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COVER: Our cover illustrates three envelopes mailed by people involved in America's World War II effort to develop and test atomic weapons against a backdrop of a Pacific nuclear test blast. Given the top-secret nature of all civilian and military activities associated with "the bomb", postal history evidence is not commonly available. Highlights of the story and what to look for in the way of postal history artifacts are detailed in this issue.

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Publisher's Page

The great Boxing Day Tsunami hit close to home for Cath & I. It's not that we were directly impacted in any way, for all the energy of the quake was directed north and east away from the heart of Indonesia and well away from Australia. But our hearts sank depressingly as reports of the damage to Thailand's Andaman Sea resorts began to appear on television. Those islands became important parts of our lives in the late-1980s and early 1990s as we made several trips to them in an effort to find relief from the Pacific Northwest winters. In fact, Cath's photo of the long-tailed boats on the main beach at Phi Phi Island was the background image on the April-May 2004 *La Posta* cover. Phi Phi in the late-1980s was magical holiday playground.

Only a few years beyond the "backpacker" stage, there were a few low-key resorts featuring thatched-roof bungalows, a scattering of casual restaurants and Thai-operated stalls. There were absolutely no motor vehicles. Europeans, Americans and Thais intermingled freely on the beaches. There were no jet-skis, no noisy parasail boats and the idyllic calm was broken only by the sound of a small number of long-tailed boats or the periodic arrival of the mainland ferry exchanging tourists and day-trippers. Phi Phi was nearer to my own personal image of the "ideal tropical beach resort" in those days than any place else I've ever been.

Cath & I returned to Phi Phi in 1991—in fact, we spent the entire combat phase of Bush 41's Gulf war blissfully unaware of the blow-by-blow details. The island had become more developed in the four or five years since we had first visited. There were more visitors, but it was still quite laid-back and a great place to visit. We decided to investigate some of Thailand's other Andaman Sea islands that were still less "discovered" on our next trip.

The utter destruction and terrible death toll at Phi Phi, Phuket and beautiful Ao Nang near Krabi was emotionally devastating. We knew those places. We had made friends there—both Thais and visitors. We very nearly convinced ourselves that we should buy a condo at Ao Nang. Needless-to-say, like many of you, we dashed off a check to an international relief organization active in the region to offer at least a small amount of financial support.

My thanks to you readers who have e-mailed your good hopes that we were not impacted by the disaster here in Australia. Fortunately, as I've said, Australia was spared, but many people and places near and dear to our hearts were tragically harmed.

This issue of our journal contains a rather lengthy article on America's World War II development of the atomic bomb. Sixty years ago, a fairly small number of men and women were caught up in a race to develop and test a

nuclear weapon. Laboratories and test facilities at Oak Ridge, Tennessee; Hanford, Washington; and Los Alamos, New Mexico, were high-security hot-spots where this top-secret research took place. A special unit of the Air Corps—the 509th Composite Group—had been created and was in training at remote Wendover Field, Utah,

for a mission the details of which would remain unknown to all but a very few until the day of take-off. In July a bomb blast lit-up the early southern New Mexico sky that was to mark the beginning of a whole new age of mankind. The following month two more atomic bombs were dropped on Japanese cities and the Second World War came to an abrupt end.

The purpose of my article is to provide collectors with details of some of the postal history associated with the Manhattan Project and the Operation Crossroads tests that were conducted at Bikini Atoll after the war ended.

I hope you will forgive my rather lengthy discourse, but I wanted to present the entire story in one issue and, *quite frankly we really are in need of postal history articles of all types at the moment*. This subject has not been heavily treated by American postal historians. Probably the greatest collection of Manhattan Project material was that formed by the late Paul Filipkowski. Most of Paul's collection was donated to the Los Alamos National Historic Museum and the Smithsonian Museum of American History. Fortunately, the Filipkowski Collection has been made available for viewing on the internet by the Manhattan Project Heritage Preservation Association, Inc. Interested readers should direct their browsers to:

http://www.childrenofthemanhattanproject.org/COLLECTIONS/MP-PFIL/Pages/PFIL_Gallery_Directory.htm

Tom Clarke, Dan Meschter, Dennis Pack, Michael Dattolico and Bob Schultz have all contributed outstanding pieces of postal history research to this issue. These fine fellows—thankfully—have provided the diversity of subject matter that we aim for this time, but I urge each of you to consider seriously becoming one of our authors in 2005. We all have ideas and areas of interest in the hobby that cry out to be shared. While we pursue this wonderful avocation for the most part as individuals, there are great and satisfying benefits that can be derived from sharing. Won't you join in?



Richard W. Halbur

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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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The Manhattan Project & Beyond: Postal Historic Evidence

By Richard W. Helbock

Preface

Legacies of the Second World War—both domestic and international—have dramatically changed the way we all live on our small planet. Participation of huge numbers of women and people of color in the war effort forever altered perceptions about the proper role of women in society and the expectations of minority ethnic and racial components of the American population. The 1960s saw these new attitudes become important civil movements that were eventually translated into legislation. The GI Bill—a promise of government sponsored education for all those who fought for their country—spawned a massive growth in higher education and advanced training in post-war America. Increasing skill levels led directly to greater expectations on the part of the middle class and both of these factors dovetailed nicely with American industry's goals to sell more homes, automobiles and refrigerators as it shifted production from military to civilian requirements.

The impact of these social changes on the broad American landscape was no doubt unimaginable to those who conceived and implemented the policies that set them in motion. A post-war middle class enriched with better education, good jobs and more money to spend demanded a piece of the American dream. The “dream” was typically defined in material terms and often included a family with two or more kids, a comfortable home with a green lawn and trees in the suburbs, a nice shiny new car that could be replaced every few years and a generous helping of those new gadgets and toys that rolled off America's production lines in ever-growing quantities.

America's birth rate began to climb impressively in 1946 and remained well above historic levels for more than two decades. The term Baby Boom was coined,

and it wasn't just America that experienced this upsurge in post-war population. Physical manifestations of the American Dream included the conversion of huge tracts of previously rural land surrounding most cities to vast suburban sprawls featuring not only housing, but schools, churches, shopping centers, golf courses, drive-in theatres, cemeteries and all those other features of human occupation we have come to know so well. Tying all this together, we built incredible networks of streets, roads, highways and, in order to link one growing metropolis with another, super highways—the Interstate System.

