wife from Denver in 1866. The letters are dated June 18, 20 and 21. The first describes his trip across Kansas and arrival at his hotel where he immediately was visited by W. Byers [editor of the *Rocky Mountain News* and an early Denver PM] and W. Pierce, a government surveyor. Taylor states that all tickets are sold out for his lecture that night [June 18] and nearly so for the next night [June 19]. He expects to clear \$600 for three lectures in Denver. Taylor obviously had a successful business; he was paid by the *New York Tribune* for the letters he wrote for the paper and at the same time he gave paid lectures during his travels! A short printed note to his young daughter Lilian accompanied this letter to his wife.

The letter of June 20 gives more details of his lectures and his plans for traveling into the mountains:

...Beard arrived during the night, and we have just arranged our mountain trip. There will be four or five of us. We shall cross the main chain at a height of 11,000 feet, and the people promise the most wonderful Alpine scenery. I am perfectly fascinated with the beauty of the mountains, as seen from this point. They are superb, both in color and in form. The people are very attentive, calling every hour or two with handsome teams to take me about the country. The scenery and climate are California and Switzerland combined.

I have given two lectures to very good houses. But cannot estimate my earnings until tomorrow. The people seem to be interested, and the lectures are as well adapted for this region as I hoped they might be. I find it a little difficult to accept all the attentions offered to me, and keep up my Tribune correspondence, but will do so, though it should keep me constantly occupied. Pray lay aside the letters as they appear. I am now writing my fourth—shall probably make 25 or 30, in all. There is much material...

I give my last lecture here this evening, and go tomorrow to Golden City, at the foot of the mountains, 16 miles. On Friday to Central City, 25 miles further, and 8000 feet above the sea. Our real mountain tour commences on Thursday, the 28th, and we shall get back to Denver about the 10th or 11th of July. I shall be within the range of daily mails for eight days yet. I anticipate a most delightful mountain trip. There will be Beard, Byers the editor, (who knows the whole country), Mr. Thomas correspondent of a Chicago paper, and myself. In addition we shall have a guide and cook. . .

Ever your faithful
Bayard.

The final letter is dated June 21, 1866 and is both brief and mundane:

Denver, Thursday, June 21

Dearest Marie:

I am just off for Golden City, at the foot of the mountains, and hasten to inclose [sic] draft for \$300, which Pab[?] can get for you at West Chester. Emma B[——]'s bill must be paid about the 12th of July. The rest is for your July expenses. No time to write more now. Am perfectly well. Whittredge will be here tomorrow and probably join us for the mountain trip.

Ever your
B.T.

Write at once, and mention receipt of draft.

Bayard Taylor and his companions left Denver for the mountains on June 21, and visited Golden City [Golden], the territorial capital, Black Hawk and Central City, Idaho [Idaho Springs] and Empire before crossing Berthoud Pass into Middle Park. There the travelers camped out, before heading south to visit Breckenridge, Montgomery, Buckskin Joe, Fairplay and traversing South Park. The group crossed Kenosha Pass and arrived in Denver on July 12. Taylor left Denver July 16 and there is no indication he ever returned.

Figure 4 is a comparison of the internal autograph from the cover with the autograph from the Bayard Taylor portrait in figure 2. Admittedly the two are not identical but the similarities are quite strong.

Summarizing the data presented here, we have determined:

- Bayard Taylor was in Denver the third week of June 1866.
- He wrote his wife frequently while traveling.
- Three Denver letters have been located in the Houghton Library collection including one datelined *Denver, Thursday June 21* [1866].
- The handwriting on the cover and his known autograph exhibit great similarities.

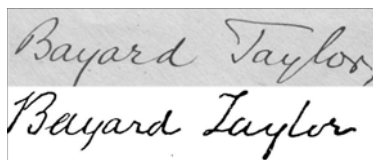


Figure 4 Internal autograph from cover top, autograph from Figure 2 bottom

Turning from facts to a final rhetorical question, one has to ask: Who in Denver, but a traveling husband, would be sending a letter to the wife of this prominent writer? This combination of data and common sense leads this author to state that there is a very high degree of probability that the cover in *Figure 1* is in the hand of Bayard Taylor and was sent in 1866 while Taylor was on his Colorado trip.

The cover illustrated might have held any of three letters mentioned, but since Taylor wrote frequently and probably posted as frequently, the most likely contents would have been the brief note of June 21. The first two letters to his wife are written on small folded lettersheets and cover several pages, and hence are bulky. The last letter is a single sheet and the cover in *Figure 1* has crisp seams with only light additional creasing suggesting a thin enclosure.

The Houghton library staff indicates that there are no covers accompanying their holdings of Bayard Taylor correspondence. One wonders what other interesting Bayard Taylor covers survived, and if so, where.

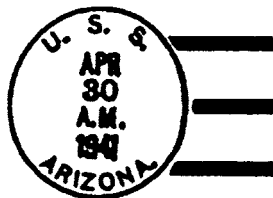
Acknowledgements

The author wishes to thank Joe Lordi of the Bayard Taylor Memorial Library, Kennett Square, PA, for helpful conversations; Professor Paul C. Wermuth for his kind suggestions and support; Jennie Rathbun, reference assistant at the Houghton Library, Harvard, for assistance in locating and obtaining photocopies of Bayard Taylor's letters to his wife; and finally especial thanks to Ms Leslie Morris of the Houghton Library for permission to quote from the Bayard Taylor letters.

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Postal History Research Questions

By Michael M. Ludeman

The following are some questions which have come up as a result of my recent research into the growth of the postal service in Texas in the late 19th century and into the early 20th century. At this point, I am looking for either information that would point me to a primary USPOD source (Postal Bulletins, Postal Guides, Postal Laws & Regulations, Report of Postmaster General, etc) that would specifically answer these questions, or a secondary article in the postal literature that addresses any of these questions. Any ideas or suggestions as to sources would be greatly appreciated. I can be contacted at the address below. Thank you.

Michael M. Ludeman, PMB 800012, 2400
Wallace Pack Rd, Navasota, TX 77868

Presidential Class Post Offices

The USPOD referred to the larger post offices as 1st class, 2nd class, and 3rd class post offices. These were also called "Presidential Class" post offices as well since their postmaster was subject to appointment by the President and confirmation by the Senate. The smaller (and majority) of the post offices were known as 4th class post offices.

1. How early did this usage of 1st, 2nd, 3rd and 4th class terminology begin? Did the usage of Presidential class also start at this same time? If not, then when?
2. Did any USPOD publications include lists of the Presidential class post offices prior to the Postal Guides which began in 1874?
3. What were the initial distinguishing/qualifying criteria for each class (1st, 2nd, 3rd) of post office, and the date that this criteria became effective? (I assume it had to do with Revenues).
4. At what points in time did these criteria change, and what were the new criteria at each change?
5. Are the individual transitions between classes reported in the Postal Bulletins beginning in 1880? Is it possible to obtain a more precise date of these transitions besides the estimate available by noting the change between successive issues of the Postal Guide? Did the monthly supplements of the Postal Guide report these transitions by date?
6. The new USPS (after 1971) apparently

discontinued this notation, and began grouping post offices by Cost Ascertainment Groups (CAGs). When did this transition occur?

Where are definitions and/or criteria for the different CAG groups specified in current USPS documents. Is there a finer breakdown of the CAGs and how they relate to the old 1st, 2nd, and 3rd class post offices.

7. These CAG assignments are made based on "Revenue Units," which is a scaled factor of the dollar amount of the revenue received by each post office on an annual basis. Apparently the definition of this dollar amount of a revenue unit changes periodically. Does anyone know of a source of these values from the time this notation was introduced/implemented up into the present time?

Money Order Business

The USPOD established the first Money Order Business (MOB) system about 1864. By the time that the first Postal Guides were issued in 1874, they included lists of those offices which were authorized to sell either or both Domestic and International Money Orders.

1. Did the first MOB offices in 1864 sell both Domestic and International MOs, or just Domestic? If International MOs began later, when did they begin?
2. Were there lists of D-MOB/I-MOB post offices published prior to the first Postal Guides in 1874? Where are they found?
3. What were the initial criteria required for a post office to qualify/apply to sell D-MOB and I-MOB? I had a report that circa 1893, a post office which had an annual revenue of \$500 or more could apply to be a D-MOB Office.
4. At what dates did these published criteria change, and what was the new criteria at each date? I presume that this could change at different times for both the D-MOB and I-MOB status. Was there a point in time when the USPOD (or USPS) simply declared that ALL post offices of all sizes could sell Domestic Money Orders? International Money Orders?
5. Did the Postal Bulletin ever list the dates that post offices were first authorized to sell D-MOB? I-MOB? Or can this be determined

- only by looking at the annual lists of post offices in the Postal Guide and nothing when the status changed?
6. Was it possible for a post office to be given a D-MOB status immediately upon establishment, or did it have to show some revenue history? I have observed several instances where a “new” post office listed in the Postal guide had the D-MOB status in its original appearance.
 7. In the beginning of the I-MOB system, the Post Offices sold international MOs based on the country to which they were being sent (England, France, Germany, Italy, etc). By the 1884 Postal Guide, this appears to have been replaced by a single “International Money order. What was the date of the change?
 8. Beginning in the Postal Guide for 1887, the USPOD designated a few post offices as authorized to sell “Postal Notes,” which appear to be a limited form of a Money Order. What were “Postal Notes” and how did they differ from regular Money Orders? When were they first authorized for sale? What were the criteria for a post office to be authorized for the sale of Postal notes?
 9. Beginning with the Postal Guide for 1895, the term “Postal Note” was replaced by “Limited Money Order.” When did this change take effect? Was there a difference between a Postal Note and a Limited Money Order, or was this just a change in terminology?
 10. The Postal Guide of 1898 was the last year in which the term “Limited Money Order” was used, and for which some post offices were so designated. In the Postal Guide for 1899 this term was eliminated, and nearly all of these post offices were redesignated as no MOB post offices. What was the date of the change order which discontinued these “Limited Money Orders?” Any reason given as to why they were eliminated?

Postmark Devices

Prior to the 1880s, the USPOD only provided steel postmarking devices to the Presidential class post offices (1st, 2nd, 3rd) and not the 4th class post offices. Postmasters at a 4th class post office who wanted a device had to purchase the device at their personal expense. This is one reason why many small post offices are known only with manuscript markings in the period prior to the 1880s.

1. When did the USPOD first begin to issue devices to the 4th class post offices. What were the criteria used, or were ALL 4th class post offices eligible to receive these devices?
2. It appears that both the Circular Date Stamp (CDS) and duplex devices were issued. Which came first, and what were the dates when this began for each type? When were other types of devices distributed?
3. When did the USPOD first begin to issue the Double Circle Date Stamp (DCDS) style device for use with special services like Registry, Special Delivery, Money Order, etc. Were there ever any steel DCDS style devices, or were these all rubber? Was there a specific criterion for a post office to have these issued to them or purchased by the postmaster, or were they a postmaster option?
4. If devices for different services (Special Delivery, Registered, MOB) were first issued at different times, what was the date of appearance of each type?
5. In the late 1890s, Registered postmarks in a rectangular box were used at some post offices. Were all post offices authorized to accept registered mail, and were all post offices authorized or allowed to have such devices? What were the criteria in use to use these type devices? I’ve only seen these for a few Texas post offices.

Postal Savings

Beginning in the Postal Guide for 1914, some post offices were designated as Postal Savings repositories. For Texas, there were some 434 of these in 1914, but the number declined quickly to 221 by 1926 (the last year I examined).

1. What was the Postal Savings System, and when did it begin?
2. Any ideas on why it declined so rapidly?

If anyone is aware of a Postal Guide, Postal Bulletin, etc., which contains an order or section that addresses any of these questions, please provide me with a complete issue identification, and page number and/or section number where the information can be found. If you have a photocopy of such a section, I would appreciate a duplicate, and will reimburse any photocopy and postage costs. Thank you for your help—Mike Ludeman.

The Prophet's Curse

Punishment of the Wicked

by Tom Clarke

There are curses found in the Old Testament (e.g., 2 Kings 2:23-25) and in the New Testament (2 Thess. 1: 9) as well. Formal religion aside, one of the better-known curses is by a Native American Shawnee tribe shaman: the Prophet's Curse.

The *American Heritage Dictionary* defines a curse as:

- 1a. An appeal or prayer for evil or misfortune to befall someone or something.
- 1b. The evil or misfortune that comes in or as if in response to such an appeal.
2. One that is accursed.
3. A source or cause of evil; a scourge.

What did a Shawnee medicine man, nicknamed The Prophet, find so offensive that he delivered an appeal for future evil, in order to scourge certain "accursed ones"?

During and more so after the American Revolution, vast areas from New York State to Kentucky and throughout the Northwest Territory and into Canada were subject to bloody attacks. It was in part the ongoing national conflict between the New American Nation and Native American Nations, but it was at times also a civil war among the tribes. The civil war aspect was a culmination of the breakup of the centuries old (pre-Columbus) Iroquois Confederacy, founded to maintain peace and resolve disputes among its members. The Confederacy was centered in west-central New York. It was torn apart in 1777 when tribes chose to pledge allegiance to either the United States or Britain.

Advance into the Northwest

In 1778, George Rogers Clark captured the Illinois country at the Battle of Vincennes and thus extended *de facto* the boundary of the new United States to the Mississippi. But after the war, British agents in Detroit urged the Ohio tribes to keep Americans out of the Northwest region. Though the American branch of the briefly rekindled Confederacy was completely pacified after the Treaty of Fort Stanwix (NY), the Canadian branch under Chief Joseph Brant encouraged the Illinois Shawnee and allies to fight to defend their ancestral lands.

The brand new but impoverished United States was caught in a paradox. The British would not leave their Northwest forts until America paid British loyalists for their confiscated property. However, the U.S. needed to sell the Northwest land in order to pay these debts. All the while, the British plotted with their Indian allies against American settlement.

The American Congress had just passed the Northwest Ordinance officially opening it to settlement, and settlers flooded in (12,000 by 1785), and at times soldiers and militia arrived too. Relations between the Natives and Americans festered. Indian raids resumed into Kentucky.

