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COVER: Our cover illustrates a stampless folded letter from Unity, Maine, against the background of an 1845 map showing the Bounty Lands of western Illinois. It is intended to call attention to Steve Merchant's examination of a contemporary correspondence between two men involved in mid-19th century land speculation on the American frontier. The map is reproduced courtesy of the David Rumsey Historical Map Collection <http://www.davidrumsey.com/index.html>

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LA POSTA

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Basic US Postal History Library Part II

In the April-May issue I began a discussion of the composition of a basic US postal history library in this column. My request that the discussion be an open one generated a response from **Van Koppersmith**, and I am pleased to reproduce Van's comments here:

I have a large philatelic library (primary focus is classic US stamps and postal history) that has been cataloged since it reached a few hundred volumes years ago. I did not want to learn a catalog system and I did not want to write on the books, so I shelved and cataloged the books by topic. (The catalog is electronic and searchable.) Eliminating topics that do not belong in a US postal history library and combining a few, I have been using the following topics:

- Postmaster Provisionals
- Locals and Carriers
- Classic US Stamps
- Confederate States of America
- Postal Stationery
- Color
- Fakes and Forgeries
- Cancellations and Postal Markings
- Transit Markings, Sailings and Ship Names
- Indices
- Catalogs
- Original Documents
- Postal Laws & Regulations and Post Office Lists
- Name Sales
- City, County and State Postal Histories
- Western Postal History
- Exhibits and Exhibiting
- Miscellaneous

Of course, these do not include periodicals and general auction catalogs.

Van's thoughts on organization of his postal history library are greatly appreciated and I know that I—for one—could certainly benefit from a greater degree of organization in my library. I particularly like the idea of



A Basic US Postal History Library (Part II)

III. General US Postal History

Nationwide

A. Colonial & Revolutionary

America

1. ter Braake, Alex L. *The Posted Letter in Colonial and Revolutionary America, 1628-1790*, State College, PA: American Philatelic Research Library, 1975.
2. Stetts, Robert J., *Postmasters & Post Offices of the United States, 1782-1811*, Lake Oswego, OR: La Posta Publications, 1994

B. 19th Century America

1. Alexander, Thomas J., *Simpson's U.S. Postal Markings, 1851-1861*, U.S. Philatelic Classics Society, 1980.
2. Chase, Carroll and Cabeen, Richard McP., *The First Hundred Years of U.S. Territorial Postmarks, 1787-1887*, State College, PA: American Philatelic Society, 1950. Reprinted by Quarterman Pubs. 1977.
3. Norona, Delf, *Cyclopedia of U.S. Postmarks and Postal History*, Lawrence, MA: Quarterman Publications, 1975.
4. Phillips, David (ed.) *American Stampless Cover Catalog*, Volumes 1-3, North Miami, FL: David Phillips Pub. Co., Inc., 1997.

C. 20th Century America

1. Helbock, Richard, *Postmarks on Postcards*, 2nd edition, Scappoose, OR: La Posta Publications, 2002.

D. Confederate States of America

1. Byne, Richard H., *Confederate States of America Philatelic Subject Index and Bibliography, 1862-1984*, Louisville, KY: Leonard Hartmann, 1986.
2. Crown, Francis J., *Confederate Postal History*, Lawrence, MA: Quarterman, 1976.
3. Dietz, August, *The Postal Service of the Confederate States of America*, Richmond: Press of the Dietz Printing Co., 1929. Reprinted by Kenneth R. Lawrence Pub. Co., 1989.

[TO BE CONTINUED]

IV. Specialized Postmarks, Cancellations and Auxiliary Markings

A. Postmarks

B. Cancellations or Killers

C. Auxiliary Postal Markings

V. US Postal History Specialties

A. Air Mail

B. Railroads & Ships

C. Rural Free Delivery

D. Military

E. Naval

using a searchable database with the library to assist in finding just the right reference. Unfortunately, I must confess that my personality tends to be quite a bit more Oscar Madison than it is Felix Unger.

I wish to thank Van for taking the time to offer his ideas, and I hope that other readers will share their thoughts on the subject of a basic US postal history library as we proceed with the discussion.

Part II of my suggested *basic* US postal history library covers those works that apply in a general way to the postal history of the nation. Most publications have tended to deal with the postal history of particular geographic areas or narrowly defined areas of postal history such as specific types of postmarks and cancellations. Titles listed here have a broader view and are organized chronologically.

Your comments and additions will be welcome...

Richard W. Halbur



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.

National Park Slogan Census Underway

Postal historian Peter Martin is conducting research into national park slogan cancels and is seeking assistance from *LaPosta* readers. The project involves identifying national park slogan cancels, particularly those from the 1916 to 1940 classic era.

Slogan cancels, all for western national parks in California, Colorado, Hawaii, Montana, Oregon, Utah, Washington and Wyoming, were used to promote visitation to the parks after the creation of the National Park Service in 1916.

The first national park slogan cancel was used in Denver in 1916. It read: "New Rocky Mountain National Park Opens May 1st 1916. The latest reported use from this era is a 1940 Livingston, Mont., "Yellowstone National Park" slogan. Many of the slogans were used in more than one year and Martin seeks to identify the earliest and latest usages for each cancel for each year and the relative scarcity of each cancel. Readers with any of these national park cancels are asked to send a scan or photocopy or a postcard with the full slogan, complete city and state and date.

If you can help, write: Peter Martin, POB 791, State College, PA 16804; e-mail Pmartin2020@aol.com. Contributor's names will be listed unless anonymity is requested.



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

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Elijah Winslow of Unity, Maine & Ivory Quinby of Illinois - Military Land Bounty Speculators

By Steve Merchant

Rewarding our military forces for their service to our country has been in our history since the formation of the United States. Today, our military forces receive VA benefits and retirement payments. In the early days of the United States, the government rewarded our soldiers for their service with not only pension payments for qualifying veterans but also with frontier "land patents". But there were a few hitches in these land awards and the majority of those early veterans never set foot on the land they were given by the government; in fact, most sold their patents. They sold them to fellows like Elijah Winslow of Unity, Maine, an enterprising entrepreneur that had a business partner in the Illinois frontier, Ivory Quinby, who re-sold them.

The collection of 40 stampless folded letters described herein chronicle the land speculation business of Winslow and Quinby from 1838 through 1852. This correspondence consists essentially of business discussions wherein Winslow tells Quinby such things as what land patents he has purchased, where they are, how much he paid, how much Quinby will make, and the problems he has encountered in his land dealings. Winslow is busy in Maine finding veterans with patents to sell; Quinby is busy in Illinois selling the land to arriving settlers. They do a very good business. Also in the letters are personal matters such as news of old friends encountered, travel misadventures, the weather, politics and national events, and the inevitable illnesses and deaths.

Through the comments found in some of these stampless letters, personal events, business deals and current events of the era are revealed.

First, the covers. All the letters were manuscript postmarked in Unity, Maine. They are all addressed to Ivory Quinby in Illinois. They bear the prevailing postage rates: "25" cents for those letters from 1838 through June 1845; "10" cents from August 1845 through 1850; and "3" cents from October 1851 through 1852. Of the forty covers, thirty-nine are from Elijah Winslow; one is from Dr. Rufus Burnham who is writing to Quinby in the absence of Winslow. Winslow's hand writing is readable in most letters, but he seldom uses periods, commas, or capital letters. Misspellings are common

throughout. For ease of reading, I have added some periods and capital letters but have left the spelling as is.

Land Bountys - Warrants & Patents

From 1776 through 1855, the United States granted land bounties for military service. The first such law was enacted in 1776 and offered English deserters land plus citizenship. This act also authorized land bounties for those that would serve in the Revolutionary War. In later acts, this bounty program was extended to the veterans of virtually all of the wars as they occurred. In 1860, Captain Abraham Lincoln of the Illinois Militia was awarded a 120 acre military land patent by President James Buchanan for his service in the Black Hawk War (*figure 1*).

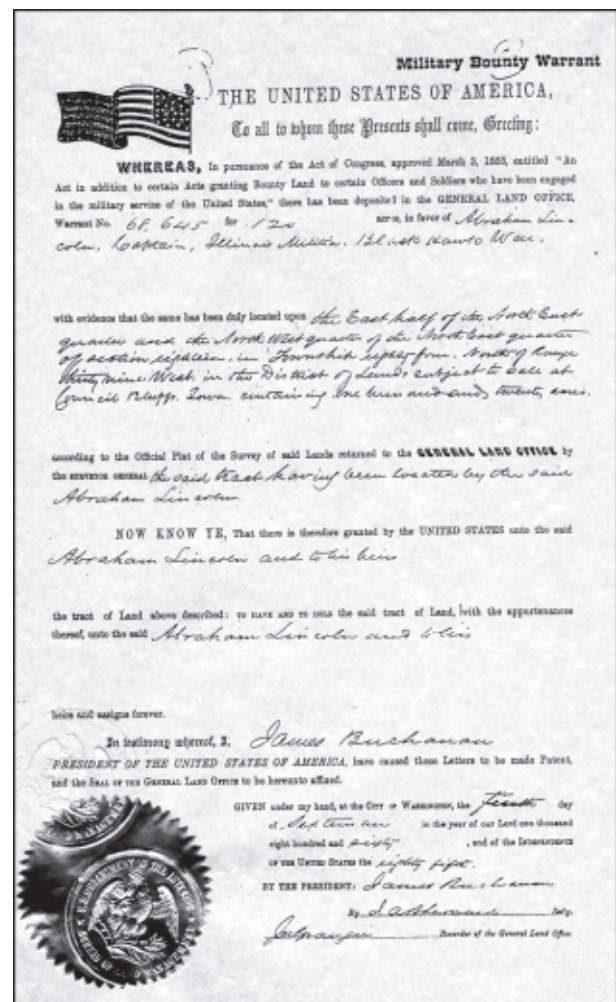


Figure 1 Patent awarding Captain Abraham Lincoln 120 acres of military land in 1860.

The lands given as bounty were those in military districts, i.e. the Public Domain lands. In the era of the Revolutionary War, several of the original States claimed land westward to the Mississippi River. Beginning in 1780 and up to 1802, the States began to cede these “western” lands to the Federal government. This land in the “west”, now public domain land administered by the Federal government, was the new frontier. And it was these lands in this new frontier that the government gave as bounty lands to these veterans.

One of the largest land bounty programs was that initiated by an act of Congress in May 1812 for the volunteer veterans of the War of 1812. The land set aside for that act was in the present states of Arkansas, Michigan, and Illinois. Later, military tract land extended into what was known as the Northwest Territory: the States of Ohio, Indiana, Michigan, Wisconsin, and a part of Minnesota.

The actual process involved in obtaining these land bounties for service in the Revolutionary War and the War of 1812 began with the veteran applying to the United States government for a land bounty “warrant”. If the veteran was found eligible, a warrant was filed with the General Land Office in Washington, D.C. The warrant was a document that stated that the veteran was entitled to a specific amount of public land depending on his rank and length of service. The veteran could then redeem the warrant for land or he

could sell or otherwise assign the warrant to another person. Many did just that. One theory for this is that the government offered these frontier lands to veterans to put homesteads of battle experienced settlers between the Native Americans and the established towns and cities. Having had quite enough of war and insecurity, many veterans sold their warrants to land companies or enterprising land speculators.

After the government issued a “warrant”, the veteran would then choose a particular piece of land in one of the areas within the Public Domain. The government would then issue a “patent” to the veteran soldier, an actual document that transferred title of that land from the government to him.

The Patent document gave a detailed location of the veteran’s land using a rectangular grid coding system. In the territory of Illinois where Winslow and Quinby were buying and selling patent lands, the government had surveyed and divided the land into townships of 36 acres and plats as small as 40 acres, each identified and located by a specific code number (figure 2).

Research indicates that Elijah Winslow of Unity, Maine was born in 1797. The letters in the correspondence indicate he had

at least three brothers: Nathan, Hezekiah and Smith. As a young man in Unity, Elijah was married to Eliza. By age 29, he was well onto his way to being a successful businessman. He built and operated several businesses: a store, a tavern, a sawmill and was a



Figure 2 The Military Bounty Lands feature importantly on this 1830 map of Illinois.

potash factory. But the business he seemed to enjoy the most was speculating in military land patents which—in his time—were available in abundance.

It was probably his other businesses, such as potash manufacturing, that provided the capital needed for land speculation. During the early to mid 1800s, potash was manufactured in huge quantities. Vast areas of forests in the eastern United States were cut and burned to produce potash for shipment to Europe. Made by boiling wood ashes in a metal pot, wood ash potash was the main source of lye for making soap and fertilizer. Unity farmers needed to clear their land and they used the harvested trees from their lands for cash income by selling the saw logs and hardwood ashes. It would have been to Elijah Winslow and his brother Hezekiah to whom they sold those ashes.

In the early 1800s, inn-keeping provided an easy way to make a living for those able to build or buy a suitable building in a village. Inns and taverns became popular, and necessary, as way stations for stagecoach routes. Stagecoach travelers could stop at the inns and get rested, and enjoy a meal and a bed for the night during long trips between cities. One of the first in Unity was the tavern owned by Elizah Winslow. In 1826, he built a one-story inn-tavern in the village to which he added a second story soon after.

“Trouble and more trouble resulted from the excessive drinking which occurred during the early years of the nineteenth century. Families were neglected or broken; men and women too, became depraved by intemperate drinking habits. Drinking caused poverty, unhappiness, and idleness...” Unity, Maine, was no exception. In the 1800s, spirituous liquors were sold in nearly all the stores, shops and taverns found in towns like Unity. In those times, a rum barrel was found in every store and for a nickel, a customer could enjoy a mug of grog while he swapped town gossip with the other customers.

Between 1821 and 1833, the Unity town selectman issued liquor sale licenses to ten businessmen including Elijah Winslow. The public drinking problem was enough of a concern that on several occasions the

Unity selectmen sent notices to the “grogshops” and taverns that they were not to sell spirits to certain town paupers.

Most of the license holders were inn owners that had a tavern. Besides inn-keeper Elijah Winslow, this group also included Dr. Burnham, the town physician. Dr. Burnham owned an inn-tavern which was licensed by the town in 1827. His tavern was a large two story house also in the village of Unity.

In 1851 and 1852, several prominent public spirited Unity citizens—including Elijah Winslow and Dr. Burnham—attempted to start the “Unity Academy”. A non-profit corporation was formed but the school never came to fruition. Since the school was to have been solely supported by donations, a lack of funding probably prevented it from opening.

Sometime after the last letter in this collection—dated 1852—Elijah’s wife Eliza apparently succumbed to the cancer that had plagued her for several years. In September 1869, he moved to China, Maine and married again.



Figure 3 Southeastern Maine, 1841.

Elijah's second marriage was to Sarah Libby (1818-1900) of Buxton, Maine. The 1870 U.S. Census for China lists Elijah as being 73 "without occupation" and Sarah as 52, "keeping house." Elijah, born in 1797, was 21 years older than his bride.

Elijah's will is dated February 1, 1875, in which he bequeathed to his wife, Sarah, "my homestead in China, bought of Relief Shaw and others, and my woodlot bought of Albert G. Breed...and all of my household furniture of every description, and \$5,000 in money, including the money she received of her father, on condition she maintains her father in case he should outlive me." Other sums of money and his gold watch and chain and seal were left to his sister, nieces and nephews. He left all the remainder of his property, "both real and personal, that is left after furnishing a handsome metallic casket for myself and paying all my funeral expenses," to his nephew Nathan B. Wellington, who was the executor of his estate.

The appraisers of Elijah Winslow's estate valued his homestead at \$1,625 and the pew at China Baptist Church at \$10. Included in the inventory of his estate were a top buggy, \$100; a sleigh, \$20; a farm wagon, \$18; and one invalid chair, \$10. The total appraised amount of his estate was \$13,403.20.

Ivory Quinby was a young attorney in the new Illinois frontier. He had come from the same Maine town as Winslow. They were from similar backgrounds but most certainly had different futures.

Ivory Quinby (1817-1869) came to Illinois in 1837 from Maine. He received the first letter in this correspondence one year later in 1838. A year before his move to Illinois he had graduated with honors from Waterville College in Maine (now Colby College). He had \$125 in his pocket when stepped off a Mississippi River steamboat at Oquawka, Illinois, and walked the 17 miles to Monmouth.

Very soon, he opened a law office and married. The Quinbys moved to Berwick, a town a few miles southeast of Monmouth and opened a mercantile business. Although his law practice and business did well, his family did not—he lost all three children and, in 1847, his wife. He married again in



Figure 4 Judge Ivory Quinby

1848 and had eight more children, four of which lived to adulthood. The mortality rate of children in this era was staggeringly high.

In 1849, he returned to Monmouth as Judge of the County Court (*figure 4*). Since court was not in continuous session, he continued the practice of law. He also engaged in land speculation with his business associate, Elijah Winslow. They speculated in Warren County real estate, especially the cheaply purchased and easily sold military land patents of war veterans. Eventually, this was to make Judge Quinby wealthy.

Monmouth, Illinois—a transportation center for almost a century and a half—was not seen as such by the early settlers who saw it as little more than a post office and the seat of the county court. Its population in 1850 was only 750 persons. However, because of the foresight of Ivory Quinby and other local prominent citizens, it was to become a prosperous point on the railroad line between Chicago and Kansas City (*figure 5*).

In February of 1851, he and local citizens Col. J. W. Davidson, A. C. Harding, Wyatt B. Stapp, and James G. Madden, used their talents and resources to build a significant stretch of what became the Burlington Railroad line. The group called a public meeting for February 27, 1851 to discuss financing to bring the Peoria and Oquawka Railroad through the city. The public response was favorable. The Warren County Court authorized a special public stock purchase to raise \$500,000 to build a railroad between Peoria and the Mississippi River which would pass through Monmouth.

After the Monmouth voters approved the purchase of the stock, the County Court authorized Ivory Quinby, then its judge, to take possession of the money raised. Later in the year, Ivory Quinby, Abner C. Harding, and Chancy Hardin formed a construction company, "C. Hardin & Co.", to lay tracks. Quinby was trusted by the public to handle its money honestly and profitably—the public was wary of railroad men who owned a separate construction company that could milk the shareholders of all their investment. Quinby also supplied the real estate knowledge to purchase the right of way at reasonable prices. The coal resources of the region virtually guaranteed that no train ran half-loaded.



Figure 5 Bounty lands in western Illinois, 1845

When the Burlington line reached Monmouth and regular service began April 1, 1855, citizens were pleasantly surprised to discover that there was more produce ready to be shipped than anyone had imagined. Farmers could save the weight that droving took from the animals and reach the higher prices of the Chicago market. And some animals could be slaugh-

tered right on the spot and shipped out in barrels made by local coopers. The local tobacco industry grew rapidly, so that Monmouth became well-known for its cigars. In short, Monmouth experienced an immediate economic boom.

In 1857, Judge Quinby and James Mackoy opened the town's first bank, which in 1863 would be merged into the First National Bank.

The newly incorporated city grew so quickly that the founders of the Academy, the local high school, decided to petition the state legislature for a charter permitting them to create a college. As a result, Monmouth College was founded in 1856 with Quinby a member of the Board of Trustees. On November 20, 1980, the Ivory Quinby House was entered in the National Register of Historic Places. Since then it has been refurbished and is the home of the President of Monmouth College (*figure 7*).



Figure 7 The Quinby House

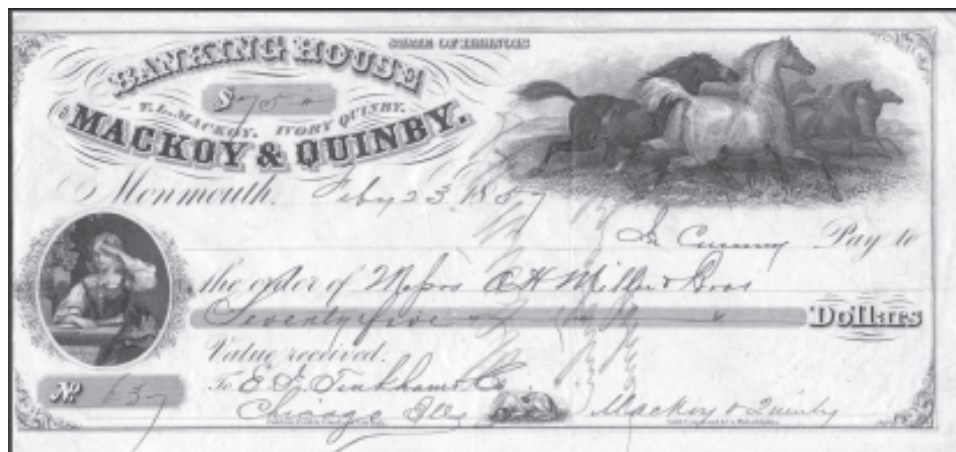


Figure 6 An 1857 check from the Mackoy & Quinby Banking House.

The Letters: People & Places

The first in this collection of forty letters is dated October 12, 1838. Elijah Winslow writes to Ivory Quinby:

When I was at Macomb (Illinois), I had some business down towards Quincy to settle. After I got through with it I expected to have gone to your place. But when I arrived at Quincy I found a letter from home informing me that my brother was not expected to live but a short time. Therefore, I left Quincy the next day for home. I have a number of quarter sections of land near you which I want you to give me some information about as to their value and how much you can sell them for and I will send you the papers: NE19.11N2W.SE19, (lot#'s). Two of those patents I have not been able to get a transfer as the Soldiers are dead and have no heirs. They were both some in debt and I can purchase their demands for a small sum. I have the Patents. I want you to inform me if I send you the Patents and the demands against Soldiers if you can take out papers of Administration and sell them. The demand are a small amount and if the lots are valuable they would sell for more than enough to pay them. In that case I should want you to manage so as to purchase them for me. The two quarter sections are one (lot numbers). I wish you to inform me as to the value of each quarter section separate.

You Friends in this part of the country are all well. I have one note against L H Robinson, Charles Chandler and Moses Hinton all of Macomb, McDonough County. If you know them and can get any information as to the circumstances be good enough to inform me if they are men of property. When I was at Macomb I was very unwell and did not feel so much like doing business as I do some times. I had a letter of introduction to a young Lawyer at Macomb by the name of Gilmore. He and every other person in the place assured me they were men of property and very honorable. Your mother is with your grandfather Milliken. Your sister Elizabeth was here a few days. Since on her way Manfield. Be

good enough to write me immediately. I will give you all my business in your part of the country if you will pay strict attention to it.

In haste yours with Respect

Elijah Winslow

The town of Macomb (McDonough County), Illinois were named for Thomas Mac Donough and Alexander Macomb, both heroes of the War of 1812. During the War of 1812, McDonough was a Commodore of the US Navy, while Macomb was appointed Adjutant General of the US Army. McDonough commanded the fleet of 14 vessels on Vermont's Lake Champlain in their defeat of the British near Plattsburg, NY. Macomb and his force of less than 8,000 were victorious over nearly 11,000 British troops at Plattsburg, NY.

In the letter dated November 30, 1848, Winslow writes:

Yours of the 3 and 6 instant is received you mentioned that Noah Hinckley has the patent of the SE18.12N2W. I will go to Portland next week and see Mr. Hinckley. If I can purchase the Patent I will and you shall have half the profits we'll make on it and all others that you will give me any information of. I shall have a great many Patents and I will employ you to dis-

pose of them for me. And pay you handsomely for each doing. Your Uncle Benjamin Milliken is a going to your part of the country in January next. When I was at Macomb I sold 22 patents for \$3300. They want some of them situated all in the NE part of the tract some in the extreme south. Not worth much. It was my Brother Nathan that was sick when I was in your part of the country. He died before I returned home. He lived in Penobscot at Old Town. I received your letter you directed to Olio in Pike County and should have answered it immediately but I left home

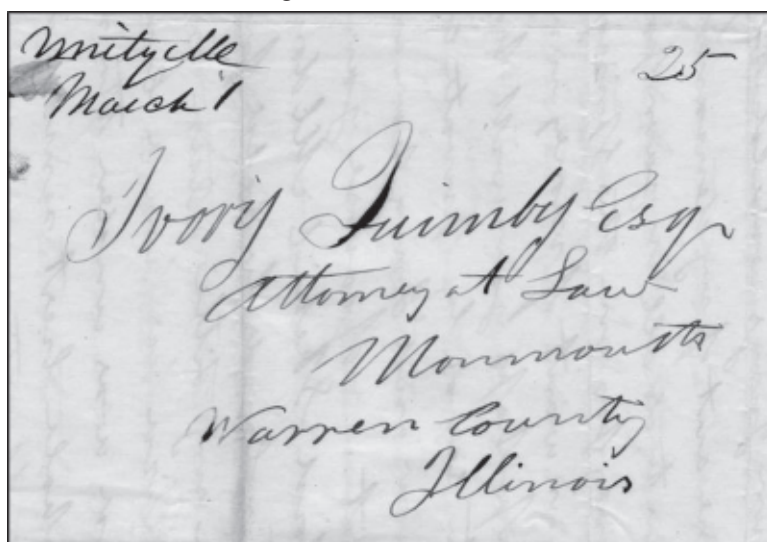


Figure 8 Manuscript "Unity Me" with matching "25" on stampless folded letter to Ivory Quinby in Illinois.

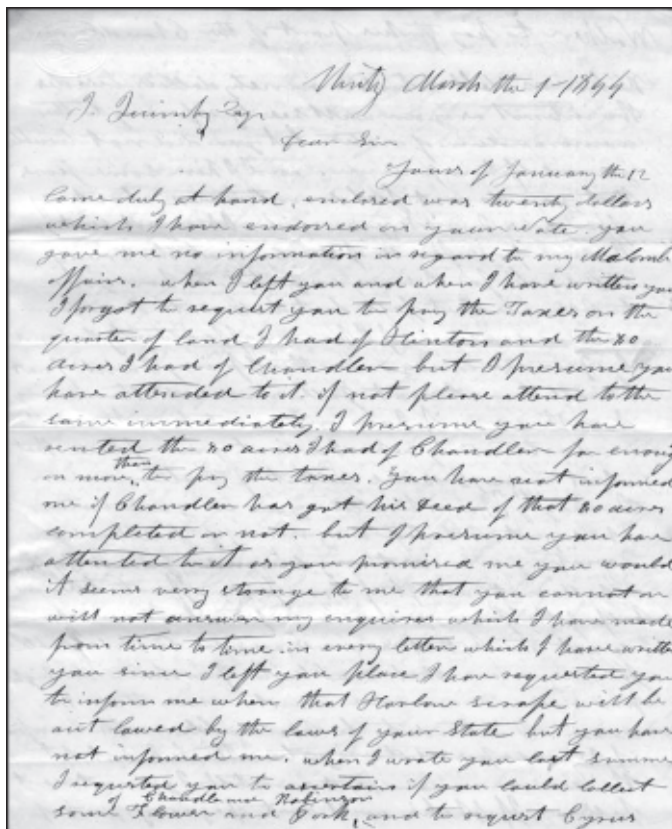


Figure 9 This page from the March 1, 1844, letter is typical of the appearance of Winslow's correspondence to Quincy.

for Boston one or two days after I received it and forgot to write you until I returned. Your friends are all well. In haste yours with respect,

E Winslow

In the letter dated January 17, 1839, Winslow writes, in part:

...I sent my Brother to Portland to see Mr. Hinckley but he will not sell his land for any price. He would not so much as in form my Brother what his numbers were. Your Uncle Benjamin (Milliken) will leave here for Illinois in the month of March next. I shall send you all my patents by him. I know some of them are very valuable (lot#s) I have promised the (lot#) to a man who lives near the lot for six hundred dollar. ...I expect it can be sold for \$1500. ...I expect to obtain some more in the course of the winter. Please to write me if they will be likely to get a decision by the Supreme Court next Spring as to tax titles. And if you have any fears about the decision please to inform me and I will send my patents immediately if I have to send on purpose.

The letter dated March 22, 1839, in part:

...You will perceive that I have not the original patents of Runnells and Phelps and I will give you the reason. Runnells lives within three or four miles of this place and always has since he is a boy and I know that he never has conveyed his land to a person but myself for he did not get his patent until some time after the war. Then on paper Burnham obtained it for him and left the patent with RC Vase of Augusta to ascertain the value as he had dealt a considerable in these lands. Vase soon ascertained that it had ben sold for taxes and supposed it worthless. For that reason they paid no more attention to it until I inquired for it last year then the patent could not be found. Mr. Vase went to Washington a few years since and then was taken deranged and died soon after. And as near as we can ascertain he took Runnells Patent and a number more in with him and left them these with a lad Watson who has since died and we cannot get information about them. Certain it is Runnells never has conveyed nor authorized any person to convey for him. But I am informed that some persons who get hold of the Patents forge deeds and sell them. For that reason I sent Runnells deed to you to have recorded. Be cause if my deed is on record first it will hold. As to Kelley he did not know that he was entitled to land until I informed him. For he entitled only about six months be fore the war closed. Kelley served so short a time that supposedly he was not entitled to land. But I ascertained that he enlisted for five years during the war which entitled him to land. A few weeks since I wrote to Newell Williams at Washington which is one of our Senators in Congress to ascertain the facts. On examining he found that there had been granted to him the (lot#) but it was so much trouble to look over all the old papers in the land office to find the original Patent. Then he obtained a copy and sent me. Kelley never has conveyed to any person but my self I am confident...

In the letter dated May 14, 1839, Winslow writes in part:

Dear SirAs to the patent of the (lot#) on Rufus Burnham left with BC Vase of Augusta many years since to ascertain if any thing could be done with it. Soon after they ascertained the lands had all ben sold for taxes and the time of redemption past. They then considered them of no value. Mr. Mourtou who was a clerk in Vases store at the time says they often took the Patents for wrapping paper as they considered them of no value. Vase had a great many patents that belonged to other persons which are lost. Last fall I obtained consent to look over Vases old

papers and I found a number of Patents that would have been as worthless as money then was... A short time before Vase died he was at Washington City and left some of his papers with Col Watson who has since died. And the man that has the settling of Watson business lives in Vermont. I am going there in a few weeks and if the Patent of (lot#) was left with Watson I shall obtain it. If it is not there it must be destroyed. But one thing certain, if the deed from Reynolds to me is recorded before any other deed, my title must be good. It is of no consequence about the original Patent for that was recorded at Washington City when issued and a copy is sufficient to show that Reynolds title is good. I would not attempt to practice such an imposition upon any person as to sell them the Patents unless I supposed the Patent title correct... You mentioned about loaning out the money you receive for me. I wish you to keep on deposit it in some Bank that you know will be safe. You mentioned in yours of March the 2 you should like the purchase for your own use. You may have it for a fair price (no friendship in trade)...