Internationally, the legacies of World War II were no less revolutionary. Although the American Dream—or some local variation thereof—was largely restricted to industrialized nations of North America and Europe, two much more widespread legacies of the war had taken root in Asia, Latin America and Africa (the Third World as we began calling it): access to Western medicine and public health standards, and the death of colonialism.

Both of these legacies were the result of increased contact between Westerners and Third World regions and their people. American, British, French, Canadian, Australian, and yes, even German and Italian citizens serving in the armed services of their nations were stationed or posted to scores of Third World areas during the conduct of World War II. Health care workers—most military, but some civilian—brought drugs and improved sanitation practices that soon passed outward from the military bases and were adopted by the broader population. Chronically high infant death rates began to plummet and preventable diseases such as malaria, cholera and dysentery went into decline. The impact upon population growth was astounding; particularly across Africa and Asia.

The death of traditional political colonialism was a much more complicated phenomenon. Colonial policies of Britain, France, Germany, Netherlands, the United States and others had already attracted local opposition in the Third World before the war, but the war seemed to act as a catalyst in unifying local independence movements. Each colony followed a unique path toward independence in the post-war world, and each colonial power reacted to the death of colonialism in its own particular manner. There were negoti-

Richard W. Helbock earned a Ph.D. in economic geography at the University of Pittsburgh and completed post-doctoral research in demography at the Center for Population Studies at the University of North Carolina. He spent 18 months working with the Pakistan Institute of Development Economics in Islamabad and has authored several scholarly articles on economics and population growth in Pakistan.

ated, non-violent arrangements such as that achieved between the United States and the Philippines. There were largely non-violent, but direct confrontations involving civil disobedience such as that led by Ghandi in achieving India's independence from Britain. And there were long, terrible bloody wars such as that led by Ho Chi Minh against the French in Viet Nam.

Whatever the mechanism for political change, the map of Asia and Africa—and to a lesser extent, the Caribbean—changed from the broad swathes of pink and blue of pre-war European ownership to a patchwork of colors representing newly independent nations.

According to widely held popular opinion—both here in the United States and throughout most of the world—the World War II legacies cited above are perceived as good or positive effects. Living standards in America, Europe, as well as a reconstructed Japan have improved dramatically for the average citizen over the past half-century. People are living longer. They are better educated, healthier (discounting lifestyle choices) and have access to more material goods than any people in times past.

Despite these overwhelming positive aspects, we are beginning to sense that there are hidden costs to our rapid expansion of consumption. Some of the more obvious costs involve loss of air and water quality, but others such as depletion of natural resources and the impact of pollution on global systems of climate and ocean circulation are only now being documented. Naturally, since any restriction of the production process would have negative financial implications for the producers, all of these “hidden costs” are being fiercely challenged and they remain a subject of lively debate.

The effect of the aforementioned World War II legacies throughout the Third World is even less clear. Improved health care and sanitation provide obvious positive benefits for the millions living in Africa and Asia, but, without the kind of societal changes that led Europeans and American to limit their family sizes, many Third World populations have raced far ahead of the ability of their village-based economies to feed them. The result has been half a century a local and regional natural catastrophes caused by drought, flood or pestilence. In recent years, these natural catastrophes have been exacerbated by tribal wars that have attained horrific proportions such as the Hutu versus Tutsi conflict in Rwanda.

There are a few recently independent countries that have become politically stable and prosperous such as South Korea and Malaysia; others that have enjoyed some political and economic progress including Egypt, Kenya, the Philippines, Morocco, Tunisia, and, more recently, India and China. But the vast majority of sub-Saharan African nations are chaotic regions of misery led by ignorant, greedy warlords who have seized power through the gun and hold their people in poverty while squirreling away the profits from whatever natural resources they can—often with the aide or acquiescence of outside economic interests. This situation has also plagued some Asian nations, but to a lesser extent than in Africa.

If these *outwardly positive* legacies are now beginning to appear somewhat tarnished by a growing suspicion that they might not have been well thought out in terms of their long-term consequences, then there is another major legacy of World War II that was controversial from its inception and remains no less so today. That legacy is nuclear weaponry, and the purpose of this article is to investigate the postal historic evidence of its beginnings in the United States.

World War II development, delivery and testing of nuclear weapons in the United States were shared among the military services. The Army Corps of Engineers was in charge of designing and building an atomic bomb, the Air Force—newly evolved from the Army Air Corps—delivered the bombs that destroyed

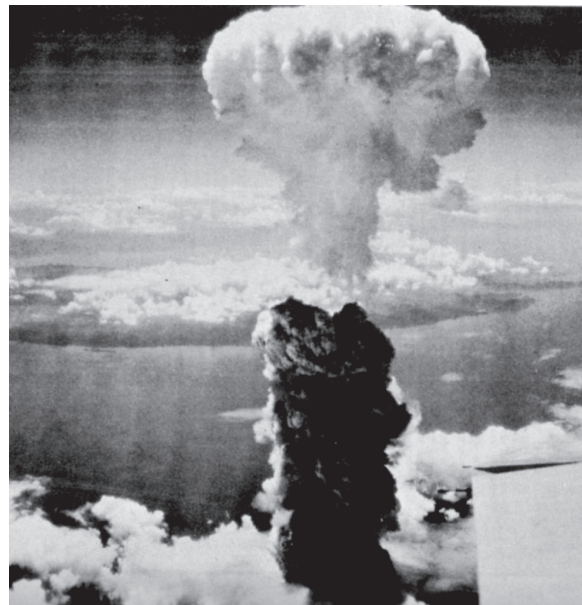


Figure 1 A nuclear cloud rises over Nagasaki off the wing of a US Air Force observation plane.
(US Air Force photo)

Hiroshima and Nagasaki, and the Navy was given oversight of a series of Pacific nuclear tests in the immediate post-war period known as Operation Crossroads. There was some measure of inter-service cooperation and involvement in each of these three phases, but, in the interest of organizational simplicity and because the phases lend themselves to a useful chronology, we will relate the story according to the primary military service responsibility.

The Manhattan Project: US Army Design & Construction

General Leslie M. Groves, U.S. Army Corps of Engineers, was chosen to supervise a project to design, develop and test an atomic bomb. In the autumn of 1942, when Groves was appointed to head the project, no one knew whether such a device could be built and detonated, *and* if it were detonated what the consequences would be.