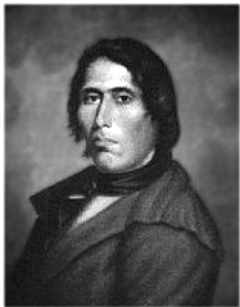
The allied Indians (a shifting group of up to 15 tribal nations) under Brant also demanded the Ohio River as their boundary, though various tribes were divided on the issue. The Shawnee, Mingo and Miami tribes dominated the opposition and several unsatisfactory treaties lead to more fighting. Little Turtle of the Miami defeated the Americans badly twice between 1790 and 1794. (The Battle of St. Clair was the worst defeat ever inflicted on an American army by Native Americans, Custer notwithstanding.)

President Washington sent General "Mad" Anthony Wayne west and the Indians sensing the inevitable, were defeated at the Battle of Fallen Timbers, 1794. (Here both Chief Tecumseh and young William Henry Harrison fought.) In 1795, the Treaty of Greenville that ended hostilities was signed. Also signed was the Jay Treaty, wherein Britain abandoned not only her remaining Northwest forts but also her alliances with all tribal nations in the U.S. The result of these treaties was the disintegration of the great Indian Alliance and the *de jure* cession to the U.S. of most of Ohio.

The tribes moved further west and by the early 1800's their free range was limited to western Indiana and Illinois. The continuing loss of native lands in the Ohio Valley to Illinois to the advancing Americans gave rise to the final alliance, the grandest of all, that of Tecumseh and his brother, Tenskwatawa, known as The Prophet.

Tecumseh and brother

So live your life that the fear of death can never enter your heart. Trouble no one about their religion; respect others in their view, and demand that they respect yours. Love your life, perfect your life, beautify all things in your life. Seek to make your life long and its purpose in the service of your people. Prepare a noble death song for the day when you go over the great divide. . . . Abuse no one and no thing, for abuse turns the wise ones to fools and robs the spirit of its vision. When it comes your time to die, be not like those whose hearts are filled with the fear of death, so that when their time comes they weep and pray for a little more time to live their lives over again in a different way. Sing your death song and die like a hero going home. —Tecumseh



Chief Tecumseh

Tecumseh boycotted the Greenville Treaty negotiations, then ignored its provisions. He restated millennia of Indian thought about tribal nations and the land when he proclaimed that all Native Americans were “children of the same parents” and, in the face of advancing armies of settlers, owned all land in common. No treaty was

valid unless *all* agreed. To put legs to this philosophy he traveled for years in the Northwest, Canada, and the Southeast region. This would have culminated in a radically expanded, vast Indian Alliance. But for Tecumseh’s brother

Tecumseh’s brother (one of six boys and a girl), was reported to be an abuser of alcohol and no good. But in 1805 he underwent a spiritual awakening. He adopted the name Tenskwatawa, “Open Door”, and claimed supernatural powers. He then rejected alcohol and preached against white man trade and a return to Native American ways. After he correctly predicted a solar eclipse, his fame spread.

Together the political and spiritual leadership of the two men was highly effective. They established the headquarters of their Alliance at Tippecanoe, “Prophets Town”, in western Indiana, near present day Lafayette. Tecumseh’s supporters included the British in Canada and most northern and southern Indian Nations.

In 1809, while Tecumseh was politicking, Indiana’s Territorial Governor Harrison negotiated treaties with four nearby tribes which gave the U.S. three million

acres of southern Indiana and Illinois. This infuriated Tecumseh, which he voiced in his letter of August 12, 1810 to Harrison:

It is true I am a Shawnee. My forefathers were warriors. Their son is a warrior... oh! that I could make of my own fortune ... [and] that of my red people, and of my country, as great as the conceptions of my mind ... I would not then come to Governor Harrison to ask him to tear the treaty ... but I would say to him: “Sir, you have liberty to return to your own country!”

... once, there was no white man on this continent; that it then all belonged to red men, children of the same parents, placed on it by the Great Spirit that made them, to keep it, to traverse it, to enjoy its productions, and to fill it with the same race, once a happy race, since made miserable by the white people, who are never contented but always encroaching. The way, and the only way, to check and to stop this evil, is for all the red men to unite in claiming a common and equal right in the land, as it was at first, and should be yet; for it never was divided, but belongs to all for the use of each. For no part has a right to sell, even to each other, much less to strangers

The white people have no right to take the land from the Indians, because they had it first; it is theirs. ... Any sale not made by all is not valid. The late sale is bad. It was made by a part only. ... There can not be two occupations in the same place. The first excludes all others....

Tecumseh again went south in 1811 to gain further support from the Chickasaw, Choctaw, Creek, and Cherokee tribes. He left The Prophet in charge with orders not to dare clash with the U.S. until he returned with an even stronger Alliance.

Because of war jitters aimed at Britain, and knowing of Tecumseh’s absence, Harrison thought to intimidate the remaining inhabitants of Tippecanoe with a show of force. He marched about 1,000 soldiers and camped on a hill above Tippecanoe on November 6, 1811.

Ignoring Tecumseh’s command, The Prophet launched a surprise attack just before daybreak. Harrison had prepared for that eventuality but the battle was a draw. Harrison regrouped to await the next attack the following day. It never came. A draw was disastrous for the Alliance because The Prophet had claimed a vision of invulnerability and victory. The outraged and terribly disappointed tribal allies scattered and when Harrison reached Tippecanoe it had been abandoned. A month later, President Madison commended Harrison in a message to Congress.

The great Chief returned in January to find his hopes for the grand alliance shattered. During the War of 1812, Tecumseh, who still commanded immense re-

spect, and 800 of his warriors fought the war in support of the British. He helped turn the U.S. invasion of Canada into a disaster when American General Hull retreated to Detroit, then surrendered the fort to Britain without a fight.

Harrison was then given command of the region's U.S. forces. The British abandoned Detroit in August 1813 after Perry's ships destroyed their fleet on Lake Erie. Harrison's army of 8,000 pursued the retreating British and Native American forces across to Canada where the Battle of the Thames was fought on October 5. The British once again abandoned the field and allies but Tecumseh fought on. There, Tecumseh died, and his supporters melted away. The war in the Northwest was over. The Prophet lived on in disgrace, and died in Kansas in 1834.

Harrison entered politics and eventually served his state, in the U.S. House of Representatives and the Senate. In 1840, he ran a second time against Martin Van Buren for President, with James Tyler as running mate. A massive three day campaign rally was held on the Tippecanoe Battlefield and the cry for "Tippecanoe and Tyler, too!" became a mania. This time Harrison, an old man for his day, overwhelmed Van Buren and took office March 4, 1841. However, he died exactly one month later.

The Curse

Harrison had won a variety of elections, from the State Senate to the White House. Any of these would have been ripe for a curse from The Prophet. However, the

curse as popularly known concerns his White House victory and no other. Yet, if The Prophet died in 1834 as suggested, he could certainly *not* have said the following on the eve of the 1836 presidential election. Harrison indeed lost it, but not by way of death. It is his second attempt that the six year dead Tenskwatawa referred. And was it an aging slip of the tongue that he confused a presidential term at one instead of four years?

Harrison will not win this year to be the Great Chief. But he may win next year. If he does...He will not finish his term. He will die in his office.

No president has ever died in office, declared a visitor.

But Harrison will die, I tell you. And when he dies you will remember my brother Tecumseh's death. You think that I have lost my powers. I, who caused the sun to darken and Red Men to give up firewater. But I tell you Harrison will die. And after him, every Great Chief chosen every 20 years thereafter will die. And when each one dies, let everyone remember the death of our people.

Nevertheless, the mathematical probability of *only* the Presidents elected in zero-year elections as Harrison did in 1840, is extremely high and chances for coincidence extremely remote. This is what has captured people's imaginations for almost two centuries. If he *didn't* say it, he just as well may have!

After Harrison was elected in 1840 as the oldest president to be inaugurated, at 68, he caught cold after going out in the rain on horseback. He refused to ride in a coach or wear a hat or coat, and died of pleurisy/

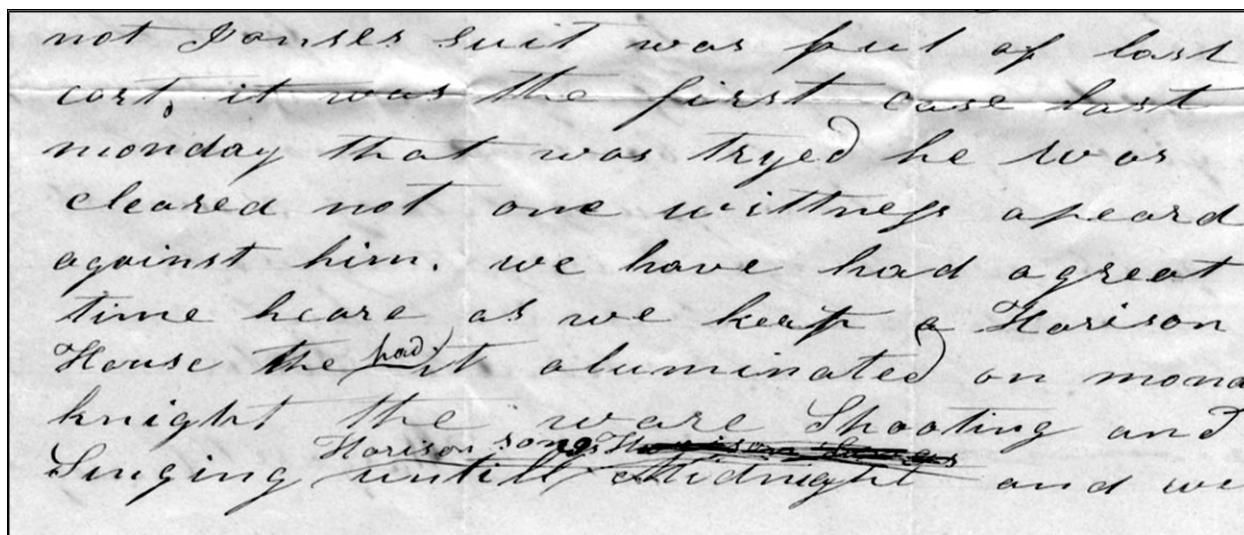
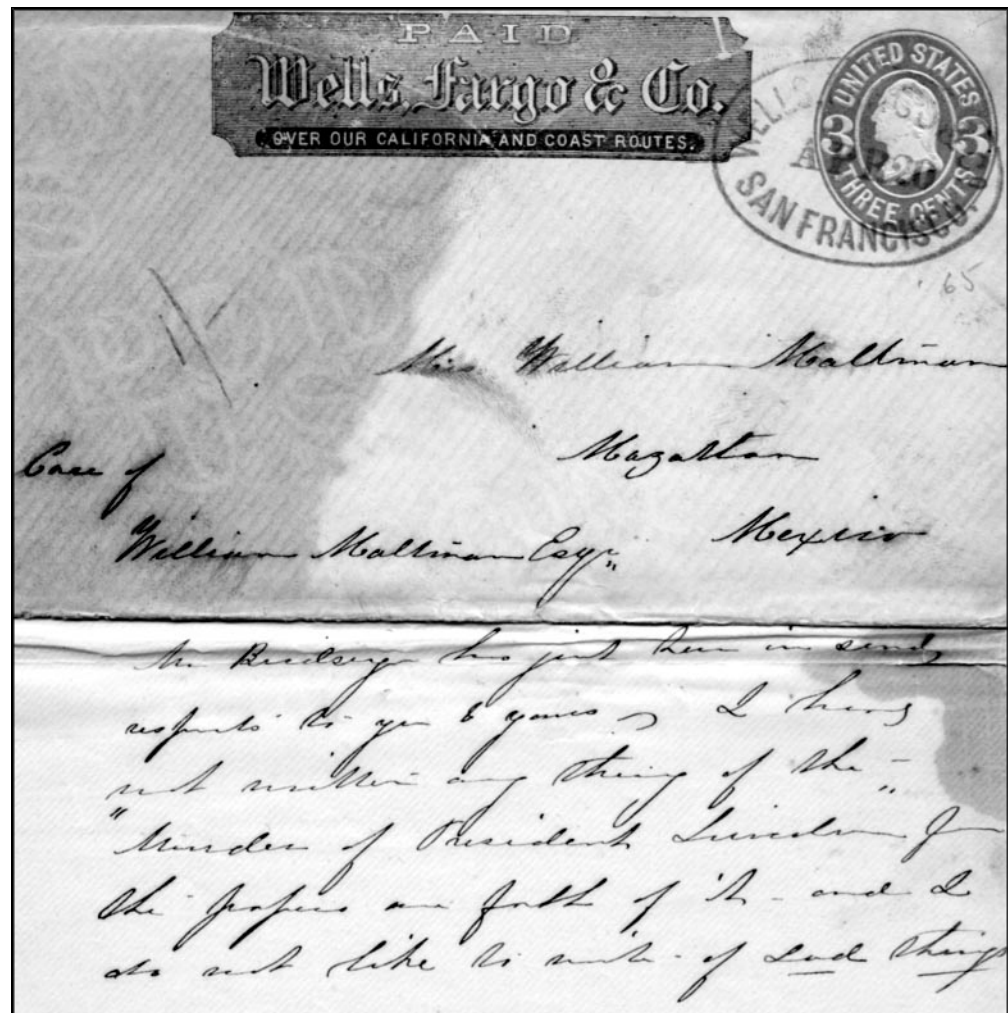


Figure 1 An excerpt from a folded letter sent from Carlisle PA to nearby Middletown, 6c rate. A sister tells her brother about the Joneses "cort case", then adds: "we have kept a Harison House We had it aluminated on Monday knight the ware Shooting and Singing Harison songs until Midnight ... the whigs will gain the election this time and we aught not to think hard of it ... I hope it is for the best...." Five months later they must have been in deep shock at Harrison's premature death.

Figure 2 This is a routine, family news update, Wells Fargo letter from a wife in San Francisco to her husband in Mazatlan, Mexico, April 19, four days after Lincoln's demise. She adds a P.S.: "... I have not written any thing of the "Murder of President Lincoln." The papers are full of it and I do not like to write of sad things. The word had penetrated the length and breadth of American and the world and people were thoroughly stunned.



pneumonia on April 4, 1841, one month after taking the Oath of Office. He fostered 10 children and that didn't kill him, nor did his several battles; nor giving the longest inauguration speech in history (8,441 words), nor being a Whig (a proto-Republican) and life-long politician. Maybe it required a curse to take him.

The accursed successors

Zachary Taylor, the next Chief Executive to preside during a zero year, though not elected in a zero year, did die in office in 1850. Several years ago rumors about his death climaxed when a judge granted a disinterment order and his hair was tested for poison! None was found, and he was re-laid to rest. (Maybe it was the curse after all, on a practice run?)