Unity March the 21 1840

Ivory Quinby Esq

Sir ...Inclosed you have the patent of the (lot#) the soldier is dead and left no heir. If you will take possession the land and attend to the same you shall have one half you receive for it...I wish you be very careful what money you receive for me. Your Illinois money is good for nothing here. You have a great deal of Eastern money with you that they can get without much inconvenience. Money in the Banks in the Western part of New York State is much below par but you have a great deal of money in the Banks in the City of New York or near the City I will write you a gain soon E Winslow

Another prevailing theme in business letters of this era is the caution often expressed concerning the acceptance of bank notes, i.e. bank currency. These bank issued notes became less and less negotiable the further they were from the issuing bank. Banking in the early US took many years before a national money system was perfected. When the 2nd National Bank's charter expired in 1830s, it was not renewed. The banks issued their own currency supposedly backed by specie, i.e. gold and silver coin or bullion. The banks made commercial and home-farm loans by issuing their own currency. By the mid-1860s, there were more than 10,000 different bank notes circulated throughout the country. The State governments had taken over the job of supervising private banks from the Federal government. They were supposed

to insure that the banks had enough specie on hand to redeem its outstanding currency but they did a very poor job. Bank mismanagement, incompetence or embezzlement caused hundreds of banks to fail. Because of the immense number of different bank notes, it was difficult or impossible for people to know which bank was solid enough to back their currency. The bank note holders found themselves stuck with worthless paper. Commerce suffered and counterfeiting flourished. In response, Congress passed the National Currency Act in 1863.

Unity April the 14 1840

Ivory Quinby, Esq.

Dear Sir: After a great deal of trouble, I have found Nathaniel Gitchell and obtained a deed from him for the (lot)... Gitchell never received his Patent. He says that he let a Mr. Bogardus and another person have his discharge soon after the War to obtain his Patent which they did but never delivered it to him. There is a great many soldiers in this part of the country who employed Bogardus to obtain their Patents which he did and has kept them. I have been informed that he has been or is now in your part of the country, a selling their land if true. I presume he has had deeds forged from the soldiers. I wish you to attend to making sale of this lot immediately and inform me as to the particulars. You shall have one half we make on the lot. I wish you to send me a list of the valuable land in your part of the country with the names of the soldier. By having the names, I can bring them much sooner and you shall have one half we make on them. The reason that there is so many Patents that cannot be found is that many thousands of Patents were purchased by C.J. Warner of the Kennebec Bank and such concerns who let them be sold for taxes. And supposing the tax sale legal, they considered them of no value and many of them have been destroyed. I expect Warren left his Patents in Tibron and some other land office when he closed his business supposing them to be worthless. And of course they will not give them up now. Let it be known that they have them. As those deeds have not been recorded. If we can obtain deeds from the soldiers and have them recorded, our title will be good. And it will not wrong any persons only take the land from the Tax Title companies and that would be no injustice. By your sending me the names of the soldiers I can find a great many of them. If you can ascertain whose Company and Regiment they belonged in it would be of advantage to me about finding them. ... Be cautious what money you receive for me. Please let me know if there is any change in public opinion about Patent Titles. And how your Mother and

Rodney are pleased with the country. And how Mr. Milliken's health is and his wife and how she is pleased with the country...Please give my best regards to your wife and all of our friends. Yours with much respt Elijah Winslow

Unity August the 8 1840

Ivory Quinby Esq.

Dear Sir

...Gilman informed me a short time since the land company which John Filson is agent for has two deeds from the soldiers given in 1819 both the same day and year. And you mentioned in your last letter to me that the settler had a regular patent title to the land. And for those reasons I think we have lost more than \$250 for the other day I sold the lot to a Mr. John Canliss of Quincy Illinois for \$250 western money and his note for \$250 payable at the bank in Quincy in four months from date which note I will send to you in a few days. There is a considerable discount in the money. But when the note is paid there will be about two hundred dollars for you. The lot has cost me about \$80. ...Elisa wished me to say to you that she heard from Sarah Wentworth a few days since and she is not expected to live but a short time. Your friends at Scarborough and here are well as usual. She also sends much love to you all. Please give my best respects to all your friends. In haste yours with much respect. Elijah Winslow Please to charge me with the postage.

Quincy (Adams County), Illinois was founded by John Wood who came west from Moravia, New York, in 1818 and settled in the Illinois Military Tract. Wood had purchased a veteran's bounty land patent of 160 acres for \$60. By 1825, the area would become the town of Quincy, named in honor of the newly-elected U. S. President, John Quincy Adams. Five thousand members of the Church of Jesus Christ of Latter Day Saints—the Mormons—were driven from their homes in Missouri and arrived in Quincy during the winter of 1838-39. Though vastly outnumbered by the new arrivals, the residents of Quincy provided food and shelter for the Mormons until Joseph Smith led his followers 40 miles up river to the settlement of Nauvoo.

Unity February the 13 1841

Ivory Quinby, Esq.

Dear Sir,

I have received on the Fish notes in all Four Hundred thirty nine dollars and twenty two cents and have sent of Freeman fifty dollars all of which I will

account to you for on settlement...I wish you to collect all the demands you have of mine as soon as possible for I think of building a large Tanning establishment next summer and shall be in want of funds. ...Your Mother left with Dr Burnham. On Fuller's notes one note payable to you for \$100 in one two three and four years. The other note payable to Jeremiah Milliken, guardians of Rodney & Elizabeth ...in four equal payments. And one payment on each note is due and Fuller is ready to pay the same. But Dr Burnham says he is not authorized to secure the money. Please write what course to take. Perhaps it would be best for me to secure the money of Dr Burnham and you take the same out of money you collect for me. ...Give my best regards to your lady, Mother, Aunt, and all the folks.

In haste yours with much respect.

Ivory Quinby Esq.

Elijah Winslow

PS. Dr Fowler of Troy died the 29 August very suddenly with a disease on the brain. EW

Unity March the 5 1841

Ivory Quinby Esq.

Dear Sir

I noticed in one of our papers of last week that the Supreme Court of Illinois have settled the question as to Tax title and have decided in favor of the tax title. If that is the fact, I shall loose a great deal by those lands. And I have been disappointed that you have not sold some of them before this time. I really hope you will use your best endeavors to collect and secure my demands which you have for collection without fail... For I am a going to building this summer and money never was so scarce in this section of the country before. If the court has decided against the Patent and in favor of the tax title, those persons that owe me will be unwilling to pay. And it will require your best endeavor to collect or secure them. ...If the court has settled the tax title question, I should have thought you would have informed me immediately. For I have purchased a great many patents, all of which I expected you to have an interest in...

Elisa wishes to be remembered to you all. We heard from New York a few days since and Sarah Wentworth is very low and not expected to live long. Please give my best respects to lady, mother and all of our friends. In haste yours with much respect,

Elijah Winslow

Unity August the 18- 1841

I Quinby, Esq.

Dear Sir, +

Yours of July the 15 is recd. ...I am very much engaged this summer a building. And am in a great hurry this morning. ...When you write me please pay

the postage and charge the same to me for our Post Office has been removed and is in the possession of a Federalist and I do not want him to have any benefit of my business. Our friends are all well. I think that Elisa and I will visit you in the course of a year or two....Please give my respects all your friends. In haste yours with much respect, Elijah Winslow

Unity September the 25- 1842

Ivory Quinby Esq.

Dear Sir

I expected to have heard from you before this time.I must earnestly entreat of you to do all in your power to collect money for me by the first of the winter for I am owing about ten hundred dollars and I can not collect fifty dollars in this part of the country.....At any rate, collect as much as possible. If you have to, make a considerable sacrifice for I never was so much in want of money as at this time.Dr. Burnham sent fifty dollars of our sale. He had to send to Augusta to do the business and paid out one dollar for expenses and has paid me forty nine dollars which I will account to you for.And I must earnestly request you to do all you can to assist me and you shall be handsomely rewarded. Perhaps you can find some opportunity to send to Boston or New York. If you send to Boston to send to the care of Merry Mannings & Stall. And if you send to New York, send to some person that you are acquainted with and have the money deposited in one of the banks and have them inform me. Perhaps you can purchase a draft in New York or Boston. But be sure and get one that will be paid when presented. Mrs. Burnham has been very much out of health this summer. But her health is improving. Eliza's health is very poor but she is determined on visiting you & yours in the course of a year or two. Dr. Bacon is rather failing. He cannot live long. Mr. Staley is very much out of health and John Staley has....consumption but the rest of our friends are all well. If Elisa and I live and prosper, we will visit in the course of two or three years. And I hope I shall be in better spirits than I was last spring for I never felt so unmand and unfit to attend to business in my life as I did while I was at your place last spring. Please to give my best respects to Rodney and all of our friends. Tell him he will see by the paper which I have this day sent him that the Democrats in Maine have done there duty at our last election. In haste yours with much respect, Elijah Winslow.

Dr. Burnham is mentioned several times in the letters and in a manner that suggests that he was involved with Winslow and Quinby in the land speculation business.

Born in Scarborough, Maine in 1779, Rufus Burnham began studying medicine about 1802 with Dr. Alvan Bacon of Scarborough and completed his medical studies in the summer of 1806. He arrived in Unity around 1807 and started his medical practice. To the citizens of Unity, Maine, Dr. Rufus Burnham was more than just a country doctor. He was philanthropist, politician, town official, businessman, tavern keeper, and farmer.

Soon after his marriage in 1810 to widow Dorcas Milliken Leavitt, the sister-in-law of Dr. Bacon, Dr. Burnham built a residence in town. To supplement his income, in 1817 Dr. Burnham opened a tavern and later bought a farm which was operated by a resident farm hand.

In 1810, he was elected town selectmen. In 1812, he was elected a representative to the General Court, serving through 1819. He was elected as a delegate to the Maine Constitutional Convention held in Portland. In 1820, Dr. Burnham was a member of Maine's first legislature and in 1821 was elected to the State Senate. He was the Unity town treasurer a total of ten years beginning in 1825. In January 1829 Burnham was appointed the Unity, Maine Postmaster, holding that position for ten years.

Dr. Burnham was an organizer of several town organizations and businesses. He organized the construction of the Union Church. He invested money in real estate and local business ventures. In 1832, Dr. Burnham invested money in a sawmill with Hezekiah Winslow in Dixmont, Maine. In 1851, he was one of several local men, including Elijah Winslow, who attempted to establish Unity Academy.

No doubt, he was the wealthiest man in town. Tax records of 1840, indicate that he held a great deal of real estate which included \$1200.00 in bank stock. His whole property was assessed at \$3302. He owned two hundred twenty-five acres of farm land.

Later in his medical practice as he advanced in age, he sponsored a younger doctor to come to town—Dr. John Mulberry Milliken—a nephew by marriage. Dr. Burnham kept up his medical practice until his death on November 4, 1854. The town of Burnham, Maine was named in his honor.

Unity August 7- 1843

Ivory Quinby Esq.

Dear Sir,

Yours of May 1 has been received. Enclosed was twenty dollars on the Northern Bank of Kentucky... I never was so much in want of money as at this time.

I really hope you will be able to collect some for me this fall. ...I wish you to ascertain if you can collect a considerable quantity of flour and pork or can purchase some with my demands. I think Robinson and Chandler could pay Flour and pork. ...Our friends are all well as usual and I hope you and yours enjoy the same blessing. Please to give my best to all. In haste, yours with much respect, Elijah Winslow.

Unity March 1- 1844

I Quinby

Dear Sir:

...If Sheki will not pay any part of his demand, I wish you to commence a suit against him on the mortgage. ...If you commence a suit I wish you to commence it in the United States Court for I am afraid to risk a suit in your state courts for they might get up a defense that the mortgage was given without any consideration. And your juries would try very hard to throw me out of my demand. I must request you to do all in your power to collect some money for me this spring for I never was so much in want of money in my life. If you collect any perhaps you will have a safe opportunity to send by private conveyer. If not if let me know and I may have an opportunity to send for it. ...Our friends are all well. Eliza has had a cancer in her breast and was under the necessity of having the whole breast removed which was a very severe operation and she came very near losing her life at the time but the wound has healed and we are in hopes that she will never be troubled any more with it. You did not give me the name of the town where Rodney has gone. And when I send papers I will direct them to your place and you can forward them. Please give my respects to your Mother, sisters & wife and all our friends. In haste, yours with much respect. Elijah Winslow.

Unity January the 18 1845

Ivory Quinby Esq.

Dear Sir:

I have been disappointed in not hearing from you since I wrote you last Jan. We have been anxious to hear from Rodney. I was in Boston the first of July and saw Dr. Alvin Bacon (he moved from the County of Summerset Maine to Boston). I stated Rodney's case to him and he said that he could be helped and that he would consult with some of the finest physicians in Boston and write you upon the subject which I presume he has. Eliza having her breast removed about a year since did not effect a cure. She had another operation last August and she has some trouble with it yet. I should have been at your state last fall but I have been confined at home since I returned from Boston in July. I have been afflicted

with the piles (unworldly) for nine weeks after I returned from Boston. I was not able to go out of the...yard. I am now getting better and able to ride some and if I continue to improve, I shall be at your state in April next...Our friends in this section are all well. Please to give my best respects to all.

Yours with much respect,

Elijah Winslow

Unity April the 29 1845

Ivory Quinby Esq.

Dear Sir,

Your favor of Feby 27 and Rodney of December 30/44 were duly received and the reason that I have not answered them before was I have been waiting to see if my health would improve so that I should be able to visit your part of the country this spring. But it will not although I have improved very much and I am in a fair way to get well. Be good enough to say to Rodney that it afforded me a great deal of satisfaction to know that his health has improved so much and I hope that it will be fully restored. He mentioned about my furnishing him with goods. It is out of my power at present for since I returned from your state I have purchased mills and had them burnt and have rebuilt them and have been concerned in trade at Dixmont. And my partners have trusted out their goods to a large amount that places one in a bad situation and very much in want of money. There is no person that I would assist so cheerfully as I would Rodney if it was in my power. I shall be at you state in September next unless something in providence presents. ...I have met with so may losses since I commenced business by delays that I am anxious to have my business kept as correct as possible. You mentioned you had obtained a US Treasury note for fifty dollars. I wish you would send it to me by mail in a letter. Enclose it in a thick large sheet of paper. The postmaster would not be so likely to suspect it contained money. ...Our friends in this section are all well as usual. Yours with much respect, Elijah Winslow

Unity June the 19 1845

I Quinby Esq.

Dear Sir

Yours of May the 13 was duly received. Since then I have been to Boston on purpose to ascertain what Brokers there is in St Louis that would be safe to purchase a draft of. And I found that the Charles of Boston who are the largest brokers in New England. Have brothers in St Louis that are brokers and if you purchase of draft of them on the Clarks of Boston, they will pay it. There fore I wish you to purchase a draft of E.W. Clark & Brothers of St Louis on J.W. Clark & Son of Boston and they will charge you one

percent for the same. And I want you to take a duplicate copy of the draft and keep yourself and send me the draft by mail and then if the draft is lost, the Clarks of Boston will pay the duplicate. I want you to send me a draft for six hundred dollars for it will take that amount to settle my concerns in this part of the country which I must do before I leave for the west. For I calculate to spend one year or more in your part of the country before I return. As you are purchasing goods at Saint Louis I think you had better go down by my paying your expenses or a part of them for it is very risky sending money. There is so many watching every opportunity to steal. At any rate unless you have an opportunity to send by some very safe and capable person. I should much rather pay you for going than have you send and if you go your self you must be very careful or you will be robbed or lose your money. If you go please send the draft from Saint Louis. Then I shall get it much sooner. Than I should for you to send after your return home. And if you send by some other person request them to send the draft from Saint Louis directed to me at Unity Waldo County Maine and carry the duplicate to you. I wish you to attend to this immediately for I want to leave home the first of September for your State and there will be hardly time for me to get the draft in season. You send the draft from Saint Louis and write me again as soon as you get home so that if the draft is lost I may know in season to stop the payment of the same.

Our friends are all well. We are in hopes that Eliza has got rid of her cancer. Dr. John takes wife next month. The Lady is a daughter of John Means of Augusta. My health has improved very much and I have no doubt I shall be able to visit you in September unless something in providence to prevent. In hast yours with much respect. Elijah Winslow

Unity February the 10 1846

Ivory Quinby Esq.

Dear Sir

Yours of January the 19 is received and I have been to Bangor on purpose to make sale of your pork. But could not succeed. The lumbermen are all the persons in Bangor that purchase large quantities of pork and they purchase in the fall and purchase none but lean and extra lean. I find by inquiry that New York and Boston are the best places for you to send your pork...Eliza and all friends are well. Remember me to all.

Yours truly, Elijah Winslow

Unity February the 12- 1846

Ivory Quinby

Dear Sir

I am under the necessity of troubling you once more in relation to the Hains demands that are in your hands. I have a saw mill in Penobscot County that I

am anxious to dispose of. I have this day received word from Mr. Hains that he will purchase the Mill if I will take his demands that are in your hands. You informed me about two years since that one demand of six hundred dollars and interest was good and the balance was of no value. The Mill has cost me over one thousand dollars but now there is to be trouble about lands that once flowed on account of the Dam. And I should like to sell if I did not get more than six hundred dollars ...Please to write me immediately so that I may receive it before I want to leave home for your State which will be as soon as the first of April. By so doing you will much oblige. Yours Truly, Elijah Winslow

If you can make sale of our lands near Macomb and my lands that I purchased of Hains and Chandler, I wish you would. Any sale you make before I go out I shall be satisfied with. You will see by the paper I send you today there is great prospect of trouble with England about Oregon. E. Winslow

1846 Oregon Treaty

The 1846 Oregon Treaty established the border between the British and American sections of the Oregon Territory. The Oregon Territory had been jointly occupied by both the British and Americans since 1818 when they established a joint claim over the territory. As time went on, friction between the two governments steadily grew. President James Polk ran on the platform "54-40 or fight!" in the 1844 election; 54 degrees, 40 minutes referred to the latitude line that formed the northern border of the Oregon Territory.

The 1846 Treaty formalized the agreement between Britain and the US that the 49th parallel would form the border of the United States and the British in North America. Vancouver Island was an exception that was given to the British despite going south of the 49th parallel. The 49th parallel became the US-Canadian border when British Columbia became part of Canada.

Unity October the 6- 1846

I Quinby Esq.

Dear Sir

Your favor of August the 20 is received. I was at Saco at the time and I should have answered before now...I wish you would purchase one of those mares of him. One is three years and the other four years old. Take the one that you and Rodney think will make the best horse and send her this fall when you have an opportunity to Daniel Griffin. He lives about 20 miles west of Chicago on what is called the Butterfield

road leading to Napersville. ...Please remember me to all of the family. Yours with much respect, Elijah Winslow

Unity February the 13- 1847

Ivory Quinby Esq.

Dear Sir

I have written you twice since I returned home from your state but have not heard from you but one that was August the 20-/46... There is some soldiers about that never have had their lands of the government. They can now get them with the right to locate any where on the government lands. ...Please to write immediately and inform me how all the folks does, your wife in particular. Our friends are all well except Eliza. She is troubled again with a cansor worse than ever. She wishes to be remembered to you all. You will see by the papers I send you that flour, corn and pork is very high and the probability is will remain so through next summer for the French government have concluded to receive all American produce free of duty (that is shipped in British vessels) Please give my regards to all. Yours with much respect, Elijah Winslow

During the politically turbulent times of post-War of 1812, the trade tariffs imposed by the governments of Europe, Britain and the United States against each other changed with the political winds. Driven by the need for revenue and market protectionism, tariffs have always been and still are a sensitive issue in world politics.

Unity October the 23- 1848

Ivory Quinby Esq.

Dear Sir,

Your favor of the sixth instant is received. Enclosed was a fifty dollar bill on the Bellows Falls Bank – Vt. ...As to those Sprague lands they are mostly tax titles. But Tilson says they are as good as government titles. But I do not place so much confidence in Tilson as once did. But if they are a good list of lands, I think we can make money on them (if tax titles are not too much depreciated) But I depend upon your judgment as to those things...If you do not think it advisable to purchase of them, perhaps you can find some other chance for a speculation...I wish you to force the collection of my demands as fast as possible for if we purchase lands I shall want the money. If not, money is worth from 12 to 25 percent here. ...As to Elisa health it is much better than it was last spring though she has another small cancer coming which she is going to have removed. The rest of our friends are all well. In great haste as I am going from home this morning...Yours with much respect, Elijah Winslow

Unity June the 9- 1849

Friend Quinby

Dear Sir,

Your favor of May the 2 and 16 was duly received...I should have answered those before now but I was from home. I left home the first of May for Illinois and went to Chicago where I met the Cholera. And I learnt that the Canal and Illinois river and all the main thorough fairs was lined with it and Friends advised me to return immediately. But I should have gone down to your place if I had been well. I had been unwell for about a week before I got to Chicago. And the next morning after I arrived there I was attacked with the Cholera-morbus which affected me so much that I was unable to travel even by railroad and was obliged to travel all the way home by Steam and canal boats. I shall visit your state next winter if you get rid of the Cholera if not as soon as it will be prudent to and then we will make some arrangements about business.Be so kind as to write after and let me know all the news for it is a great satisfaction to me to hear from you. Give my best regards to all of our friends. Yours with much respect, Elijah Winslow

“Cholera Morbus - A once popular name for an acute severe gastroenteritis of unknown etiology, with diarrhea, cramps, and vomiting, occurring in summer or autumn. It should be differentiated from classical cholera which is also characterized by severe gastrointestinal and metabolic manifestations but is caused by a powerful enterotoxin produced by Vibrio cholerae.(Dorland, 27th ed)” No doubt an ailment that modern medicine could easily control, this was quite often a killer during the era of these letters. One of the topics almost always found in family letters is the state of the health of friends and family. We almost take for granted medicines that cure so many ailments. In the era of these letters, if you contracted a bacterial or viral disease, you were pretty much on your own. Although your immune system and folk medicine could cure you in many cases, full recovery could take weeks or months.

Unity July the 24 1849

I Quinby Esq.

Dear Sir,

Your favour of May 29/49 was duly received and since I have received the draft from St Louis that you mentioned.

Our Friends are all well. And we have had no curse of Cholera this side of Boston and I think we shall not be affected much with it here.

Please to write me on the receipt of this and every week and let us know if you have much sickness with you for I feel very anxious to hear from while the Cholera prevails in your section of the country.

My best regards to all. Remember me to Elden Sweet. Yours with much respect, Elijah Winslow

Unity July the 28- 1849

Friend Quinby

Dear Sir

Your favor of the 10 instant is rec'd. ...As to the Dr. and Mrs. Burnham, they are quite well and Eliza health is much better this summer than usual. Please give my regards to Mr. & Mrs. Shoemaker and say to them that I am very sorry for their severe affliction.

If nothing takes place to prevent, I shall visit your state late this fall or early next spring. If this fall, I think Eliza will accompany me and we shall spend the winter in Illinois or Wisconsin. Be good enough to write every week while the sickness prevails in your part of the country. My best regards to all. In haste yours with much respect, Elijah Winslow

Unity July the 23- 1850

Friend Quinby

Dear Sir

Your favor of the 3 instant is received. ...I should have written you soon after my return home. But a day or two after, I cut the end of my thumb and have not been able to write until a few days since. When I came home I found all of my friends well except Eliza. She was very unwell. She has had two cancers removed since I came home and she has two more come since that she will have removed soon. Her health appears to be quite good for her and she is in good spirits. The rest of our folks are all well. ...We have a young man in this place that keeps the Post Office and has been concerned in trade here to fore. And last winter he concluded to go in to trade here again and there was a number of persons that had capital that wanted to gain company with him and Eliza promised him if he would wait until I got home I would assist him. And am learning the facts. I concluded to go in company with him and went to Boston immediately and purchased a large stock of goods. And have been to Boston the second time after goods besides sending a number of times. And to continue the business it will require a great deal of money for we have to give a long credit for the most of the goods we sell. And therefore I am requesting you to force the collecting of my demands and all the money you can get ...And I shall be under the necessity of requesting you to pay me your note this fall if you can consistently. ...Please to write me after and give me all the news I will send you some

papers when I have any that will be interesting Please give my best regards to you wife and all of our friends. In great haste yours with much respect Elijah Winslow

Unity October the 3- 1851

Friend Quinby

Dear Sir

Your kind favor of September the 10 & 11 was duly received and should have answered them immediately but I was from home. I have been gone to Boston for the last ten days...I have almost given up the idea of visiting your State this fall...There is two men living in the Town of Burnham that have received land warrants for 160 acres of land each and I have purchased them ...I have given them \$90 each and taken there note for \$150...If you would like to purchase with me I will send you the warrants and a power of attorney to locate and if you do not wish to purchase. ...I have no doubt that Congress will pass a law this winter making these land warrants assignable. All well. In haste yours with much respect, Elijah Winslow.

Unity February the 16/52

Friend Quinby

Dear Sir

Three or four men in this part of the country claim the Patent title to about one hundred lots of land in Illinois Military tract that they want to sell to me.

I have selected from the in list the lots that are in Warren County. Now if you will do me the favor to examine the records and ascertain who claims those lots under the Patent title. I will satisfy you for your trouble...Dr. Burnham's brother John is dead. He died last Monday with the croup. Taken sick in the morning and died the same evening. The rest of our friends are all well as usual. We have had the coldest winter so far that the oldest person living ever knew. When you write let me know what kind of winter you have had and give me all the news. Yours with much respect, Elijah Winslow.

This concludes the sample of some of the 40 letters that chronicle the frontier land business of Elijah Winslow and Ivory Quinby. As noted, Ivory Quinby went on to become one of the many Americans that used their inherent talents and industry to open the West to settlement. Although he certainly suffered great personal losses during his life, he did achieve prosperity and the admiration of the people of Monmouth through his support of Monmouth College and local businesses. Although he was probably not as wealthy or publicly known as Quinby, Elijah Winslow was also successful in his contribution to the early development of the United States through hard work, ingenuity and integrity.

Special Delivery in the United States: A Postal Card Buff Reflects on the Service and the Stamps, 1885 – 1991

By: H. J. Berthelot

Postal cards, especially those issued by the United States, are my primary medium of collecting. Recently, I gathered together the cards I acquired over the years that had been sent special delivery and began studying them from their “special delivery” aspect. To better understand the subject, I read Henry Gobie’s book, *The Speedy* and Robert Markovits’ article in the 1962 *American Philatelic Congress Book*. I also reviewed sections of the *Postal Laws & Regulations* and *Scott’s Specialized Catalogue of United States Stamps* (hereafter “*Scott catalogue*”) relevant to special delivery. The study increased not only my appreciation of that now defunct service, but also my knowledge of the stamps issued for that service.

As with any aspect of philately, “special delivery” had a great deal of information to assimilate. This writing has a dual purpose: to illustrate the stamp designs associated with Special Delivery Service and share what I learned about special delivery stamps; and to show, in the main, examples of postal cards and card-rated matter that were sent special delivery in the domestic United States Mail.

Special Delivery Service began in the United States in 1885 and existed for slightly more than a century. In general, for an additional fee, the United States Post Office Department (hereafter the “Post Office”) and its successor the United States Postal Service (hereafter the “Postal Service”) guaranteed the “immediate” dispatch to the addressee of a special delivery item upon the item being received at and recorded in the post office of destination.

The Scott catalogue uses the prefix “E” to designate special delivery stamps. That designation will be used to identify each of the twenty-three special delivery stamps issued by the United States and considered in this article. In addition, the United States issued four combination air mail–special delivery stamps. Designated in the Scott catalogue with either the prefix “C” or “CE,” those four stamps will also be considered. Each special delivery and combination air mail–special delivery stamp illustrated herein has been enlarged by about one-third to show detail.

Advocated in 1883 by then First Assistant Postmaster General Frank Hatton, Special Delivery Service was championed by Congressman Charles R. Skinner of New York. Congressman Skinner introduced the Special Delivery Service Bill in December of 1883 and it was considered by the Congress in 1884. While that bill did not pass, the congressman successfully attached it to the Appropriations Measure the following year. That measure subsequently passed as the Act of March 3, 1885 and was signed into law by President Grover Cleveland.

Special Delivery Service commenced in the United States on the **1st of October 1885** at post offices with an operational free-delivery system and post offices in cities and towns with populations of 4,000 or more as was shown on the last Federal census that had been taken before 1885. Of the 555 post offices nationwide that met those criteria, three were located in my home state of Louisiana—the Baton Rouge Post Office in East Baton Rouge Parish, the New Orleans Post Office in Orleans Parish, and the Shreveport Post Office in Caddo Parish.

Initially, Special Delivery Service was limited to First-class mail, namely, letters (including drop letters) and postal cards. The special delivery fee was in addition to the required postage on the item and paid with a 10¢ stamp especially designed for that purpose. The first special delivery stamp, designated E1, (*Figure 1*) was printed by the American Bank Note Company by flat bed press on unwatermarked paper and perforated 12. It is listed in colors blue or deep blue. The stamp’s vignette featured a “running messenger,” and the wording, “SECURES IMMEDIATE DELIVERY AT A SPECIAL DELIVERY OFFICE.”



Figure 1 E1, printed by the American Bank Note Company on unwatermarked paper by flat bed press and perforated 12, was issued on the 10th of October 1885. The stamp may be found in blue or deep blue colors.

It is emphasized that *any First-class mail item could be posted special delivery at any domestic post office, but the item was entitled to Special Delivery Service only at one of the 555 post offices designated as a Special Delivery Post Office*. After receipt in a designated Special Delivery Post Office, the special delivery item was recorded, dispatched “immediately” and delivered, or an attempt was made to deliver it, to the addressee. Dispatch was by special messenger either within the carrier limits of a free-delivery post office, or within a one-mile radius from a post office at all other Special Delivery Post Offices.

The following list summarizes instructions given to postmasters at designated Special Delivery Post Offices for handling special delivery items:

- Open all mails at once upon arrival and separate items bearing a special delivery stamp;
- Affix to each special delivery item a receipt stamp showing name of post office and the date and hour of the item’s arrival;
- Number consecutively each special delivery item received and enter that information in the post office’s record book;
- Enter the item number in the messenger’s delivery book and dispatch messenger. Upon delivery, messenger records in his delivery book the time of delivery and signature of the person who receives the item;
- Upon return to the post office, messenger enters in the post office’s record book time of delivery and name of person who received the item. If item is not delivered, messenger notes the reason and adds a statement of how the item is subsequently handled.

Special Delivery Service was available from 7 AM up to midnight. On a monthly basis, a special-delivery messenger received “not more than 8¢ per item delivered,” but the stipend was limited; a messenger could not make more than \$30 per month.

Two statistics from the first month’s operation of the Special Delivery Service were noteworthy: First, the average time to deliver a special delivery item upon its receipt in a Special Delivery Post Office was seventeen minutes; and second, the net income to the Post Office from that service during the month was \$2,828.75.

If a short paid item were found in the Mail, including any special delivery item, regulations at this time required the item be handled as “held-for-postage” and

treated accordingly. That meant the item was detained for postage, a penalty-card notice was sent out with a request for the necessary postage and a delay in delivering the item was incurred pending receipt of the postage.