Physicists hypothesized in early 1939 that an atom of uranium-235—a rare heavy, but very unstable, element—could be split, and that in so doing a tremendous amount of energy would be released. Almost immediately, some saw the potential of such a feat as a means of producing huge amounts of power to light cities and operate industries. Others—given the dark side of human nature—visualized an incredibly powerful weapon that could swing the course of conflict and make its owner the most powerful nation on the planet.

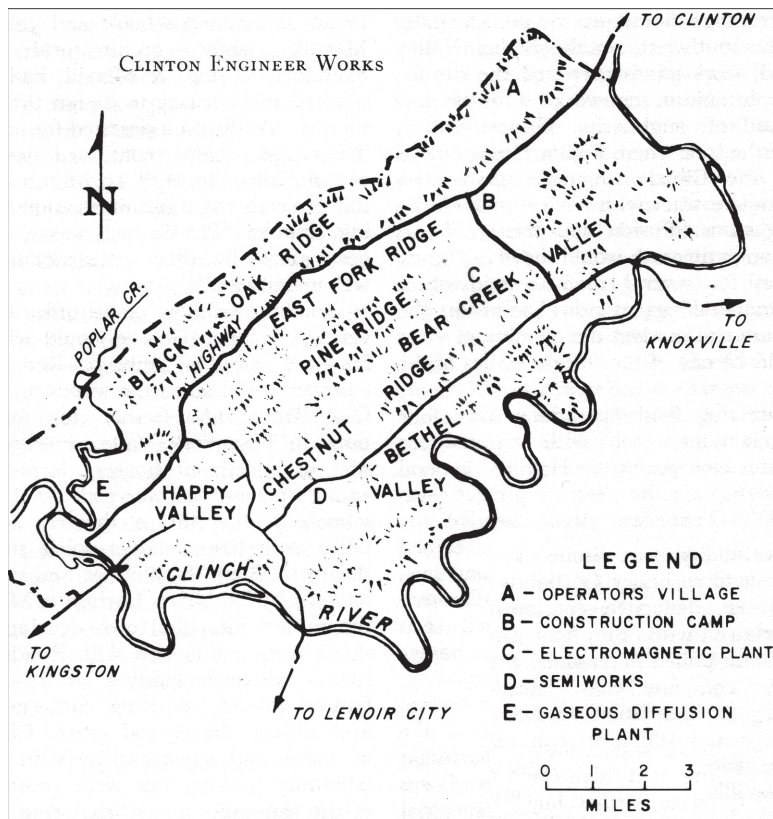
In late 1939 President Roosevelt authorized a group known as the Advisory Committee on Uranium. Chaired by Dr. Vannevar Bush and composed of members of the Bureau of Standards, the Army and the Navy, the Uranium Committee met with civilian physicists and chemists from time to time in order to keep abreast of developments in the area of atomic research. The committee learned in April of 1940 that the Kaiser Wilhelm Institute in Berlin was engaged in an extensive uranium research program. Alarm bells rang in Washington.

The National Defense Research Committee (NDRC) was created in June 1940 and one of its tasks was to set the Uranium Committee on an ambitious research program conducted through universities and public and private institutions. Funding was through the Army and Navy Departments. The University of California and the Metallurgical Laboratory of the University of Chicago were two of the leading partici-

pants in this research. In November 1941 the Uranium Committee oversaw 16 projects exploring both the energy and weapons potential of uranium atom splitting, or fission, funded at a total of \$300,000.

Among the discoveries made by this research was that Uranium-238, a stable form of the element found in nature, could be transmuted into a new, highly fissionable element called plutonium. In March 1941 a team from the University of California succeeded in creating sub-microscopic amounts of Plutonium-239 and confirmed that neutron bombardment of Plutonium could indeed produce a fission reaction. Following these discoveries, the University of Chicago team began researching the subject of designing and building a plant for the conversion of uranium into plutonium. Work on this project was underway when the United States entered the war. On December 16th a decision was made based on the recommendation of the Uranium Committee's Dr. Bush to transfer research and construction of the proposed plutonium processing plan to the Army Corps of Engineers. A more detailed report of research activities, including the opinion of the Committee that construction of a nuclear weapon was possible and that such a weapon could be used decisively, was sent to President Roosevelt in June 1942. The President approved Bush's report and the next day the Corps of Engineers began organizing a new engineering district to carry out the Army's program to develop an atomic weapon. That district became known as the Manhattan Engineering District (MED) after the site of the district's headquarters in New York. Considerable thought went into the selection of a name that would be vague and not too specific so as to avoid arousing any unwanted outside interest.

One of the first tasks of the MED was to locate a suitable tract of land upon which to build the plutonium production plants. Initially it was thought that all the necessary facilities could be built at the same location. The site would require a very large tract of undeveloped land away from both coasts so as to minimize chances for enemy attack. Production would require large amounts of electrical power and an abundant supply of water. The climate must be mild enough to permit year round heavy construction, and the site should have good travel access to Washington, New York and Chicago. The area selected must also be able to supply an adequate civil labor force for both construction and plant operation. Colonel Groves, then



Map 1 Oak Ridge, Tennessee, site development plan (Source: Fine & Remington, *The Corps of Engineers: Construction in the United States*, page 670)

serving as Deputy Chief of Construction for the Corps, decided that the best place would be somewhere near Knoxville, Tennessee.

Oak Ridge

Exploration of the Cumberlands west of Knoxville in late June 1942 eventually led the Corps to select a 100-square-mile rectangular site with washboard terrain southwest of the small town of Clinton, Tennessee. Bulldozers arrived in the Clinch River Valley in early 1943 and began transforming the peaceful countryside into a mammoth construction project. Officially named the Clinton Engineer Works, work on the project was given a very high priority. Construction crews jumped from 1,000 men in January to 7,300 in April 1943 with the majority being drawn from local labor pools. At the peak of construction, Clinton employed some 47,000. Building materials were shipped by rail from all over the

country and freight cars soon jammed rail sidings for miles around the tiny stations of Elza and Oliver Springs.

Fine and Remington describe the early weeks of construction in *The Corps of Engineers: Construction in the United States* as follows:

In the northeast corner of the reservation, on the slopes of Black Oak Ridge, laborers battered subsurface rock to trench sewer and water lines for a residential community. To the south in East Fork Valley, alongside a new four-lane turnpike, carpenters erected plywood huts to house construction workers. Still farther south, beyond the crest of Pine Ridge, in the meadowlands of Bear Creek Valley, surveyors staked out base lines for the great electromagnetic plant. Some six miles to the southwest, on the Bethel Valley Road, work gangs prepared the site for the plutonium semiworks. On the low ground of neighboring Happy Valley, near the spot where Poplar Creek flowed into the Clinch, engineers scoured a 5,000-acre tract with a view to building the gaseous diffusion plant there.