Abraham Lincoln was the first true zero year electee, winning in both 1860 and 1864, and was assassinated in 1865, six weeks after his second inauguration. John Wilkes Booth, frustrated over the South's surrender just days before, conspired with others for several months to murder slavery-hating Lincoln.

James Garfield was elected in 1880 and assassinated 200 days later, dying after enduring 80 days of agony and more than a dozen doctor's care. He was shot by a lawyer named Charles Guiteau who believed that God had ordered him to do so, and maybe also because he wasn't appointed Ambassador to France liked he'd requested. The non-sterile probes used by his doctors in pursuit of the bullet didn't help matters, coming just years after sterilization techniques were discovered by Semmelweis and Pasteur.

William McKinley was elected 1896 and 1900 and was assassinated by Leon Czolgosz, a dedicated anarchist in 1901. He wrapped a handkerchief around a gun in his hand. McKinley was attending the Pan American Exposition in Buffalo that September. "Goodbye, all; good-bye. It is God's way. His will be done...God's will, not ours, be done", were his last words. The elder doctors cared nothing for the new-fangled idea that the recent French import called X-rays could help detect the two abdominal bullets in the portly president.

Blank No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.

This Company TRANSMITS and DELIVERS messages only on conditions, limiting its liability, which have been assented to by the sender of the following message.
Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of ~~Unrepeated~~ Messages.
This message is an **UNREPEATED MESSAGE** and is delivered by request of the sender, under the conditions named above.

A. R. BEVER, Sec'y. MORVIN GREEN, President.

Dated Philadelphia 8/17/1887

Received at Mrs A K McCreary

READ THE NOTICE AT THE TOP.

President lingers,
Recovery improbable,
Cannot leave,
Come when convenient

A K McCreary

GPO

THE TIMES.
PHILADELPHIA.



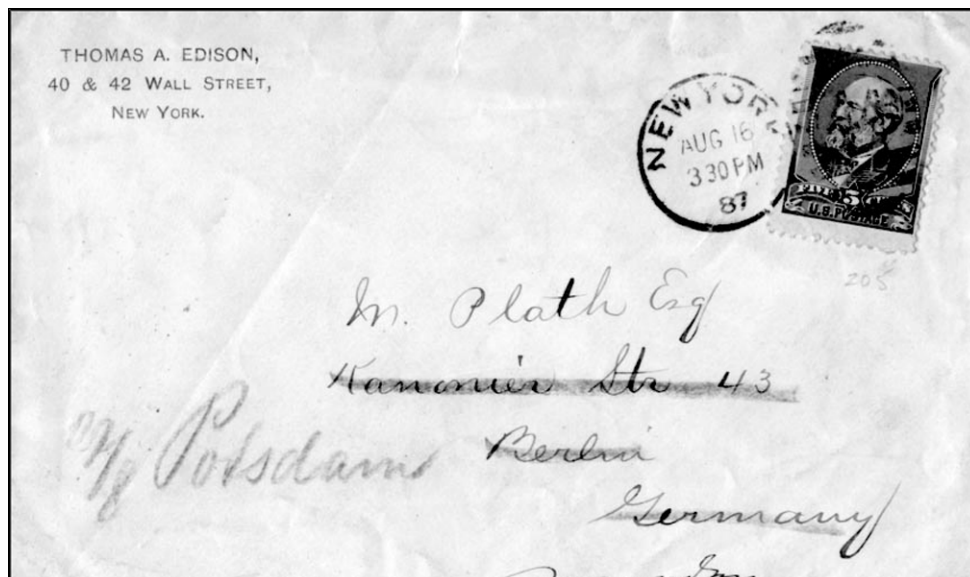



Figure 3 A telegram sent from husband to wife from Philadelphia upstate, 32 days prior to Garfield's death: "President lingers, Recovery improbable, Cannot leave, Come when convenient." Signed A K McCreary(?). Was the man a doctor? He wrote on Western Union telegram stationary from the GPO, and enclosed it inside a Philadelphia Times envelope. He was surely not a reporter but possibly a doctor on call, who couldn't shirk his patriotic duty.

Figure 4 Thomas A. Edison perhaps licked this Garfield commemorative stamp six years after the president's death in 1887. A cover to Berlin Germany, redirected to Potsdam.



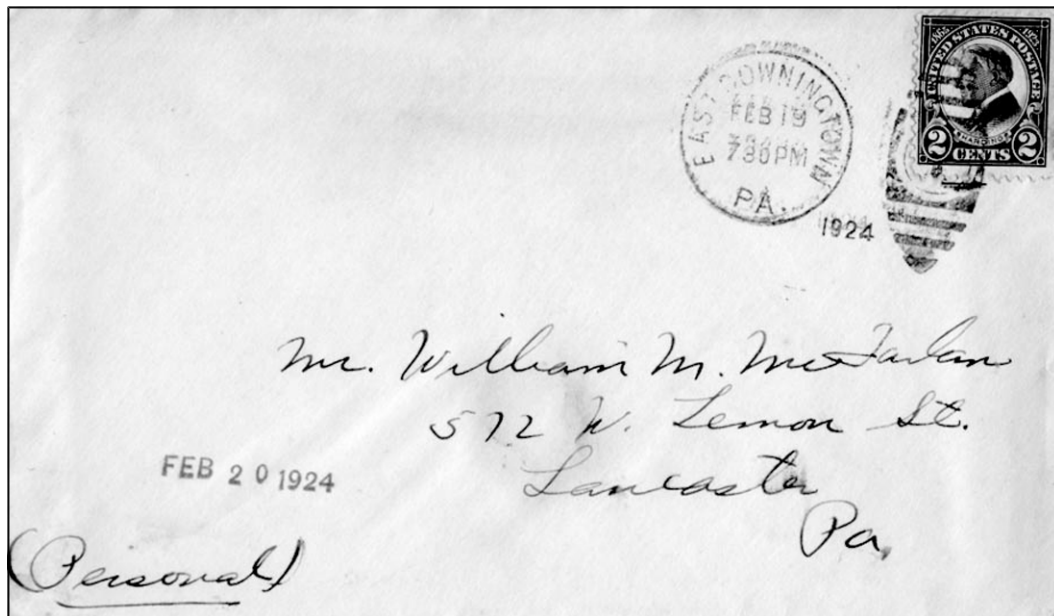


Figure 5 Warren Harding was commemorated rapidly after his death with the black mourning stamp released on September 1, 30 days after his death. It must have been startling for everyone used to the red two cent stamps, in use since 1890, to see black instead.

. Warren Gamaliel Harding was elected in 1920 and either died in San Francisco of either pneumonia, anxiety over his friends' complicity in the Teapot Dome Scandal, a stroke, a heart attack, accidental food poisoning, or deliberate poisoning administered by First Lady Florence Harding, who was presumably fed up with her husband's philandering (and a supposed illegitimate child). Legend has it that Mrs. Harding had a psychic reading on the eve of his nomination that predicted the president would die in office. Mrs. Harding did indeed refuse an autopsy, which heightened suspicions about her own involvement. The official cause of President Harding's death is listed as a stroke.

Franklin Delano Roosevelt was elected in 1932, 1936, 1940, and 1944. He died of a cerebral hemorrhage at the Summer White House in Warm Springs, Georgia, though the medical records are missing. Of course, a sensationalist work, *CLOSELY GUARDED SECRETS: The Assassination of President Franklin D. Roosevelt* has an-

nounced that the fact of the matter is that he was actually poisoned by Nazi agents. It is currently advertised on the Internet.

John F Kennedy was elected in 1960 and was assassinated (maybe) by Lee Harvey Oswald in 1963. No fewer than 200 books and theories have surfaced in the past 40 years to explain it, from a cabal organized by Vice President Johnson and the CIA over of Kennedy's recent Vietnam policy reconsideration; a vendetta by Fidel Castro over the Bay of Pigs invasion attempt; a Mafia hit due to his Attorney General

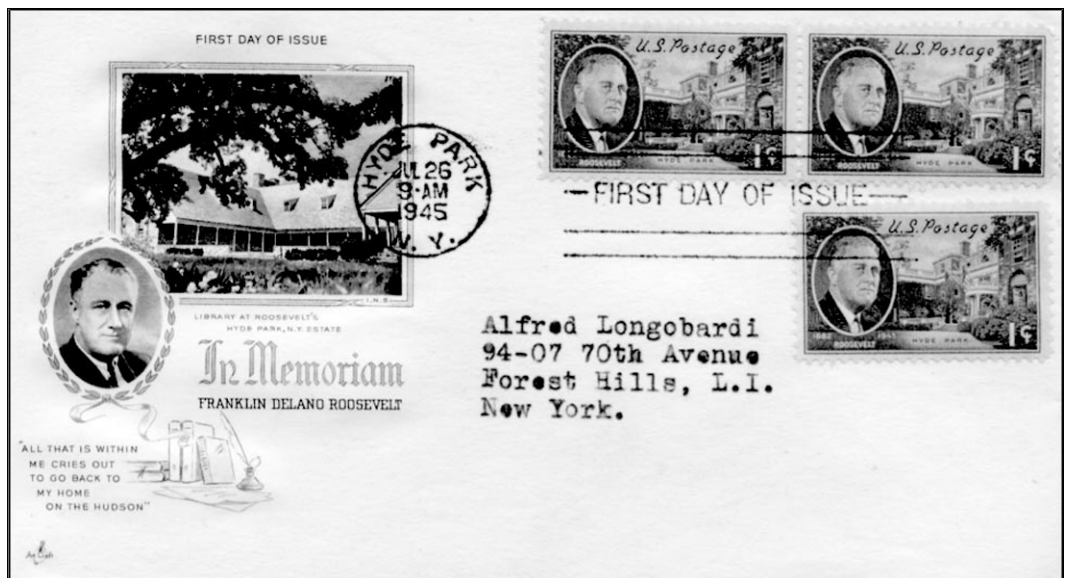


Figure 6 FDR was such a household word and concept to the Depression and WW II conscience. Though our recent 9-11 tragedy was immense, the world also felt a prolonged jolt after he was gone. Roosevelt stamp engraving around the world lasted several years.



Figure 7 Traumatize tells the story of the beloved JFK's untimely murder. Again, from around the world came mourners. An enterprising and pained soul felt the need to create a home-brewed cover showing all four assassinated presidents. They accompany the first day eternal flame Kennedy Memorial at Arlington, issued May 29, 1964.

brother's Cosa Nostra investigation; an FBI involvement surrounding his liaisons with Marilyn Monroe and other Mafia girl friends, etc., etc..

Ronald Reagan, elected in 1980, was the target of an assassination attempt in 1981, a few months into his presidency. The perp was a youthful John Hinckley, who claimed he wanted full-page coverage to impress his cinematic love, Jody Foster. He got mental health rehabilitation instead, which continues to the present day. Doctors said that the 22-caliber bullet came as close as 1/4 inch from his heart. Just previously, it had been mentioned that one of the reasons (besides a poor poll showing and Chappaquiddick) that Edward Kennedy did not seek the Democratic nomination in 1980 was the zero year curse (not to mention the violent deaths of all his older brothers).

George W. Bush, the current and presiding zero year electee, may have escaped the "curse" due to modern medicine. Those in the know claim that because Reagan did not die (though the curse tried hard enough), the curse has run its course. However, Associate Editor Josie Roberts of the University of Virginia newspaper, *The Cavalier Daily*, did bring up the point in August 2000. In an article quoting psychics and a political historian, sey did their best to keep the curse in the limelight::

Lincoln shot in Ford's Theater. Garfield gunned down at a Washington railway station. McKinley struck by the bullet of an unemployed mill worker. Kennedy assassinated from the seventh floor of the Texas School Book Depository.

Since 1840, every president elected in a year ending in zero has had his term cut tragically short.... The exception? Ronald Reagan, elected in 1980, who narrowly survived an assassination attempt March 30, 1981....

As the story goes, his death was foretold by the Prophet, the half-brother of Shawnee Indian leader Tecumseh, Harrison's rival in the quest for Westward expansion.... And now, with the 2000 presidential election, the "curse" threatens to re-emerge.

"Should we worry about the curse? Maybe", University history Ph.D. candidate Leonard Sadosky said. "There are simply too many [instances] for this to be a coincidence."

...And bad luck isn't limited to Tecumseh-year presidents. Theodore Roosevelt, Harry Truman, and Gerald Ford all suffered attempted assassinations. Another glitch: President Zachary Taylor died while in office in 1850 but was elected in a non-Tecumseh election year of 1848.

"The curse does not seem to be exclusive - presidents elected in non-curse years also get cursed," History Prof. Joseph Kett said. "I'm not going to lose sleep over it."

...According to [astrologer] Dodich, year 2000's Jupiter-Saturn alignment once again occurred under the earth sign of Taurus, a phenomenon he said won't happen again for another 600 years. It's the end of a cycle, he said. And he's worried. "I'm looking at the vice presidents big time," the Portland-based astrologer said sincerely.