By the Act of August 4, 1886, Congress extended *Special Delivery Service to Second-, Third- and Fourth-class mail*. That act also made *Special Delivery Service available at any domestic post office, on and after the 1st of October 1886*. Too, the hours of operation for Special Delivery Service were changed. Henceforth, the Service ran from 7 AM to 11 PM at free-delivery post offices. At all other post offices, the Service ran from 7 AM to 7 PM, and to the arrival of the last mail, provided the mail did not arrive later than 9 PM. For both type post offices, the Service operated Monday through Saturday. Postmasters were “at liberty,” however, to deliver special delivery items that arrived on Sundays.

Some postmasters were creative in noting their post office’s receipt of special delivery matter. Postmasters in Boston and San Francisco were among those who used handstamped “clocks” to indicate the date and time of a special delivery item’s arrival in their post offices. Other handstamped markings were used, as were manuscript markings.



Figure 2 E2, printed by the American Bank Note Company on unwatermarked paper by flat bed press and perforated 12, was issued on the 6th of September 1888. The stamp may be found in blue or deep blue colors. The “running messenger” vignette on E2 was also used on E3.

The second special delivery stamp, designated E2, (figure 2) was printed by the American Bank Note Company on flat-bed press, using unwatermarked paper, and perforated 12. The stamp is listed in colors blue or deep blue. To reflect the new law, the wording on E2 was changed to read “SECURES IMMEDIATE DELIVERY AT ANY POST OFFICE.” Additionally, two other minor changes were made in the design. E2 was released on the 6th of September 1888. Now you may wonder why this issue was re-

leased almost two years after the effective date of the 1886 Act. The reason was solely based on economics; the Post Office wanted to exhaust rather than destroy its supply of the E1 stamps.

The Jefferson postal card, issue of 1886, seen in *figure 3* was sent

special delivery from Worcester, Massachusetts, at 6:30 PM on the 18th of December 1891 to Boston, Massachusetts. The indicium paid the then current domestic postal card rate and an E2 paid the special delivery fee. As was required in the postmaster

instructions noted above, a Boston receipt stamp, in blue, evidenced the card's arrival at 9-11 PM on the 18th of December and the special delivery number – 27490 – recorded the card's receipt in that post office. Presumably, the messenger's delivery book and that post office's record book evinced the time of delivery and the name of the person who signed for the card.

In 1889, the postal law regarding short paid special delivery items was amended. Henceforth, short paid special delivery items were dispatched "postage due" rather than handled as "held-for-postage." The change eliminated the delay in Special Delivery Service that resulted when the item was held for postage. The Post Office now collected the deficient postage upon delivery of the item.

By Postal Order dated the 11th of August 1891, Form 3955 was created (*figures 4-1* and *4-2*). In cases where an attempt by messenger to make immediate delivery of a special delivery item failed because no person was authorized to receive it at the place of address, this form served as notice that the item could be had upon application to the postmaster. The form was left by the messenger at the addressee's residence or place of business, or deposited in the addressee's post office box, if he had one, or delivered by any other practicable means. Use of this form, revised from time to

time over the years, continued throughout the use of Special Delivery Service in the United States. *Figures 4-3* and *4-4* show an unused example of the form, PS FORM 3955, revised 1973, printed for use by the Postal Service.

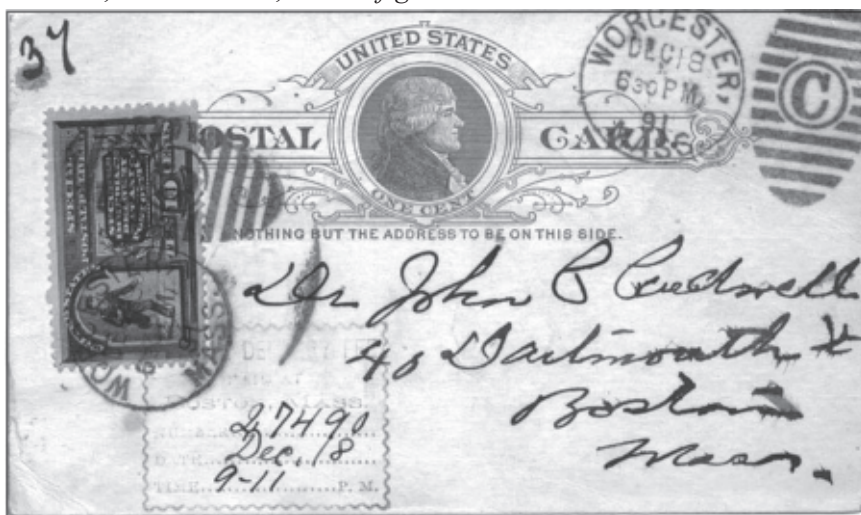


Figure 3 Jefferson postal card, issue of 1886, sent special delivery on the 18th of December 1891 with an E2 paying the special delivery fee.

The unique nature of the special delivery stamp was compromised when the 1¢ Columbian Exposition stamp (Scott No. 230) was issued in 1893. That stamp was similar in color, size and shape to E1 and E2. To alleviate the potential problem, the Post Office changed the

color of the special delivery stamp from dark blue to light orange. Postmaster General Wanamaker's order dated the 10th of January 1893 noted the color change and stated that if the blue-colored special delivery stamps were "allowed to remain, [they] might lead to mistakes in the treatment of mail matter bearing either of the two stamps." Ironically, the last paragraph in his order was written as follows:

The special delivery stamps heretofore issued will still be valid and postmasters must exhaust the stock of them now on hand before calling for supplies of the new color.

E3, sometimes referred to as the "Columbian special delivery issue," was released on the **24th of January 1893**. Using the die that had been used to print the E2 stamp, the American Bank Note Company printed E3 on unwatermarked paper, by flat-bed press. The stamp was then perforated 12. E3 is listed in colors orange or deep orange.

The printing of E3 was discontinued on the 5th of January 1894, but the Post Office continued using its stock of E3 until the 19th of May 1894. In all, 5,099,500 E3 stamps were printed. This issue is known as one of the Post Offices' best for showing cancellations to advantage.

Form 3955
UNITED STATES POSTAL SERVICE
SPECIAL DELIVERY NOTICE

Messenger's No. 2005, 19__

M _____

A SPECIAL DELIVERY LETTER
PARCEL FOR YOU

☐ HAS BEEN PLACED UNDER YOUR DOOR

☐ HAS BEEN PLACED IN YOUR LETTER BOX

☐ HAS BEEN RETURNED TO POST OFFICE

Indicated below, where it may be had in presentation of this notice. If not called for before your letter carrier begins his next regular trip he will deliver it to you.

Back Porch
Main Office
Special Delivery P.O.

(Street location)
POSTMASTER.

39-46054-1

Special Delivery Mail

See Other Side

U. S. GOVERNMENT PRINTING OFFICE

39-46054-1

Figures 4-1 and 4-2 Form 3955 was created in 1891 for use by the Post Office when the immediate delivery of a special delivery item could not be effectuated. Printing was on both sides of the form.

U.S. POSTAL SERVICE
SPECIAL DELIVERY NOTICE

1. NAME
M

2. A SPECIAL DELIVERY (Letter-Parcel) FOR YOU HAS BEEN:

☐ Placed under your door. ☐ Placed in your letter box.

☐ Returned to post office indicated below. It may be obtained by presenting this notice and evidence of your identity between _____ am and _____ am today.

If not called for before your carrier begins his next regular trip, he will deliver it to you.

3. POSTAGE DUE _____ 4. C.O.D. CHARGES _____ 5. MESSENGER NO. _____
(Cash Only)

6. (CHECK WHEN APPLICABLE) NUMBER

☐ REGISTERED ☐ INSURED ☐ C.O.D.
☐ CERTIFIED ☐ PERISHABLE ☐ DELIVER TO ADDRESSEE ONLY

DATE _____ POSTMASTER _____

POST OFFICE _____

© U.S.GPO: 1975-564-469

**NOTICE OF ATTEMPT TO DELIVER
SPECIAL DELIVERY
MAIL**

See Other Side

PS FORM 3955
APR. 1973

Figures 4-3 and 4-4 Revised from time to time over the years, Form 3955 was also used by the Postal Service. This revised printing also was on both sides of the form.

After the 19th of May 1894, the Post Office resumed the printing of E2 in its original blue color. Since the same dies were used, there is no way to distinguish between E2 stamps printed prior to 5 January 1894 and those printed after 19 May 1894.

The Bureau of Engraving and Printing (hereafter the “BEP”) and the Post Office formally agreed on the 9th of June 1894 that the BEP would print United States stamps. Altering the American Bank Note Company’s (E2) die, the BEP used the altered die to print the special delivery stamp designated E4.

The changes made by the BEP to the American Bank Note Company die were done to distinguish the BEP printing from the printing of its predecessor. Those changes were:

1. Different ornaments to the left and right of the word “SPECIAL”;
2. Five blocks above the letters “CUR” in the word “SECURES”;
3. Top border has heavier line;
4. Border lines made heavier;
5. Numeral “10” shaded with horizontal lines;
6. Symbol added under words “TEN” and “CENTS.”

Issued the **10th of October 1894**, E4 (Figure 5) was printed on unwatermarked paper and perforated 12. E4 is listed in colors blue, dark blue or bright blue.



Figure 5 The BEP altered the American Bank Note Company’s (E2) die and used the altered die to print E4 on unwatermarked paper by flat bed press. Perforated 12, E4 was issued on the 10th of October 1894. The vignette on E4 was also used on E5.

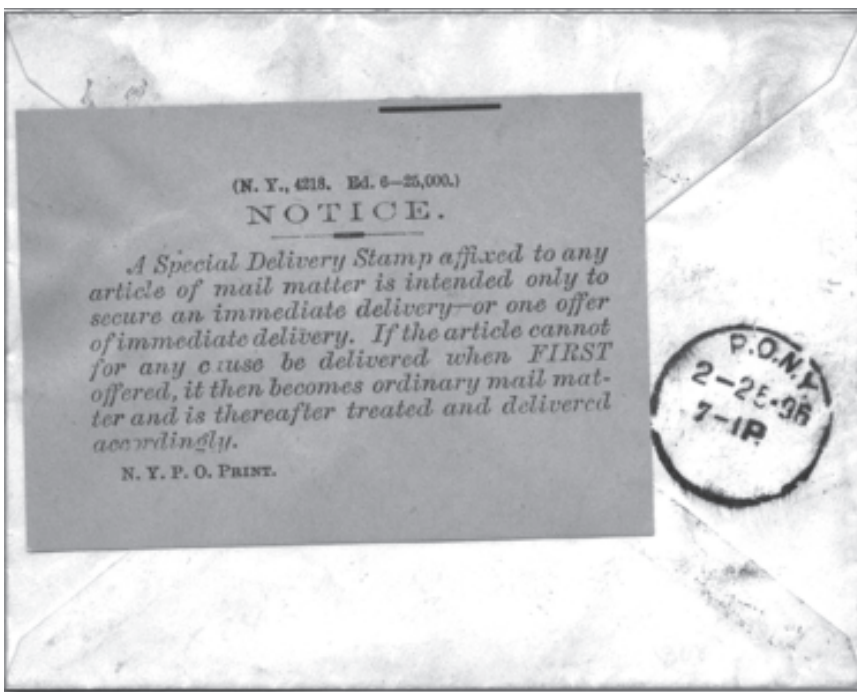


Figure 6-1 Reverse of an envelope that had been posted special delivery on the 25th of February 1895, and subsequently handled by the New York Post Office, where the gummed notice was affixed regarding “non-delivery” of the envelope.

In the late 1800’s, the New York Post Office was among the larger United States Post Offices to have a printing office as an integral part of its office. The printing office assisted New York postal clerks greatly by preparing “time-saving” gummed notices that could be quickly applied to postal matter in certain situations. Figure 6-1 shows a “special delivery notice” affixed to the reverse side of an envelope that had been mailed via that service. The attempt to deliver the envelope was not successful. On the front side of the envelope, (figure 6-2) struck in magenta, was the four-line, handstamped marking:

OFFERED AT ADDRESS

—————AT—————M.

CAUSE OF NON-DELIVERY,

The messenger completed the blank spaces as appropriate. This envelope, dated the 25th of February 1895, was mailed with a Washington stamp and an E4, which paid the then current 2¢ First-class single-letter rate and the 10¢ special delivery fee, respectively.



Figure 6-2 Obverse of envelope seen in Figure 6-1, showing other markings applied at the New York Post Office regarding “non-delivery” of the envelope.

Scott catalogue lists an imperforate variety for E4. The validity of this variety has been questioned since “most authorities seem in agreement that [the E4 imperforate variety] actually originated from stolen waste material.” [Gobie, page 79]. However, there are differences of opinion regarding this variety [Markovits, page 187].

As the first special delivery stamp printed on double-line USPS watermarked paper by flat-bed press, E5 had a vignette identical to that on E4. E5, perforated 12, was released on the **16th of August 1895**. The stamp is listed in colors blue, dark blue or deep blue.

There were different beliefs among early collectors regarding the Post Office’s introduction of watermarked paper to print E5. John N. Luff believed the use was to prevent counterfeiting; George Sloane and Winthrop S. Boggs disagreed. [Markovits, pages 187-188].

The Scott catalogue lists an imperforate variety for E5. A statement in the Scott catalogue noted this variety – designated E5a – “was not regularly issued.” So what was the story behind the E5a?

It seems that at the time, an owner of the *New York Times* newspaper – one Gilbert E. Jones – provided invaluable technical assistance to the BEP. A well-known collector of imperforate stamps, Mr. Jones suggested that he be compensated in imperforate pairs or blocks. The BEP staff agreed, but accounting procedures prohibited the BEP from either giving away or selling stamps. So Mr. Jones bought perforated E5

sheets at the Post Office and exchanged them for an equal number of imperforate E5 sheets at the BEP. Both parties were happy! Mr. Jones was compensated and the BEP’s accounting for the stamps was not compromised. Selecting what he wanted from the imperforate sheets, Mr. Jones then privately disposed of the remaining imperforate stamps. [Markovits, page 190].

The E5 issue has other varieties. One variety, designated E5b, was “printed on both sides.” Another variety has a line of color through the words “POSTAL DELIVERY” and the letter “n” in the word “United.” This variety was from the bottom row of Plates 1257, 1258, 1259 and 1260.

Seen in *figure 7-1* is a McKinley postal card, issue of 1902. This card was mailed special delivery from New York City’s Station R (Morrisania, corner of 151st Street and North Avenue) to Astoria on the 20th of December 1902. While the indicium paid the then current domestic card rate, the special delivery fee was paid with the “line of color through the words ‘POSTAL DELIVERY’ and the letter ‘n’ in the word ‘United’” variety. The special delivery stamp is enlarged in *figure 7-2* to show detail.

A third variety of the E5 stamp has a series of dots in the curved frame above the running messenger. Referred to as “E5, type 2,” [Gobie, pages 100-107] this variety was printed from Plate Number 882. E5, type



Figure 7-1 McKinley postal card, issue of 1902, mailed special delivery on the 20th of December of that year. An E5 variety was used to pay the special delivery fee on this card.



Figure 7-2 The E5 variety, enlarged to show the line of color through "POSTAL DELIVERY" and letter "n" of "United."

2 may be seen reproduced in a block of four on the 1969 souvenir card released by the BEP at the National Postage Stamp Show in New York City.

Some 125 copies of E5 were overprinted in red "UNIVERSAL POSTAL CONGRESS" and distributed to officials during the Universal Postal Union meeting held from 5 May to 15 June 1897 in Washington, D.C.

United States stamps were also overprinted in 1899 for use in Cuba, Guam, the Philippines and Puerto Rico after the Spanish-American War. While E5 was among the stamps overprinted, it was not overprinted for use in Puerto Rico. The overprint, in red, for use in Cuba read:

CUBA.

10 c.

de PESO

E5s with that overprint may also be found without the period after the word "CUBA." The overprints for use in Guam and the Philippines were printed in red and set diagonally across the stamp, reading from lower left to upper right, respectively "GUAM" or "PHILIPPINES."

In addition, E5s overprinted "PHILIPPINES" were again overprinted in 1931, in the Philippines with the letters "O.B."—Official Business—in red, horizontally, for use by any government bureau there. The overprints were meant to protect the stock of stamps and for better accountability.

By Post Office Order 417, dated the 30th of June 1899, holiday delivery was begun for special delivery matter. Henceforth, special delivery items were delivered during the same hours on holidays as they were delivered on regular work days.

In 1902, the Post Office requested the BEP to prepare a special delivery stamp utilizing a new design. As bicycles were much used at this time by Post Office messengers, a BEP artist designed the stamp's vignette to feature a messenger mounted on a bicycle. That design was accepted by the Post Office. The new special delivery stamp, designated E6 (Figure 8) was printed by flat-bed press on double-line USPS watermarked paper and perforated 12. Released on the 9th of December 1902, the stamp is listed in colors ultramarine, dark ultramarine, pale ultramarine, or blue.



Figure 8 E6 was printed by flat bed press on double-line USPS watermarked paper and perforated 12. The stamp was issued on the 9th of December 1902. The "bicycle" vignette on E6 was also used on E8, E9, E10 and E11.

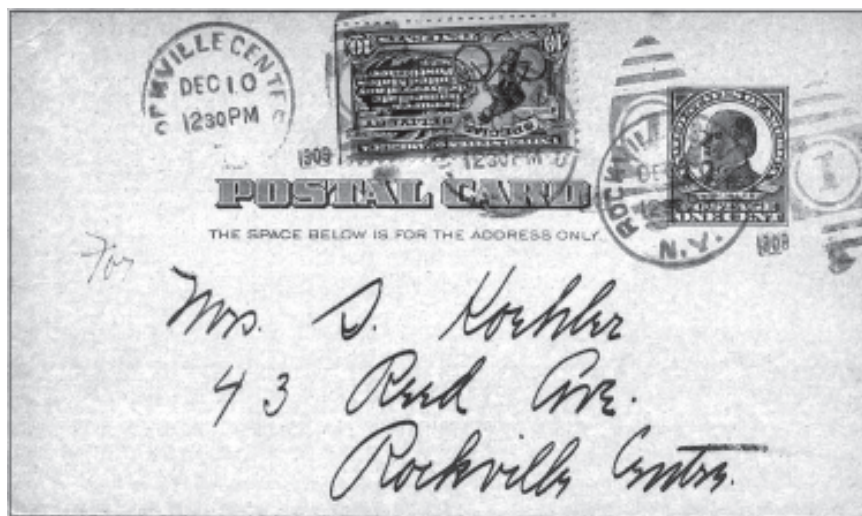


Figure 9 McKinley postal card, issue of 1907, mailed special delivery on the 10th of December 1909. An E6 paid the special delivery fee. Since this card was mailed after the PMG's 9 June 1909 order, the E6 could have been printed from either an "old" or a "new" plate.

The McKinley card in *figure 9* was issued in 1907. This card was mailed special delivery at Rockville Centre, New York, on the 10th of December 1909. The indicium paid the then current domestic card rate and an E6 paid the special delivery fee.

Some stamps of the E6 issue may be found with plate damage under the letter "N" of the word "CENTS." Caused by the transfer roller having picked up a piece of metal shaving which lodged in a groove between the raised lines of the design on the relief, the damage has been found in progressive phases.

The 1902 *Postal Laws & Regulations* introduced the "Fee claimed" auxiliary markings. If an attempt were made to deliver a special delivery item, the Post Office considered the special delivery fee as having been earned. Thus, any special delivery item returned to the post office for redirection after an attempt had been made to deliver it was thereafter forwarded as ordinary mail. The "**Fee claimed at office of First Address**" marking notified postal officials subsequently handling the item that it was not to be given special delivery service. Conversely, if no attempt were made to deliver the special delivery item before it was redirected, the item was marked "**Forwarded, fee not**

claimed." This marking notified postal officials subsequently handling the item that it was to be given special delivery service.

The Act of March 2, 1907, provided that after the 1st of July of that year, ordinary postage stamps could be used to pay the special delivery fee. The item had to have the words "special delivery or their equivalent" written on the address side. [Remember, before the 1st of July 1907, a sender did not have to articulate the request for special delivery service. The special delivery stamp served that purpose! After that date, however, with payment by ordinary stamps optional, a sender had to specifically request

the service.] Illustrated in *figure 10* is a McKinley postal card, issue of 1908. The card was sent special delivery on the 21st of February 1910 from Grayling, Michigan. The indicium paid the then current domestic postal card rate and the 10¢ stamp from the 1908-09 regular series paid the special delivery fee. Note the sender requested the service with the manuscript "special delivery."

The next special delivery stamp, designated E7 (*Figure 11*), was issued **the 12th of December 1908**. E7 has since become known as the "Merry Widow" owing to the similarity of the hat depicted on the stamp to the hat inspired by the Merry Widow Operetta.

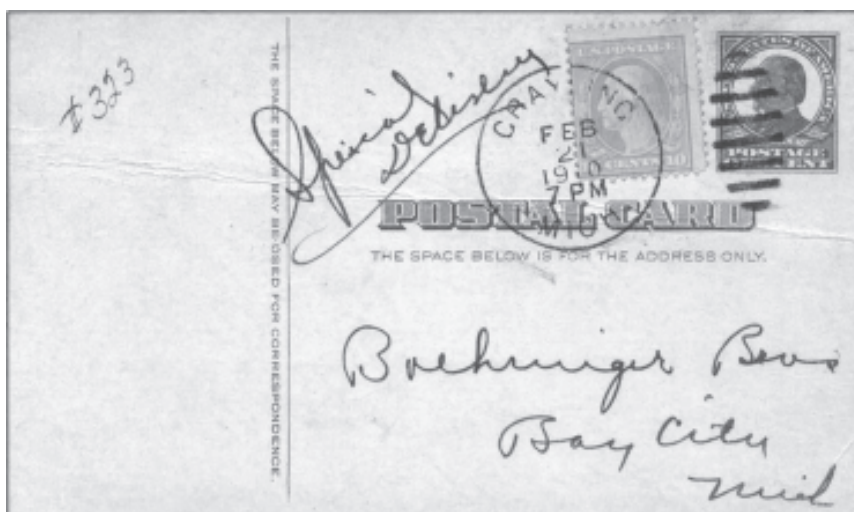


Figure 10 McKinley postal card, issue of 1908, sent special delivery on the 21st of February 1910. A 10¢ regular-issue stamp paid the fee; the sender had requested the service with the manuscript "special delivery."



Figure 11 E7 was printed by flat bed press on double-line USPS watermarked paper and perforated 12. The stamp, issued on the 12th of December 1908, is listed in the color green.

Printed by flat-bed press on double-line USPS watermark paper and perforated 12, E7 was extremely unpopular with the public. Postal officials also had problems with E7 because its size and color were similar to that of the then current 1¢ Franklin regular issue stamp (Scott No. 331). E7 is listed in colors green, dark green or yellowish green.

Postmaster General Hitchcock assumed office on the 6th of March 1909. By order dated the 9th of June 1909, he discontinued the printing and issuance of E7 and reinstated the printing and issuance of E6. Since the plates initially used to print E6 had been destroyed, new plates bearing new plate numbers were prepared. As the new plates were made from the same transfer roll and die used to print the old plates, the “old” and “new” plates and the stamps printed therefrom were identical. The only way to distinguish between the two printings is to have a stamp with the plate number attached, or to know the date of mailing. Compare the McKinley postal card shown in figure 9 with the one seen in figure 12. Issued in 1902 and 1907 respectively, both cards were sent special delivery. The card in figure 12 was posted on the 24th of March 1908, while the card in Figure 9 on the 10th of December 1909. Since the card in Figure 12 was used prior to Postmaster General Hitchcock’s 9 June 1909 order, the E6 definitely was printed from an “old” plate. The E6 on the card in Figure 9, mailed six months after the Postmaster General’s order, could have been printed from either an “old” or a “new” plate.

The next two special delivery stamps – E8 and E9 – have the same vignettes as that on E6. Both stamps were printed by flat-bed press on single-line USPS watermarked paper. Perforated 12, E8 appeared in **January of 1911**. E8 is listed in colors ultramarine, pale ultramarine, dark ultramarine or violet blue. Stamps of the violet blue color have been designated E8b. Perforated 10, E9 appeared in **September of 1914**. E9 is listed in colors ultramarine, pale ultramarine or blue.

You may have noticed that these two stamps do not have a specific date of issuance. The reason was the Post Office considered paper and perforation to be part of the printing process of stamps. Thus, the BEP’s use of different paper stock and different gauges of perforation was nothing more to the Post Office than a continuation of the original printing, in this instance the printing of the E6 issue of 1902. Since the BEP kept no records of when it began using the single-line USPS watermark paper stock to print or the different gauges of perforation to separate, the Post Office could not establish for either stamp a “first-day of issue.” [Readers may refer to the front section of the Scott catalogue for illustrations of the single-line USPS watermark (designated Wmk. 190) and the double-line USPS watermark (designated Wmk. 191). In the catalogue’s 1981 edition, that section is headed “Information for Collectors,” and the watermark illustrations are on page xviii.]

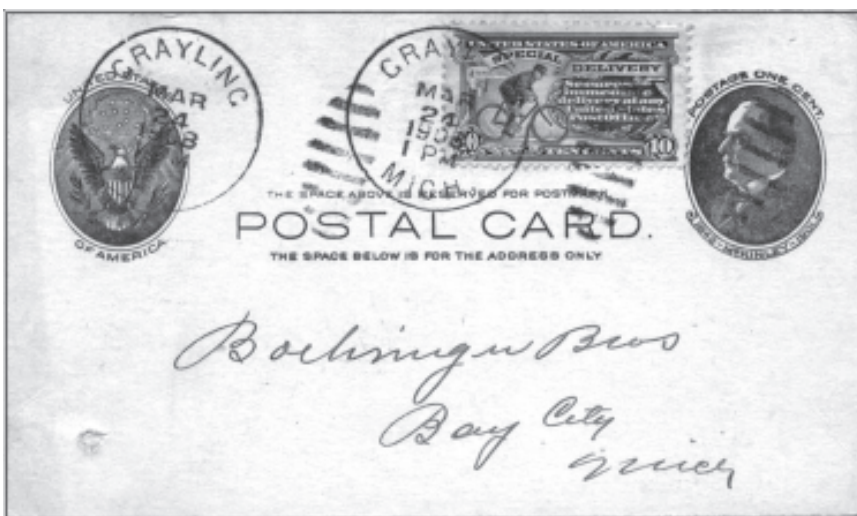


Figure 12 McKinley postal card, issue of 1902, mailed special delivery on the 24th of March 1908. Comparing this card with the card shown in Figure 9, we see the E6 on this card definitely is from an “old” plate printing because the card was used prior to the PMG’s 9 June 1909 order.

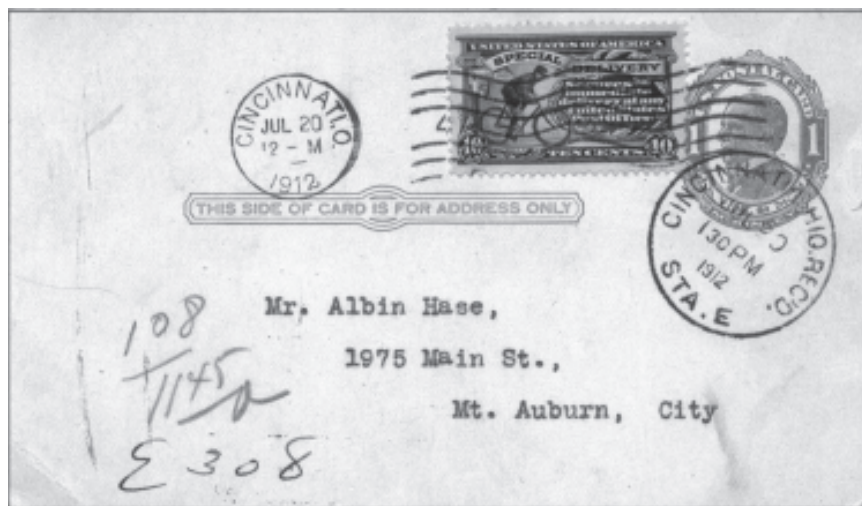


Figure 13 McKinley postal card, issue of 1911, sent special delivery on the 20th of July 1912. An E8 paid the special delivery fee.

Released in 1911, the McKinley postal card illustrated in *figure 13* was mailed special delivery at Cincinnati, Ohio, on the 20th of July 1912. While the indicium paid the then current domestic card rate, an E8 paid the special delivery fee.

E10, printed by flat-bed press on unwatermarked paper, was perforated 10. The issue was released on the **19th of October 1916**. This stamp “[was] by far the scarcest of the bicycle [special delivery] stamps and [came] in numerous, most interesting shades.” [Gobie, page 167]. The stamp is listed in colors pale ultramarine, ultramarine or blue.

The Jefferson postal card, printed in green, was initially issued on the 4th of June 1914. Use of that color ink complied with the Universal Postal Union (UPU) standard that all one-cent postal issues be printed in green to prevent confusion among UPU-member nations if the issue were used internationally. And, as stated in the *United States Postal Card Catalog*, this card was “one of the longest-lived of any postal issue of the United States.” Except for the “World War I tax-rate” period (2 November 1917 to 30 June 1919), the Jefferson card was used from the 4th of June 1914 through the 31st of December 1951. During that time, numerous printings were made and over fifty-eight billion Jefferson cards were issued. On the 1st of Janu-

ary 1952, the one-cent postal card era ended in the United States as the domestic postal card rate increased to two cents.

Seen in *figure 14* is a Jefferson postal card, issue of 1914. This card was posted on the 28th of January 1918. The indicium and the 1¢ Washington stamp paid the then current 2¢ “war tax” rate, while an E10 paid the special delivery fee.

E11, printed by flat-bed press on unwatermarked paper, was perforated 11. Listed in various colors—ultramarine, pale ultramarine, dark ultramarine, gray violet (designated E11b), or blue (designated

E11c)—E11 was issued on the **2nd of May 1917**. Some stamps of this issue were printed with an experimental aniline ink which caused a pink tinge to permeate the paper and appear on the back of the stamps. These stamps are referred to as “pink backs.”



Figure 14 Jefferson postal card, issue of 1914, mailed on the 28th of January 1918. The indicium plus the Washington stamp paid the then current 2¢ “war tax” rate for domestic cards and an E10 paid the special delivery fee.

On the 27th of December 1920, by postal order, the requirement that postmasters number and record special delivery items numerically in their office record book was eliminated. Such items were still recorded by the special delivery messengers. It is pointed out that because some post offices continued using serial numbers, the 1920 order was repeated on 3 June 1923 as Order Number 9220.



Figure 15 C3 (on left) and C2 served a combination airmail-special delivery function. C3 was issued on the 13th of May 1918, while C2 was issued on the 11th of July 1918. Both stamps, printed by flat bed press on unwatermarked paper, were perforated 11.

While available for other than special delivery use and classified in Scott's catalog as "Air Post stamps," C3 and C2 (figure 15) served a combination airmail-special delivery function. An experimental airmail route was established by the Post Office in May of 1918, between Washington, D.C. and New York City, with an intermediate stop in Philadelphia. Military planes, flown by U.S. Army pilots, serviced the route.