Map 1 depicts the Clinton Engineer Works overall layout with reference to these distinct construction areas.

By the fall of 1943, Oak Ridge—the name chosen by Colonel J. C. Marshall who served as District Engineer until July 1943, had become a rapidly growing city and construction of its various labs was proceeding on schedule. Labor camps occupied three different locations and roads and utili-



Figure 2 The housing area along Black Oak Ridge. (Source: Fine & Remington, *The Corps of Engineers: Construction in the United States*, page 671)

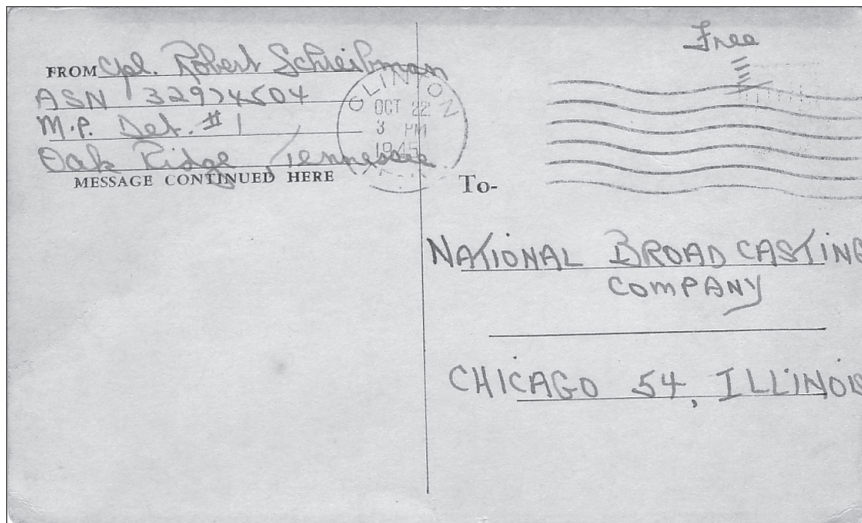


Figure 3 The Clinton, Tennessee, post office provided mail service for construction workers and military personnel at the Clinton Engineering Works in the early days, but more direct service became available with the opening of Oak Ridge post office in July 1943.

ties were rapidly improving. One year later saw Oak Ridge grow to become Tennessee's fifth largest city with 37,000 workers pushing the two main separation plants toward completion and the assembly of hundreds of pre-fabricated homes by builders in the residential area. *Figure 1* illustrates a contemporary aerial view of some of the prefabricated houses on Black Oak Ridge.

The Clinton plants finally all began successful operations by March 1945 and were ready to begin handling bulk quantities of fissionable material.

POSTAL SERVICE

Initially mail service was provided by the Clinton post office, and, as may be seen in *figure 3*, some mail from military personnel assigned to Oak Ridge con-

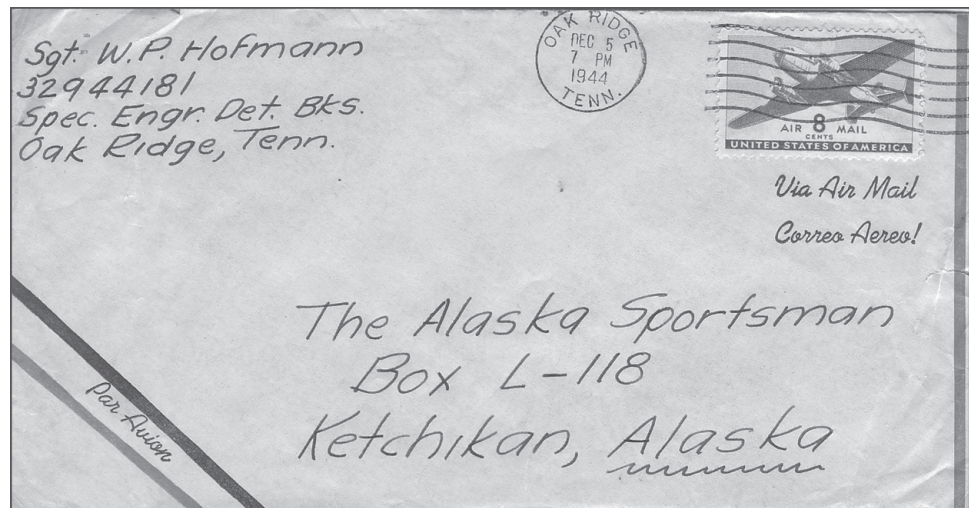
tinued to be postmarked at Clinton throughout the war. On July 30, 1943, a new post office with the name Oak Ridge was established with George E. Bowling appointed as its first postmaster. Classified branches of Oak Ridge were soon established at Gamble Valley, Trailer City and Wheat Colony and a new station was opened with the name West, to provide additional postal service to the sprawling new community. *Figure 4* illustrates a cover postmarked at the Oak Ridge post office in 1944.