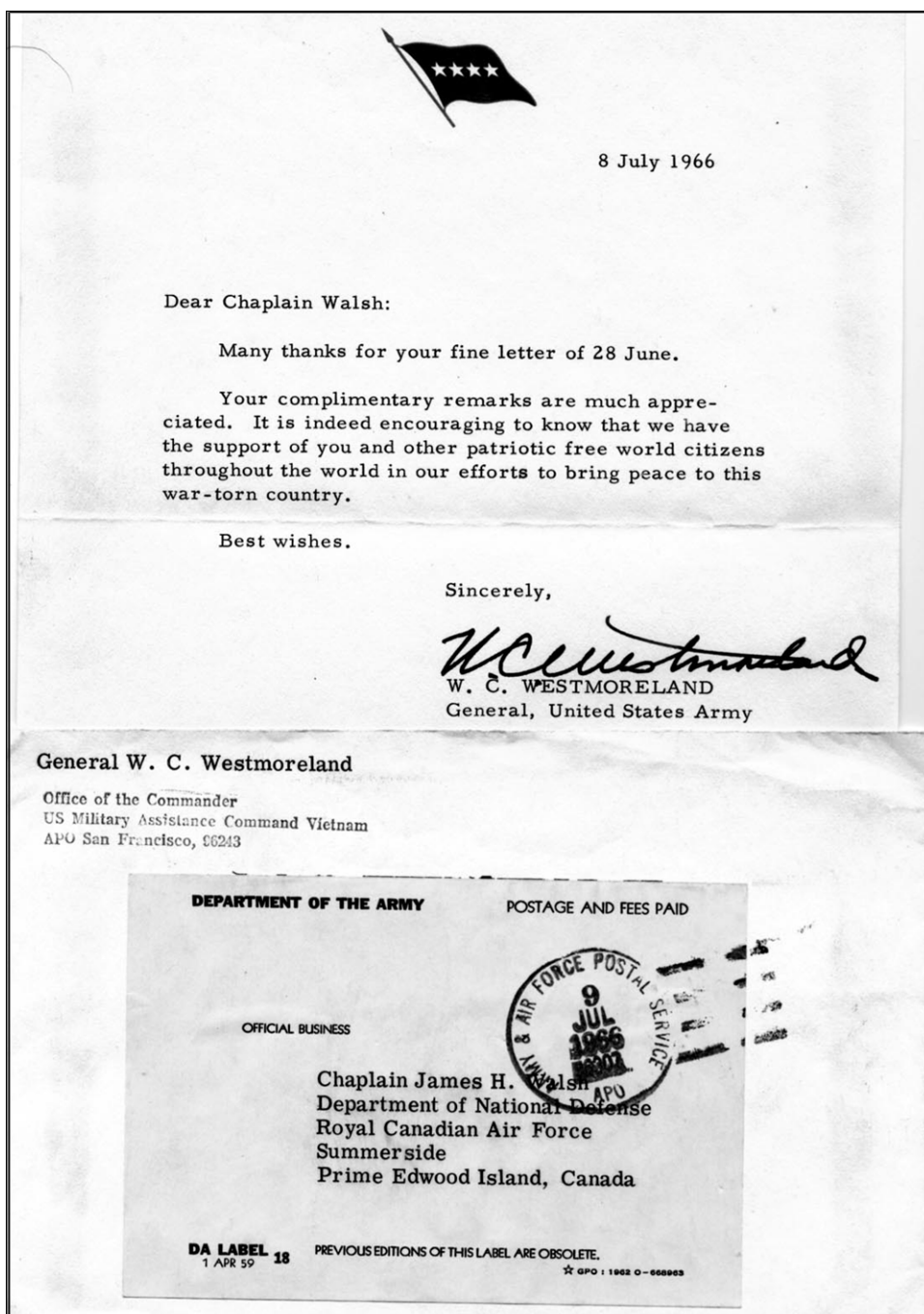


Figure 8 Though terrible days still lay in the future, of demonstrations and riots, shootings, "Hell no, I won't go!" chants, and brother against brother, Theater Commander General Westmoreland was able in 1966 to write his thanks to a sympathetic Canadian parson for his reassuring words. Had Kennedy not died, American involvement in Vietnam would have diminished and troops withdrawn starting in early 1964. How would American history have turned out then?

In this valid Tecumseh-year of 2000, is the press asking the right questions? Rather than scrutinizing the presidential candidates' tax cut plans, Dodich would argue, perhaps we should be inquiring into their medical histories or researching possible assassins....

After the last few terrorist years, do we need to look much further, Astrologer Dodich? May Tecumseh, The Prophet, and our departed presidents rest in peace.

Netography

<http://www.jmu.edu/madison/tecumseh/tecumsehbio.htm>
(James Madison Univ.)

<http://www.rootsweb.com/~usgenweb/ky/tippecanoe/titlepage.html>
(RootsWeb: Kentucky)

<http://www.ku.edu/history/VL/USA/ERAS/national.html>
(University of Kansas)

<http://www.uwec.edu/greider/Indigenous/woodlands/Tom/History.htm>
(University of Wisconsin-Eau Claire)

<http://www.tolatsga.org/iro.html>
(First Nations site)

<http://www.geocities.com/statechurch/tehcumseh.htm>
(TEHCUMSEH'S CURSE : LEGEND OR FACT?)

<http://www.cavalierdaily.com/CVArticle.asp?ID=4949&pid=600>
(University of Virginia: Cavalier Daily)

The Green Goods Swindles of the 1880s and 1890s



Figure 1

By Randy Stehle

The Post Office Department's efforts to deal with fraudulent matter has been ongoing since its earliest days. The rules and regulations it enacted had to be amended many times to deal with the new schemes hatched by the criminal element. One of the classic cases deals with the green goods swindles of the 1880's and 1890's. The cover shown in *figure 1* has a purple auxiliary marking that reads "OFFICIAL NOTICE./The person receiving this letter is warned/against swindlers, who falsely pretend to/deal in Counterfeit Money. If this letter/relates to that sub-ject, hand it to Postmaster,/who will forward to P.O. Dep't., Div. Of/Correspondence, Washington, D.C." This letter was simply addressed to J.J. Gurney, Marion, Mass. He must have been a grocer, as the endorsement, "Gro" appears in the lower left hand corner of the envelope. The letter was sent from New York, N.Y. in early 1894. This article will explain how the green goods swindles worked and the efforts of the Post Office Department to deal with it.

One of the best contemporary sources of material on these swindles is found in *The Story of Our Post Office*, published in 1892, written by Marshall Cushing. Cushing was the private secretary of John Wanamaker, the Postmaster General from 1889-1893. His accounts of the swindles is fascinating reading. It was such a

big problem back then, that he dedicated an entire chapter in his book to it. Rather than paraphrase him, I have decided to quote him at length. His was a good writer (who like many of his era preferred long sentences with lots of commas and semicolons). His use of the vernacular of his day makes his words come alive.

He begins his chapter thusly: "The green goods swindle is the most extensive one "worked" through the medium of the mails. Very few people know exactly what green goods are, - many who do know have paid dearly for their knowledge. A large gang located in New York City constantly flood the mails with circulars offering for sale to the addressee counterfeit money "so perfect it cannot be told from the genuine," and informs him in what manner he shall proceed to obtain this money. In all the circulars the term used to describe their money is either "green goods," or simply "goods." But these men do not handle counterfeit money. They simple lead the victim on to rob him. No sympathy is to be expressed for the man who is swindled by these green goods dealers. He is, if anything, a more insidious fraud than the alleged dealer, for he is willing to purchase counterfeit money with which to swindle his neighbors. If these fellows have such wonderful counterfeits of United States notes, that can be passed as easily as the genuine,

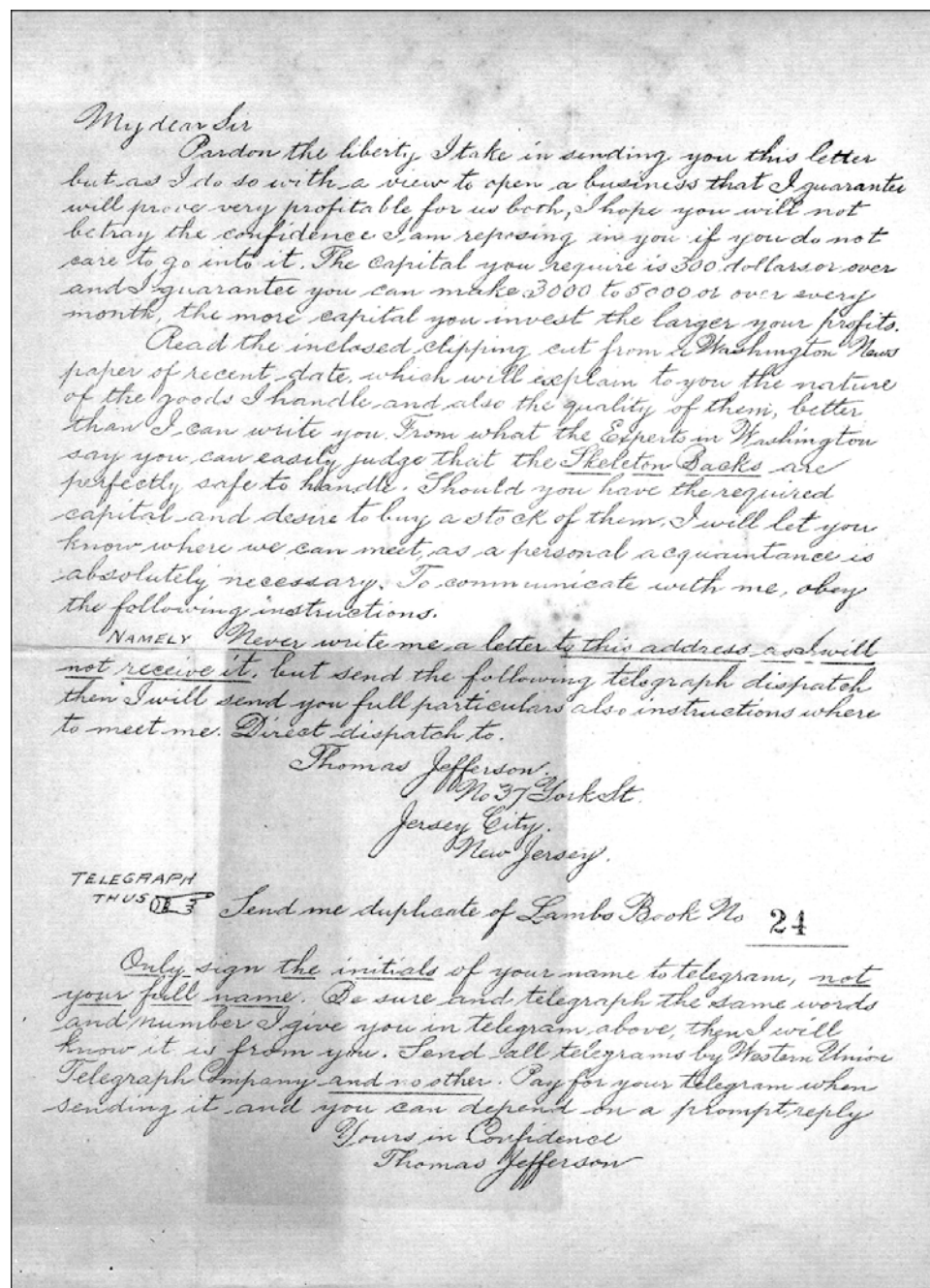


Figure 2

why do they wish to sell them at ten cents on the dollar? Would it not be more profitable to use the counterfeiters themselves? Strange, the victims, and there have been thousands of them, never think of this."

"The circulars sent out by these alleged dealers in counterfeit money will describe their scheme better than anything else will. The following are the chief kinds of circulars used. They are in stereotyped tone and are the chief ones that have ever been issued. They tell their own story."

The circular found in the figure 1 cover is shown in figure 2. It reads as follows (the use of capitalized letters and underlined words appear in the original):

My dear Sir

Pardon the liberty I take in sending you this letter but as I do so with a view to open a business that I guarantee will prove very profitable for us both, I hope you will not betray the confidence I am reposing in you if you do not want to go into it. The capital you require is 300 dollars or over and I guarantee that you can make 3000 to 5000 or over every month, the more capital you invest the larger your profits.

Read the enclosed clipping cut from a Washington News paper of recent date, which will explain to you the nature of the goods I handle, and also the quality of them, better than I can write you. From what the Experts in Washington say you can easily judge that the Skeleton Backs are perfectly safe to handle. Should you have the required capital, and desire to buy a stock of them, I will let you know where we can meet, as a personal acquaintance is absolutely necessary. To communicate with me, obey the following instructions.

NAMELY Never write me a letter to this address as I will not receive it, but send the following telegraph dispatch then I will send you full particulars also instructions where to meet me. Direct dispatch to.

Thomas Jefferson
No 37 York St.
Jersey City,
New Jersey.

TELEGRAPH THUS [hand pointing right] Send me duplicate of Lambs Book No 24

Only sign the initials of your name to the telegram, not your full name. Be sure and telegraph the same words and number I give you in telegram above, then I will know it is from you. Send all telegrams by Western Union Telegraph Company and no other. Pay for your telegram when sending it and you can depend on a prompt reply

Yours in Confidence

Thomas Jefferson

The *figure 1* cover also had the newspaper article shown in *figure 3* enclosed. It was made to appear as if it were cut from a newspaper. I have read other such articles, and this one is the least convincing. For instance, why would an official of the Bureau of Printing and Engraving explain in detail how one of their security measures works? It reads as follows:

ARE THEY COUNTERFEITS?

That is a Problem the U.S. Treasury Experts are trying to Solve.

Washington, D.C. — It appears that again the counterfeiters have equaled, or even surpassed the Government Engravers in their latest work. It was claimed by the Chief of the Engraving and Printing Bureau that too much color and lathe work on the back of our Greenbacks, is the cause that counterfeits are so hard to detect, and therefore are often received as genuine in the Redemption office. To overcome this, new plates have been made with the so called "skeleton backs" on account of so little color and printing being on

country, will be gladly received.

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Through the courtesy of Mr. Williams, chief of Bureau, our reporter was allowed to examine one of the bills in question; it certainly was in appearance as good as any bill and if it was a counterfeit, as Mr. Williams hinted, those scoundrels who make and pass them will have no trouble in doing so, and thereby certainly get rich in a short space of time. The chief added, as he glanced at the bill; "These are the best counterfeits I have come across in my twenty years of experience here, and I see the check letters are all correct. We use four check letters said he; A, B, C and D, and to find what letter belongs on a bill you must divide the last two numbers of the whole number of the bill; for instance the number of a bill is 10,412, you divide the 12 by four; it comes out even, goes four times and no remainder left, so it is an 0, and a D belongs on all bills which divide even; should the number be 13 there would be the letter A on the bill and if 14 the letter B and 15 the letter C; as an A stands for 1, B for 2 and C for 3, and D for an 0, so you see how easy the key is when you know it." Mr. Williams further stated that it does not pay the counterfeiters to get up poor work, and that no doubt they must have spent a good deal of time and money for these plates, and as they seem to be able to get the genuine paper it is a hard matter for us to tell their work from the genuine. "These scoundrels, no doubt, will be very careful with whom they deal or let pass their bills. As a rule the manufacturer of the "queer" seldom passes any of it himself, but sells it to other parties in large quantities only, and they go into the country and pass it off on ignorant storekeepers and farmers, and you can easily judge for yourself when counterfeits are so fine that we cannot detect them, what chance have these people in the country, who often take money without even looking at it to see if it is good or bad. Of course the Government sustains a loss every year through counterfeits being taken for genuine" but then, he said, smiling: "we have a little margin to work on in favor of the Government, and that is, that there is lost every year by shipwreck, fire and otherwise thousands and thousands of Greenbacks which are never recovered and therefore do not have to be redeemed by the Government, as the people who have the misfortune to lose them must stand the loss. It seems hard that a rich Government should have such an advantage over poor people, but that is the law; perhaps that is the reason that sometimes people of high standing who were considered honest, have been found engaged in handling counterfeit money."