At this time, Railway Post Office service was at its height for efficiency and dependability. Postal officials reasoned that if the new airmail service was to compete with train service, it had to include Special Delivery Service. The 24¢ carmine rose and blue stamp, C3, paid the per ounce airmail letter rate. Printed by flat-bed press on unwatermarked paper and perforated 11, C3 was issued on the **13th of May 1918** for the Washington – Philadelphia – New York airmail service. In a 1918 writing, Postmaster General Burleson stated that "10¢ [of C3's 24¢ value] shall be for Special Delivery service." [Gobie, page 170].

To extend the airmail service, the Post Office Department began flights between New York City and Boston, effective 3 June 1918. After two flights, both "with incident," the extension service to Boston was cancelled. Believing the new airmail service to be viable, Postmaster General Burleson reduced the postage rate to increase use of the service. Accordingly, the 16¢ green stamp, C2, printed by flat-bed press on unwatermarked paper and perforated 11 was released on the **11th of July 1918** to meet the reduced rate that went into effect on the 15th of July 1918. Of the 16¢ value of C2 for items that weighed less than or equal to one ounce, 10¢ was dedicated for the special delivery fee. [If the item weighed more than one ounce, 6¢ was charged per additional ounce or fraction thereof.]

On the 12th of August 1918, the Post Office Department took over airmail service from the U.S. Army. And, commencing the 15th of December 1918, an airmail rate of 6¢ per ounce began in the United States. Thus ended compulsory airmail-special delivery combination service in the United States.

With the issuance of E12 on the **12th of July 1922**, a different design was introduced for special delivery stamps. The new design (Figure 16) featured a motorcycle, which was the mode of transportation most used at the time by Post Office Department messengers. E12 was printed by flat-bed press on unwatermarked paper and perforated 11. This stamp is listed in colors gray violet or deep ultramarine. Stamps of the deep ultramarine color have been designated E12a.



Figure 16 E12, printed by flat bed press on unwatermarked paper and perforated 11, was issued on the 12th of July 1922. The "motorcycle" vignette on E12 was also used on E13, E15, E16, E17 and E18.

The Jefferson postal card, issue of 1914, seen in figure 17, was mailed special delivery on the 29th of March 1925 from Littleton to Pittsfield, New Hampshire. The indicium paid the then current postal card rate and an E12 paid the special delivery fee.

The Postal Service Act of 28 February 1925 established two new special delivery rates for parcel post, 15¢ and 20¢. E13 was issued on the **11th of April 1925**. While the vignette of E13 is similar to that of E12, E13 was printed by flat-bed press in deep orange on unwatermarked paper and perforated 11. Valued at 15¢, E13 paid the special delivery fee for parcels that weighed from two to ten pounds.

The vignette of E14 (Figure 18) featured a mail truck of the period. Printed in black by flat-bed press on unwatermarked paper and perforated 11, E14 was the

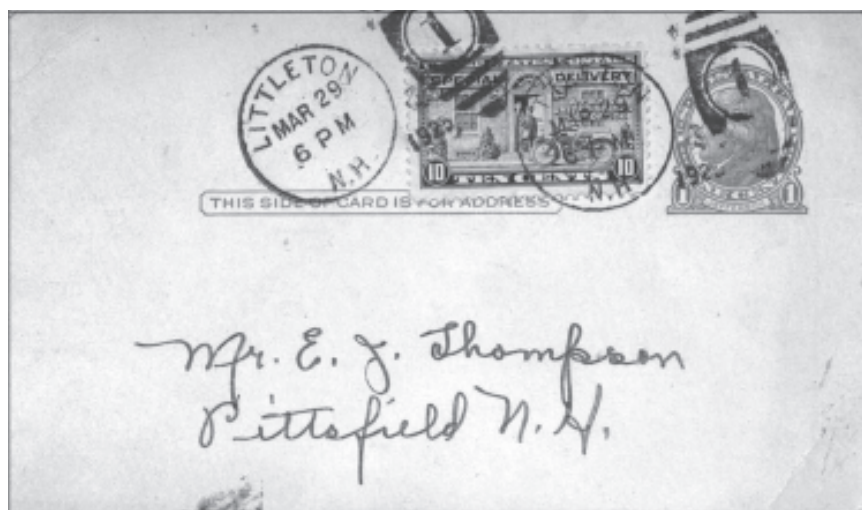


Figure 17 Jefferson postal card, issue of 1914, sent special delivery on the 29th of March 1925. The indicium paid the then current card rate and an E12 paid the special delivery fee.



Figure 18 E14, printed by flat bed press on unwatermarked paper and perforated 11, was issued on the 25th of April 1925. The “mail truck” vignette on E14 was also used on E19.

20¢ denomination, which paid the special delivery fee for parcels that weighed over ten pounds. This stamp was released on the **25th of April 1925**.

The rate period paid by E13 and E14 lasted until the 1st of July 1928. I point out that neither of these special delivery stamps would have been correctly used on a postal card during the period April 1925 to July 1928. But, it was possible for someone with an old cache of E13s to have properly used that stamp on a postal card from 1949 to 1952 to pay the then current special delivery fee on First-class mail.

The first special delivery stamp printed on a rotary press was E15, issued the **29th of November 1927**, on unwatermarked paper and perforated 11 X 10½. This stamp is listed in colors gray-violet, red lilac (designated E15a), gray lilac (designated E15b) and violet.

E15 has an imperforate variety, designated E15c. Since this variety was unintentionally released by the Post Office, horizontal pairs, imperforate between exist as legitimate errors.

E12 and E15 have the same vignette. To distinguish between the two stamps, one must measure the stamp designs. The design on an E12, a flat plate printing, measures 36 X 21½ mm, while the design on an E15, a rotary press printing, measures 36½ X 21¾ mm.

New special delivery rates went into effect on the 1st of July 1928. There were six rate categories, divided between first-class and other than first-class matter, and then by weight, as shown below.

- First-class matter up to two pounds..... 10¢
- First-class matter over two pounds but less than ten pounds..... 20¢
- First-class matter over ten pounds..... 25¢
- Other than First-class matter up to two pounds..... 15¢
- Other than First-class matter over two pounds but less than 10 pounds..... 25¢
- Other than First-class matter over ten pounds...35¢.

The method of compensating special delivery messengers also changed. Messengers were henceforth paid on a monthly basis 9¢ per item delivered if the item weighed up to two pounds; 10¢ per item delivered if the item weighed over two, but less than ten pounds; and 15¢ per item delivered if the item weighed over ten pounds. There was no limitation on the amount of money a messenger could earn; however, the messenger now had to supply his own transportation and pay his expenses.

E16, issued on the **13th of August 1931**, was printed on rotary press in orange on unwatermarked paper and perforated 11 X 10½. The vignette on E16 was the same as that on E13. To distinguish between the two stamps, measure the stamp design. The design

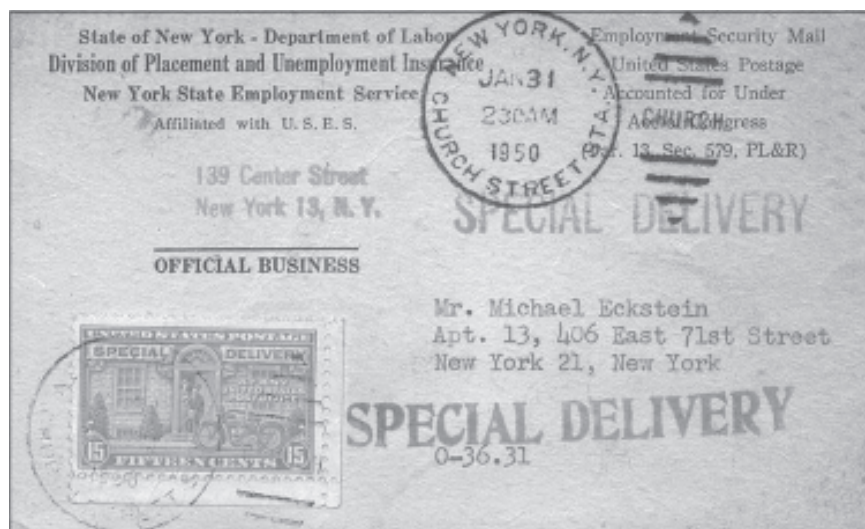


Figure 19 The New York Department of Labor penalty card was posted special delivery on the 31st of January 1950. The penalty clause accounted for the ordinary postage and the E16 paid the special delivery fee.

on an E13, a flat bed printing, measures 36½ X 22½ mm; that on an E16, printed by rotary press, measures 36¾ X 22¼ mm.

In January of 1949, the First-class special delivery fee for matter up to two pounds increased to 15¢. Shown in *figure 19* is a New York State Department of Labor card sent special delivery on the 31st of January 1950, intra-city New York. As Employment Security Mail, the “ordinary” postage was accounted for under Congressional Act as penalty mail and the special delivery fee paid with an E16. On penalty mail, optional services [of which special delivery is an example] were in addition to the ordinary postage, and had to be paid with stamps affixed to the item.

Two air post special delivery stamps released in the 1930s were designated CE1 (*figure 20*) and CE2 (*figure 21*). The design on both stamps, suggested by Franklin D. Roosevelt, featured the Great Seal of the United States.

CE1, the 16¢ dark blue stamp, was issued on the 30th of August 1934, and CE2, the 16¢ red and blue stamp, was issued on the 10th of February 1936. Both stamps were

printed by flat bed press on unwatermarked paper and perforated 11. The Great Seal is slightly smaller on CE2 than it is on CE1. With both issues, 6¢ paid the air-mail rate and 10¢ paid the special delivery fee. Neither stamp was to be used to pay registration or cash-on-delivery (C.O.D.) fees, or postage greater than one ounce on air-mail, but “if [either stamp was] used for such, [the item] could be sent on (and ... sender [notified] of proper use).” [Beecher & Wawrukiewicz, page 200]. When a sender utilized either of these two stamps, the item had to have the endorsement “Air Mail-Special Delivery.”

Figure 22 shows a Jefferson postal card, issue of 1914, mailed on the 3rd of May 1935 from St. Petersburg, Florida, to Norfolk, Virginia, with an added CE1. Since CE1 paid for airmail and special delivery services, the sender overpaid the rate 1¢. *Figure 23* il-



Figure 20 CE1 served an air post-special delivery function. Printed by flat bed press on unwatermarked paper and perforated 11, CE1 was issued on the 30th of August 1934.



Figure 21 CE2 served an air post-special delivery function. Printed by flat bed press on unwatermarked paper and perforated 11, CE2 was issued on the 10th of February 1936.

lustrates a post card with a CE2 affixed. The post card was mailed from Dallas, Texas, to Kansas City, Missouri, on the 22nd of September 1942; the CE2 correctly paid the then current airmail-special delivery rate. During this time, postal cards could be sent domestically, surface mail, for 1¢. Post cards also could be sent domestically, surface mail, for 1¢ if they conformed to the requirements of the postal laws. Domestic airmail service for postal cards and post cards did not begin until the 1st of January 1949. Prior to that date, except for some pioneer flights, both type cards could be sent airmail, but only at the single airmail letter rate then in effect.

A new special delivery rate schedule went into effect on the 1st of November 1944. There were still six rate categories, but only two categories are pertinent for our purpose: first-class matter up to two

Figure 22 Jefferson postal card, issue of 1914, sent airmail special delivery on the 3rd of May 1935. Since CE1 paid the combination rate, this card was overpaid by one cent.

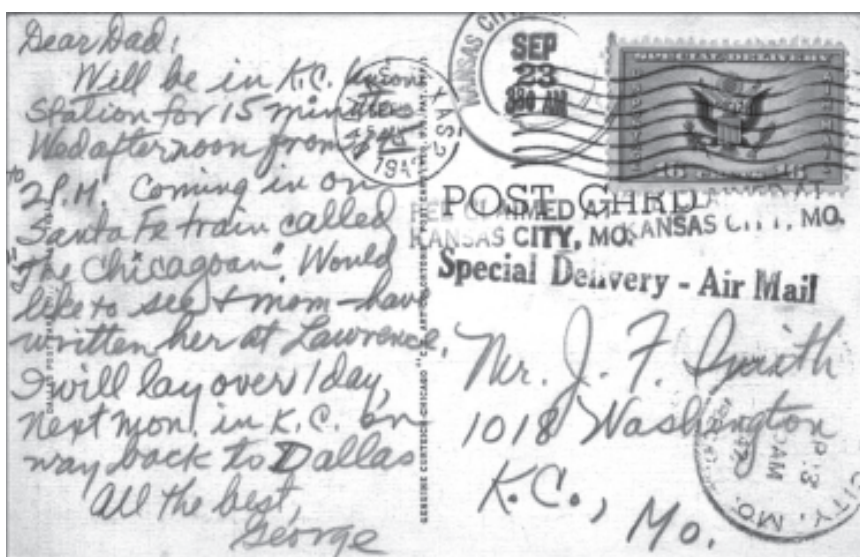


Figure 23 A CE2 correctly paid the then current airmail special delivery letter rate. Cards did not have a domestic airmail rate separate from the airmail letter rate until the 1st of January 1949.

pounds required 13¢ for special delivery service; other than first-class matter up to two pounds required 17¢ for special delivery service. In conjunction with the new rates, two special delivery stamps, designated E17 and E18 respectively, were released.

E17, the 13¢ value, was printed in blue by rotary press with electric eye plates on unwatermarked paper. Perforated 11 X 10½, E17 was issued the **30th of October 1944**. Seen in figure 24 is a Jefferson postal card, issue of 1914. This card was mailed special delivery on the 1st of December 1948. The indicium paid the domestic postal card rate and an E17 paid the then current special delivery fee.

E18, the 17¢ denomination, was printed in orange-yellow by rotary press with electric eye plates on unwatermarked paper. Perforated 11 X 10½, E18 also

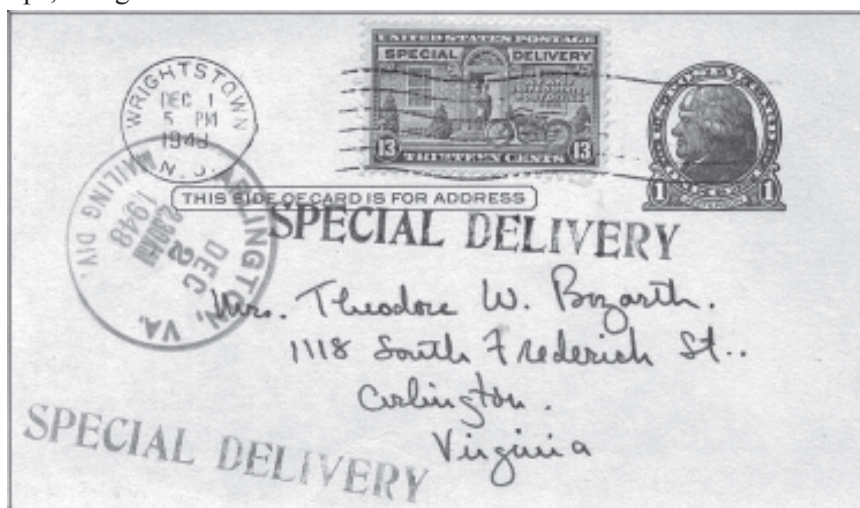


Figure 24 Jefferson postal card, issue of 1914, mailed special delivery on the 1st of December 1948. The then current special delivery fee was paid with an E17.

was released on the **30th of October 1944**. This special delivery stamp would not have been properly used on a postal card since it was issued for other than first-class matter weighing up to two pounds.

On the 1st of July 1945, special delivery messengers became employees of the Post Office, working either as an hourly or an annual employee. The fee basis for delivering special delivery matter was thus terminated, and since no longer needed, the "Fee claimed" markings were discontinued. The Post Office began to utilize its fleet of vehicles to deliver special delivery matter.

On the 1st of January 1949, another special delivery rate schedule went into effect. For First-class matter up to two pounds, the special delivery fee became 15¢. Since the Post Office had a supply of E13s on hand, it used those stamps to pay this rate.

E19 was issued on the **30th of November 1951**. The vignette on E19 is identical to that on E14; however, E19 was printed by rotary press with electric eye plates on unwatermarked paper and perforated 11 X10½. [To distinguish between the two stamps, check the gauge of the perforations.]

On the 1st of January 1952, another special delivery rate schedule went into effect. The new rate for First-class matter up to two pounds sent special delivery was 20¢. First-class matter over two pounds but less than ten pounds sent special delivery cost 35¢.

A new stamp design was utilized on E20 (*figure 25*). The vignette featured a special delivery letter being handed from one hand to another. E20, issued on the **13th of October 1954**, was printed on unwatermarked paper by rotary press with electric eye plates and per-



Figure 25 E20 was printed by rotary press with electric eye plates on unwatermarked paper and perforated 11 X 10½. The stamp was issued on the 13th of October 1954. The "special delivery letter hand to hand" vignette on E20, except for the denomination figure, was also used on E21.

forated 11 X10½. This stamp is listed in colors deep blue or light blue. The vignette on E20 was also used on E21.

On the 1st of July 1957, the special delivery rate for first-class matter weighing up to two pounds increased to 30¢. E21, issued on the **3rd of September 1957**, was printed in the color "lake," by rotary press with electric eye plates on unwatermarked paper and perforated 11 X 10½.

Seen in *figure 26* is an airmail postal card, the first issued in 1949 by the United States. This card was sent special delivery on the 4th of August 1955; the indicium paid the then current domestic airmail postal card rate and an E20 paid the special delivery fee.

Shown in *figure 27* is a Lincoln postal card, issue of 1962. This card was mailed special delivery on the 2nd of April 1964. The indicium paid the domestic postal card rate, surface mail, and an E21 paid the special delivery fee.

The Post Office was confronted in the 1960s with rising operational costs and deteriorating service. It conducted experiments with special delivery in 1968 and 1969 seeking ways to cut its expenses without compromising service.

A new stamp design with an arrow facing left and an arrow facing right was featured on E22, (*figure 28*) one of the last two special delivery stamps issued by the Post Office Department. E22, valued at 45¢, was printed in carmine and violet blue by Giori Press on unwatermarked paper and perforated 11. It was issued on the **21st of November 1969**.

Valued at 60¢, E23 was printed by Giori Press on unwatermarked paper and perforated 11. Released on the **10th of May 1971**, this stamp is identical in design with E22, except for the denomination figure and reversal of the colors.

Pursuant to the Postal Reorganization Act of 1970, the Post Office was renamed the Postal Service effective the 1st of July 1971. The Postal Service's mission remained the same as that of the Post Office, but the Postal Service was (and is) a self-supporting postal corporation owned by the Federal Government. The head of the Postal Service is still called the Postmaster General (PMG), but the PMG no longer sits as a member of the President's Cabinet. Operational authority of the Postal Service is vested in an eleven-member Board of Governors, nine of whom are appointed by the President.

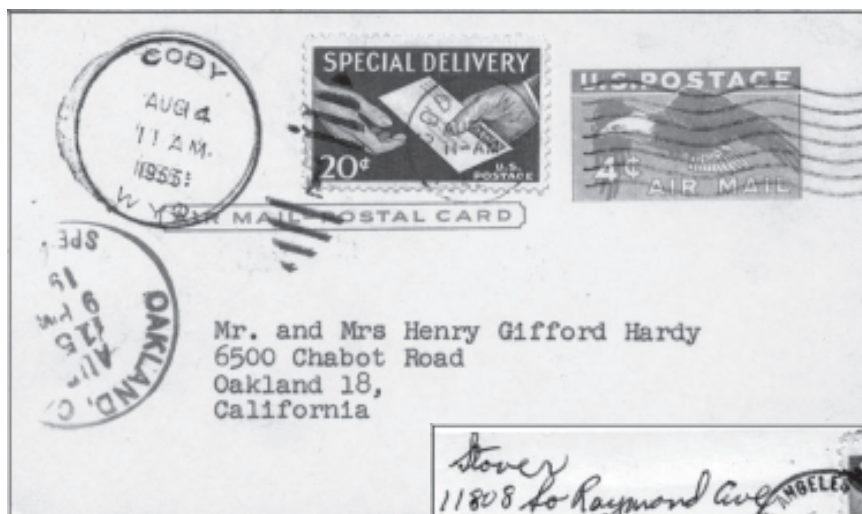
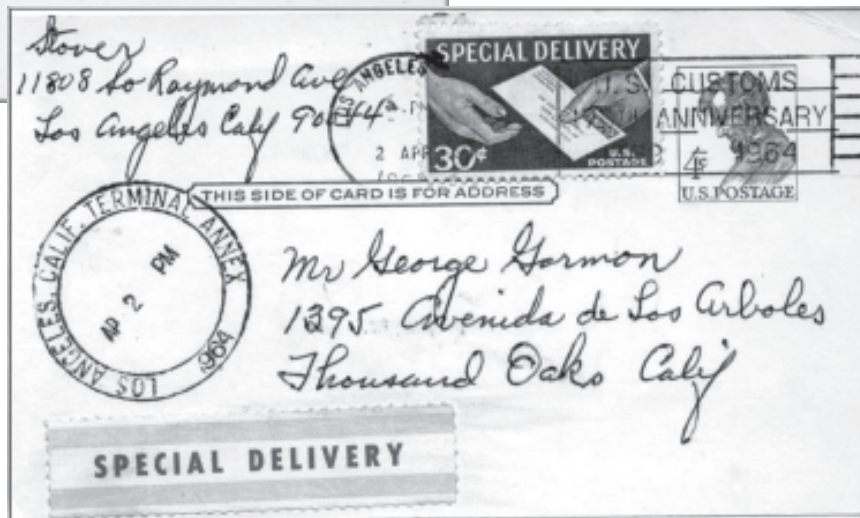


Figure 26 Eagle postal card, issue of 1949, intended for domestic airmail. The special delivery fee on this card, posted on the 4th of August 1955, was paid with the E20.

Figure 27 E21, printed by rotary press with electric eye plates on unwatermarked paper and perforated 11 X 10½, was issued on the 3rd of September 1957. This Lincoln postal card, issue of 1962, was mailed special delivery on the 2nd of April 1964, utilizing an E21 to pay the special delivery fee.



The Postal Service introduced “Express Mail” as an experimental service about August of 1971. Express Mail became a permanent, fully integrated service on the 9th of October 1977. In the postage rate schedule that went into effect the 3rd of February 1991, a First-class item weighing less than two pounds, sent special delivery, cost \$7.65, while an item weighing one half pound or less, sent via Express Mail cost \$9.95.

The Postal Service continued Special Delivery Service; however, Express Mail was promoted as offering the better service. That fact, plus the relatively similar costs involved, led to the demise of Special Delivery Service in the United States.

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Figure 28 Vignette of E22, the 45 (¢) value. The stamp, printed on unwatermarked paper by Giori press and perforated 11 X 10½, was issued on the 21st of November 1969. The vignette on E22 was that used on E23, except for the denomination figure (“60” on E23) and reversal of colors.

The Postmasters General of the United States

XIIa. Cave Johnson and the Western Mails

by Daniel Y. Meschter

When Cave Johnson took office as Postmaster General on March 6, 1845, the American West was divided into four parts: the Louisiana Purchase stretching from the Mississippi River to the continental divide north to the 49th parallel; the Republic of Texas facing the Gulf of Mexico; the Republic of Mexico between the continental divide and the Pacific Ocean, commonly known as Alta California, north to the 42nd parallel; and Oregon, often referred to in diplomatic circles as the Northwest Coast of America.

The Louisiana Purchase, now being partitioned into territories and states, was indisputably American with mail routes being extended across the Mississippi River as rapidly as new settlements justified. The Missouri River was a highway to the Rocky Mountains and the Platte River valley a wagon road to the California-Oregon frontier. California was unquestionably Mexican, although but vaguely known to most Americans until Fremont began to gauge Mexico's commitment to its defense. Oregon was a no-man's-land jointly claimed by the U.S. and Great Britain under a kind of agreement not to disagree. Despite some opposition in Congress, however, demographic pressure against the California and Oregon frontiers was increasing. Manifest destiny would become a reality by the time President Polk and Postmaster General Johnson would leave office. The one would resolve the West's legal status; the other would inaugurate mail service to its furthest reaches.

Texas

Texas was founded largely by American immigrants who anticipated unification with the United States even before independence from Mexico. In the U.S. an annexation policy was well-developed by the time Polk and Johnson took office. Mail arrangements between the U.S. and Texas during the ten years of Texas independence are not clear from the Postmaster General's Annual Reports. It appears that most Texas mail during this period was forwarded as ship letters between New Orleans and Galveston in much the same way that transatlantic mail was forwarded to England on Samuel Cunard's line of packets. Some mail, of course, may have been carried overland between Texas and Louisiana post offices.

In May 1842 Charles Wickliffe, Johnson's predecessor, responded to a note from the Texas chargé d'affaires in Washington by proposing a plan for the official interchange

of mail between the two nations with which, however, the Texas government did not concur. In February 1843 Wickliffe was party to yet another note to Secretary of State Webster submitting a plan in which the key provision was prepayment of postage by both nations¹. The tone of this correspondence was that there already was some kind of transmission of mail between the U.S. and Texas and that the plan advanced by the Texas chargé d'affaires was to obviate "the delay and embarrassments attending the post intercourse between the two countries."



The California

It is interesting to note that as one of its first actions, the Texas provisional government established a post office department in December 1835 with John Rice Jones as postmaster general. Jones worked out a postal system modeled on the American plan of organization.

Postal rates were changed with some frequency in the next ten years, but generally fell in a scale from 12½ to 50 cents for a single letter according to distance with an additional "ship letter" rate of 6¼ cents. Revenues reached \$12,500 in 1839, but fell 80% in the next two years².

In a joint resolution approved March 1, 1845³, the U.S. Congress gave its consent to the annexation of Texas as a state dependent upon certain conditions and formally admitted it to the Union on December 29, 1845⁴. It established a system of post roads superimposed on the existing system within six weeks, but replaced it on May 29th with a more comprehensive network⁵. Johnson then appointed Daniel J. Toler, the last postmaster general of Texas, a special agent to put the routes in operation and superintend the service.

Johnson reported at the end of that year that mail service in Texas was not being satisfactorily performed⁶. He had put the key New Orleans to Galveston access route into operation earlier that year by contracting with Charles Morgan to transport the mails in two steamboats, the New York and the Galveston, on a five-day schedule; but the New York was lost in a storm and the Army commandeered the Galveston to move troops and supplies to the Rio Grande. Movement of mail in Texas, too, was hampered by the lack of all-weather stage roads, riverboats, and railroads. Nevertheless, Johnson's optimism the system would soon be in good working order was borne out by the lack of subsequent reports to the contrary.

California and New Mexico

Mexico viewed the resolution of March 1, 1845 as the annexation of Texas by the United States and called it an act of aggression, never having quite accepted the truth of Texas independence. The U.S. and Mexico broke diplomatic relations by the end of March. Polk had already decided force would be required to achieve his objective to acquire California and New Mexico and had prepared a message to Congress calling for a declaration of war when information was received on May 9, 1846 that Mexican troops had crossed the Rio Grande and fired on American troops. Congress declared war on Mexico on May 13th⁷.

The Mexican War was an overwhelming victory for the American forces. Stephen Watts Kearny occupied Santa Fe and Los Angeles and Winfield Scott entered Mexico City before the Mexican government could be cajoled into a settlement. By the Treaty of Guadalupe Hidalgo Mexico recognized the United States' annexation of Texas, ceded Alta California and nearly all of the American West up to the Oregon border, and received 15 million dollars indemnity. The acquisition of California and New Mexico is taken as July 4, 1848, the date the treaty was proclaimed. California was made a state and New Mexico organized as a territory, both on September 9, 1850.

Kearny's occupation of Santa Fe in August 1846 was unopposed as well as it might because the Americans in a sense had already conquered New Mexico through twenty-five years of trade and commerce down the Santa Fe trail. Annual caravans hauling trade goods one way and bringing horses, metals, and furs back the other also carried business mail and some personal letters. Even before the end of the war Congress established a post road from Independence via Bent's Fort to Santa Fe⁸ and the POD issued a contract for mail route 4888 to David Waldo who began monthly service on July 1, 1850, but that was after Johnson left office⁹.

Oregon

The American claim to Oregon rested upon Gray's crossing the Columbia bar on May 11, 1792, Lewis and Clark's descent of the Columbia River in 1805, and the Pacific Fur Company's occupation of Astoria in 1811. The British claim was based on the voyages of Drake (1579), Cook (1778), and Vancouver (1792) and not least on the purchase of Fort Astoria by the Northwest Fur Company in 1813. The Convention with Great Britain of 1818 agreed only that the northwest coast of America should be free and open to both nations for a term of ten years. The two countries again agreed in 1828 to extend this time limit indefinitely and that either party could abrogate the agreement on twelve months notice.

Polk campaigned on the famous "54-40 or fight" slogan, probably realizing neither the U. S. nor Great Britain was ready to go to war over Oregon and that demanding a boundary north of Vancouver Island was more a negotiating point than a serious territorial claim. Nevertheless, Oregon was a burning issue in the 29th Congress. The Senate Committee on the Post Office and Post Roads estimated the American population in Oregon at the end of 1845 at 10,000 without a single post office or post road and reprinted a glowing economic report by William Gilpin, the future governor of Colorado, who accompanied Fremont to Oregon in 1843¹⁰.

It was not unexpected when Congress authorized Polk on April 27, 1846 to abrogate the Convention of 1828¹¹. In fact, Secretary of State Buchanan broached a compromising on a boundary along the 49th parallel with the British minister in Washington almost a year earlier. The provision for a year's notice notwithstanding, it took them only seven weeks to reach agreement on a treaty that assured American sovereignty over Oregon just as the end of the Mexican War had brought political security to California and New Mexico.

Although Congress established a post road over-land from Independence to Astoria in March 1847, probably on the strength of Gilpin's letter, it authorized the Postmaster General in the same act to contract for transporting the mail by steamship from Charleston to Chagres, touching at Havana, across the isthmus to Panama, and from thence to Astoria, or the mouth of the Columbia River, touching at Monterey, San Francisco, and such other places on the coast as the Postmaster General may direct, each way once every two months or oftener as the public interest may require¹². It obviously was a monumental undertaking and no bids were received in response to Johnson's advertisement for proposals except that a bid by M.C. Mordecai of Charleston for the portion from Charleston to Havana was accepted¹³. Mordecai & Gourdin put the Isabel in service to Havana on October 17, 1848¹⁴.

The reason no bids were received to provide ocean service to Oregon was that at the same time it authorized the PMG to contract for transporting the mail from Charleston to Oregon by steamship, Congress delegated the same authority (except from New York) to the Secretary of the Navy as more competent to oversee the operation of fleets of steamships than the Postmaster General¹⁵. The Secretary first contracted with Albert G. Sloo on April 20, 1847 for a line of ships to transport the mail twice a month from New York to New Orleans via Charleston, Savannah, and Havana, and return, and from Havana to Chagres at \$290,000 per annum. Sloo assigned the contract to Law & Company of New York on August 17, 1847. The first of four ships, the Falcon, left New York on December 1, 1848 and arrived at Chagres on December 26th, but schedules remained erratic even after the Pacific line was put into operation¹⁶.