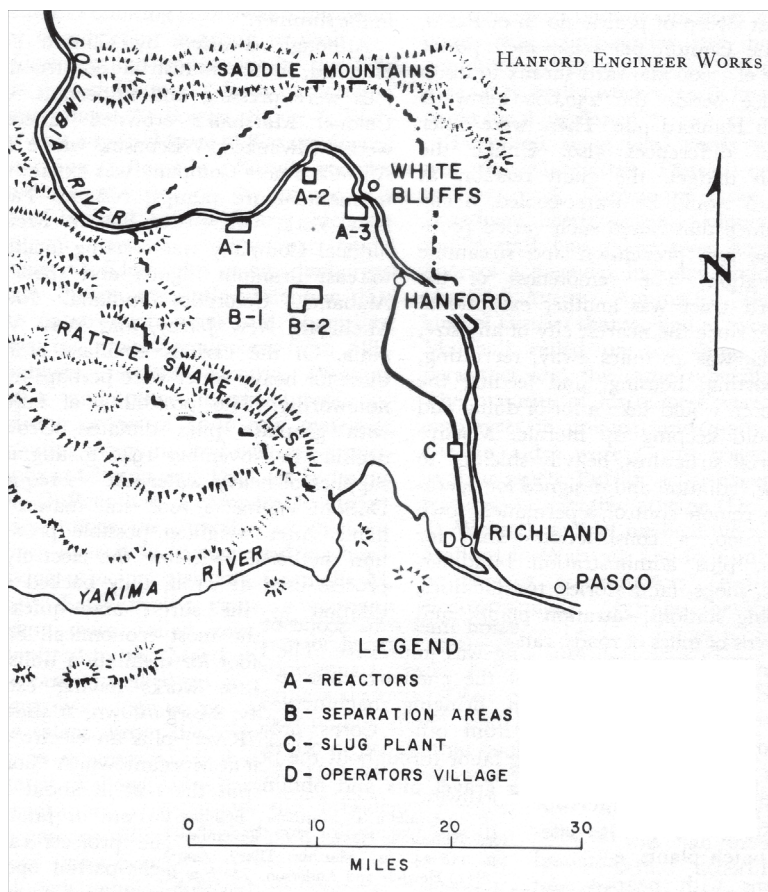
Hanford

Manhattan Project planners had originally planned to locate the full-scale plant for plutonium processing at the Tennessee site. In November 1942 operation of the plutonium processing plant was assigned to the DuPont Company and it was suggested that, for safety's sake, it might be best to locate the plant elsewhere than in Tennessee. As General Groves later wrote in *Now it Can be Told*:

I was more than a little uneasy myself about the possible danger to the surrounding population (from the production plant). The Clinton site at Oak Ridge was not far from Knoxville, and while I felt that the possibility of serious danger was small, we could not be absolutely sure; no one knew what might happen, if anything, when a chain reaction was attempted in a large reactor. If because of some unknown and unanticipated factor a reactor were to explode and throw great quantities of highly radioactive materials into the atmosphere when the wind was blowing toward Knoxville, the loss of life and the damage to health in the area might be catastrophic.

Figure 4 This cover was posted at Oak Ridge by a sergeant in the Special Engineering Detachment. These units consisted largely of technicians and scientists, many of whom had been drafted from their civilian jobs doing the same work, into the Army to continue working their jobs at lower pay and a more regulated lifestyle.





Map 2 Hanford, Washington, site development plan (Source: Fine & Remington, *The Corps of Engineers: Construction in the United States*, page 675)

It was decided therefore to identify another site at which to build the plutonium processing facility. The site needed to have abundant and reliable water and electricity. It must offer a hazardous manufacturing area at least 12 miles by 16 miles in size. This area must be situated at least ten miles upwind of the employees' residential area and no town of as many as one thousand residents could be within 20 miles of the plant.

Requirements such as these led Army site specialists to the western United States and they began focusing on three areas: northern California with access to power from Shasta Dam, southern California with power from Boulder Dam and central Washington State with power from Grand Coulee Dam. The third choice appeared to

be the best and on January 16, 1943, a decision was made to site the facility at Hanford, a very small community in the sagebrush Columbia plateau of central Washington. The Hanford site became one of the largest purchases of land made by the government during the war with a bit less than half a million acres procured.

The Hanford Engineer Works roared into action in the early months of 1943. In late March General Groves outlined construction plans for the site that included: three huge nuclear reactors spaced miles apart on the right bank of the Columbia River; two chemical separation areas south of the plants; a construction camp at Hanford; a plant for making uranium slugs and testing pile materials on the Richland-Hanford road; and a town providing residence for operating personnel at Richland (*map 2*). In early May 1943 there were 1,300 men at work on the project, but over the next three months DuPont recruiters enlisted nearly 10,000 more, mostly from the Great Plains. Construction on the multiple Hanford projects was dogged by supply shortages of steel and other crucial materials and suffered from labor unrest caused by stress from the relentless pace and isolation. Some

45 thousand workers were employed on the Hanford Project at its peak. Finally, on September 27, 1944, the first nuclear pile was loaded and ready. Fermi gave

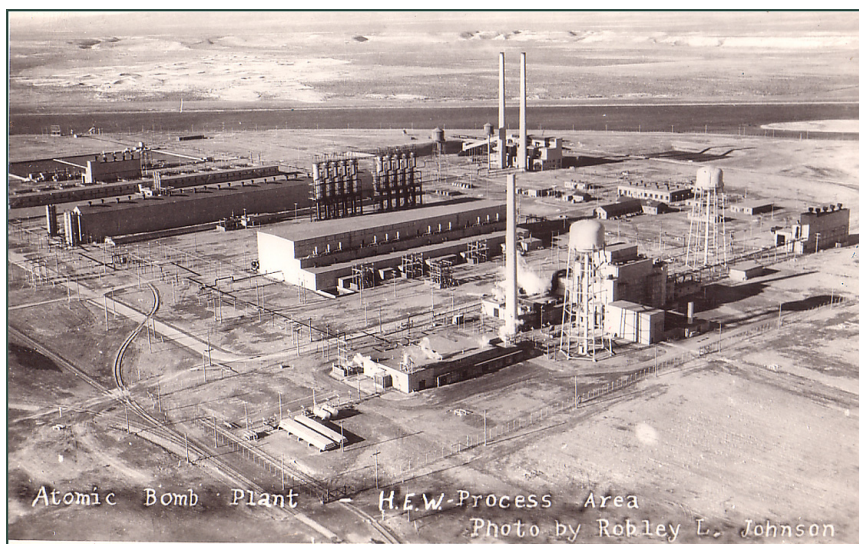
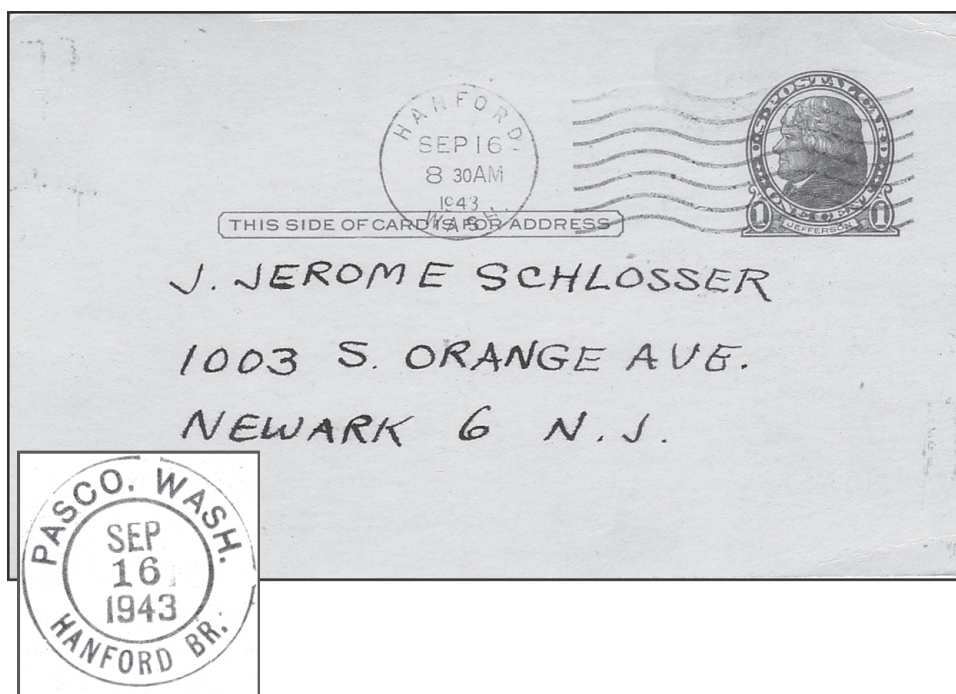