Figure 3

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Cushing goes on to state, "Some refer to samples of merchandise enclosed, which is always a genuine one dollar silver certificate. With the green goods circular is generally what purports to be an endorsement from a banking house as to the financial responsibility of the writer. The letters, as well as the newspaper clippings, are prepared by the operators of this scheme to delude their easy victims."

"The names of the persons to whom green goods circulars are sent are obtained in various ways. They are frequently purchased from agencies, who make a business of collecting names and selling them; but the latest mode of gathering names is by sending to postmasters and trying to induce them, in consideration of a small sum, to furnish the names of all men who are permanent residents and worth more than five hundred dollars receiving mail at their office. But it is a violation of the regulations of the Department for any postmaster to give such information. The postmaster, however, has not always understood that the names are desired for the purpose of sending green goods circulars, as the address of the person desiring the names is generally given as that of a harness company or a hardware company. The mail is probably directed to New York, to some saloon or tobacconist's, and, if it reaches its destination, is most likely called for by the green goods dealer himself."

"Some person, who received a green goods circular, thought he had discovered a large gang of counterfeiters and accordingly, in great confidence, sent the circular and the other enclosure to the Pinkerton Detective Agency at New York. The following letter received in reply gives a good idea of the game:"

Dear Sir: - I have your letter of the 26th, with enclosure of circular letter sent from this city. The sender is not a dealer in counterfeit money; his object is to swindle by what is commonly known as the "sawdust" or "green goods" swindle. The scheme is to induce any to whom letters are sent, to come to New York, and the idea is held out that he will be sold counterfeit money. Should the party take the bait, he is met on his arrival by an agent of the swindlers who conducts the victim to a room hired for the occasion in some secluded locality in which on a table is placed some new, genuine United States notes (greenbacks), national bank notes or Canadian bank bills, which are represented by the swindler as counterfeit. The victim, on being induced to purchase a quantity, sees the bills made into a package, wrapped and sealed. This package is sometimes put into a valise or box. The attention of the purchaser is then drawn away from the package, valise, or box, and in an instant another similar package, valise or box is substituted by a party who is concealed behind a partition and works through a false panel. It is sometimes the case that the swindler will start for the express office

with his victim and the genuine money in his valise, but while en route will manage to make an exchange with a confederate and get a facsimile in exchange. This substituted package, valise, or box, is carried to the express office by the victim and one of the swindlers and is shipped to the address of the victim. The party swindled does not discover that he has been the victim of sharpers until he arrives home and opening the valise, package or box which he has sent by express at the solicitation of the swindler, he discovers packages of loose paper, bricks, lead pipe, scrap iron, or packages of sawdust. Convictions for offenses of this kind are rare, as those who have been swindled fear the odium that is attached to their being willing to be a party to purchasing and putting in circulation, counterfeit money. It is evident that these "green goods" people are flooding your section of the country with circulars offering to sell you "green goods," and I therefore suggest that you make the matter public through your press.

ROBT. A. PINKERTON

"When it became apparent that green goods were being dealt in great quantities, it was necessary that some means should be devised to stop the mail of these swindlers. Large quantities of letters were being received by them daily and there was no power at the command of the Postmaster General to interfere with them. Section 5480 of the Revised Statutes of the United States, which provided for the punishment of persons conducting fraudulent business through the medium of the post office establishment, was inadequate properly to cope with this business [This section is found as Section 379 of the 1887 Postal Laws and Regulations (PL&R), entitled "Letters and Circulars Concerning Lotteries, Etc.", and was the only section that dealt with illegal mail schemes. It only covered lotteries, though.], and was, by the Act of March 2, 1889, amended to address this problem. [The act appears as Section 334 of the 1887 PL&R, and is entitled "Green Goods, Fraudulent and Fictitious Matter"] This Act reads in part:"

If any person having devised or intending to devise any scheme to defraud, or to sell, dispose of, loan, exchange, alter, give away or distribute, supply or furnish, or procure for unlawful use any counterfeit or spurious coin, bank notes, paper money, or any obligation or security of the United States or of any state, territory, municipality, company, corporation or person, or anything represented to be or intended to be, or intimated or held out to be such counterfeit or spurious articles, or any scheme to obtain money by or through correspondence, by what is commonly called the "sawdust swindle," or "counterfeit money fraud," or by dealing or pretending to deal in what is commonly called "green articles," "green coin,"

"bills," "paper goods," "spurious Treasury notes," "United States goods," "green cigars," or any other names or terms intended to be understood as relating to such counterfeit or spurious articles, ...[shall] place or cause to be placed, any letter, writing, circular, pamphlet or advertisement in any post office, branch post office, or street or hotel letter-box of the United States, to be sent or delivered by the said post office establishment...shall, upon conviction, be punishable by a fine of not more than five hundred dollars, and by imprisonment for not more than eighteen months, or by both punishments, at the discretion of the court."

"The names under which these green goods swindlers operated were nearly all fictitious; so, as soon as the Postmaster General was aware that a certain name and address was that of a green goods man, instructions would be promptly issued to the postmaster at the office of address to call upon him for identification under the provisions of the act referred to before the delivery of any mail to him could be made. After such a notice is issued by the postmaster for the addressee to appear for identification, these letters are seldom claimed, and in the course of time they reach the Dead Letter Office. In the past few years a great many letters addressed to green goods dealers, containing various sums of money ranging from one dollar to two hundred dollars and even more, have reached the Dead Letter Office. In one instance a single batch of letters addressed to Adam P. Conklin, Hoboken, N.J., contained five thousand dollars in good money. Conklin had been called on to identify himself under amended Section 5480 of the Revised Statutes, but he never appeared. In other instances, one thousand dollars, two thousand dollars, etc., have been taken out of letters to one address. The writers of these letters, when they are informed by the postmaster at their homes, that the Post Office has certain money which it appears was sent by them to a certain person, disclaim all knowledge of the transaction and refuse to receive it. Hardly one third of the money which reached the Dead Letter Office in this manner has been returned and accepted by the senders."

"Many honest persons who receive these circulars send them to the Department. In this way the aliases adopted by these men are known to the authorities very soon after the circulars are sent out. It is generally on this information that orders to appear for identification are issued. A record is kept in the Department of all green goods dealers called on for identification. Within the past year over one thousand differ-

ent names were entered on this book; and nearly twenty thousand green goods circulars were forwarded to the Department.”

“The addresses given by these green goods men were generally saloons. Arrangements are made with the saloon keeper to receive all mail, and it will be called for. The mail is also addressed to places where private letter boxes are kept. Not long ago eight letter carriers, who were, unhappily, in collusion with these men, were arrested in New York City. The mail would be addressed to a street and number on the carrier’s route; he would put it in his pocket, and then at some appointed place give it to the green goods man.”

“The green goods dealers have a great many different methods of “working” their victims. Previous to the passage of the act of March 2, 1889, which enabled the post office authorities to stop the mail of these dealers, it was the custom to carry the whole business on through the medium of the post office. A number of circulars were sent out in this way, describing the wonderful merits of the goods, which were offered at exceedingly low rates. Should the addressee remit a small amount, requesting a sample of the green goods, a good one dollar bill would be sent. This could be easily passed, of course, and the victim would probably conclude to make a larger investment. He would send on one hundred dollars, or more, in good money, expecting in return to receive, perhaps, one thousand dollars in counterfeit bills. But the counterfeit money never came. The alleged dealer would pocket the money of his victim and pay no further attention to him. The aliases and addresses of these dealers were frequently changed so that letters of inquiry or complaint seldom reached their destination; and if they did, no attention was paid to them.”

“Another method of operation was to request the intended victim to order any amount of goods he desired and they would be sent to him by express, “C.O.D.” In due course of time the box arrives, and the charges are promptly paid to the express agent. In high glee the recipient of the box sneaks off to some secret place to open it. Instead of bright, crisp counterfeit greenbacks, he finds nothing but sawdust, bricks, or strips of green paper. He is swindled; but it would never do to complain to the authorities, for he realizes that he is as much a scoundrel as the man who offered to sell him the counterfeit money.”

“The vigorous and prompt enforcement of the Act of March 2 now makes it almost impossible for the green goods dealer to receive mail, and they have had to devise other ways to swindling their victims. The present method is to send out circulars to prospective victims and request them to send a telegram (a copy of which is enclosed with the circular) if they desire to invest in the green goods. Then full instructions will be sent them how and where they can meet the dealer. In reply to this telegram will be sent a letter containing full instructions, and a good one dollar bill is generally enclosed as a sample of the goods dealt in. It is suggested by the dealer that intending purchaser use this one dollar bill, just to see how easy it is to pass it.”

“When the would-be purchaser is ready to start for New York, or any other place of meeting agreed upon (most of the meetings, however, are appointed for New York City), he advises the dealer as to the hour of his departure. On reaching a certain point, generally some small town within a few miles of New York, he is to be met by the dealer of his agent, who is known among the fraternity as the “steerer.” He is to go to the hotel named in the instructions, retire to his room, and wait until called on. His telegrams or some passwords are to be the sign of recognition. The would-be purchaser arrives at the hotel, and retires to his room, where it is not long before he is joined by the green goods “steerer,” who presents the proper credentials. Proceeding from the hotel, the victim is generally taken to New York City. He is treated in a royal manner, being taken to the finest restaurants, gin palaces, and other alluring “joints.”

“The “steerer” has now fully won the confidence of his intended victim and has got him in a happy frame of mind. He takes him to the place where the “goods” are kept and the deal is to be made. Good money, which is represented to be counterfeit, is shown to him and he examines it. He concludes to invest in a certain amount; it is counted off, and placed in a small satchel, bag, or box. Good greenbacks are given in payment. The “steerer” engages the victim in conversation and takes him to the other side of the room to show him something, and, in the meantime, a trap door in the wall is opened and the satchel containing the money is removed and one just like it, containing packages of green paper, cut in the size of bills with genuine bills on the top and bottom of the pile, is put in its place. The victim gets his satchel; it is opened and he sees the packages of “money”; but he is warned

not to examine it until he is some distance from New York City, as the police are always on the lookout and might notice what he had and arrest him."

"Another method adopted by these men is for the "steerer" to conduct the victim into a room in some convenient hotel, show him the "goods" which he proposes to sell him, and count them out; but just as the transfer is to be made a loud knock is heard at the door, the money is quickly slipped into the "steerer's" pocket, and door is opened. Two men enter the room and represent themselves to be Government officers, who, having discovered the whereabouts of this counterfeiter, have come to arrest him. The "steerer" begins to offer money to them to be let off. The bogus officers are at first very indignant that their integrity should be assailed, but when the bribe reaches fair proportions, they reluctantly consent to take it and let the offender off. The green goods man takes his victim to one side and explains the situation; if the bribe is not paid, both will be arrested. But it will never do to pay these officers of the law with counterfeit money, and the only way out of the difficulty is for the intending purchaser to pay the promised bribe, and the counterfeit money will be given to him as soon as the officers are out of sight and hearing. The "bribe" is paid. This generally takes all the money the victim has brought with him. The "officers" retire. In a few minutes, the green goods man makes some excuse to leave the room. He never returns; and, after waiting some time in the vain hope that the man will come back and give him the goods, the victim realizes that he has been swindled."

"It is generally supposed that there are two separate gangs of green goods men in New York City. The managers of these schemes generally live in handsome houses, surrounded with all the luxuries of life. They do not appear in the game, but furnish all the necessary money to pay expenses and delude the prospective purchaser. The men who do the work receive a certain share of the profits."

"The Post Office Department has been unrelenting in its efforts to crush these green goods swindlers. They are forced by the surveillance of the post office inspectors to change their addresses every few weeks. Telegraph companies require identification, just as the Department does, when they have reason to believe that a telegram is from a green goods man. But an important part in breaking up this business must necessarily be done by the state and local authorities. There are a great many individuals engaged in one

green goods transaction: the manager of the scheme, the person who addresses the envelopes, the one who mails them, the "steerer," etc., are all different persons. The offense under the postal laws is mailing the circular or causing it to be mailed; hence the difficulty of getting hold of the manager of the scheme is apparent. It is necessary, in order to reach him, to show by legal evidence that he caused the circular to be mailed. Many arrests of green goods men have been made by post office inspectors, and convictions have generally followed; but these fellows are simply "stool pigeons," and the game may easily go on without them."

"If the local authorities of a city really start out to capture green goods men they can usually do it. The Post Office Department, as stated, has only to do with the connection of this fraud with the mail; and, as states, too, with all the different members of a gang and all the different aliases, it is only with the greatest difficulty that evidence can be had that one of these persons really posts a letter. Plenty of evidence is at hand, however, for the local detective office, if he only has the clue and will work it out."

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The Cottonwood Mall Self-Service Post Office



Figure 1 The Cottonwood Mall Self-Service Post Office photographed July, 1971.

By Dennis H. Pack

Over the years, changes in the way we live have led to changes in postal services. The development of self-service post offices (SSPO) was partially a result of the growth of suburbs and shopping malls. This article considers one such post office: the Cottonwood Mall Self-Service Post Office located in Holladay, Utah, and shown in *figure 1*.

In the boom that followed World War II, the population of Utah's Salt Lake County exploded as houses replaced hay stacks. Suburbs sprang up, and with them, demands for stores and services. Shoppers shunned the congestion of downtown areas and fled to shopping malls that offered generous parking and all-weather shopping in many stores under one roof. The first major mall built in Salt Lake County was the Cottonwood Mall, which opened in 1963 at 48th South Street and Highland Drive. Its popularity increased as it became a center for community events, dining, and entertainment.¹

At the time the Cottonwood Mall was built, the U.S. Postal Service was experimenting with new ways to provide efficient service and reduce its payroll. One way involved self-service post offices that were not staffed, so they could remain open 24-hours a day. Patrons used scales and charts to figure their postage, then purchased stamps and services from vending machines, applied the stamps to the items to be mailed and deposited them in collection boxes. Most services, except registration, were available.