The Navy signed another contract with Arnold Harris of Arkansas on November 16, 1847 to build three steamboats to transport the mail on the Pacific side monthly from Panama to Astoria or "such other port as the Secretary of the Navy may select, in the Territory of Oregon," for \$199,000 per annum. Harris probably was no more than an agent for William H. Aspinwall of New York because Harris assigned the contract to him only three days later on November 19th. The California sailed from New York on October 3, 1848 and arrived at San Francisco on February 28, 1849 via Rio Janeiro and around Cape Horn to Valparaiso, Lima, Panama (January 31, 1849), San Diego, and Monterey. The Oregon left New York on December 8, 1848, arriving in San Francisco on April 1, 1849, and the Panama on February 17, 1849, arriving in San Francisco on June 8, 1849 via the same ports¹⁷.

Congress and the POD both had long considered Oregon as the primary destination of mail service to the Pacific coast. In support of this, Johnson on March 31 1847 appointed Cornelius Gilliam already residing in Oregon as his special agent with delegation of authority to act for him in view of the long turn-around time for written communications. Johnson's covering letter indicated he was sending Gilliam's letter of appointment with six bags of mail by ship in charge of John Shively whom he was appointing Astoria postmaster — arguably the first U.S. mails carried to the northwest coast although not under a regular contract¹⁸.

But the California found San Francisco in an uproar following news of Marshall's discovery of gold on the American River when it landed in San Francisco. Its officers and crew immediately deserted to rush to the gold fields as, incidentally, did the Astoria postmaster. It was two months before the California was able to sail for Panama to inaugurate its mail schedule. California and specifically San Francisco immediately supplanted Oregon as the terminus of the Pacific mail fleet while William Van Voorhies, Johnson's special agent in San Francisco, who had arrived on the California from Panama, arranged to send the Oregon mail on to Astoria by sailing vessel, the first contract mail to reach Oregon leaving San Francisco on June 6th and arriving in Astoria on August 8th.

In the meantime, Polk, a Democrat, declined to run for a second term. Zachary Taylor, the hero of the Mexican War, a Whig, was elected in his place and Cave Johnson stepped aside for his successor, Jacob Collamar. Johnson's accomplishments in the acquisition of Texas and California and resolution of the Oregon Question, and the extension of mail service to these places, were both as Postmaster General and activist in Polk's cabinet.

Endnotes:

- 1 Postage on Letters to Texas, February 16, 1843, House Doc. No. 146, Ser. 421.
- 2 "Postal System of the Republic of Texas," The Handbook of Texas Online, 2003.
- 3 5 Stat. 797.
- 4 9 Stat. 108.
- 5 9 Stat. 15.
- 6 1846 Report, December 7, 1846, House Ex. Doc. No. 4, Serial 497, p. 684
- 7 Whitney, David C., The American Presidents, Seventh Ed., New York, 1990, p. 97
- 8 9 Stat. 194.
- 9 National Archives Record Group 28, Star Route Contract Register 104.
- 10 Senate Report No. 178, March 2, 1846, Serial 473.
- 11 9 Stat. 109.
- 12 9 Stat. 194, 200.
- 13 1847 Report, December 6, 1847, Senate Ex. Doc. No. 1, Serial 503, pp. 1323-4.
- 14 1848 Report, December 2, 1848, House Ex. Doc. No. 1, Serial 537, p. 1241.
- 15 9 Stat. 187-8.
- 16 A detailed schedule of Law & Co. trips from December 1848 to January 1850 is contained in Tables B and C, Mail Contracts with Navy Department, House Ex. Doc. No. 52, March 19, 1850, Serial 577.
- 17 *Id.*, Tables D and E contain a detailed schedule of Aspinwall trips from October 1848 to January 1850.
- 18 1847 Report, *op. cit.*, Exhibit G

Recent E-mail Disruptions at La Posta

Over the past several weeks we have been experiencing a number of LOST E-mail Messages here at La Posta. Unfortunately, bids from at least one bidder in the recent subscribers' auction did not reach us. We request that readers emailing us at helbock@la-posta.com also send a copy to laposta_cclark@hotmail.com or turtledragon@helbock.net.

With regard to email bidding in future Subscribers' Auctions, please be aware that we will ALWAYS acknowledge your bids. If you do not receive our acknowledgement, please assume the bids were not received.

Letters From A Centenarian Hero

By Michael Dattolico

Aaron Simon Daggett was born at Greene Corner, Maine, on June 14, 1837, the son of a Maine state senator. A serious youth, he was educated at the Monmouth Academy and later at Maine Wesleyan College and Maine State Seminary. By the early 1860s, Daggett was dedicated to a vocation as a Presbyterian minister.

At the outbreak of the Civil War, Aaron Daggett enlisted in Company E, 5th Maine Infantry, and his life changed forever. The deeply religious 24-year-old displayed bravery and leadership that soon earned him a commission as a first lieutenant. He fought in every battle in which the Army of the Potomac's 6th Corps was engaged—from Bull Run to Petersburg—and was wounded twice. The courageous officer received brevet promotions for his conduct at the Battles of Rappahannock Station, Virginia, and the Wilderness. When the war ended, he had reached the rank of lieutenant colonel.

Aaron Daggett married Rose Martha Bradford, daughter of General Phillips Bradford, at Turner, Maine, on June 14, 1865, and his destiny took an unexpected turn. Rather than pursue his religious career, Daggett remained in the army. On the recommendation of President Grant, he received a regular army commission as a captain, the rank he held until the early 1890s. His rise through the ranks then became meteoric—promotion to major in 1892, lieutenant colonel in 1895, and colonel in 1899.

He fought in Cuba with the all-black 25th Infantry in 1898. He commanded the 14th U.S. Infantry at the so-called "south line" in the Philippines which extended from Bacoor to Manila. While his service in the Span-

ish-American War and the Philippine Insurrection was exemplary, it was the prelude to the final military event of Aaron Daggett's life—combat service in north China.

Daggett and his regiment arrived at Taku, China with other American forces in July, 1900, and combat against the rebel Chinese Boxers quickly ensued. Throughout July and into August, the international relief force, of which the American contingent was an integral part, moved inexorably towards Peking to relieve the besieged legations.

Daggett distinguished himself at the Battle of Yangtsun on August 6th. General Chaffee placed the 14th Infantry at the forefront of the American advance towards Peking on August 13th. On the morning of August 14th, the 63-year-old colonel and two companies of the 14th Infantry assaulted the Peking wall. At 11 AM, Daggett stood atop the Sha Kau Men gate and unfurled the American flag (*figure 1*). The next morning,

artillery blew apart the Chien Men gate, and Daggett led his men a short way into the Forbidden City before General Chaffee ordered them to withdraw for political reasons. On the afternoon of August 16th, Peking was divided into military zones and relief forces entered the city. The siege was lifted.

Aaron Daggett wrote a long, detailed letter to his daughter on August 16th in which he told her about the battles (*figures 2 & 3*). Since the United

States had not yet established military postal stations in China, he used one of the Imperial Japanese post office (I.J.P.O.) branches or another ally postal outlet. The U.S. post office readily accepted American military mail from China that was franked by foreign postal stations.

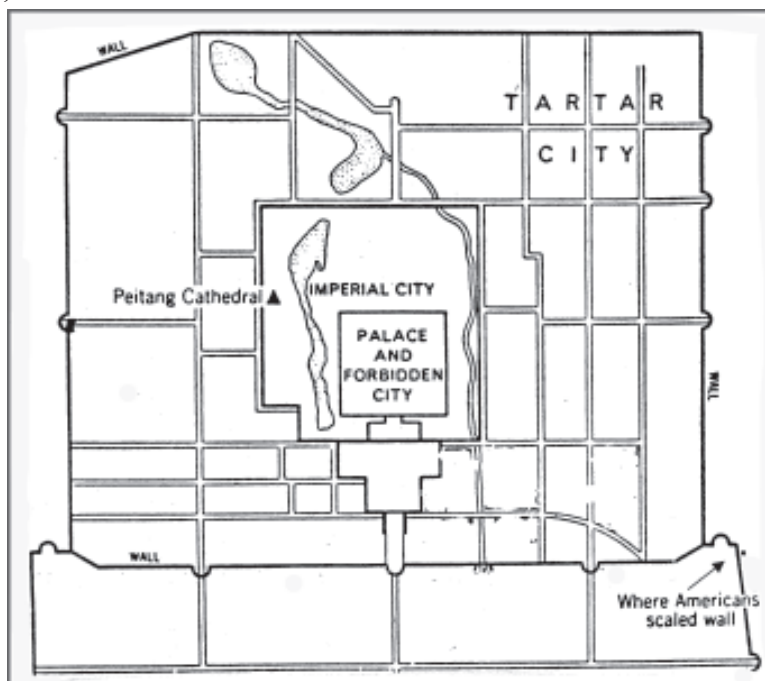


Figure 1 Map of Peking on August 14, 1900. Note the place where Colonel Daggett and two companies of the 14th U.S. Infantry scaled the wall.

Peking, China,
Aug. 16, 1900.

My dear Mamie:

God has brought me safely thro three sharp, ^{short} battles, At Yan Tsun, Aug. 6. Peking, 14, and Imperial City in Peking, 15.

As you know, we were trying to get all foreign people, representatives of Governments. Mr. Conger and family among the 800. They had all assembled in the British legation, and were protected by a few soldiers of their respective governments. They had been living on horse flesh and what they could get, for five weeks or more. They were near the end, could have held out but a day or two more, when the welcome sound of our cannon and rifles told them that relief was near. We went directly to their homes and saw them, men women and children, overflowing with gratitude to God for sending relief. One woman told me that they had calmly made up their minds to kill all their children and themselves at the last moment, rather than be tortured by the Chinese. A man told me that when he went out on guard with his rifle, he left a revolver with his wife for her to shoot their baby and herself, if the enemy broke through before his return. And so they lived from day to day. It was a pleasure to take part in such an expedition.

At the taking of Peking on the 14th, the 14th Inf. was first of American troops on the walls with our flag. What a shout rang out when the stars and stripes waved on the immense wall, 25 feet high or more.

The next day I was ordered to enter the Imperial City and took the 14th and two fine guns and went to work. This city is a series of immense walls with gates for passageways. The gates are immense and fastened by heavy beams and great iron locks. So I ran the two cannon up close to the doors and blew the bars and beams to flinders, and found the Chinese on walls, pagodas and all sorts of things in this strange city. We sent shot and shell after them and they soon ran away. We worked our way through three gates and large courts in this way when the authorities said we had done enough. We have had 91 men killed and wounded in the 14th; this I very much regret, but the cause was right and just. I presume you have read about this in the papers, or will. I wish you would save the papers for it will be interesting to me to see what they say about the battles and the expedition.

It has been a very hard campaign, the weather terribly hot; many of our men dying from heat. When will I get through this terrible business! I am too old to endure so much. But by and by it will be all over. How thankful I am to God for his wonderful care and protection! How is it that he has preserved me through so many dangers! My dear friend Captain Reilly was killed yesterday. But I suppose the fighting is over now. We are now in bivouac awaiting instructions from Washington. It may take a week or more to get them. When I get rested, I will have reports to make that will busy me. Please send this to Converse, for I have not time nor strength to write both of you now. I don't know where you are - have not heard from you for two months, and don't know when I will - mail to us is very slow and irregular.

Affectionately,

Figure 3 Full text of Colonel Daggett's August 16th letter to Mamie.

The letter itself is a document of great historical importance, since it was likely the first detailed unofficial account of the American actions in China. Daggett's daughter immediately copied the letter and mailed it to her uncle, Reverend C. R. Daggett.

Figure 2 Letter written by Colonel A.S. Daggett at Peking on August 16, 1900, to his daughter Mamie. This is likely the first unofficial account of the battles for Peking that occurred on August 14th and 15th. Mamie copied his letter and sent it to her uncle, Reverend C. R. Daggett.

Peking, China
Aug. 16, 1900

My dear Mamie:

God has brought me safely through three sharp, short battles. At Yang Tsun, Aug. 6. - Peking, 14, and Imperial City in Peking, 15 inst., all victories. As you know, the Chinese were trying to murder all foreign people, especially representatives of foreign governments. Our minister, Mr. Conger and family were among the 800 or thereabouts. They had all assembled in the British legation, and were protected by a few soldiers of their respective governments. They had been living on horse flesh and what they could get, for five weeks or more. They were near the end, could have held out but a day or two more, when the welcome sound of our cannon and rifles told them that relief was near. We went directly to their homes and saw them, men women and children, overflowing with gratitude to God for sending relief. One woman told me that they had calmly made up their minds to kill all their children and themselves at the last moment, rather than be tortured by the Chinese. A man told me that when he went out on guard with his rifle, he left a revolver with his wife for her to shoot their baby and herself, if the enemy broke through before his return. And so they lived from day to day. It was a pleasure to take part in such an expedition.

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It has been a very hard campaign, the weather terribly hot; many of our men dying from heat. When will I get through this terrible business! I am too old to endure so much. But by and by it will be all over. How thankful I am to God for his wonderful care and protection! How is it that he has preserved me through so many dangers! My dear friend Captain Reilly was killed yesterday. But I suppose the fighting is over now. We are now in bivouac awaiting instructions from Washington. It may take a week or more to get them. When I get rested, I will have reports to make that will busy me. Please send this to Converse, for I have not time nor strength to write both of you now. I don't know where you are - have not heard from you for two months, and don't know when I will - mail to us is very slow and irregular.

Affectionately,

With combat operations completed and winter's approach, American forces in China were reduced in number. The 14th U.S. Infantry was ordered back to the Philippines in October, 1900. The regiment left Taku, China for the Philippines via Nagasaki, Japan, arriv-

ing there in early November. Aaron Daggett wrote a letter to his brother on November 6th as the transport *U.S.S. Warren* arrived at the Japanese port. Like the August 16th letter, this eloquent missive provides much

historical insight into the situation that existed in China and the Americans who fought there. The letter itself and the full text are seen as figures 4 & 5.

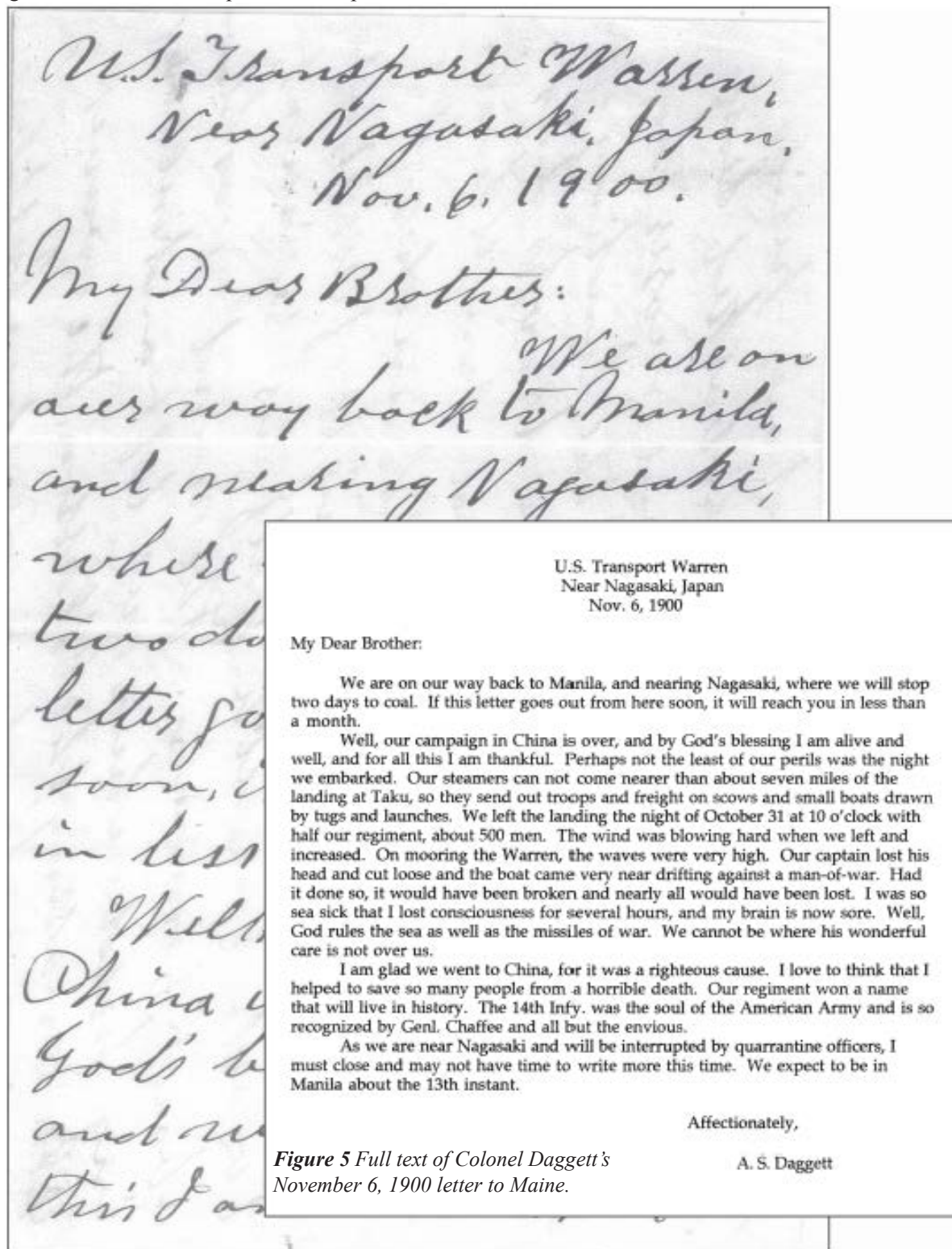


Figure 5 Full text of Colonel Daggett's November 6, 1900 letter to Maine.

Figure 4 Letter written by Colonel Daggett while aboard the transport Warren near Nagasaki, Japan, to his brother. Daggett and the 14th U.S. Infantry were on the way back to the Philippines after combat service in China. The letter was carried to the United States where it entered the mail at San Francisco.

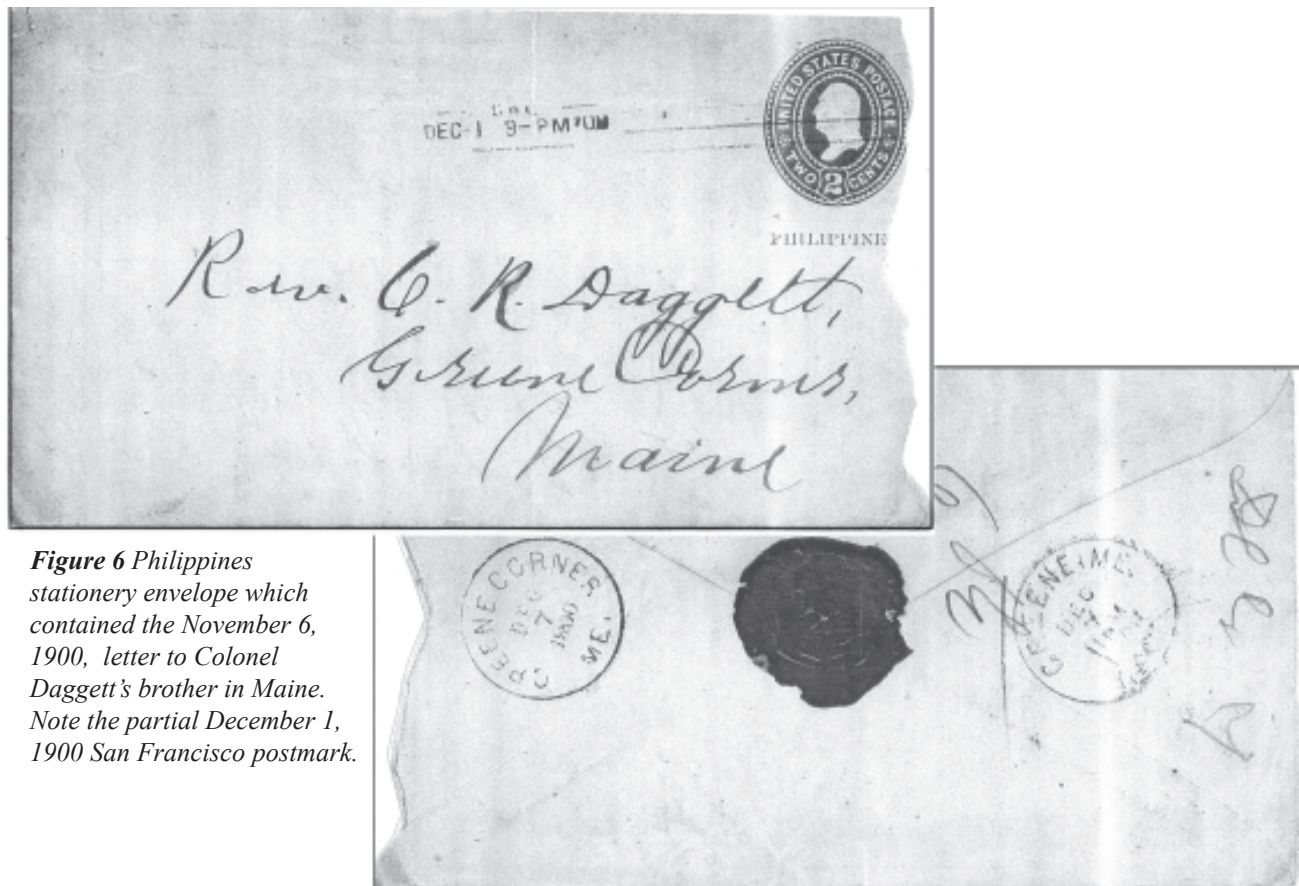


Figure 6 Philippines stationery envelope which contained the November 6, 1900, letter to Colonel Daggett's brother in Maine. Note the partial December 1, 1900 San Francisco postmark.

The cover that carried it is a non-descript envelope with an illegible postmark. The only clue that it carried a letter from Colonel Daggett is the address. The cover was carried to the United States where it entered the mails at San Francisco (*figure 6*). The Philippines stationery envelope was recognized as legitimate postage which ensured its delivery.

Aaron Daggett retired on March 2, 1901 as a brigadier general. He returned to Maine and immediately wrote a book about his exploits in China which was published in 1903. He became a popular public speaker in his later years.

In 1936, Daggett was awarded the Purple Heart for wounds suffered during the Civil War and the Silver Star for his actions at Peking in August, 1900. He received congratulatory letters from President Roosevelt and Congress on his 100th birthday in 1937.

Brigadier-General Aaron Simon Daggett died at West Roxbury, Massachusetts on May 14, 1938 (*figure 7*).



Figure 7 Brigadier General Aaron Simon Daggett when he retired on March 2, 1901.

1908 Street Directory of Letter Carrier Post Offices of the United States – A Finding Aid Issued by the Postmaster General

By Randy Stehle

One of the main goals of the Post Office Department (POD) is the proper and timely delivery of mail. Towards this end, certain rules and regulations have been put into place to help accomplish this. One of the major problems faced with meeting this goal is improperly addressed mail matter. In order to deal with such mail matter, the Post Office Department published certain finding aids. This article will deal with one such aid—a street directory of the principal cities of the United States. The first *Postal Laws & Regulations (PL&R)* published in the 20th century came out in 1902. In Section 640, which deals with the delivery of mail matter, one finds the following:

Where at any free-delivery office a [street] directory is published, it must be used as necessary to ascertain the addresses of persons to whom letters are directed, and it should also be used in the case of transient newspapers and other matter of the third and fourth classes where the error in or omitting of the street address is evidently the result of ignorance or inadvertence...

The subject of misdirected mail is handled in Section 629 of the 1902 *PL&R*, where we find:

A street directory will be furnished to postmasters at free-delivery offices, for use in perfecting the address of such letters, parcels, etc., as may reach their offices, but are manifestly intended for delivery elsewhere. The address on all missent matter, which by the aid of the street directory and other reliable books of reference, it is reasonably certain can be delivered at another office, will be corrected and forwarded to such office. Each piece of mail matter so treated must bear the postmarking stamp of the office

where the address is corrected with its current date below or following the words “deficiency in address supplied by”, or some other stamp or indorsement [sic] giving like information.

1908 Street Directory

As mentioned above, the POD published a finding aid to assist in the proper delivery of mail matter that had a “bad” address. I first became aware of *1908 Street Directory* years ago when I was poking around the

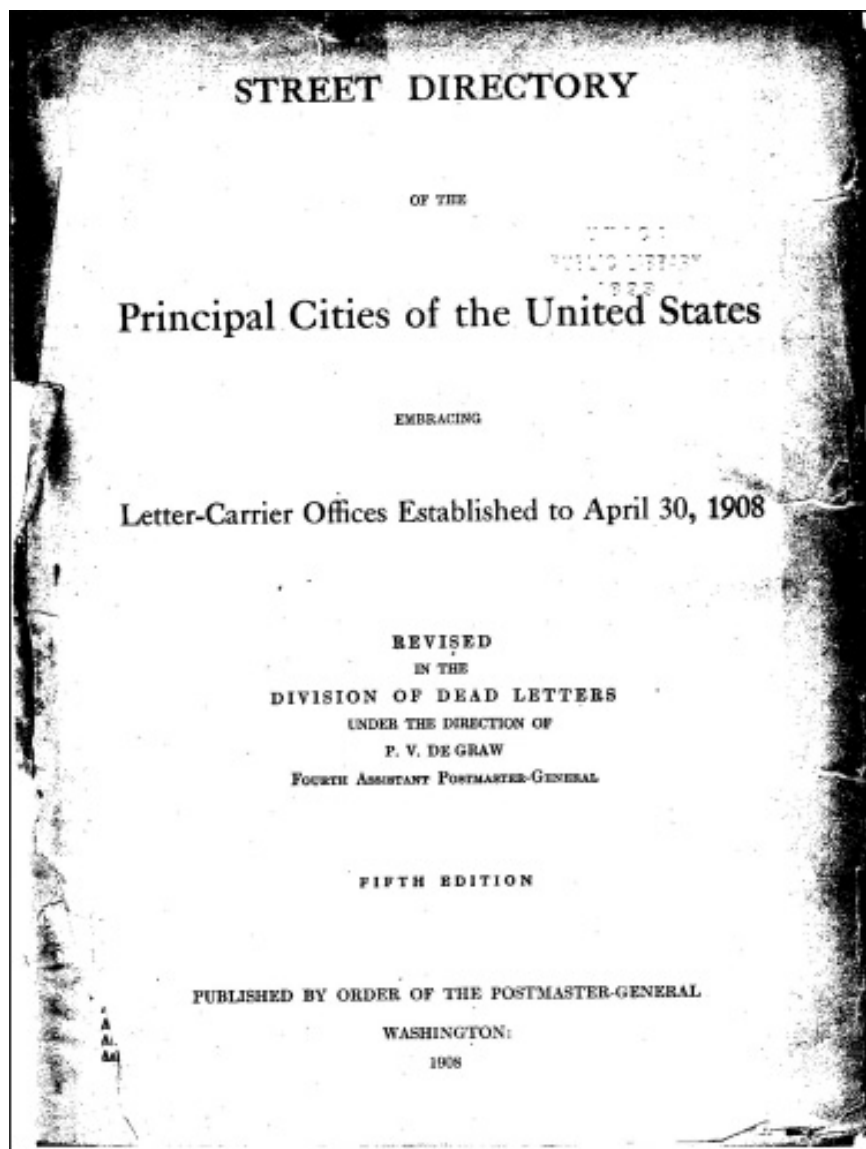


Figure 1 Title page of the Street Directory of 1908.

Government Documents Library at Stanford University. Recently, I was able to acquire a copy of this scarce book on eBay. (It is available in microfiche format from at least one online source.) The title page is shown in *figure 1*. It reads: "Street Directory of the Principal Cities of the United States Embracing Letter-Carrier Offices Established to April 30, 1908. Revised in the Division of Dead Letters Under the Direction of P.V. De Graw, Fourth Assistant Postmaster-General. Fifth Edition. Published By Order of the Postmaster-General, Washington: 1908." I was not able to find out when the earlier editions were published.

The free delivery of mail by letter carriers began on July 1, 1863. Section 709 of the 1902 *PL&R* deals with free delivery service, and reads:

Letter carriers shall be employed for the free delivery of mail matter, as frequently as the public business may require, at every incorporated city, village, or borough containing a population of fifty thousand within its corporate limits, and may be so employed at every place containing a population of not less than ten thousand, within its corporate limits, according to the last general census, taken by authority of State or United States law, or at any post-office which produced a gross revenue, for the preceding fiscal year, of not less than ten thousand dollars...

This section goes on to detail how a locality could apply for the establishment of free delivery service. In addition to giving the population and gross revenue figures as outlined above, it goes on to say: "They should also state the condition of the sidewalks, and whether the houses are numbered, the names of streets posted up, and the city properly lighted."

I also do not know if subsequent editions of this street directory were published. There was a slip of paper in the copy I acquired with the following typed on it: "Letter May 16 from Post Of-

fice Department Washington, D.C. The latest issue published of the street directory of principal cities of United States is 1908. It is not known when another edition will be published. CHA:MGC May 19, 1927." It would appear that this directory was used for at least 20 years by POD personnel.

In the introduction of the directory, it states: "This Directory contains the names of the streets, avenues, courts, places, lanes, roads, wharves, etc., to which mail is delivered in the following cities, and embraces the letter-carrier offices established to April 30, 1908." These delivery addresses are then shown in alphabetical order for the next 890 pages, encompassing 1,280 different cities. The introduction goes on to state: "The lowest and highest [address] numbers are given opposite each street upon which the houses are numbered at the time the data for this Directory was furnished by the postmasters." It then goes on to show ten examples of "bad" addresses that "...will illustrate the uses of the Directory in supplying omissions and correcting errors in the addresses of letters at offices not furnished with other books of reference."

Examples of Correcting Addresses Using the Directory

The post card shown in *figure 2* was sent from the Lake Tahoe area of California to San Francisco, CA in 1916. It is cancelled with a Truckee & Lk Tahoe R.P.O. and is addressed to a Mrs. A V Dozier at 1630 Anacapa St.