Figure 5 Contemporary post card photo by Robley L. Johnson showing an aerial view of the first pile area at Hanford still under construction.

Figure 6 Hanford Branch of the Pasco post office was established June 1, 1943, to replace the small rural independent post office at the Hanford General Store. This postal card displays examples of both the machine cancel and the utility dater used at the new branch. Examples of Hanford Branch postmarks from the WWII era are uncommon.



the signal to begin withdrawing the control rods to start the chain reaction. At first, the chain reaction started and it continued for a few hours before it suddenly died out. Back to the drawing boards went the DuPont engineers, and before too long they identified the mistake and took corrective action. The next attempt saw a successful and sustained chain reaction.

POSTAL SERVICE

Operating post offices existed at Hanford, Richland and Pasco in 1942. The Hanford post office was a very small facility located in one of the two general stores in the Community. It was closed on May 31, 1943, and replaced by Hanford Classified Branch of the Pasco Post Office (*figure 6*). Mail from construction employees tended to pass through the Hanford Branch. Mail from plant supervisors and operators was typically mailed through Richland or Pasco.

Los Alamos

The most secret and sensitive of all Manhattan Engineering District projects was known as Zia. Originally conceived as a top-secret research laboratory where the nation's brightest atomic scientists and top-flight technicians could design and develop an atomic bomb away from the glare of public scrutiny, Los Alamos—the name that stuck—eventually became a quasi-military compound jammed with 7,500 people engaged in ordnance, metallurgy and engineering as well as physics.

A combination of brilliant, but undisciplined, academics and overly security-conscious military people tucked away on top of a remote, scenic New Mexican mesa working under unbearable pressure to accomplish a project that had never been done before was a tailor-made recipe for discontent and failure. Yet, somehow, for better or for worse, it was a success.

Los Alamos was given a dual personality. It was a scientific laboratory operated by the University of California under the direction of Dr. Robert Oppenheimer. But it was also an Army installation under the Chief of Engineers and initially commanded by Lt. Colonel John Harman. The line of responsibility between the two leaders was far from well-defined.

The site was occupied by the private and exclusive Los Alamos Ranch School prior to the MED's selection, and a decision was made to allow the school to complete its January 1943 term before closing. Construction, however, was already being organized from a hastily established headquarters in Santa Fe, and throughout January workmen and the school population got in each other's way. By spring, the well-kept grounds and log and stone buildings of the attractive rural campus had been transformed into a collection of drab apartments, bleak barracks, makeshift laboratories separated by dirt streets and surrounded by chain-link fences. The first of the recruited scientists and technicians began arriving in mid-March 1943, and their reactions were said to range from indignation to despair. General Groves had ordered building

contractors to provide few amenities for civilian or military housing, and the accommodations on offer were Spartan apartments with paper-thin walls, inadequate wiring and old-fashioned cook stoves. There were no telephones, no gas, no sidewalks and no bathtubs except for those with enough rank and prestige to occupy one of the Ranch School houses. The chief complaint among the newly arrived civilian families was that there was no school.

Many of these problems were the result of normal “growing pains” for a project that was largely without precedent, but they had the effect of setting the civilian and military communities at odds with each other. This opposition experienced highs and lows over time, but it never completely disappeared.

The Army commander, Colonel Harman, was replaced by Lt. Col. Whitney Ashbridge, son of a wealthy Philadelphia family who had graduated from MIT and actually attended the Ranch School as a youth. Oppenheimer recommended that Ashbridge be appointed to Harman’s staff, and General Groves bettered his request and appointed Ashbridge as Commanding Officer beginning May 31, 1943.

Los Alamos grew rapidly in the summer of 1943. New housing was built for a population that would quickly double, redouble, and double once again before then end of the year. Water and power supplies were also greatly expanded. A modern 8-room school was erected. Research was aided by construction of an air conditioned, dustproof chemical-metallurgical laboratory, and a proving ground was built at Anchor Ranch, a few miles south of the laboratory-housing area.

The winter of 1943-1944 was exceptionally hard by New Mexico standards. Temperatures dropped to lows below minus 20 degrees and the snow fell heavily. In mid-January a three-foot blanket of snow covered Los Alamos and an addition of two feet of snow fell in the next eight weeks. Needless-to-say, construction was slowed, although not entirely stopped.

Early residents adapted and adjusted to life in Los Alamos. No doubt most were grateful for the improvements that had been won during the difficult months of 1943. Recruitment of new scientists and technicians continued as the Los Alamos mission evolved over time, and recent arrivals were often appalled by the situation they found in 1944. Fine and Remington describe “the Hill” thus:

Latecomers to the Hill found a world of barbed wire fences, armed guards, and snarling patrol dogs, where mail was censored and telephones were tapped, a world of spreading slums and pinching privations, where the austere Sundt Apartments (those built for the original civilians) were called “Snob Hollow,” where fresh milk, vegetables, and meat were occasionally in short supply, and where water and power were rationed. Uniforms were much in evidence.