The Cottonwood Mall Self-Service Post Office (SSPO) opened November 5, 1966.² It was located in a corner of the mall parking lot, where it was accessible to patrons on foot and in vehicles. Since mail was taken elsewhere for processing, most items could not be identified as having been mailed at the SSPO. An exception was insured third or fourth class mail. Minimum insurance could be purchased through a vending machine booklet containing a postal insurance stamp. Covers of three booklets are shown in *figure 2*. The cost of the insurance varied over time. Starting in 1966, \$15 in insurance coverage, cost



Figure 2 Machine vended booklets containing postal insurance stamps used at SSPOs.

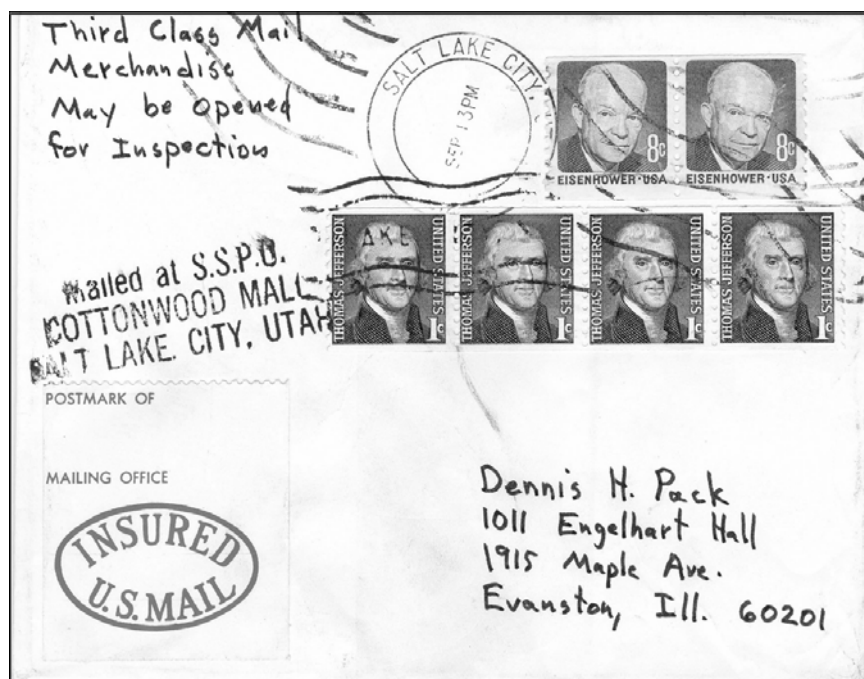


Figure 3 Partial wrapper showing “Mailed at Cottonwood Mall SSPO” handstamp.

twenty-cents. It increased to forty-cents in 1977, and fifty-cents in 1978. A forty-five-cent booklet was available in 1981.³

Figure 3 shows part of a wrapper from a small parcel sent insured third class mail from the Cottonwood Mall SSPO. The postage stamps were cancelled by Salt Lake City roller cancels. “Mailed at Cottonwood Mall S.S.P.O.” has been stamped above the postal insurance stamp. This is the only reported type of marking that identifies mail sent from the Cottonwood Mall SSPO.

The author became aware of SSPOs through the philatelic press. He hoped to have the Cottonwood Mall SSPO handstamp applied to a cover mailed from there as insured third class mail, but was unsuccessful, as shown in figure 4. The author mailed small parcels at the Cottonwood Mall SSPO several times over the period of several years in attempts to obtain examples of the SSPO handstamp. Only one parcel received a complete handstamp—the one shown in figure 3, two received partial handstamps, and the others only had the stamps cancelled.

Nothing remains the same. *Postal Bulletin* 21522, July 11, 1985, ordered the removal of booklets containing postal insurance stamps from vending machines. Among other things, this meant that machine vended postal insurance stamps could no longer be used to try to obtain SSPO markings. The Cottonwood Mall SSPO was moved inside the mall in 1986.

Endnotes

- 1 Linda Sillitoe, *A History of Salt Lake County*, p. 208
- 2 Letter dated May 13, 1977, from USPS District Manager D.S. Greenburg.
- 3 *Scott Specialized Catalogue of U.S. Stamps and Covers*, 2002, p. 279.

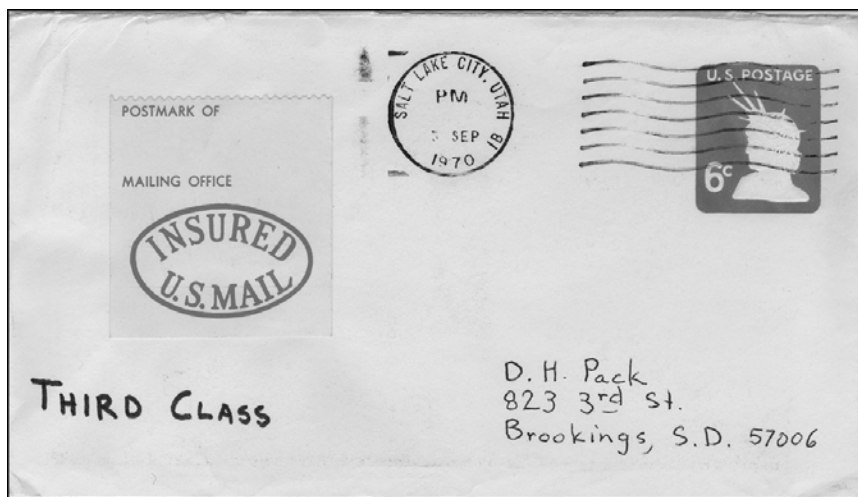
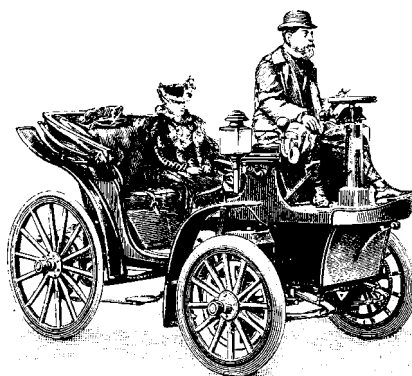


Figure 4 Cover mailed insured third class mail at the Cottonwood Mall SSPO, but that did not receive the handstamp.



The Ninth United States Infantry entering Peking

Postal Woes of the Ninth U.S. Infantry

By Michael Dattolico

As the United States girded for war with Spain in 1898, the Ninth Infantry Regiment was regarded by many as the Army's most dependable infantry unit. It fought in Cuba in 1898, the Philippines in 1899 and 1900, north China from mid-1900 through May, 1901, and then again in the Philippines. When they returned home in the spring of 1902, the regiment had been overseas for nearly three years.

Mail for the Ninth Infantry soldiers was handled through the existing military postal stations established in Cuba and the Philippines. But from the time the troops departed for China in June, 1900, and even after the unit's return to the Philippines in May, 1901, there were noteworthy mail disruptions.

July and August, 1900, were months of intense combat for the Ninth Infantry. When they had the time and energy to write, American soldiers had to rely on the postal outlets of foreign countries. To make matters worse, mail arrived sporadically. The postal situation stabilized after Henry Robinson established military postal stations for U.S. troops in September,

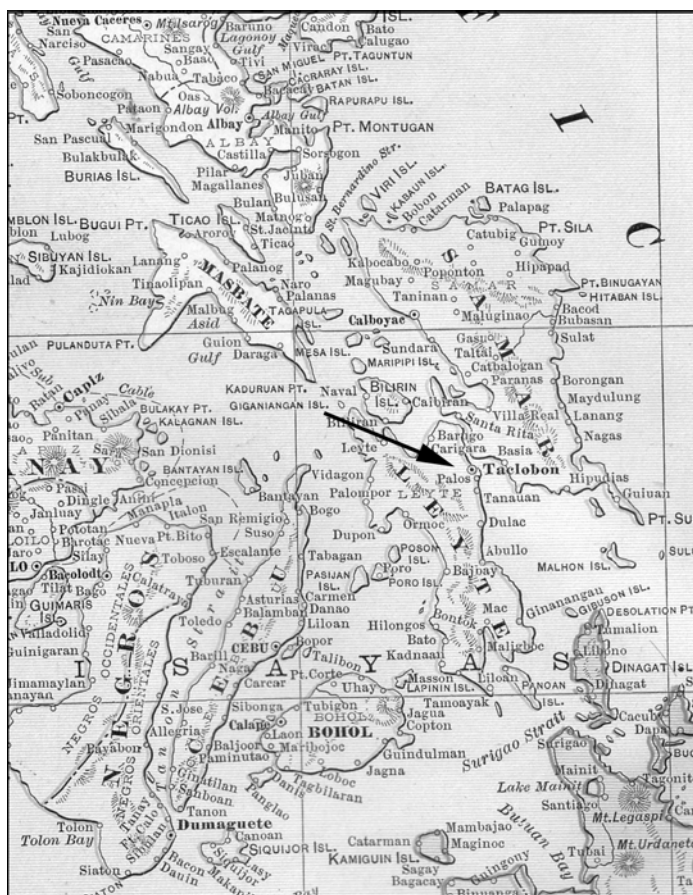
1900. But it worsened in late November when the port of Taku was closed due to ice and alternate arrangements temporarily slowed the mail flow to a trickle.

When the Ninth Infantry arrived in Manila in May, 1901, they had not received mail in over a month. Medical officers noted that many of the Ninth Infantry soldiers were afflicted by what doctors were characterizing as "acute nostalgia" or "chronic homesickness". One surgeon attached to the Ninth Infantry, Dr. Henry Howland, felt the disorder was caused by being away from home for so long, but was exacerbated by a lack of mail. When the Ninth Infantry left China in May, they actually passed the steamer carrying their mail to China in mid-ocean as they sailed to the Philippines.

Noting the doctors' alarming conclusions about the troops' malaise, army commanders gave the Ninth Infantry two month's light duty in Manila. Their duties consisted mainly of close-order drill during the day. They were given town liberty each evening. The Ninth Infantry was part of the honor guard at Will-

iam Howard Taft's inaugural ceremony as civil governor in Manila on July 4, 1901. Unfortunately, no mail arrived for the Ninth Infantry during the entire summer. A feeling of dejection overcame many men who feared that many more months would pass before they received mail from home.

By early September, mail still had not arrived, but the insurrection raged on. General Adna Chaffee had commanded the 9th Infantry in China and had great faith in them. Companies of the regiment were transported to the Leyte-Samar area of operations, then considered the most violent unpacified area in the Philippine Islands.



Map 1 The 1st Brigade Headquarters was at Tacloban and this served as the main post office.

For the soldiers operating on Samar and Leyte, the 1st Brigade Headquarters at Tacloban served as the sector's main post office. A large load of mail, much of it for the Ninth Infantry, was processed by the Tacloban post office in mid-September. It was transported across the San Juanico Strait to the army base at Basey, Samar for dispersal. The Ninth Infantry's Company C, based at the town of Balangiga, got word

on September 24th that they would soon receive mail. According to one account, "...The prospects of mail from home, after all those months, was almost more than the homesick men could bear. Some cried and others threw their soggy campaign hats into the air..." The Company C men received their mail on Friday evening, September 26th. Unfortunately, many of those men never read their mail. Early the next morning, the soldiers were massacred by local insurgents.

In the aftermath of the tragedy, the Ninth Infantry was more committed to Samar. Companies "D" and "G" were sent to garrison Balangiga, while Company E fought a series of engagements in Samar's Gandara Valley. The regiment's other companies continued combat operations in the area until spring, 1902, when they departed the Philippine Islands for the United States. Few American military units from that period suffered as much, in great part due to a lack of mail from home.

The featured cover reflects the postal confusion that seemed to follow the Ninth Infantry during their Philippines-China-Philippines period of service (June, 1900 - September, 1901). The letter shown as *figure 1* was mailed from New York on July 1, 1901, to Private Harley Hutchinson of Company A, Ninth U.S. Infantry, Manila, P.I. A pair of 2-cent Pan-American stamps and a 1-cent stamp of that series paid the overseas rate of five cents.

The manuscript markings on the cover's front seemed to indicate that Pvt. Hutchinson was no longer part of Company A, or even the Ninth U.S. Infantry Regiment for that matter. Clerks thought Hutchinson was part of the Fourteenth Infantry, which sailed for the United States aboard the transport Sheridan on July 20th. The letter was routed in turn to Fort Assiniboine, Montana, Fort Snelling, Minnesota and Fort Niagara, New York, those posts being infantry centers where the Fourteenth U.S. Infantry was based. Private Hutchinson was not at those locations, and the letter was returned to the writer, Andrew Hutchinson of Pitcher, New York.