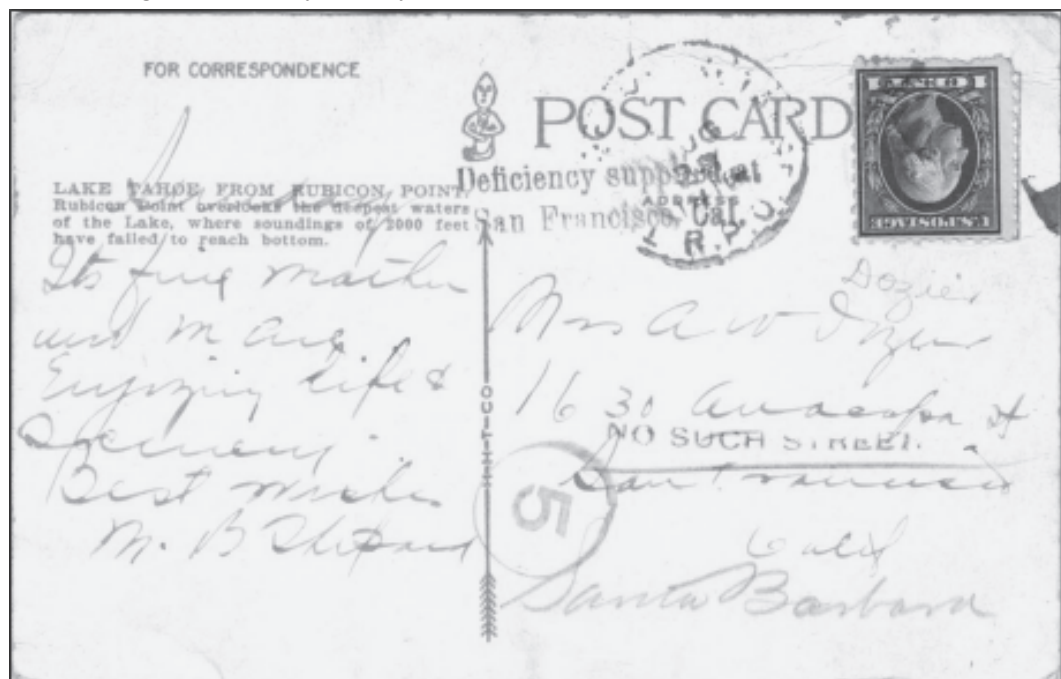


Figure 2 San Francisco deficiency marking, 1916.



Figure 3 *New York
deficiency marking,
1909.*

It was sent to San Francisco, where it received three auxiliary markings. It first got a “NO SUCH STREET” marking, followed by a “Deficiency supplied at/ San Francisco, Cal.” marking, and finally a number “5” in a circle. When clerk number 5 was searching the Street Directory, he discovered that the only city in the entire book with an Anacapa Street was located in Santa Barbara, CA. Subsequently, he crossed out “San Francisco” and in lead pencil, wrote in the proper city.

The post card shown in *figure 3* was sent from the Philippines to New Jersey in 1909. It is addressed to a Mrs. Annie C. Dennis at 378 Brunswick Ave., with no city given. Upon consulting the Street Directory, the clerk would have found that there were three cities in New Jersey that have a Brunswick Ave. *Figure 4* shows the Directory page for this street. The city of Camden does not have any numbers next to it, indicating that this is not a numbered street. Elizabeth, New Jersey has such a street, but the numbers range from 600-1100, which is too high for our example. Trenton, New Jersey has Brunswick Ave. with numbers from 104-1272. It is the only city in New Jersey that matches the address on the post card. The card received a circular marking that reads: "DEFICIENCY IN ADDRESS."

BROWNING PLACE—BROWNICK ROAD

107

Browning Place
Burlington, Vt., 1-7

Browning Road
Boston, Mass.
(Knefel Center)
(Weiler Hill), 5-66
Burling, Conn.
(Knefel Center)

Browning's Lane
Camden, N.J.

Brown Lane
Baltimore, Md., 2-78

Brownline
Morris, Ind., 494-3002 S.

Brownline Place
Arlon, Okla., 45-68

Brown Place
Atlanta, Ga., 3-12
Detroit, Mich., 18-54
Jamez City, N.J., 1-121
New Haven, Conn., 6-14
New York, N.Y., 42-221
- - - - -
(West Avenue), 1014-1025
Western, Mass., 1-11

Brown Road
Long Branch, N.J., 212-232
Saint Louis, Mo.
(Weiler Grove), 1-190

Brown Road
East Saint Louis, Ill., 1-13

Brown
Los Angeles, Iowa

Brown's Alley
Atlanta, Ga., 1-75
Chattanooga, Tenn.
Montgomery, Ala., 4-41
Newark, N.C., 2-22
Philadelphia, Pa., 113-778
Pittsburg, Pa., 4823-5282
Richmond, Va.
San Francisco, Cal., 1-99

Brown's Ave.
Erie, Pa., 800-1128
Niles, Mich., 101-1002

Brownboro Road
Lexington, Ky.

Brown's Court
Boston, Mass.
(Chatham), 1-4
Burlington, Vt., 8-10
Charleston, S.C.

Brown's N.H.
Newark, N.J., 11-13
Lewell, Minn.

Brown, Mass.
(West Lane), 15-71
Philadelphia, Pa., 1-9
481-682

Brownfield Ave.
Austin, Minn., 800-1508

Brown Hill
Pittsburg, Pa., 29-41

Brown Island
Marblehead, Mass.

Brown's Lane
Haverhill, Mass.

Brown, N.Y.
Newark, N.Y., 1-6
Oregon, Vt.
Burling, N.C., 2-6

Brownson
Burlington, N.Y., 1-12
Mid Wing, Minn., 1427-1726

Brownson Ave.
Washington, Pa., 68-82

Brown's Place
Brooklyn, N.Y.

Brown Square
Newburyport, Mass., 5-11

Brown's Race
Rockledge, Fla.

Brown Street Court
Burling, Mass., 4-7

Brownville Ave.
Pittsburg, Pa., 1-124

Brownville Road
Pittsburg, Pa., 155-7189
(Knefel Grove), 190-2088

Brown's Wharf
Burlington, Md.
Boston, Mass.
(East Boston)
Charleston, S.C.
Portland, Maine

Brown Terrace
Boston, Mass.
(Jennings Park), 1-7
(Madden), 1-6

Brownville Ave.
Lynn, Mass., 7-44

Brownway Ave.
Cincinnati, Ohio

Bruce
Anderson, S.C., 220-224
Atlanta, Ga., 18-123

Bruce
Baltimore, Md., 5-1715 N.
- - - - -
300-236 S.

Bruce, Maine
Burlington, Cal., 190-2189 S.
Boise, Idaho, 250-204
Boston, Mass.
(Averbury), 1-28
Buffalo, N.Y., 1-88
Chattanooga, Tenn., 4-212
Detroit, Mich., 11-24
Idaho, Minn.
Harrisburg, Va., 1-266 W.
Joliet, Ill.
Lawrence, Mass., 280-267
Lexington, Ky., 125-354
Louisville, Ky., 412-619
McKees Rock, Pa., 105-606
Nashua, N.H., 3-6
Newark, N.J., 1-284
Ottawa, Ill.
Pittsburg, Pa., 1284-1229
Port Jervis, N.Y., 1-34
Portland, Me.
Rockford, Ill., 610-311
Schenectady, N.Y.
(Scott)
Rome, Ind., 7-224
South Bend, Ind., 1708-1890
Streator, Ill., 282-297
Troy, N.Y., 600-625
Washington, Pa., 800-1188

Bruce Alley
Cincinnati, Pa., 2412-2423
Knoxville, Tenn., 408-674

Bruce Ave.
Cincinnati, Ohio, 1588-1708
Grand Forks, N.Dak., 380-280
Greenboro, N.C., 113
Mount Vernon, N.Y.
Pensacola, Fla., 111-207
San Francisco, Cal., 1-96
Washington, D.C.
Yonkers, N.Y., 1-208
Yonkers, N.Y., 125-280

Bruce Court
Westfield, Mass., 1-4

Bruce Lane
Honolulu, Hawaii
Wilkes-Barre, Pa., 12-26

Bruce Park
Norfolk, Va.

Bruce Place
Lynn, Mass., 12-36
San Francisco, Cal., 2-69

Bruce Terrace
Baltimore, Md., 681-2616

Bruceston Place
Norfolk, Va.

Bruce
Columbus, Ohio, 784-1114

Brucker Ave.
Berkeley, Ohio, 16-16 N.
S.

Bruce
Dayton, Ohio, 2-222 W.
Madison, W.V., 112-426
Newark, N.J., 1-121

Bruce Ave.
Newark, N.J., 1-62

Bruce's
Hilder, Pa.

Bruce's Alley
Hillsborough, Pa.

Bruce
Meriden, Conn., 211-538
Troy, N.Y., 166-228

Brucebrook
Boise, Idaho, 684-2824

Bruceby
Marquette, Ga., 108-388

Bruceby
Buffalo, N.Y., 1-129

Bruceby
Monroe, Wis., 106-212 N.
- - - - -
106-123 S.
Sheridan, Wyo., 1-123 N.
- - - - -
1-457 W.

Bruceby
Troy, Ala., 106-278 N.
390-320 S.

Bruceby Ave.
Anderson, Mass.

Bruce
Baltimore, Md., 282-650

Bruce
Warecross, Ga., 1-118

Bruce
Akron, Ohio, 418-444
Orange, Vt.
Rhineclaire, Mass., 789-827

Bruce's Ave.
New York, N.Y., 2280-4602

Bruce's Place
New York, N.Y.

Bruce
Hillsborough, Minn., 169

Bruce's Lane
Schenectady, Wis.

Bruce
John, Conn., 12-224
Philadelphia, Pa., 1827-1867

Bruce's Ave.
Cleveland, Ohio, 8113-8118 S.E.
Houston, Tex., 312-1217

Bruce
Los Angeles, Cal., 106-159
Saint Louis, Mo., 408-1239
Saint Paul, Minn., 371-412

Bruce's Place
Baltimore, Md., 5-89

Bruce's Alley
Philadelphia, Pa.
(Williamstown), 786-726

Bruce's Ave.
Philadelphia, Pa., 562-769

Bruce
Cincinnati, Ohio

Bruce's Ave.
Madison, N.J., 5-12

Bruce
St. Louis, Mich.
Saint Paul, Minn., 682-693

Bruce's Ave.
Boston Harbor, Mich., 118-214

Bruce's Court
Boston Harbor, Mich.
Orangeburg, S.C., 2-12

Brucewick
Baltimore, Md.
Boston, Mass.
(Northbury), 1-4
(Northbury), 1-218
Brooklyn, Mass., 10-59
Brookfield, Mass.
Chillicothe, Mo., 9-280
- - - - -
6-168 S.
Hammond, Ind., 1-135
Jamez City, N.J., 1-135
Lewell, Mass.
Marshall, Mo., 189-190
Newark, N.J., 21-57
Norfolk, Va., 200-511
Rochester, N.Y., 4-250
Saint Louis, Mo., 568-699
San Francisco, Cal., 1-799
Troy, N.Y., 2-36
Warecross, Ga., 1-49
Wilmington, N.C., 188-882
Warecross, Mass.

Brucewick Ave.
Boston, Mass.
(Northbury)

Brucewick
Camden, N.J.
Elizabeth, N.J., 606-1189
Gardiner, Maine, 5-204
Philadelphia, Pa., 72-8012
Saint Louis, Mo.
(Weiler Grove), 190-2089
Saint Louis, Mo., 281-220
Trenton, N.J., 184-1272

Brucewick Park
Boston, Mass.
(Hillsborough), 27-49

Brucewick Place
Memphis, Tenn., 786-571 F
Philadelphia, Pa.

Brucewick Road
Burling, Mass.

Brucewick
Buffalo, N.Y.

Figure 4 Directory page from New Jersey, 1908.

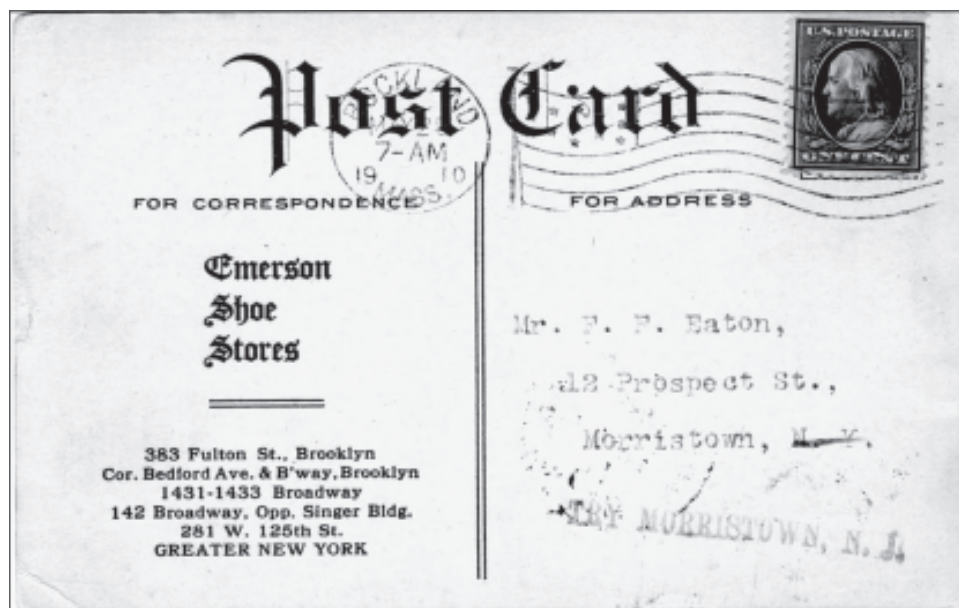


Figure 5 1910 Auxiliary marking, "Try Morristown, N.J."

SUPPLIED BY N.Y. P.O. - I.D.", where the initials stand for "New York Post Office Inquiry Department". The proper city was then added in red ink.

The post card shown in *figure 5* was sent from Rockland, Mass. To Morristown, N.Y. in 1910. It is addressed to Mr. F.F. Eaton at 12 Prospect St. The Street Directory shows that there is no Prospect St. in Morristown, N.Y. It also shows that the only Prospect St. in a town named Morristown is in the state of New Jersey. Upon discovering this, the clerk applied a marking that reads: "TRY MORRISTOWN, N.J."

Our last example is shown in *figure 6*. This post card was sent from Sterling, Ill. to Chicago in 1910. It is addressed to B.F. Miller at 906 N. 40th Place. The Street Directory shows that there is a 40th Place in Chicago, but not a North 40th Place. The Directory does show that there is a North 40th Court. The clerk applied a marking that reads: "Address supplied by/Direct. Sect./

Central Sta. No.1/CHICAGO, ILL. P.O.". He also put "Place" in parentheses, adding "ct" in lead pencil just above it.

These are but a few examples of the many uses of this Directory. The most extreme example would be if the address omitted both the city and state, but the street was the only one shown in the Directory. The introduction to this Directory actually shows two examples of this scenario. Some addresses are so "bad" that even this Directory would not be able

to help the clerk correct it. Under these circumstances, a wide variety of auxiliary markings could be used that range from "No such street in ..." to "No such number on street" to "No such office in state named" to "No office/city named" When the mail matter was returned to the sender for a better address, at least he knew that someone in the POD actually tried to deliver it.

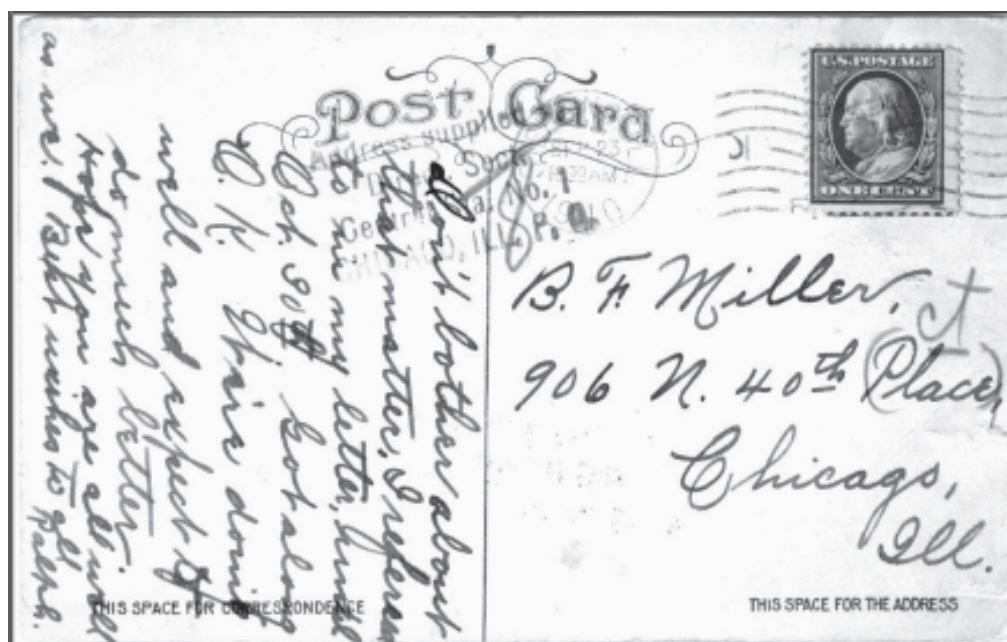


Figure 6 A 1910 Auxiliary marking "Address supplied by Direct. Sect. / Central Sta. No.1 / CHICAGO, ILL. P.O."



Figure 1 Despite the fact that the post was less than 20 years old at the time, the imposing gate and guard house with a glimpse of brick buildings beyond gave Fort Lewis the look of a well-established U.S. Army installation in this mid-1930s photo by Boland.

Southwest Washington Military Postal History

Part II Fort Lewis

By Richard W. Helbock

In the early 1900s the Washington National Guard began sending troops on summer training exercises to Camp Murray at American Lake near Tacoma. During the summer of 1906 the Post Office Department went so far as to establish a temporary sub-unit of the Tacoma post office to provide improved mail service to the troops. The unit was known as Military Station and it operated from July 18, 1906, to October 15, 1906. *Figures 2 and 3* illustrate post cards originating from and redirected to the Tacoma Military Camp in September 1906. Although not commonly seen in today's philatelic market, mail volumes to and from the camp must have been sufficient to justify expenditures for both a dispatching handstamp and a receiving handstamp of steel die construction.

On July 18, 1917, the area of the camp was expanded by a generous donation of land by the citizens of Pierce County and officially designated Camp Lewis in honor of Meriwether Lewis of the 1805 Expedition. It was to serve as the training camp for the 91st Division. Construction started June 14, 1917, and the 91st Division began occupying

the cantonment in August. Major General Henry A. Greene was appointed the first camp commander on August 26, 1917.

Camp Lewis served as a major training center for men inducted into the Army for service in World War I. The first inductees reported to the post beginning September 1, 1917, and continued for over a year with the last group reporting October 15, 1918. In all, nearly 120 thousand men reported to Camp Lewis to begin their military service during the First World War (*figure 4*).

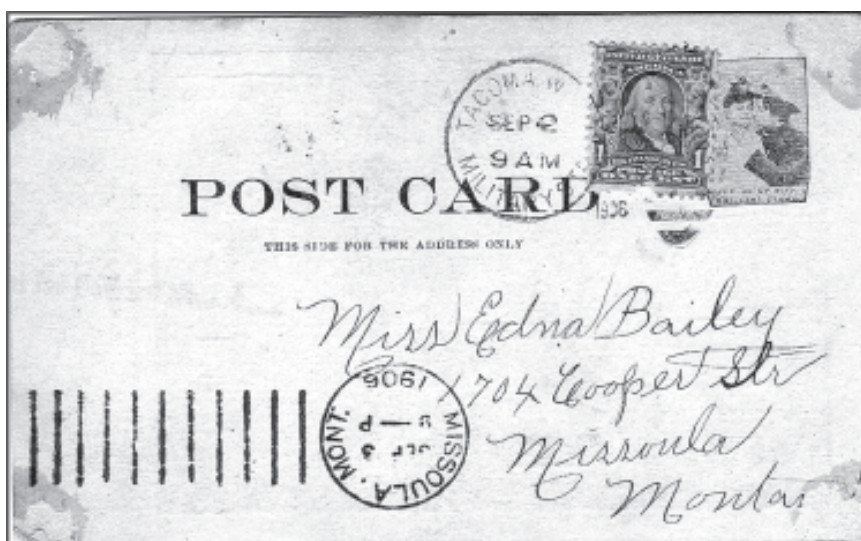


Figure 2 This card bears a Tacoma, Military Station, duplex of September 2, 1906. The station operated about three months in 1906 to serve National Guard troops at Camp Murray.

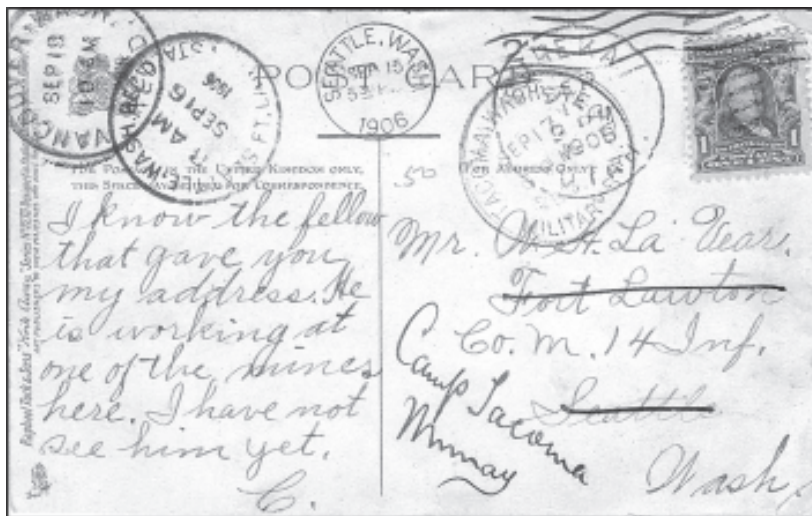


Figure 3 Posted from Eureka, Utah, on September 11, 1906, this card was redirected from Fort Lawton in Seattle to Camp Murray in Tacoma and apparently on to Vancouver Barracks. The Tacoma Military Station Recieved handstamp suggests that this temporary postal unit was expected to handle a large mail volume.



Figure 4 Camp Lewis was a major training center for inductees during WWI with nearly 120,000 men processed during the war.

Construction proceeded at a fast and furious pace throughout the last quarter of 1917 and through 1918. The cantonment consisted of 1,667 buildings spread over two thousand acres by the end of the war and these included a base hospital, command center and housing for a troop capacity of 46,232. About 8.8 million dollars had been spent on construction at Camp Lewis as of June 30, 1919.

Troop strength increased rapidly from the initial compliment of 18,784 assigned in September 1917 and reached a peak of just over 44 thousand in June 1918. By December 1918 it had declined to just under 30 thousand, but it varied by several thousand from month to month as units became formed and were moved to overseas assignments or to other domestic posts.

The post was designated a demobilization center on December 3, 1918, and processed about 66 thousand servicemen back to civilian life in the months following. The Army—impressed with the spacious 60,000 acres donated by the citizens of Pierce County to accommodate the post—decided to classify Camp Lewis as a permanent reservation at the conclusion of the war. It became known as Fort Lewis in 1927.

The interwar period witnessed continued growth and development of the Fort Lewis Military Reservation—albeit at a much slower pace than that seen in the frenetic months of 1917-18. The War Department selected



Figure 5 Wooden barracks provided housing for over 46 thousand troops at Camp Lewis by the end of the war.



Figure 6 Some WWI scenes such as this wagon train evoked memories of the 19th century West instead of a training center for a 20th century army.

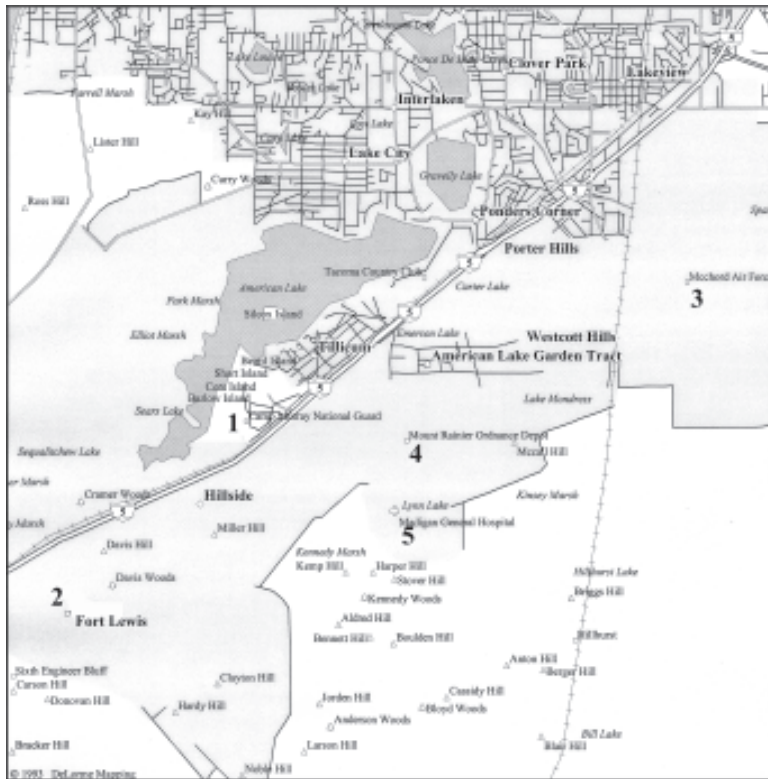
Figure 7 Camp Lewis Headquarters building [inset lower left] and an elevated view of various camp buildings scattered across the compound.



Figure 8 A scene near and dear to the hearts of Northwesterners, this rainy day at Camp Lewis was probably not unusual.



Figure 9 The War Department's decision to maintain Fort Lewis as a major US Army installation brought continued investment and construction following WWI and transformed the post into an impressive garrison of brick buildings as shown in this mid-1930s view of the chapel.



Map 1 Military activity in the American Lake area began in the early 20th century at Camp Murray (1). The core of Fort Lewis (2) has been augmented by McChord Field (3), Mount Rainier Ordnance Depot (4) and Madigan General Hospital (5).

Fort Lewis as the home of the US Army's Third Division, and, as such, the post achieved recognition as one of the leading military centers in the nation.

Mobilization for World War II brought a great deal of new activity to Fort Lewis. The Third Division—soon to be rechristened as the 3rd Infantry Division—was transferred to Fort Ord, California, in May 1942 and went on to take part in Operation Torch assaulting the beaches at Fedala in North Africa on November 8, 1942.

Many other Army units trained at Fort Lewis throughout the war including several infantry divisions—the 6th, 33rd, 40th, 41st and 96th among them. The reservation was expanded to almost 91 thousand acres and troop capacity was increased to accommodate over

3,500 officers and 63,700 enlisted men. Major new facilities on the reservation and nearby included McChord Field, the Mount Rainier Ordnance Depot, and Madigan Army Hospital.

Camp/Fort Lewis Postal History

As mentioned above, the first postal facility to serve the area was a temporary unit of the Tacoma post office that operated during the summer of 1906. On March 12, 1908, a post office was established at American Lake at or near the community of Tillicum on map 1. The name of this office was changed to Tillicum on June 26, 1917, and it operated until 1957 before finally being discontinued.

On June 22, 1916, a new subunit of the Tacoma post office known as Military Branch was established to serve Washington National Guard troops reporting to American Lake for their summer training. Postal records indicate that the name of this postal branch was changed to American Lake Branch on July 17, 1917, and less than a month later changed again to Lewis Branch on August 15, 1917. The author is of the opinion that this change to American Lake

Branch occurred only on paper, and that no postmarks were issued for use with the American Lake name. Mail

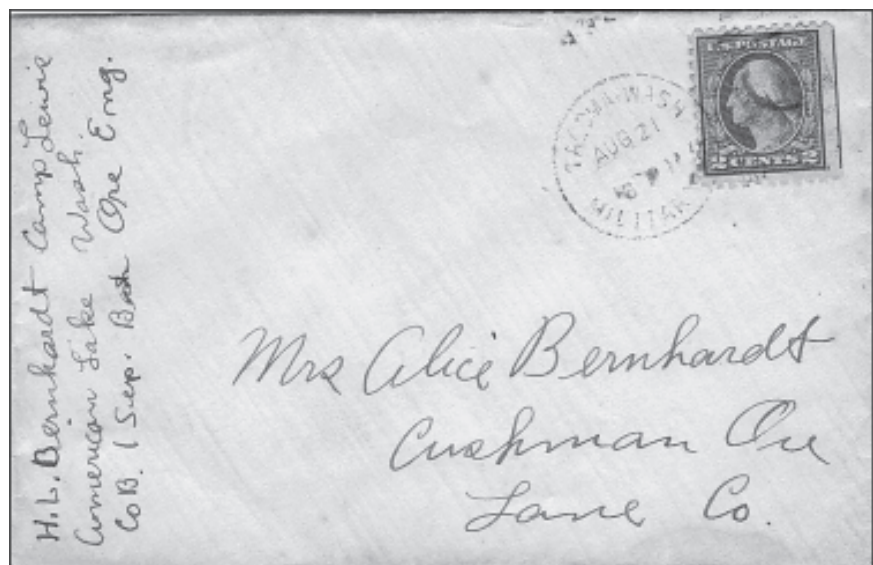


Figure 10 The Tacoma, Military Branch duplex shown in this illustration is known to have been used at Camp Lewis from July 9 through at least August 21st, 1917.



Figure 11 This YMCA cover from a Washington National Guard soldier was posted at the Tillicum civil post office in October 1917. Note the return address of Murray Station, Tacoma.

originating during the summer of 1917 has been recorded postmarked with a Military Branch duplex dating from July 9th through August 21st (figure 10).

There was also apparently some discussion—at least locally—to name this postal unit Murray Branch. The cover illustrated in figure 11 was posted at the Tillicum post office October 17, 1917, and the return address clearly indicates that the sender should be addressed at Company E, 2nd Washington Infantry, Murray Station, Tacoma.

The author has found no official postal record indicating that the name Murray was ever authorized for use by the postal unit although it was, of course, the original name of the National Guard camp.



Figure 12 The Camp Lewis YMCA at American Lake, circa 1917.

In 1923 the War Department began building the 94th Veterans Hospital for the provision of care to World War I veterans. The Secretary of the Army authorized

the Veteran Bureau's use of 377 acres of Fort Lewis property adjacent to American Lake. The medical center was dedicated in 1924, and chartered with a single mission—neuro-psychiatric treatment. On March 15, 1924, the first 50 patients were admitted to the hospital, by transfer, from Western State Hospital at Fort Steilacoom. On May 7, 1924, a new civil post

office with the name American Lake was established to serve the patients and staff. Figure 15 illustrates a Red Cross cover postmarked American Lake, Washington, in August 1924. The cover bears a return ad-

Most mail originating from troops stationed at Camp Lewis during World War I bears postmarks and cancels applied by one of two Universal machines. The earliest reads in part "LEWIS BRANCH" and later mail typically bears a machine impression reading "LEWIS BR." (figure 13). A duplex handstamp reading "LEWIS BR." was also used to postmark some mail (figure 14), but appears much less frequently than the machine cancels.

The Lewis Branch was officially changed to Camp Lewis Branch of Tacoma on November 30, 1924, and on October 15, 1927, the name was once again changed; this time to Fort Lewis Branch.



Figure 13 Most mail sent from camp Lewis during World war I was cancelled by one of these two Universal machine markings. (Source: Swanson, Bob, Domestic US Military Postal History of the First World War (1917-1919), p 289.

dress of U.S. Veterans Hospital Number 94. American Lake post office was converted to a classified branch of the Tacoma post office in 1957 and continues to operate as such.