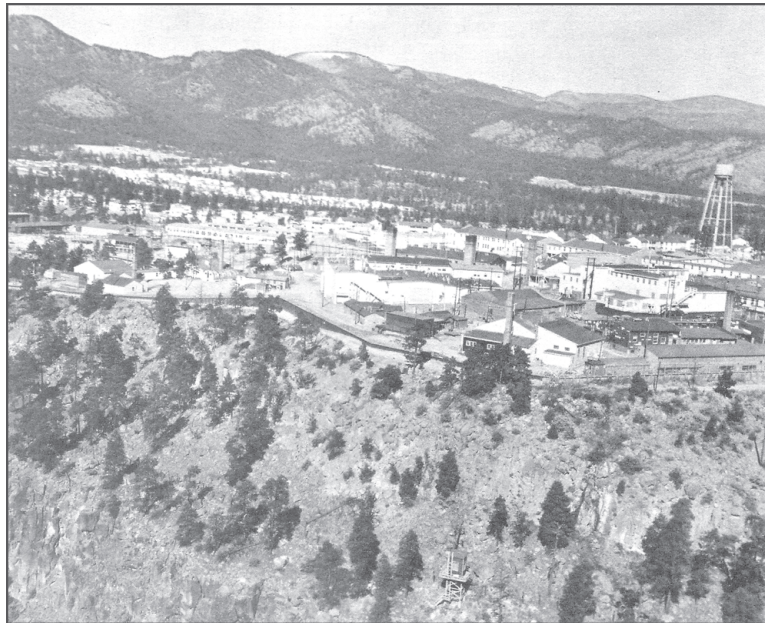


Figure 7 Contemporary war time aerial view of Los Alamos showing apartments, barracks and laboratories clustered on the arid plateau. (Source: Fine & Remington, *The Corps of Engineers: Construction in the United States*, page 699)

Every third laboratory worker belonged to the Special Engineer Detachment; many of these men, naturally disgruntled, were former Los Alamos civilians, drafted and put back in their old jobs as GI’s. Other soldiers were mocked as security “creeps” or custodial “plumbers” by the citizenry at large. Hostilities ran deep and factions flourished. Grievances were many and forcibly expressed.

Stress resulting from the many cares of military command caused Colonel Ashbridge to develop a heart condition and he collapsed

in late 1944 at the Amarillo, Texas, airport on a trip back to Los Alamos from Washington. He was relieved of command and quickly replaced by Colonel Gerald Tyler, who had been working on construction of the Alcan Highway.

The change of military command coincided with—although probably did not cause—a change in attitudes among the civilians at Los Alamos. Breakthroughs were being made in the mysteries of bomb design and the emphasis was shifting from research and development to production. The war in Europe was going well for the Allies and spirits were on the rise across the nation. Germany's surrender on May 7, 1945, gave rise to an urgency to finish the "job" before the war ended and all the Los Alamos work would have had no impact. Some project employees were dispatched to assist the Air Force in choosing targets and planning the take-off from Tinian in the Marianas, 1,500 miles from Tokyo.

In late 1944 a group of 100 Engineer troops under command of captain Samuel Davalos were dispatched to Alamogordo Air Field in south-central New Mexico to establish a base camp in a remote area of the base. Code named "Trinity," the site was situated on the flat, desolate plain known as the Jornada del Muerto—far from any developed communities and the air base proper. Throughout the spring and early summer, the Engineers constructed access roads, bunkers, magazines, a power system, communication systems and a 100-foot steel tower that would cradle the bomb. Everything was in readiness by July 15, and on the morning of July 16th the first atomic bomb was detonated. It produced a huge fireball followed by a gigantic mushroom shaped cloud that rose to a height of 10,000 feet.

The brilliant flash of light was visible in Santa Fe, some 180 miles to the north. This event ushered in a new, and thus far, more terrible age for mankind.

POSTAL SERVICE

All communication into and out of Los Alamos were considered highly sensitive by the Army. Unlike Oak Ridge and Hanford where postal service was available through regular Post Office Department facilities, mail to and from military and civilian residents of Los Alamos was supervised by the military and most was censored. A Los Alamos post office was in operation at the Los Alamos Ranch Trading Post before the Army arrived, but it was closed November 8, 1943. A series of post office boxes were made available at the Santa Fe post office, and all mail to residents of Los Alamos was addressed through these boxes. Known post office boxes used for Los Alamos are shown in *table 1*.

Santa Fe P.O. Box	Mail for:
168	Los Alamos
180	Los Alamos: Military & Technical Staff
527	Los Alamos
1036	Los Alamos
1539	Los Alamos: Medical & Non-technical
1663	Los Alamos: Scientists

Table 1 Santa Fe, New Mexico, post office boxes known to have been used to conceal the destination of mail to and from Los Alamos Laboratories. (Source: Charles R. Entwistle, *Undercover Addresses of World War II*, Revised Edition, Perth, Scotland: Chavril Press, 1992.)

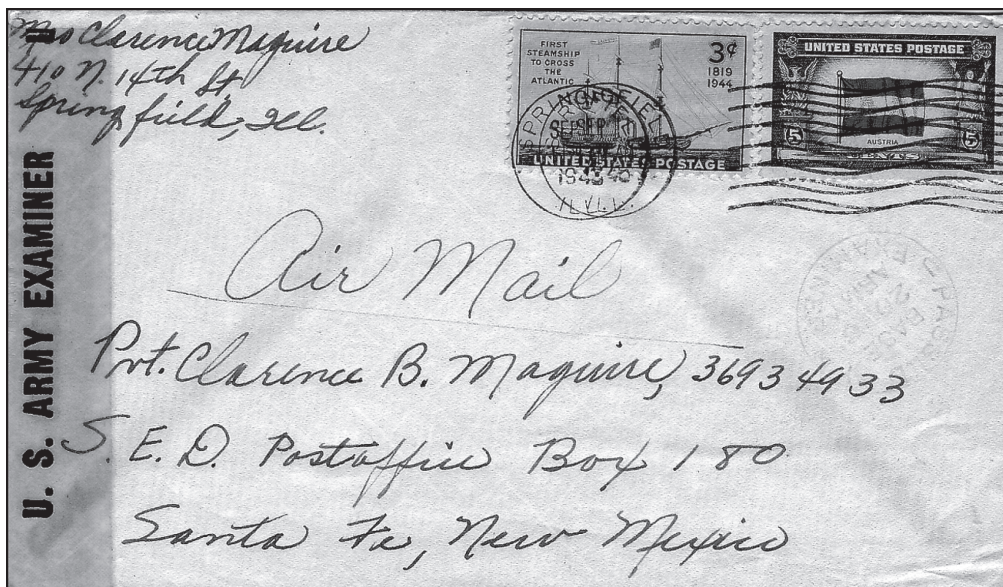


Figure 8 This cover was addressed to a private in the Los Alamos Special Engineering Detachment through P.O. Box 180, Santa Fe. It bears censor tape and a handstamp marking.