The dates of the postmarks shown on the cover's back (*figure 2*) provide few clues and heighten the confusion. Backstamps show that the San Francisco post office handled the letter on July 5th, but the Manila post office didn't receive it until September 12, 1901. This two-month delay was likely due to conflicting

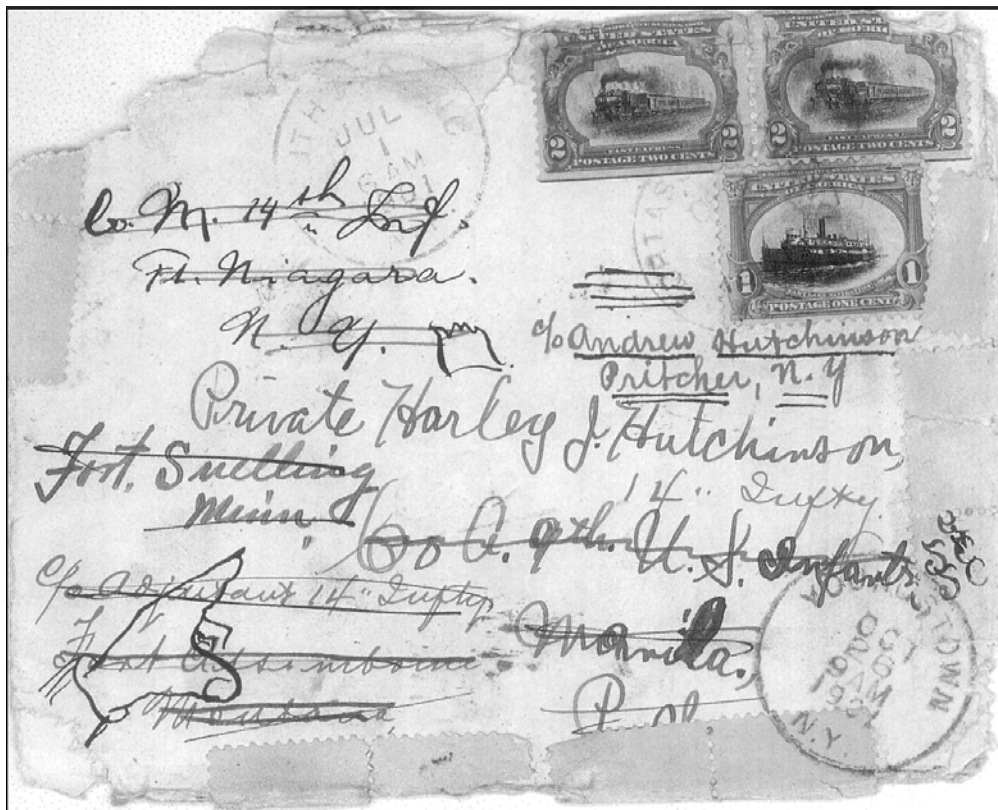
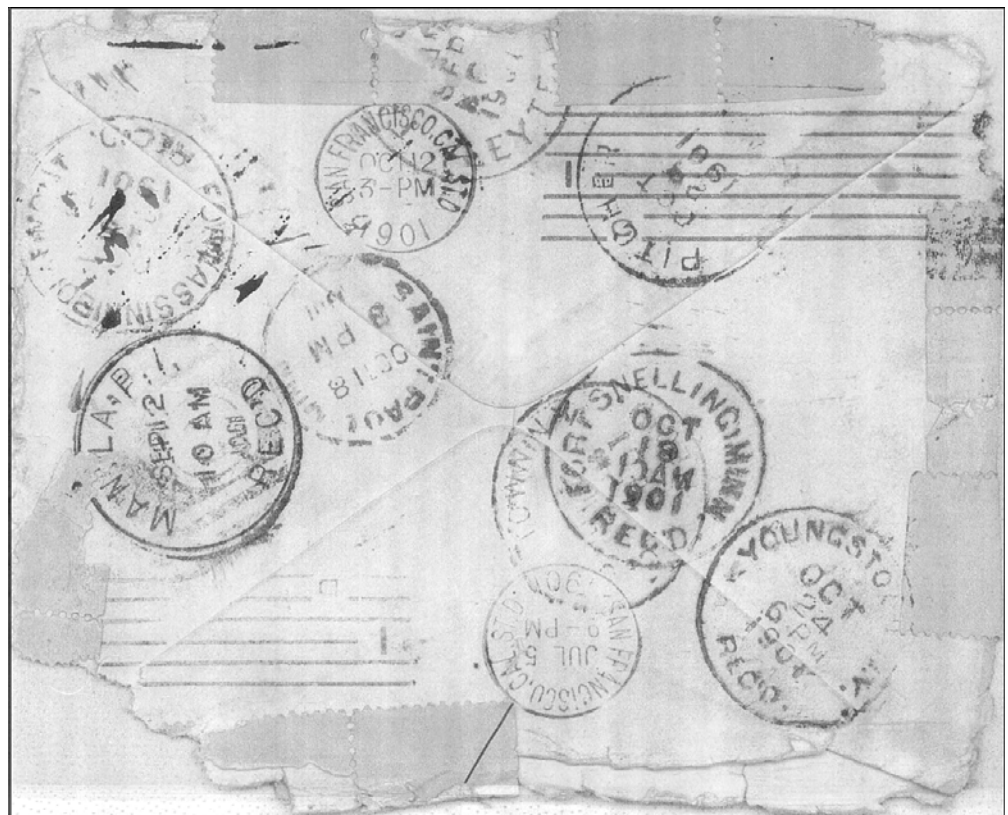
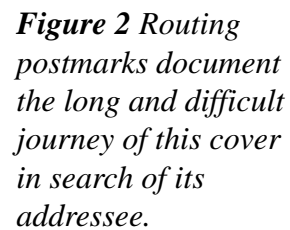


Figure 1 Mailed from New York on July 1, 1901, this cover was franked with two 2¢ and a 1¢ denomination of the Pan-American series to pay the five cent rate to the Philippines.



reports of troop movements from north China and the unknown whereabouts of the Ninth Infantry. One possibility is that the San Francisco post office forwarded the letter to Nagasaki, Japan, the pickup point for mail of American forces in China, where it was held until the Ninth Infantry's return to the Philippines was confirmed. Another theory is that the San Francisco P.O. knew of the soldiers' Philippines destination and simply waited until the troops had arrived in Manila before forwarding the regiment's mail.

With much of the Ninth Infantry now operating in the Samar sector, the Manila post office forwarded the letter to Leyte, where the Tacloban P.O. handled it on September 20th. But perplexingly, the next postmark seen on the back is the San Francisco marking dated October 12th, along with stateside fort postal markings and the October 28, 1901, Pitcher, New York postmark. So, where was Private Harley J. Hutchinson, and why wasn't his letter delivered? The answer? Hutchinson never left China.

Henry Corbin, the Army's Adjutant-General in Washington, cabled General Chaffee on March 15, 1901 with orders to depart China by the end of April. His

cable also ordered him to leave a company of infantry in Peking to serve as legation guard. The company was to consist of 150 men "...having at least one year to serve or those intending to reenlist...." Chaffee cabled Corbin on March 22nd with the terse message: "Company B, Ninth Infantry, Captain Andre W. Brewster commanding, selected legation guard." Soldiers in the regiment who met those criteria were folded into Company B. Hutchinson was one of those men.

On May 26, 1902, Henry Corbin cabled General Chaffee with the following request: "The Secretary of War desires, if practicable, 50 men belonging to the Ninth Infantry having two years or more service, left by returning companies, to be transferred to Company B, Ninth Infantry, and sent to Peking China first opportunity. Report desired." But by then, however, the remaining companies had embarked aboard the transport Hancock and sailed on May 29th. With his premier infantry regiment gone, Chaffee ordered men from the 13th U.S. Infantry transferred to China.

Company B remained at Peking until 1905 when marines assumed legation guard duty.

World War II "Helmet Mail"

Letter transcribed by Cath Clark

Hollywood starlet Vivian Austin was one of *Newsweek's* many pin-up girls. Like many Hollywood stars, she received fan mail regularly. Her pin-up made an unusual journey inside one serviceman's helmet, described below. The cover has since been separated from the letter and the clipping, but it was postmarked APO 230 w/ HQ 1st Army at Weimar, Germany.

May 30, 1945

Germany

Dear Vivian,

Enclosed you will find a rather beaten up and water soaked *Newsweek* Pin Up. It was just about a year ago this May that your picture was placed inside of my helmet. At the time we were in a marshalling area in southern England awaiting the Invasion of the Continent.

Since that time this picture has been through every campaign on the Continent since June 6, 1944. Many times I have looked at this picture and wished that I had the honor and privilege of knowing you.

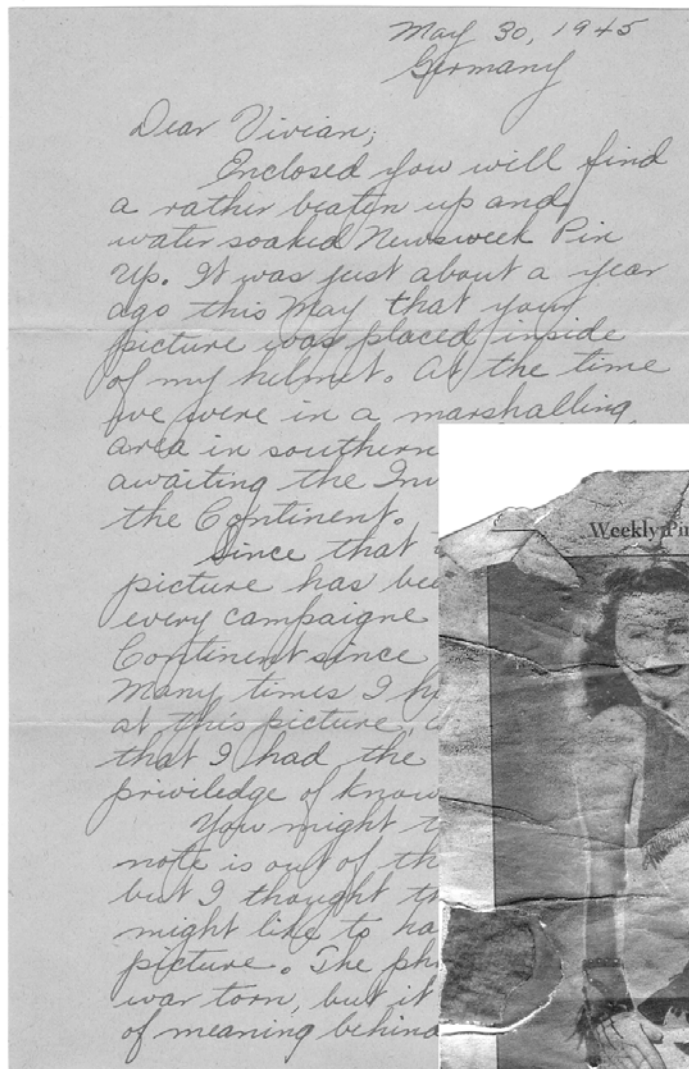
You might think this note is out of the ordinary, but I thought that you might like to have this picture. The photo is sort of war torn, but it has a lot of meaning behind it.

We have been told that we would probably go to the Pacific theatre by way of the States, and I was hoping that if I should happen to be lucky enough to ever come to California, I would certainly appreciate a chance to meet you.

Well, I suppose by this time I have bored you enough. But I closing, I am hoping that I will receive a letter with a new picture enclosed. Thanks a lot.

Sincerely,

Walter M. Clarke



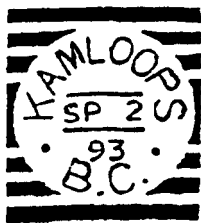
Letter to Vivian Austin, dated May 30, 1945 Germany.



Crumpled and torn from being taped inside a "tin pot" for months, this Newsweek Weekly Pin-up survived D-Day and subsequent campaigns across northern Europe. The script at the bottom reads: "As any serviceman can see, a pistol isn't the only thing Vivian Austin, Hollywood starlet, packs."

Prices Realized Subscribers' Auction No. 71

Lot	Price	112	\$95.00	223	\$80.00	334	\$22.00	445	\$0.00
1	\$15.00	113	\$4.50	224	\$85.00	335	\$10.00	446	\$22.00
2	\$16.00	114	\$0.00	225	\$0.00	336	\$0.00	447	\$0.00
3	\$0.00	115	\$8.50	226	\$140.00	337	\$0.00	448	\$16.00
4	\$15.00	116	\$0.00	227	\$40.00	338	\$11.00	449	\$0.00
5	\$13.00	117	\$290.00	228	\$70.00	339	\$0.00	450	\$11.00
6	\$0.00	118	\$210.00	229	\$160.00	340	\$26.00	451	\$0.00
7	\$0.00	119	\$0.00	230	\$0.00	341	\$0.00	452	\$0.00
8	\$0.00	120	\$0.00	231	\$0.00	342	\$10.00	453	\$11.00
9	\$65.00	121	\$24.00	232	\$28.00	343	\$0.00	454	\$0.00
10	\$16.00	122	\$130.00	233	\$26.00	344	\$0.00	455	\$22.00
11	\$36.00	123	\$110.00	234	\$0.00	345	\$10.00	456	\$16.00
12	\$130.00	124	\$36.00	235	\$28.00	346	\$0.00	457	\$11.00
13	\$10.00	125	\$22.00	236	\$0.00	347	\$19.00	458	\$0.00
14	\$0.00	126	\$0.00	237	\$10.00	348	\$17.00	459	\$4.00
15	\$0.00	127	\$11.00	238	\$10.00	349	\$19.00	460	\$8.00
16	\$95.00	128	\$85.00	239	\$0.00	350	\$0.00	461	\$5.00
17	\$0.00	129	\$140.00	240	\$0.00	351	\$0.00	462	\$0.00
18	\$0.00	130	\$110.00	241	\$0.00	352	\$0.00	463	\$16.00
19	\$13.00	131	\$210.00	242	\$0.00	353	\$42.00	464	\$3.50
20	\$0.00	132	\$70.00	243	\$0.00	354	\$0.00	465	\$11.00
21	\$11.00	133	\$160.00	244	\$10.00	355	\$46.00	466	\$0.00
22	\$46.00	134	\$20.00	245	\$0.00	356	\$0.00	467	\$19.00
23	\$9.00	135	\$0.00	246	\$0.00	357	\$55.00	468	\$0.00
24	\$0.00	136	\$32.00	247	\$0.00	358	\$19.00	469	\$0.00
25	\$0.00	137	\$26.00	248	\$19.00	359	\$22.00	470	\$11.00
26	\$0.00	138	\$180.00	249	\$0.00	360	\$22.00	471	\$0.00
27	\$11.00	139	\$0.00	250	\$0.00	361	\$11.00	472	\$0.00
28	\$0.00	140	\$160.00	251	\$0.00	362	\$26.00	473	\$0.00
29	\$0.00	141	\$26.00	252	\$0.00	363	\$55.00	474	\$0.00
30	\$4.50	142	\$140.00	253	\$36.00	364	\$425.00	475	\$3.50
31	\$9.00	143	\$130.00	254	\$0.00	365	\$400.00	476	\$0.00
32	\$10.00	144	\$160.00	255	\$6.50	366	\$22.00	477	\$0.00
33	\$11.00	145	\$0.00	256	\$6.50	367	\$220.00	478	\$0.00
34	\$0.00	146	\$90.00	257	\$26.00	368	\$220.00	479	\$0.00
35	\$24.00	147	\$75.00	258	\$28.00	369	\$28.00	480	\$11.00
36	\$28.00	148	\$110.00	259	\$32.00	370	\$180.00	481	\$0.00
37	\$0.00	149	\$32.00	260	\$55.00	371	\$160.00	482	\$0.00
38	\$8.50	150	\$130.00	261	\$26.00	372	\$28.00	483	\$0.00
39	\$46.00	151	\$110.00	262	\$55.00	373	\$190.00	484	\$0.00
40	\$36.00	152	\$32.00	263	\$0.00	374	\$210.00	485	\$0.00
41	\$11.00	153	\$0.00	264	\$10.00	375	\$0.00	486	\$0.00
42	\$16.00	154	\$160.00	265	\$42.00	376	\$42.00	487	\$0.00
43	\$22.00	155	\$110.00	266	\$0.00	377	\$9.00	488	\$0.00
44	\$85.00	156	\$80.00	267	\$16.00	378	\$75.00	489	\$0.00
45	\$130.00	157	\$80.00	268	\$16.00	379	\$85.00	490	\$0.00
46	\$28.00	158	\$0.00	269	\$15.00	380	\$180.00	491	\$0.00
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48	\$0.00	160	\$32.00	271	\$10.00	382	\$11.00	493	\$0.00
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52	\$0.00	164	\$8.50	275	\$24.00	386	\$100.00	497	\$210.00
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56	\$0.00	168	\$0.00	279	\$0.00	390	\$190.00	501	\$0.00
57	\$17.00	169	\$0.00	280	\$0.00	391	\$170.00	502	\$0.00
58	\$0.00	170	\$22.00	281	\$0.00	392	\$210.00	503	\$24.00
59	\$55.00	171	\$0.00	282	\$0.00	393	\$110.00	504	\$0.00
60	\$13.00	172	\$19.00	283	\$19.00	394	\$120.00	505	\$16.00
61	\$0.00	173	\$0.00	284	\$0.00	395	\$42.00	506	\$13.00
62	\$8.50	174	\$8.50	285	\$26.00	396	\$13.00	507	\$18.00
63	\$0.00	175	\$0.00	286	\$30.00	397	\$8.50	508	\$16.00
64	\$20.00	176	\$14.00	287	\$0.00	398	\$8.50	509	\$17.00
65	\$130.00	177	\$0.00	288	\$11.00	399	\$0.00	510	\$7.50
66	\$0.00	178	\$0.00	289	\$8.00	400	\$0.00	511	\$19.00
67	\$11.00	179	\$0.00	290	\$26.00	401	\$0.00	512	\$7.00
68	\$0.00	180	\$0.00	291	\$30.00	402	\$0.00	513	\$11.00
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103	\$0.00	215	\$32.00	326	\$38.00	437	\$8.50	548	\$0.00
104	\$0.00	216	\$38.00	327	\$0.00	438	\$0.00	549	\$7.00
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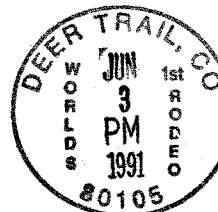
Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.