World War II postal service to Fort Lewis was conducted through the branch post office on the base, but most outgoing mail was trucked to the main Tacoma post office and postmarked by one of the high-speed cancelling machines in use there. An occasional cover



Figure 14 This duplex handstamp also appears on some mail originating at Camp Lewis during WWI.

may be found bearing the Fort Lewis Branch duplex (figure 16) but these tend to be favor cancels, and the bulk of mail originating from the fort during the war appears similar to the 33rd Infantry Division cover shown in figure 17.

On June 1, 1940, an additional subunit of the Tacoma post office was established on the Fort Lewis reservation. This branch was initially known as McChord Field, but in 1958 the name was changed to McChord Air Force Base. It continues to operate with that name. As was (and is) the case with Fort Lewis, most outgoing mail from McChord Field was postmarked in Tacoma (figure 18).

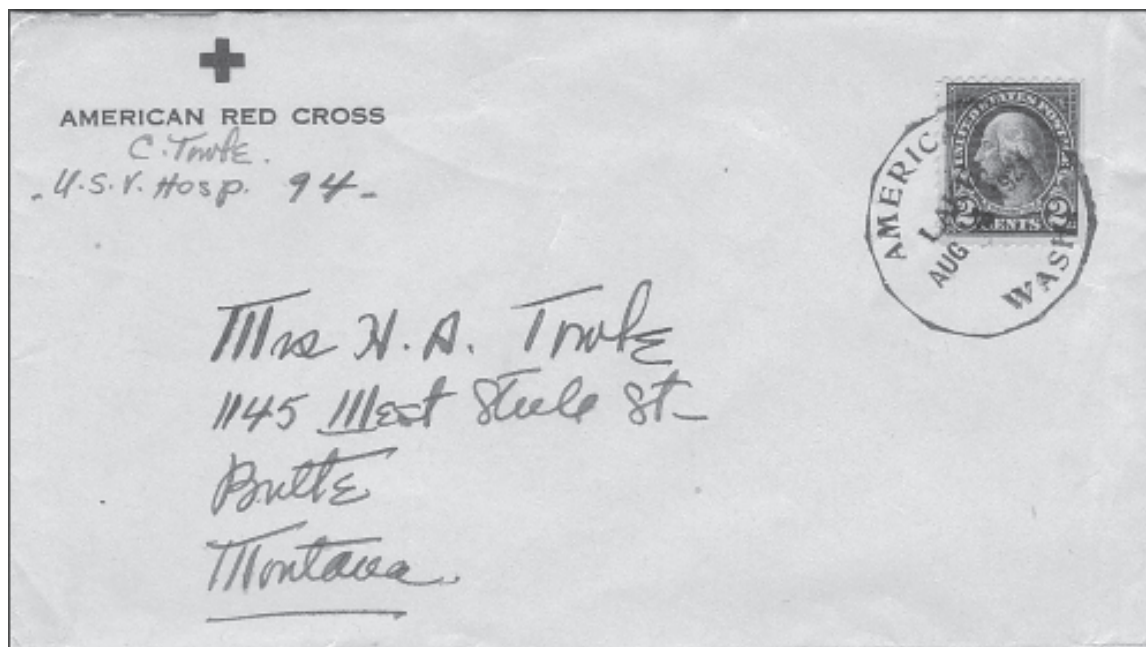


Figure 15 The second American Lake post office was established in May 1924 to serve the patients and staff of U. S. Veterans Hospital No. 94. This August 1924 from the hospital illustrates that the post office used a handstamp postmark of unusual design.

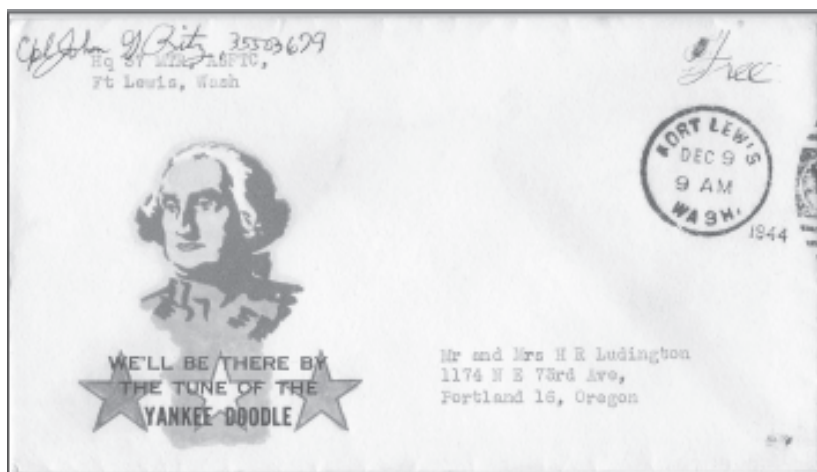


Figure 16 The Fort Lewis Branch was equipped with this duplex handstamp for cancelling mail during WWII, but it seldom appears. This patriotic cover from a soldier at the fort was undoubtedly postmarked as a favor from the postal clerk.

Figure 17 Most mail from Fort Lewis during World War II bears a machine cancel applied at the Tacoma post office as seen on this 1942 cover from a soldier in the 33rd Infantry Division then in training at Fort Lewis.

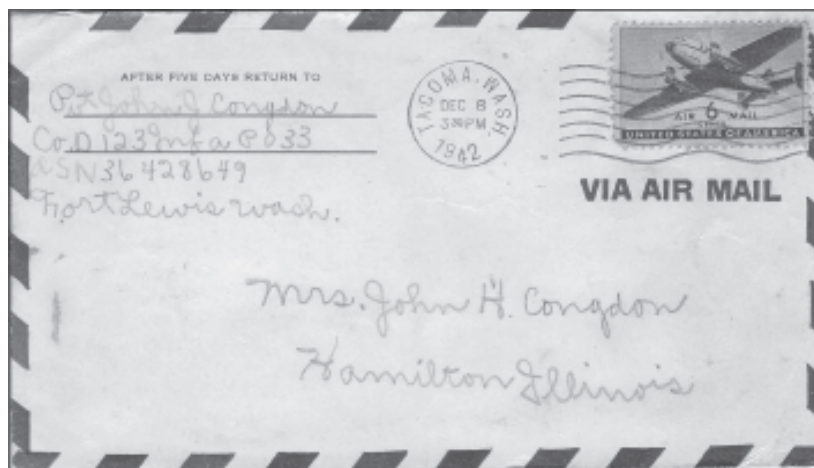


Figure 18 McChord Field was awarded its own branch of the Tacoma post office on June 1, 1940. The name of the branch was changed to McChord Air Force Base in 1948.

The huge influx of civilian and military personnel associated with Fort Lewis and the shipyards in Tacoma during World War II created a severe housing shortage in the area. In 1943 the War Department authorized construction of what was initially intended to be a quantity of temporary housing to meet the need. The project

was known as Salishan Housing Area and it was built on 400 acres around the intersection of Portland Avenue and east 38th Street in Tacoma. When dedicated in February 1944, Salishan consisted of some 1,600 permanent housing units and 400 additional units built of canvas over wooden frames. A postal station of

Tacoma named Salishan was established November 1, 1944, to serve the increased needs of the area. The author has seen no postmarks with the name of this branch, but it is likely that registered mail does exist with a Tacoma, Wash., Salishan Station, postmark. The branch was closed in 1959.

Fort Lewis remains an active and important military installation to this day. The fort has a resident population of just over 20 thousand US Army soldiers with an additional 25 thousand family members and some 4,500 civilian employees. Major military units include the 3d Brigade, 2d Infantry Division; 1st Brigade, 25th Infantry Division; Madigan Army Medical Center and 1st Special Forces Group (Airborne) and I Corps.

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Vermont Crossroads, Oct 2, Mid-Vermont
Christian School, Rte. 4, Quechee VT

ASDA Megashow, Oct 14-17 Javits Center, NYC.
Booth #524

Thamespex, Oct 24, Waterford, CT, H.S, Crt 15C
& Rt 1

ASDA, APS, USPCS, CSA, USSS
Box 679, Sunapee, NH 03782, 603-763-5138
Fax-7327 dontoch@ix.netcom.com

Randy Stehle Mail Bid No. 107

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080

Email: RSTEHLE@ix.netcom.com

CALIFORNIA

- 1 ALCATRAZ, 1937 F DUPLEX ON CACHETED COVER (74-63). EST. \$5
- 2 ALLENDAL, 1907 F CDS REC'D ON PPC (03-08). EST. \$12
- 3 AROMAS, 1916 VG 4-BAR ON PPC. EST. \$4
- 4 ATCHISON, 1912 VG LIGHT 4-BAR ON PPC (03-12). EST. \$30
- 5 BALLENA, 1891 F CDS ON COVER (70-02). EST. \$80
- 6 DIXIELAND, 1935 F 4-BAR ON LAST DAY COVER (12-25). EST. \$6
- 7 GOFFS, 1921 F LKU SBE-2500 ON PPC (11-32 PER). EST. \$6
- 8 GRAYSON, 1904 VG STAR KILLER ON COVER (74-06). EST. \$35
- 9 LARKIN, 1910 VG CDS ON PPC (99-12). EST. \$35
- 10 LASSEN, 1923 VG 4-BAR ON COVER (14-23). EST. \$12
- 11 LIDELL, 1912 VG 4-BAR ON PPC (80-15). EST. \$12
- 12 OTAY, 1896 VG CDS ON GPC (70-25). EST. \$15
- 13 PANOCHE, 1910 G+ DOANE REC'D ON PPC (70-15). EST. \$8
- 14 PARIS, 1909 G+ 4-BAR ON PPC (03-12). EST. \$20
- 15 PINNACLES, 1935 G+ 4-BAR ON CACHETED COVER (24-53). EST. \$6
- 16 PLAINSBURG, 1907 F 4-BAR ON PPC (69-07). EST. \$35
- 17 POLARIS, 1909 VG 4-BAR ON PPC (01-23). EST. \$12
- 18 PRIEST VALLEY, 1906 G+ DUPLEX REC'D ON PPC (83/34). EST. \$6
- 19 VALLEY CENTRE, 1891 G CDS ON COVER W/SM REPAIRED TEAR. \$10
- 20 VERNER, 1907 G CDS ON PPC (97-13). EST. \$12
- 21 WITCH CREEK, 1906 VG DOANE ON PPC W/CREASES (93-38). EST. \$5

COLORADO

- 22 GULCH, 1914 F 4-BAR ON PPC (95-16). EST. \$35
- 23 RUFF, 1893 F CDS AS BACKSTAMP ON COVER (99-86). EST. \$85
- 24 TUTTLE, 1915 VG 4-BAR ON PPC (83/18). EST. \$20

IDAHO

- 25 CRANE, 1915 F 4-BAR ON PPC (84/18). EST. \$20
- 26 ELO, 1908 VG DOANE ON PPC (05-09). EST. \$20
- 27 FORD, 1913 VG 4-BAR ON PPC (11-30). EST. \$12
- 28 ISLAND, 1910 F 4-BAR ON PPC (82/16). EST. \$20

MONTANA

- 29 BOWDOIN, 1917 VG 4-BAR ON PPC (17/43). EST. \$8
- 30 COMO, 1911 F 4-BAR ON CREADED PPC (82-35). EST. \$6
- 31 MAIDEN, 1911 VG 4-BAR ON PPC (02-21 PER). EST. \$20
- 32 ZORTMAN, 1908 VG DOANE ON PPC. EST. \$3

OREGON

- 33 FAIRVIEW, 1909 VG CDS ON PPC W/4 PINHOLES (73-13). EST. \$8
- 34 GREENHORN, 1912 VG DUPLEX ON PPC (20-19). EST. \$20
- 35 PERDUE, 1912 G+ 4-BAR A BIT OFF @ TOP OF PPC (84-30). E. \$10
- 36 SAMPSON, 1908 F DOANE REC'D ON PPC (98-13). EST. \$10

SOUTH DAKOTA

- 37 COLE, 1909 VG 4-BAR ON PPC (STATE STRUCK LITE) (09-38). E \$6
- 38 WATERBURY, 1911 F 4-BAR ON PPC (83-13). EST. \$20

WASHINGTON

- 39 BRIGHT, 1909 VG 4-BAR ON PPC (02-17). EST. \$20
- 40 COKEDALE, 1901 VG CDS ON COVER (94-04). EST. \$85
- 41 DUSTY, 1908 VG 4-BAR ON PPC (99-09). EST. \$35
- 42 FIRDALE, 1913 G+ 4-BAR ON PPC (12-18). EST. \$20
- 43 HICKSVILLE, 1910 F DOANE REC'D ON PPC (05-11). EST. \$20
- 44 PORT MADISON, 1924 VG STRAIGHTLINE ON COVER (58-43). E \$6
- 45 WACO, 1909 VG 4-BAR REC'D ON PPC (07-10). EST. \$18
- 46 WELCOME, 3/25/10 G+ EKV DOANE ON PPC W/STAMP GONE. \$12

WYOMING

- 47 BRAAE, 1935 VG 4-BAR ON CREADED PPC (26-39). EST. \$5
- 48 DEPASS, 1908 VG LIGHT 4-BAR ON PPC (06/25). EST. \$10
- 49 MAYOWORTH, 1909 VG DOANE REC'D & O/S ON PPC (89-44). EST. \$6
- 50 PACIFIC, 1913 F 4-BAR ON PPC (00-16). EST. \$20
- 51 VIOLA, 1910 F 4-BAR ON PPC (96-35). EST. \$6

RAILWAY POST OFFICES (RPOs)

- 52 CAPE G CAR & LEACHVILLE, 1920 VG (458-P-1) ON COVER. EST. \$6
- 53 GATE & OCOSTA, 1903 F (901.4-C-1) ON COVER RED'D @ RT. \$12
- 54 K CITY & DENVER/N.L., 1912 (907-AB-1) ON PPC. EST. \$6
- 55 KLAMATH FALLS & WEED, 1912 F (900.4-A-1) ON PPC. EST. \$12
- 56 LA CROSSE & PRESTON, 1916 F (868-J-1) ON PPC. EST. \$6
- 57 LOS ANGELES & BALBOA, 1911 G+ PARTIAL (998-B-2) ON PPC. E. \$10
- 58 LOS ANG & SANTAANA, 1909 G+ (988-B-2) ON PPC. EST. \$6
- 59 McCALL & NAMPA, 1921 F (896.9-A-1) ON GPC W/SM TEAR. \$10
- 60 MISSOULA & WALLACE, 1914 F (891.11-A-1) ON PPC. EST. \$6
- 61 OGDEN & LOS ANG, 1915 F (972-E-1) ON PPC. EST. \$6
- 62 ONTARIO & BURNS, 1932 G+ (896.11-A-1) ON CVR W/1.5 CM RIP 5
- 63 PORTAGE & MADISON, 1906 VG (859-D-1) ON PPC. EST. \$6
- 64 RICHLAND & NI FALLS, 1900 F (139-K-1) ON GPC. EST. \$6
- 65 RINCON & SILVER CY, 1907 VG (965.4-D-1) ON PPC. EST. \$12
- 66 ROME (& ATTA)LLA, 1912 G PARTIAL (414.1-A-2) ON PPC. EST. \$4
- 67 SEATTLE & SEWARD, 1929 VG (X-14-1) ON PPC. EST. \$12
- 68 SEATTLE & SKAGWAY, 1930 G+ (X-19-d) ON PPC. EST. \$5
- 69 SHELBY FALLS & N HAVEN, 1909 VG (85-E-2) ON PPC. EST. \$6
- 70 (SODUS POINT) & STANLEY, 1910 G PARTIAL (129-I-1) ON PPC. \$3
- 71 TRUCKEE & LAKE TAHOE, 1907 VG (997.4-A-1) ON PPC W/BEND \$10
- 72 TRUCKEE & LK TAHOE, 1935 G+ (997.4-B-1) ON PPC. EST. \$6
- 73 TUCSON & NOGALES, 1942 F (965.2-A-5) ON COVER. EST. \$3
- 74 MOBERLY, MO/TR CLK, 1909 F (831-H-2) ON PPC. EST. \$5
- 75 QUINCY, ILL/TRANS CLK, 1910 F (745-P-2) ON PPC. EST. \$5

Minimum Bid \$3.00 please. Phone bids accepted.

CLOSING DATE: August 18, 2004 (10 PM Pacific)

Letter From Iwo Jima

By Tom Clarke

In May we celebrated the 50th anniversary of one of the most fundamental legal decisions ever made in this country. It was the Brown vs. Board of Education of Topeka Kansas decision that ended school segregation in the nation. Each of this year's presidential candidates visited and helped dedicate the former controversial schoolhouse as a national historical site.

Prior to that, long and hard fought battles for equality, large and small, had pitted otherwise decent individuals against one another. Many ended in bloodshed and increased enmity on both sides. Ten percent of America, dark-skinned and separated, grew up within—in spite of—the larger, Eurocentric, light skinned one.

Almost all areas of life developed separately, paralleling each other. Accents and local phrases, held over and embellished from the past, expanded during black forced isolation from the greater society. Due to the popular idiom of music, many of these have slowly crept into the vocabulary of mainstream America through spirituals, jazz and “jive” talk, and most recently through rap, radio, and TV.

Education, the lightening rod that officially established national racial integration, has always been counted on to bridge gaps between people. Since 1954, it has done remarkably so with race. But it took the Brown vs. Board case to highlight the fact that much ground had been lost in the years since 1896. In that year the Supreme Court decided that separation of the races was perfectly OK—assuming equal treatment of a sort was accorded the minority of Negroes.

It just never worked out that way. All the more amazing to note that in those intervening years the United States fought several wars and militarily intervened in many places around the world. Still black Americans, by the tens and hundreds of thousands in each case,

chose to fight alongside the majority race in the interest of national honor and freedom for downtrodden others.

Earlier Experience

Crispus Attucks, a black, or a mulatto, or a Portuguese-Indian, whatever his specific racial background, is remembered as the first dark-skinned American to die, along with several whites, in the name of freedom at the Boston Massacre, 1770.

Freeborn blacks went on to fight in the American Revolution, the War of 1812, in the various Indian Wars before and after the Civil War (variously known as “Buffalo Soldiers” and at times by Indians as “black white men”).

At the start of the Civil War, Lincoln made it plain that the war was not, in the North's opinion, fought over the slave issue, but to unite a country that couldn't legally be broken. As the exigencies of war carried forth, that changed and in a way similar to the current Iraqi involvement. Recall that its purpose changed from destroying a national cache of mass destructive weaponry to freeing a people and spreading the blessings of democratic principles.

But in 1862, without any key Northern victories, Lincoln felt race freedom could be used as a means to an end to shorten a lengthening war. In issuing the Emancipation Proclamation, true equality was envisioned by very few.



Figure 1 Iwo Jima cover sent two days after the second atomic bomb fell on Japan. Three days later Japan accepts unconditional surrender terms. Machine cancel: U. S. ARMY / AUG 11/1945 / POSTAL SERVICE.

To propose an end to slavery is one thing, but what to do with the new freedmen afterward? Northern free blacks would now enter the war, though there was a proviso: white officers must always lead them. This remained national policy through the end of the 19th century and beyond.

The commander of the American Expeditionary Forces sent in 1917 to Europe for World War I was General “Black Jack” Pershing. “Black Jack”, not because he excelled at cards and gambling, but because he earned his spurs so to speak as the unit commander of black cavalry troops in previous years.

Do not most Americans know the reality of the fate of many returning black troops from France in 1919, having helped “save the world for democracy”? After the War to End All War, there were reprisals and lynchings against “uppity blacks” who sincerely thought that their service would somehow endear them to their segregated fellow Americans, that a new era of American brotherhood and opportunity was about to dawn.

Despite the horrors of segregation and re-ghettoization of Jews in German camps, and in Warsaw, along with similar ghastly treatment for millions of other Europeans, white America just wouldn’t see any parallel with their own adopted and legally sanctioned system of apartheid. Nevertheless, in World War II, black Americans volunteered in the 100,000’s for duty in Europe and in the Pacific.

These men felt the same call to duty that their predecessors had felt and they answered it. Gallantry had won many blacks the Congressional Medal of Honor in the Civil War, but many of these were recalled by Congress in later years. By the time of the Spanish-American and First World Wars, black soldiers’ duties were minimized, no doubt owing to the mood engendered by segregation. Blacks were relegated to working in transportation, in mess tents, logistical supply, etc. Leave the fighting to the superior race.

World War II’s blacks, particularly those from the arch-segregated South, had grown up with marginal education. They could aspire at best to marginal success in whatever black-oriented field they might choose.

Northern blacks fared little better. The overt institution of Southern segregation, though distasteful and crass to northerners, was nonetheless many times fulfilled with a wink and a nod. Witness the Negro Base-

ball Leagues, and the inability of blacks to commingle with whites in stage performances (till 1939, and Benny Goodman), let alone on the movie screen.

Also recall the repugnant, monstrously insensitive, not to mention tone-deaf, refusal of the Daughters of the American Revolution to permit world acclaimed, black Philadelphian opera star Marian Anderson to sing at their 1939 Constitution Hall gathering. Eleanor Roosevelt, risking so much of her own reputation, let alone that of her husband’s, resigned from the DAR in disgust and sponsored the memorable in-your-face concert on Easter Sunday at the Lincoln Memorial, featuring Ms. Anderson.

Most black soldiers near to mid-20th century answered their hearts and their country’s call to fight the devils of this world. Under white command, naturally. They were roughly schooled in education’s basics and many appeared as obtuse as stereotypic “hillbillies”. They were ridiculed as militarily inferior, incapable of the complexities of flying, and spineless in the face of fire. Once again, they worked as naval cooks and army truck drivers. Of course, without these services, white fighters at the front couldn’t function.

And then, with some help from Mrs. Roosevelt, they say, blacks began to train as Army Air Corps pilots at Tuskegee, and others, with distinction, grabbed anti aircraft guns aboard ships when under attack. The “Fighting 99th” eventually flew bomber escort over Ger-



Figure 2 *The original American flag flying over Iwo Jima.*

many—with no losses while under their escort protection. They ended the war by receiving glowing reports and quantities of medals that exemplified their effort.

The Letter

The accompanying letter, written by a black soldier while on Iwo Jima in 1945 is not rare or special. But like many postal history items, with a bit of background, they can shed a ray of light on the times and trials of the writers and addressees.

First, the penmanship is awful. Is this because he wrote while squatted on his knees, or in the near-dark, or while ill with some tropical disease? Or is it nearly illegible because of a pitifully limited education with little emphasis on book learning, concepts that would do little good in a segregated South?

The affection he repeatedly expresses for his girl friend, and even for her brother and friends at home is a witness to the common element of loneliness and longing for reciprocal loving attention. What soldier hasn't felt the same way?

Iwo

The island hopping strategy in the Pacific was reaching its climax in the spring of 1945. In Europe Hitler was about, happily, to remove himself from the host of breathing humanity. Iwo Jima would be the first Japanese home island to fall.

The volcanic island is treeless and is dominated by the famous Mount Suribachi. One of the bloodiest battles in World War II took place beginning with the landing on February 19, 1945. To soften up the intransigent Japanese, 74 days of bombing and shelling preceded the Marines.

The brutal defense pinned down the Americans for almost a week and finally on February 24 the flag was raised on the Mount. Three weeks later the whole island was in American hands. Estimates list 21,000 dead Japanese along with 6,821 Americans.

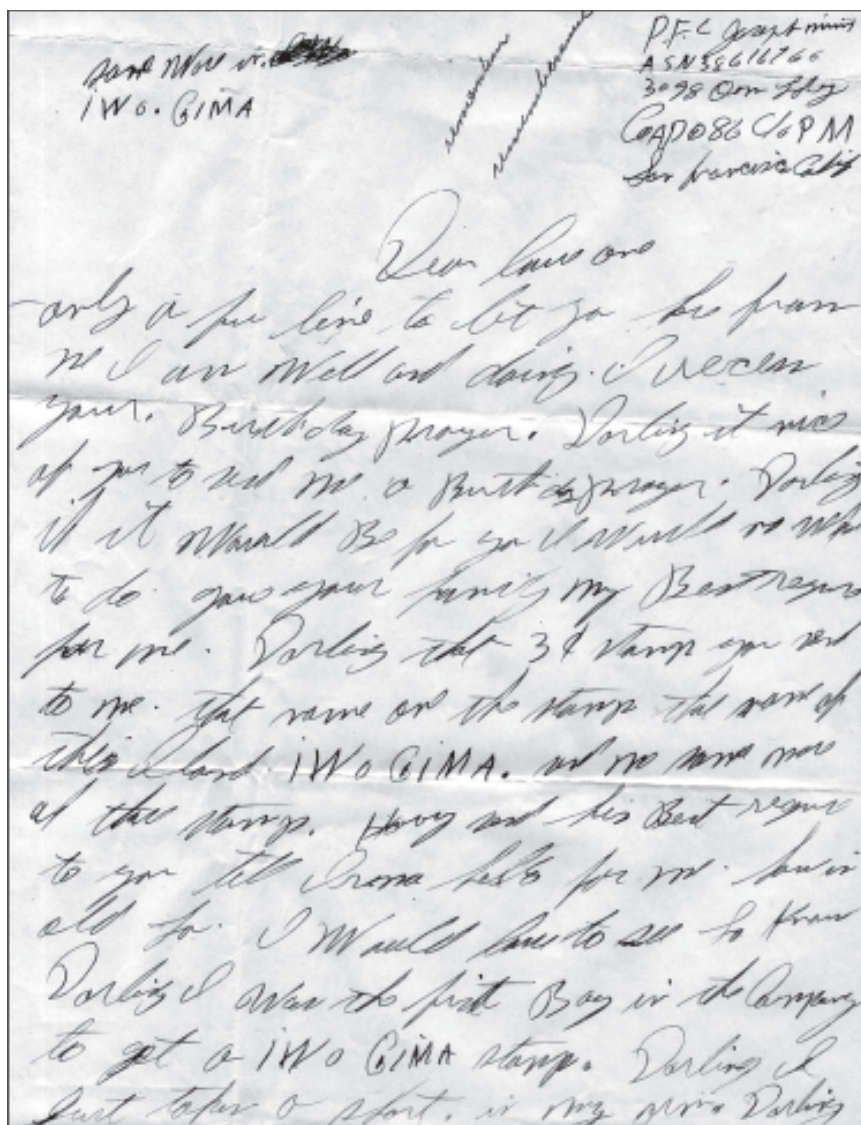


Figure 3 Private Mim's letter from Iwo Jima to his sweetheart in Louisiana in August 1945.

Airstrips were built and extended to accommodate B-29's, whose job it was to decimate Japan for the coming invasion of Japan. Fighter aircraft also used this airbase for their home.

On the morning of August 6, the first atomic bomb was dropped on Hiroshima. Three days later, on August 9, a second bomb was dropped on Nagasaki. The Japanese will accept the demand for unconditional surrender on August 14, with surrender documents signing on September 2.

For the Marines, sailors, and airmen assigned or flying into Iwo, typical military base support was needed. Though the handwriting is open to question, it appears our writer was assigned to the base laundry company. From there he could only associate with the great vic-

Figure 4 The original Iwo stamp was issued on July 11, 1945. Over 137 million of them were printed, but just one was enough to thrill our soldier.



tories and momentous news of new and horrific bombs released on Japan. Writing on August 11, two days after the second bomb fell on Nagasaki, he was willing to confess his belief that the war would be over in a month. How prosaic to write such words even now, but how liberating and joyous must have been the effect on everyone that month and day. He's a bit repetitious and hasty, but under the circumstances, who wouldn't?



Figure 5 Not the original but the second raising atop Mount Suribachi, with a larger flag, on February 24, 1945. Taken by cameraman Joe Rosenthal, on a quick thinking hunch.

Private Joe Mim's pleasure at seeing the Iwo Jima stamp his girl sent him is a small treasure. The stamp, Scott 929, was issued exactly one month before he writes, on July 11. Did his girl know where APO 86 was located? Surely no; since fighting was still underway, such information was not to be released. Why didn't censor #49833 black out Mim's own reference to his location on August 11? Hell, sir, the war was just about over!

The letter P.F.C Joseph Mim?
ASN 38616766
3098 On Ldy? [Laundry?]
Co APO 86 c/o PM
San francisco Calif

Dear love one

only a few line to let you kno from me I am Well and living? I receivyour birthday prayer. Darling it nice of you to send me a Birthday prayer. Darling if it would Be [OK?] for you I would no what to do. Darling that 3c stamp you send to me, that same one the stamp that name of this Island IWO GIMA. and no some more of the stamp. Harry send his Best regard to you tell Irma hello for me. how is old So (?) I Would love to see to know Darling I Was the first Boy in the Company to get a IWO GIMA stamp. Darling I Just taken a shot . in my arm.

Darling I had to take a shot. all my friend send their love to you. Darling I Would love to see you know. Darling tell you little Brother hello for me. I Would love yo see you little Brother. Darling I Believe the War Will Be over in the next to month. I got a letter from my Sister yesterday. the one that live in port arthur texas. Darling I Wish I Could explain to you the Way I love you. Darling I Want you to write me a nice long letter. is you still taken music less Darling I Want you to go ahead and take you music less. Because When I Come home I Want to lyd (?) down in the Bed and I Want you to play so? I can make Believe. Darling I never forget about that song. I loveit. Darling send me some of your song for me to sing I have to no some of you song. Darling I Will Close my letter But not my love from Joseph Min to my Nini? bye

Darling

Cover
to Miss Yannie? E Degan?
814 East Marion? St
Pelausas La

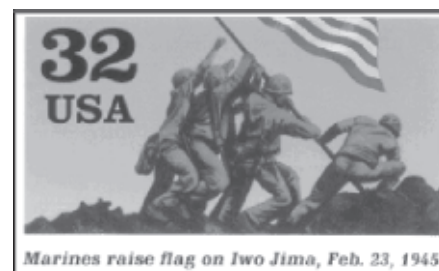


Figure 6 On September 2, 1995, the USPS commemorated the 50th anniversary of the flag raising with this 32 cent stamp, Sc 2981a, one of 10 on the 1945 Final Victory sheetlet.

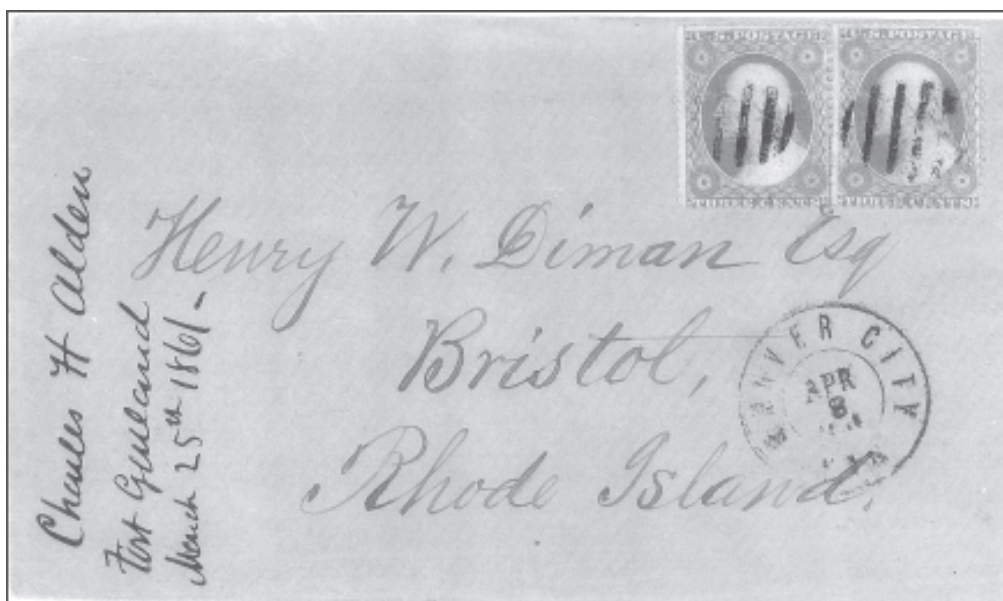


Figure 1 Letter sent from Fort Garland, Colorado Territory via Denver to Bristol, Rhode Island on March 25, 1861. This is the earliest known fort cover sent from Colorado Territory, which was formed on February 28, 1861.

The Earliest Colorado Territory Military Fort Cover

by Michael Dattolico

The postal history of Colorado is a fascinating subject. The military postal history of Colorado, especially during its territorial period, is particularly intriguing. Those were my feelings as I began to research a cover mailed from Fort Garland during Colorado's earliest territorial days.

When studying the history of Fort Garland, one must also look at the history of its predecessor, Fort Massachusetts. The stories of the two army posts are closely intertwined.

Fort Massachusetts, built on Ute Creek in the San Luis Valley, was first garrisoned on June 22, 1852 (*map 1*). The post was abandoned on June 24, 1858, primarily due to the area's unhealthy terrain and poor water supply. It was also felt that the fort was situated too close to a nearby mountain spur to provide an effective defense during an attack. During its active period, Fort Massachusetts' mail was handled by the Fernandez de Taos post office. It was the first United States military post in what eventually became Colorado.

Fort Garland was opened on June 24, 1858, approximately six miles south of decommissioned Fort Massachusetts. Built between

Trinchera and Ute Creeks in the San Luis Valley, it was initially manned by a detachment of Mounted Rifles and Company A, 3rd U.S. Infantry. Fort Garland had several missions. Its troops controlled the Jicarilla Apaches and Utes, protected local settlers, guarded the Sangre de Cristo (La Veta) Pass, and safeguarded travelers on the road to Taos, New Mexico. Originally situated in New Mexico Territory, mail for the fort's soldiers was handled by the Fernandez de Taos post office. At least three covers that bear the endorsement, "Fort Garland, New Mexico" have been

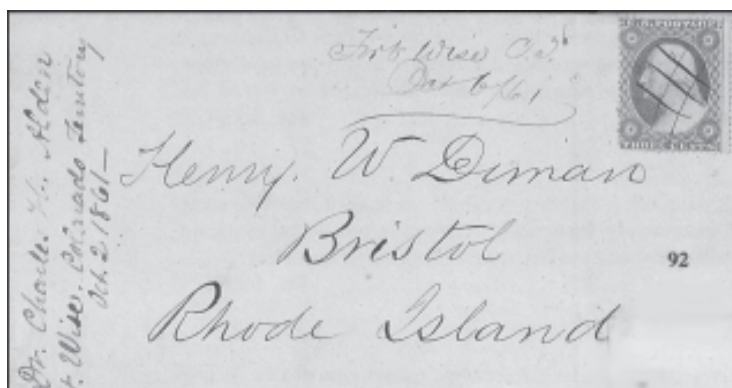
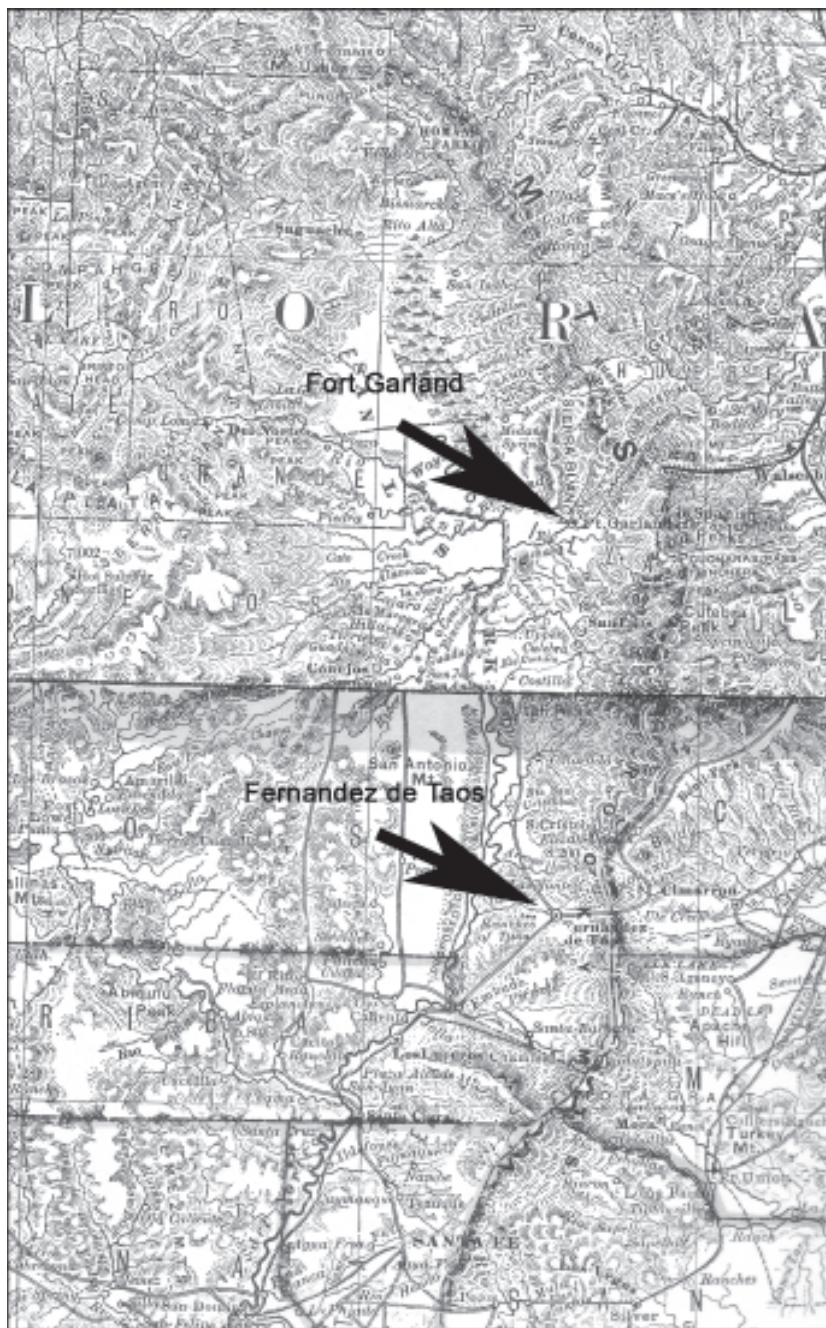


Figure 2 Fort Wise, Colorado Territory cover dated October 6, 1861 sent to Rhode Island. Note the sender and addressee are identical to the featured Fort Garland letter. Before the discovery of the March 25, 1861 Fort Garland letter, this cover was considered to be the earliest Colorado Territory fort letter.



Map 1 Portion of Rand McNalley's 1876 Map of Colorado showing the border (shaded horizontal strip) between Colorado and New Mexico.

recorded. They were carried to Taos by military courier; the earliest of the three is dated September 14, 1860.

When Colorado Territory was formed on February 28, 1861, Fort Garland was the only military post in the southwestern area of the new territory. Until a post office was established there in 1862, only manuscript markings identify mail from the fort. Until recently, the earliest known covers from Fort Garland, Colo-

rado Territory were mailed on September 12th and September 19th, 1862. But the discovery of a Fort Garland cover mailed nearly 16 months earlier has dramatically altered the picture. It is shown as *figure 1*.

A close inspection of the cover reveals some unique features. Docketing shows the sender as Charles H. Alden, an army contract doctor. The letter's recipient, Henry W. Diman, is a familiar addressee in Alden's correspondence from that time. (*figure 2*).

Two other factors are apparent. First, it appears that two different writing devices were used on the featured Fort Garland envelope. The docketing reflects a dark, thicker ink than the address, which was written in thinner writing fluid. Second, it seems that two different people wrote on the cover. The Fort Garland cover and the *figure 2* Fort Wise envelope both reflect Alden's heavier, less precise letters on the left, while the recipient's name and address is written in beautifully formed cursive letters that nearly encompass the entire envelope's front. Were the envelopes addressed by Diman himself and given to Alden for later usage?

Perhaps most noteworthy is the small "Denver City, Kas" cancellation seen on the envelope (*figure 3*). It is proof that Fort Garland's mail was handled at least in part by the Denver post office during the early months of 1861. Oddly, the *American Stampless Catalog* (Volume II) section on military forts lists only the Taos post office handling Fort Garland's mail before the fort received its own post office in 1862. Denver wasn't mentioned.



Figure 3 Double-circle cancel DENVER CITY, KAS struck on the Fort Garland cover. Ironically, this 26mm cancellation was used in Colorado after it became a territory. The earliest recorded example of this marking is March 18, 1861.



Figure 4 A sketch of Denver City, Kansas Territory as it appeared circa 1859.

LeRoy Hafen's detailed account of activity in early Colorado Territory does explain the postal situation during 1861. He states that after the discovery of gold in the Pike's Peak region, the old Taos Trail was traveled extensively from New Mexico to the mining camps in northern Colorado. There was also an increasing clamor for more expeditious mail service between the two territories. In 1860, a letter from the Denver area to Santa Fe had to travel by way of Kansas City.

By the spring of 1861, Hafen reported that an almost complete line of postal stops existed between Denver and northern New Mexico. In fact, when a mail line was established between Denver and Colorado City (Colorado Springs), only a 40-mile gap existed between Colorado City and Canon City in the Denver-to-Santa Fe route. During the same period, a private pony express was operated weekly between Denver and New Mexico, and during part of the year a military express ran from Canon City to Fort Garland.

It is believed that the March 25, 1861 Fort Garland letter to Rhode Island is now the earliest recorded military fort cover from Colorado Territory. One wonders what other early fort covers from there await discovery?

The author is very grateful to Bob Chow, Steve Morehead and Norm Ritchie, noted postal historians who provided guidance as I sought information on this project. I'm especially indebted to Bill Bauer, esteemed

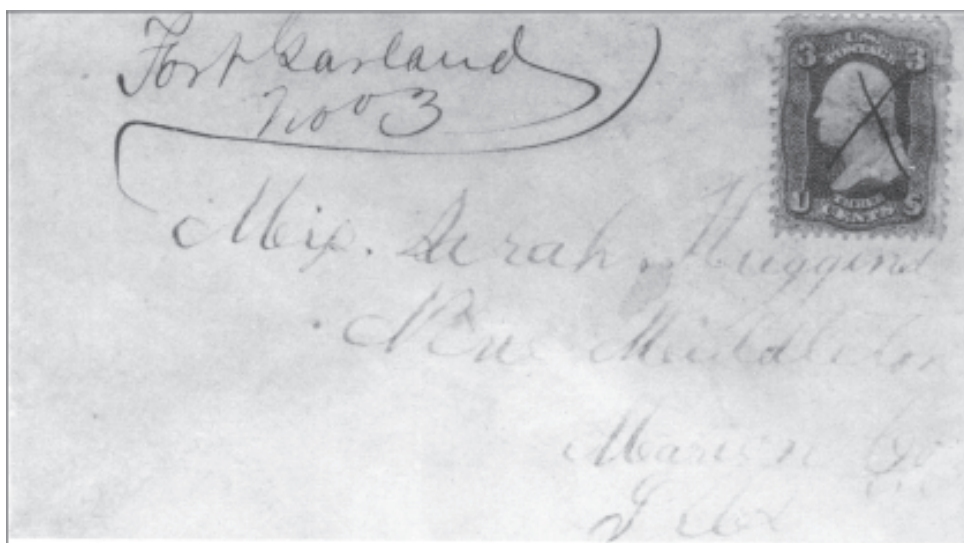


Figure 5 An early Fort Garland cover on which a 3-cent 1861 stamp was affixed. It has been described as the latest manuscript marking seen on a Fort Garland cover.

Colorado postal historian who kindly offered his knowledge and expertise to me as I searched for answers. It was a pleasure meeting these gentlemen.

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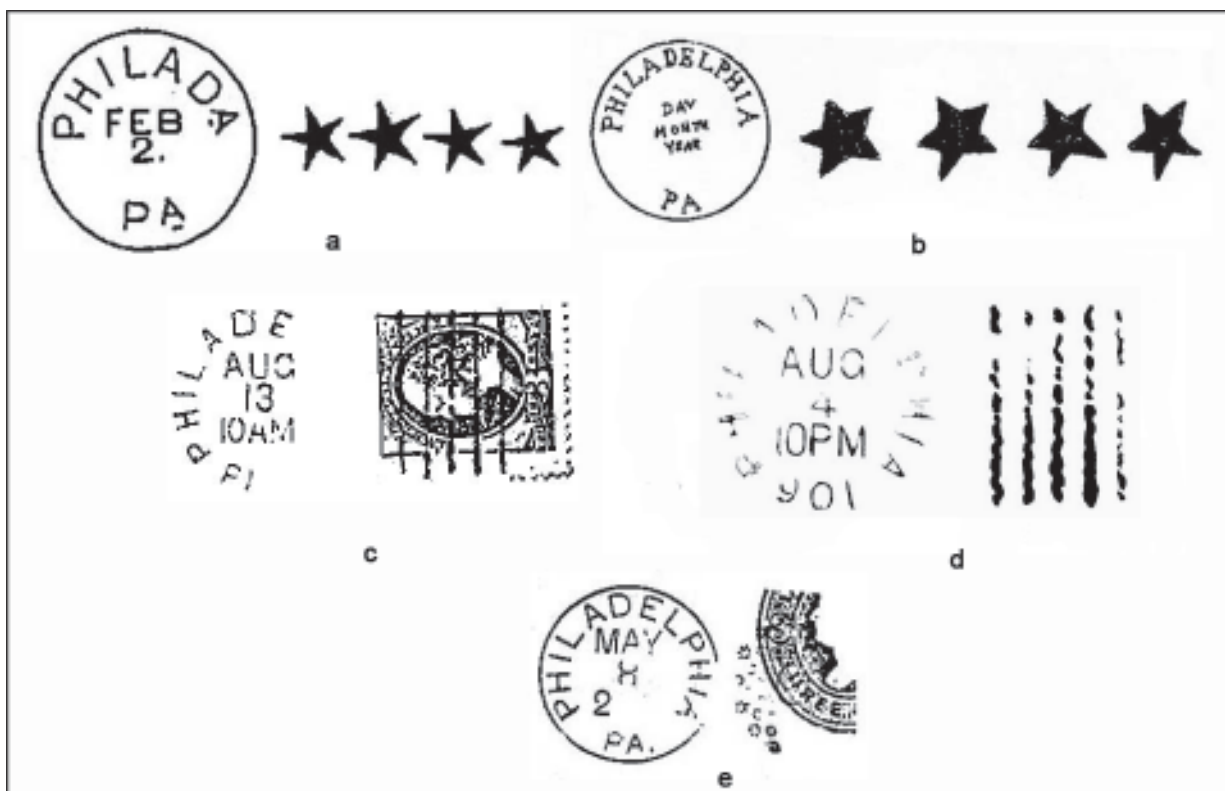


Figure 1 Four machine cancels – There are now five recognized late 1870's Philadelphia experimental machine cancel types: a) the 0230 Palmer and Clark patent cancel; b) the 0230A Palmer and Clark variant cancel; c) the 0231 unknown inventor "machine" marking; d) this new variety of the above, with "901" or "106" in lieu of PA; e) the 0232 Anthony C. Paquet field of stars cancel.

A Fifth Philadelphia "Machine" Experimental

by Tom Clarke

Like the phoenix springing to life from its ashes, the cover front illustrated here is reborn from what appears to be a tired, old pile of rubbish. Probably a family cleaned out old Doc Briggs attic or a trunk containing old business papers, because it appeared at the same time as other equally disheveled covers and cover fronts all addressed to the same man.



Figure 2 A Pharmacist's store ticket or apothecary weight c.1880 (21½ mm); the "3ii" translates as 2 drams ("drachms") weight, seen in Dr. Briggs' recipe.

John Miller & Son of xx5 North Third Street in Philadelphia sent a bill (perhaps) to the good doctor and, following the custom of many in the late 19th century, he or his assistant turned the envelope into a file card

of sorts. A fascinating recipe for a concoction no doubt to cure some real or imagined ill appears on the reverse. We can see the abbreviation for drams, "3i", in the right column (note the T. H. Roemner, Philadelphia pharmacist token-weight illustration).

The reverse shows typical doctor writing (*figure 3*). Only a few of the list of ingredients are legible. We can read "bromid..." and "morph[ine?] sul[phate?]" and "Teaspoonful...". It does sound potent. Are there any physicians or pharmacists reading this who can make sense out of it? Maybe we can get together, go online, and sell the stuff, and make Google or eBay work for us!

The cancellation

Philadelphia postal markings in the late 1870's were a study in experimentation. A variety of hand cancellers were used and then discarded, perhaps owing more to the acumen of salesman John Goldsborough, the manu-

Tom,

Last July, Bob Payne sent me a photocopy of a similar item (scan attached) and asked if I knew anything about it. It apparently was in Bomar's collection. This is the extent of my knowledge regarding this cancel, which certainly looks like a machine cancel with a dial similar to the American 90 NDS type. I don't have an example myself. Contact Bob, as he may have learned something since. If you learn anything else about it, please let me know.

Norm

Hello Bob,

Norm Shachat tells me you asked if he had any information about your 8-13 NOR machine cancel, same as the one attached which I recently acquired. Have you discovered anything more about it since writing Norm?

Some of the most fertile years in Philly cancel trials were 1877-83. This one is a rather gruesome front only, used as a receipt of sorts, with a heading at the top and a list of chemicals (?) . . .

The stamp is presumably a Sc 184 (Feb 1879). The darnedest thing is the number 901/106 below. Do any other experimentals or early city machines contain similar code numbers?

Good Evening Tom

Received your e-mail and your rimless Aug 4th (circa late 1870's maybe very early 80's). It must of been ages ago when I inquired about the other copy with Norm.

The two examples are strange beasts. As you may have noted I did list it in my 19th Century Pseudo Machines some time ago. I had sent Roger a copy of the listing for US Cancellations . . .

I cannot add anything to the subject on the rimless Philadelphia, really not sure if it is a mechanical stamper or handstamp. I do lean towards it being mechanical stamper but can't prove it. We need to come up with a patent as none of mine leads me to identify this one.

I continue to look for any interesting and early ribbon stamper cancels.

The one thing that is truly baffling is the "901"

If anything new develops on this rimless I'll let you know.

Thanks for your update.

Bob Payne

"Machine" cancels?

The "901/106" cancel is mentioned as a machine product, but that is misleading. Most collectors today translate "machine" to indicate a marking that was affixed electrically. But, of course, electricity was only made practical in 1879, when Edison revealed the first light bulb. So, during this time period, "machine" implies cancels by man-power (possibly belt-power), and for at least a dozen or more years.

Bob Payne referred to a "mechanical stamper" above. Options of the day would include

- a) a "slapper" type — the clerk places the letter beneath and slaps down on the broad top piece with his palm;
- b) a "crank-automatic" type — the clerk properly "faces" some mail, lays the stack on a tray, turns the crank, and roller mechanics grab each letter in turn and impress the marking.
- c) a "ribbon" type — Bob's special interest is in locating cancels that were created from a continuous inked ribbon, as opposed to ink from a pad. (These are recognized by the resulting minute woven pattern of the ribbon.) Such a machine would function in a way similar to the recently debuted typewriter at the Centennial Exposition in Philadelphia in the fall of 1876. (Interesting that this is the same time that Palmer and Clark's experimental received a patent, however it used a pad.)

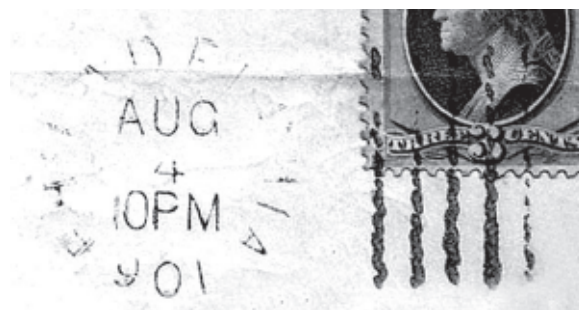
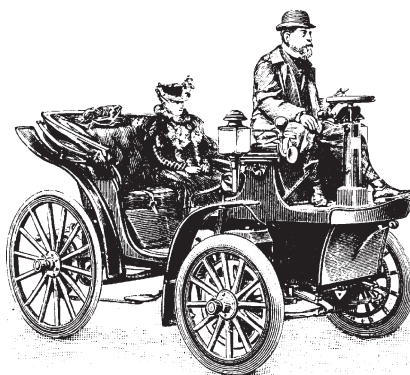


Figure 5 A closeup of the "901/106".

Looking closely at the "901/106" item, the impression is indeed uneven as you'd expect from a handstamp. There is even a distinct stutter that can be seen in some of the dial's letters. Yet the fine lined dial lettering suggests modern machine metal dials, and brass devices were offered from the pages of the monthly *Postal Bulletin*. Certainly it hasn't been hand-carved from boxwood. Thus it could have been made by a "slapper" type machine that employed printer's type for the let-

tering. It doesn't seem likely that an experimental prototype would be made using a more expensive, tedious method.

To date the item is unique. If there is another example known or anyone has information on a similar "machine" cancel from a different town, please eMail the writer at ocl-tom@ix.netcom.com, and hopefully with a detailed cover scan.



American Philatelic Society

Contact: Ken Martin

APS Headquarters
P.O. Box 8000
State College, PA 16803
814-237-3803 ext. 218
814-237-6128 (fax)
e-mail: stampshow@stamps.org

NEWS



APS STAMPSHOW, the nation's largest annual event for postage stamp collectors, will take place at the Sacramento, California Convention Center from August 12-15, 2004. Hours for the show are 10 am to 6 pm on Thursday, Friday and Saturday, and 10 am to 4 pm on Sunday.

The show will feature about 150 dealers from throughout the U.S. and abroad, a multi-session Regency Superior auction, first day ceremonies, 13,000 pages of exhibits, and more than 125 meetings and seminars. Approximately 50 national philatelic organizations will participate. Admission is free.

While the auction sessions should realize \$1 million, there will be a dozen special booths where all items will sell for \$1.00 or less. And at one booth, anyone may pick through thousands of stamps and take as many as they can fit in a bucket for only \$5.00.

Special exhibits will include the One-Cent Z Grill, the most valuable United States stamp and the Inverted Jenny. Stamp designer Chris Calle will be present with examples of many of the stamps he has created for the U.S. and other countries.

Seminars on eBay and the Citizens Stamp Advisory Committee will likely be especially well attended. The U.S. Postal Service will issue a new stamps featuring "Giant Magnolia's on Blue Velvet" by Martin Johnson Heade in a ceremony at noon on the first day of the show. A cachetmakers bourse will be held on Saturday.

Full details on the show including lists of the participating dealers and exhibits, and the schedule will be posted to <http://www.stamps.org/StampShow/intro.htm>. The exhibit prospecti, forms to request meeting, seminar and booth space, and a form to volunteer to help with the show are all available from the website or by calling the APS at 814-237-3803 ext. 217.

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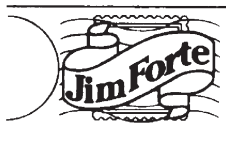
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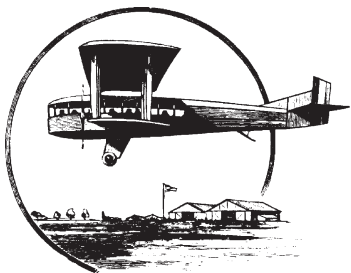
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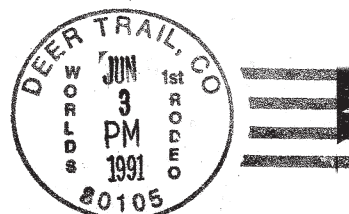
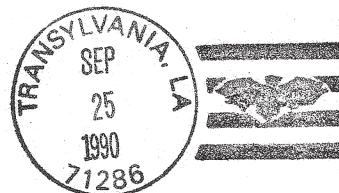
Strange but true, it is easier to find what U.S. post offices existed in 1902 than to find out what U.S. post offices are operating in 2002.

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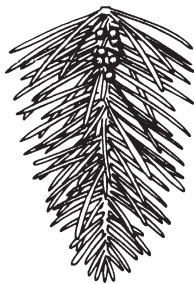
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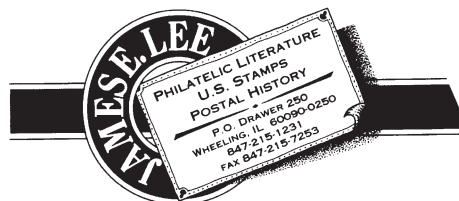
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Hal Vogel — halvogel@ispwest.com

Jim Walker [NJ: Coryell Ferry Stamp Club. Collects NJ & Eastern PA postal history] — jiwalker@earthlink.net

W. Danforth Walker [MD: Baltimore, Howard Co., Westminster]x

— dan@insurecollectibles.com

Gordon L. Wall [AZ, CA, NV, NM, WI, Finland, Canada]

— gordonwallwis@aol.com

Charles Wallis [OK Indian Territory] — cswallis@telepath.com

Lauck Walton [Early US machine cancels, unusual usages on postal cards, C&D, county & postmaster cancels] — jwalton@shentel.net

William C. Walton [Mexico, Territorial covers]

— waw078@webtv.net

Ron Wankel [Nebraska & WWII APOs on #UC9]

— rwankel@aol.com

Ron Ward [Maryland PH] — Anoph2@aol.com

Robert Washburn [modern US postal history 1950s on]

— stamps@kynd.net

Jim Watson [Mendocino/Lake Co. CA cancels] — pygwats@mcn.org

John S. Weigle [CA: Ventura Co; interrupted mail; officially sealed mail of world] — jweigle@vcnet.com

Rich Weiner [18th & 19th C letters w/ high content value; NC stampless Covers] — rweiner@duke.edu

Larry Weinstock [Dealer-Western postal history]

— wstamps@comcast.net

Robert B. Whitney — rmwhit1@juno.com

C. Michael Wiedemann [Cutlery advertising, FL postal history]

— cmikew@mindspring.com

Clarence J. Winstead [NC postcards, RPOs & Doanes]

— clarencwinstead@hotmail.com

Richard F. Winter [maritime postal history] — rfwinter@bellsouth.net

Kirk Wolford [P.H. Dealer] — krkstpc@goldstate.net

Bob Yacano — ryacano@triad.rr.com

Gene Youngman — youngmanpc@yahoo.com

Nicholas Zevos [Postal history of Northern New York]

— zevosn@Potsdam.edu

Michael Zolno — mzolno@aol.com



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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. [35-5]

POSTAL HISTORY featured in our mail bid sales. Free catalogs. Juno Stamps, 1765 Juno Ave., St. Paul, MN 55116-1467. junostamps@aol.com [35-3]

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet website: <http://www.postal-history.com>. [36-2]

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>. [36-3]

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

ILLINOIS, SNOWFLAKE (Franklin County) (1886-1907) wanted, manuscripts or postmarks. Send photocopies & prices to: Kenneth Bieda, PO Box 72248, Roselle, IL 60172-0248 [35-4]

WASHINGTON, DC COVERS wanted. Non-machine 1900-1915. No 3rd class. Carl Stieg, 260 Merrydale Rd., Apt 15, San Rafael, CA 94903. carl_phil@webtv.net [35-6]

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]

MISSOURI CARDS and covers in these counties: St. Francois, Ste. Genevieve, Washington, Jefferson, Iron, Madison and Perry -- territorial to 1945. Description and/ or copies with price first letter. Especially desire Ste. Genevieve Internment Branch covers and PPC of the Camp as well as paper ephemera of above counties. Bob Schmidt, 5984 Highway Y, French Village, MO 63036 [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.,
[35-3], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

July 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: jiwalker@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]

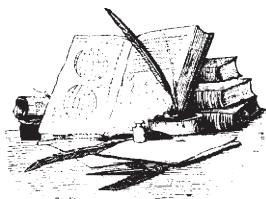
OHIO-ATHENS County. Postmarks on cards, letters, or other post office identification for the following Athens County post offices: Allans Store; Bessemer; Big Hocking; Brettland; Denmans Salt Works; Derthick; Doanville; Englishtown; Federal; Fisher; Grosvenor; Hamlet Run; Hartleyville; Hawkeye; Hocking 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]

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].

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: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [36-2]

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: hombresello@ca.com. [36-2]

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [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: \$105.93.) Jim Mehrer, 2405- 30th Street, Rock Island, IL 61201. [36-2]

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]

LITERATURE: FOR SALE

Interested in Advertising covers? A large collection of organ and piano covers and ephemera related to Washington, New Jersey, featured in the New Jersey Postal History Society's journal NJPH in 2003 & 2004, and earlier in the APS journal [Dec 1996], now available on CD in PDF format. Included are 3 articles, and over 200 images of the original album pages, including covers and other ephemera 1880-1910. Easy navigation of this amazing collection. Offered by the New Jersey Postal History Society for \$20 postpaid to US addresses, \$22 abroad. Contact: JWaltan, 125 Turtleback Rd, Califon, NJ 07830 or email NJPostalHistory@aol.com. [35-3]

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; janefohn@sbcglobal.net [35-3]

BUYING?SELLING -- US mint and used postal cards, reply cards, covers and machine cancels. Dick Borkowski, P.O. Box 118, Edgemont, PA 19028. [35-4]

AIRMAIL COVERS - Commercial Only (No First Flights or philatelic)-United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C9 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 100, Chatsworth Island, NSW 2469 Australia [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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LA POSTA is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just \$25 per year, most of our readers consider us to be the best bargain in postal history today.

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Hello Richard:

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

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1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

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Back Cover 1/2 page	One Issues	\$250.00
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	Four issues	\$800.00
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**E-mail your ad to Cath Clark at: laposta_cclark@hotmail.com or send to:
La Posta, PO Box 100, Chatsworth Island, NSW 2469 AUSTRALIA
Phone Between 3:00 pm & 10:00 pm PST (011) (61) (2) (6645-1829)**

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