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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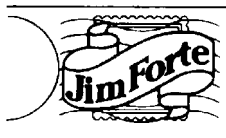
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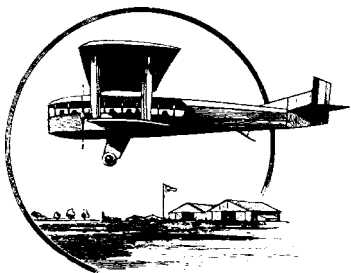
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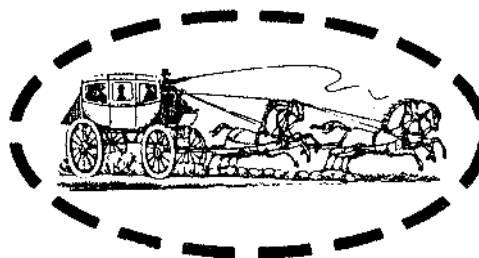
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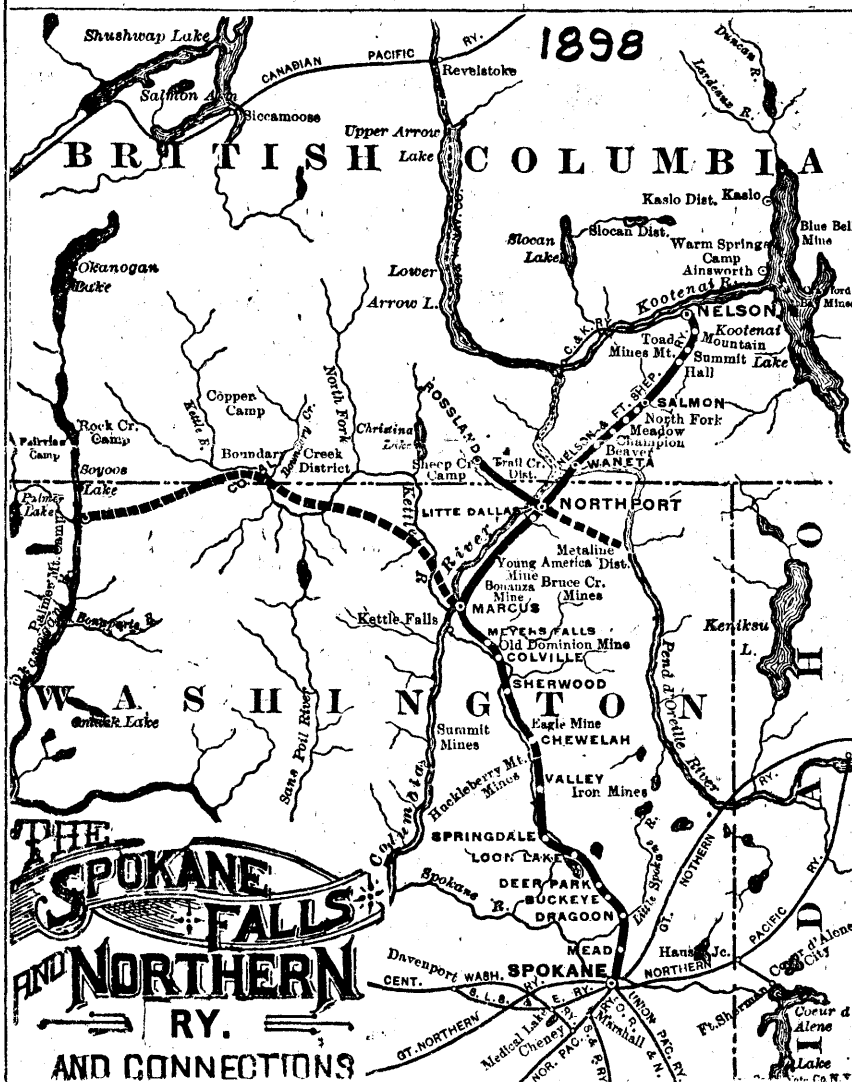
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No. 1	Mls.	May 11, 1898.	No. 2
7:30 A.M.	0	LEAVE Spokane	8:10 P.M.
8:55 "	8.7	MEAD	8:45 "
9:19 "	18.6	DRAGON	9:21 "
9:31 "	23.7	BUCKEYE	9:39 "
9:40 "	27.4	DEER PARK	9:48 "
9:58 "	32.5	CLAYTON	10:07 "
10:07 "	39.5	LOON LAKE	10:25 "
10:25 "	47.6	SPRINGDALE	10:50 "
10:50 "	57.4	VALLEY	11:05 "
11:05 "	65.0	CHEWELAH	11:27 "
11:27 "	74.1	ADDY	11:37 "
11:37 "	81.5	ARDEN	11:50 A.M.
11:50 A.M.	88.1	COLVILLE	12:03 P.M.
12:03 P.M.	96.6	MEYERS FALLS	12:17 "
12:17 "	102.1	MARCUS	12:30 "
12:30 "	110.7	BOSSBURG	12:45 "
12:45 "	121.4	MARBLE	1:00 "
1:00 "	130.2	NORTHPORT	1:15 P.M.
1:15 P.M.	140.6	INTERNATIONAL BOUNDARY	1:30 "
1:30 "	141.4	WANETA	1:45 "
1:45 "	145.1	SAYWARD	2:00 "
2:00 "	150.6	BEAVER	2:15 "
2:15 "	153.8	CHAMPION	2:30 "
2:30 "	163.0	ERIC	2:45 "
2:45 "	165.8	SALMO	3:00 "
3:00 "	173.4	VMIR	3:15 "
3:15 "	177.1	PORTO RICO	3:30 "
3:30 "	180.5	HALL	3:45 "
3:45 "	183.8	SUMMIT	4:00 "
4:00 "	190.5	MOUNTAIN	4:15 "
4:15 "	195.7	FIVE MILE POINT	4:30 "
4:30 P.M.	200.0	LEAVE NELSON	4:45 P.M.

COLUMBIA & RED MOUNTAIN RAILWAY AND RED MOUNTAIN RAILWAY.

No. 5	No. 3	Mls.	May 11, 1898.	No. 4	No. 6
1:55 P.M.	10:10 A.M.	0	LEAVE Northport	9:55 A.M.	1:15 P.M.
2:03 "	10:17 "	0.8	North Side	9:44 "	1:04 P.M.
2:28 "	10:41 "	6.8	Frontier	9:40 "	12:40 P.M.
2:39 "	10:45 "	8.0	Sheep Creek	9:16 "	12:36 "
3:10 P.M.	11:20 A.M.	17.0	ROSSLAND	10:45 A.M.	12:05 P.M.
			ARRIVE		LEAVE

† Daily, except Sunday. δ Telegraph stations. | Meal station.

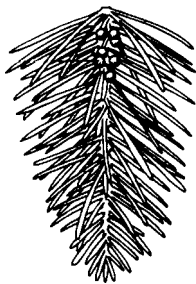
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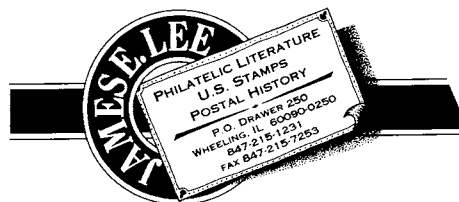
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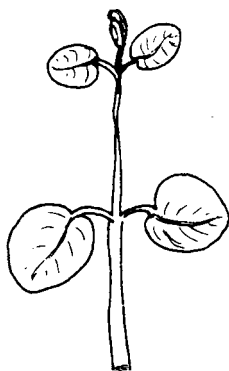
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Auxiliary markings are defined as those messages added to covers by the Postal Service and other entities that help to explain why a letter or package can not be given the requested service, or has been delayed in the mail. Perhaps the most often seen are a wide range of pointing hand return-to-sender markings that can be found as left hands, right hands, with different messages, etc. The club intends to cover both US and foreign markings.

The Club has been formed with over 30 members, and a board consisting of President Nancy B. Clark, Vice President Jerry Nylander, Treasurer Gary Hendren, Secretary Jerry Johnspn, Directors Michael Strother, Doug Merenda and (co-founder) John Hotchner, Editor Tony Wawrukiewicz, and Webmaster (and co-founder Doug Quine.

Readers are invited to go to www.postal-markings.org for more information and a form to sign up as a founding member; or write to Jerry Johnson, 6621 W. Victoria Ave., Kennewick, WA 99336 for more information. Dues are only \$15 for the first year. The first issue of the Club's newsletter is expected to be released in January 2004.



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DO YOU COLLECT State Postal History, Doane Cancels, or cancels of any kind? Check out my website www.towncancel.com. Now with over 30 states online plus Dakota Territory and more coming. Over 6000 covers online with over 1000 of them pictured. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106. [35-2]

POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com [35-2]

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet website: <http://www.postal-history.com>. [35-2]

TOWNS: WANTED

ALL STATES and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [35-6]

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 [35-6]

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 [35-6]

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 [35-3]

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 [35-1]

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 [35-6]

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 [35-2]

IDAHO PANHANDLE: Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties. Interested in all postmarks and other postal history items. Send photocopies or priced on approval. Write or e-mail for post office lists. I will pay all copying or mailing costs. Peter Larson, 5301 Robinson Park Rd., Moscow, ID 83843, Tel 208-883-8297, e-mail plarson@wsu.edu. [35-2]

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

NEBRASKA TERRITORIAL covers (before Mar 1, 1867) wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [35-4]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
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**AD DEADLINE FOR NEXT
ISSUE:**

March 20, 2004

**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-ATHENS County. Postmarks on cards, letters, or other post office identification for the following Athens County post offices: Allans Store; Bessemer; Big Hocking; Brettland; Denmans Salt Works; Derthick; Doanville; Englishtown; Federal; Fisher; Grosvenor; Hamlet Run; Hartleyville; Hawkeye; Hocking City; Horton; Hull; Jacksonville; Judson; Kimberley; Kings; Lewis Hill; Lick Ridge; Linscotts; Lowry; Luhrig; Lyda; Lysander; Marchmount; Medill; New Burlington; New Marshfield; Oakdale; Poston; Rawndale; Selby (mail to Joy); Sharps Fork; The Plains; Torch; Welch. Also, from OHIO-Vinton County; for Moonville and Rue. Send information to: Gary Schwindler, 4 Cook Drive, Athens OH 45701-2101. Phone (1-740-594-9005). [35-6]

OHIO-HOLMES & COSHOCTON counties. All Postal History, DPOs. Especially want Berlin S/L and CDS on folded letters, Baddow Pass, Clark(s), DeWitts Ridge, Dino, Doughty, Drake's, Humphreysville, Jones Corners, Killbuck, Manning, Morgan Settlement, Mounthope, Palladium, Pictoria, Prairie, Salt Creek, Sallito, Special, Tuttleville, Ward's and Winesburgh. Larry Neal, 8650 Twp Rd 79, Millersburg, OH 44654. Member APS, OPHS. [35-1]

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 [35-6].

ADVERTISING COVERS: WANTED

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

ADVERTISING COVERS: WANTED

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. [34-6]

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]

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. [35-1]

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]

MILITARY POSTAL HISTORY: WANTED

U.S. Civil War through Korean War P.O.W. and WWII Japanese-American U.S. Internment Camp postal history wanted. Send photocopy / scan and price to Ed Close, 12 Sweet Briar Rd, Coatesville, PA 19320. Email: hambresello@cs.com. [35-6]

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 [35-3]

EXPRESS COMPANY & Parcel Delivery Company covers, Corner-Cards, Labels and Stamps. Locals: Forgeries and Fantasies. William Sammis, 436 Thomas Road, Ithaca, NY 14850-9653 E-mail: cds13@cornell.edu [35-1]

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 [35-6]

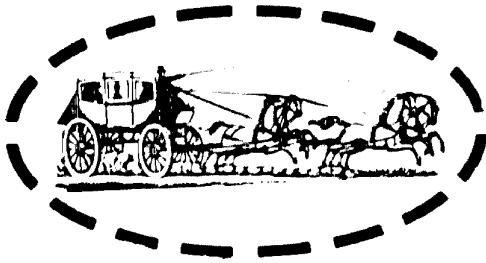
FOREIGN: WANTED

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

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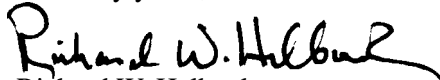
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Sincerely yours,


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 35, Number 2 (Apr-May 2004) issue. Enclosed is my check in the amount of \$25.00.

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:

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

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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

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