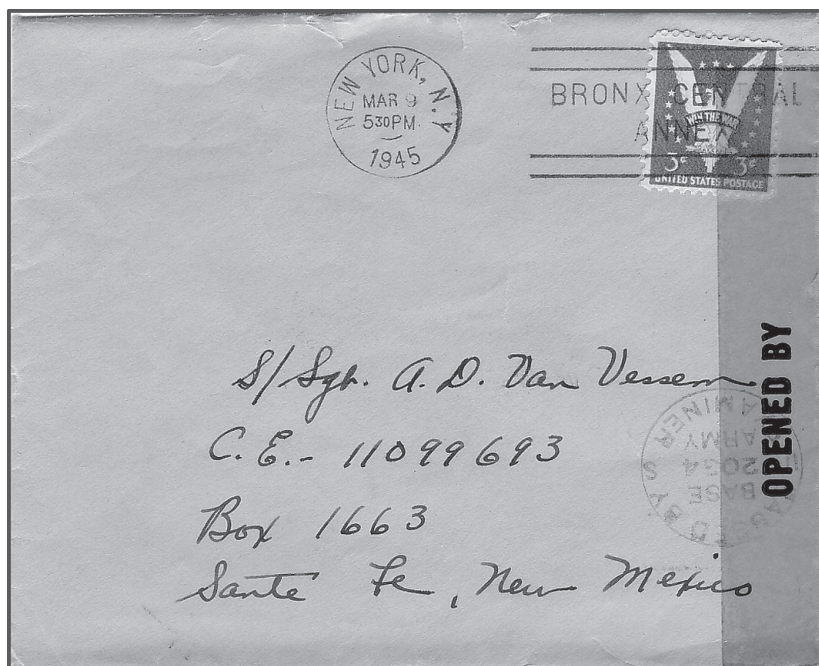


Figure 9 censored cover from Bronx, New York, to a sergeant in the Corps of Engineers at Los Alamos.

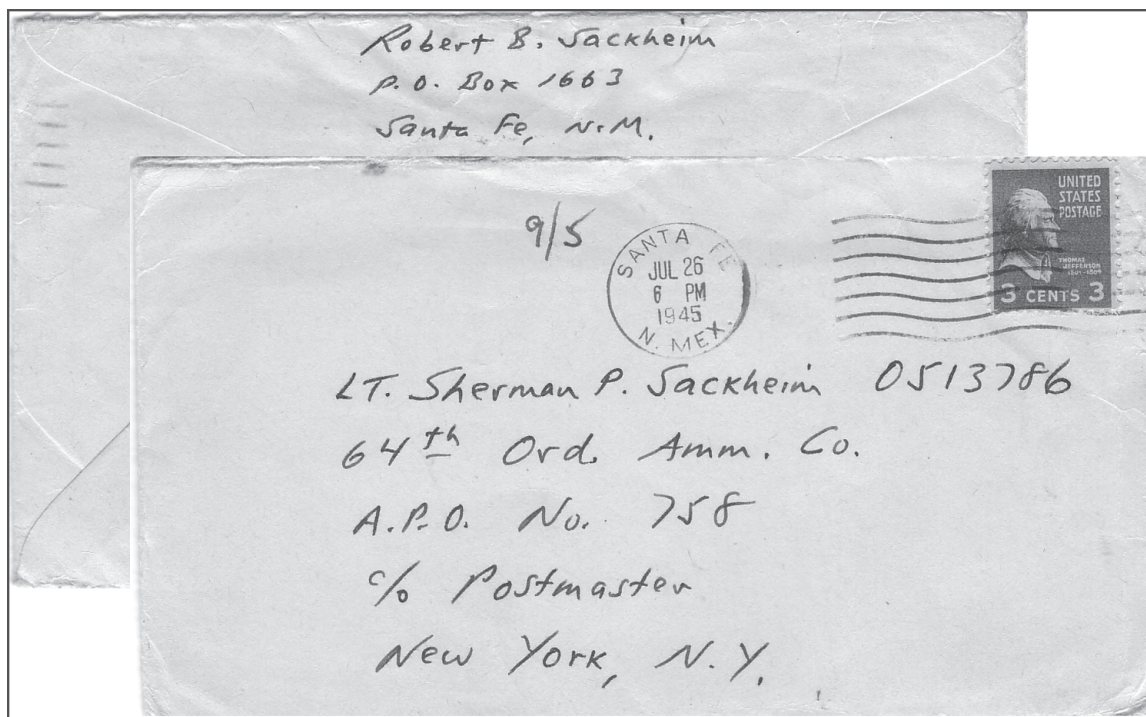


Figure 10 This cover was mailed by Robert Sackheim, a Los Alamos scientist to his brother and postmarked just 10 days after the Trinity blast. Mail originating at the base was required to be submitted to Military Police unsealed for inspection.

Figure 8 illustrates a cover postmarked Springfield, Illinois, in September 1943 and addressed to a private in the Special Engineering Detachment (SED) Post Office Box 180. A lightly struck circular Base Examiner censor handstamp appears at right and cellophane censor tape reseals the left edge. Figure 9 depicts a cover postmarked New York, Bronx Central Annex, dated March 9, 1945, to a sergeant in the

Corps of Engineers through Box 1663, Santa Fe. It, too, bears a handstamp censor marking and cellophane tape reseal.

Outgoing mail is less commonly seen, but figure 10 illustrates a cover postmarked Santa Fe, July 26, 1945—just 10 days after the Trinity bomb detonation. The cover bears a return address of Robert B.



Figure 11 (top) and 12 (bottom) Mail destined for Los Alamos continued to be addressed through Santa Fe until the Los Alamos post office was re-established in May 1947, but even after that the Box 1663 address was used.

Sackheim, a 1939 MIT grad and apparently one of the scientists engaged in the project. There are no obvious indications of censorship on this cover, but outgoing mail was required to be submitted unsealed to military police at Los Alamos and it is possible that such mail was not marked with censorship handstamps.

The practice of sending mail to Los Alamos continued after the end of the war. *Figure 11* shows a cover from a Los Alamos resident still using Box 1663 and postmarked Santa Fe on January 8, 1947. The post-war Los Alamos post office was finally re-established May 16, 1947, but as *figure 12* shows the Box 1663 address continued to be used by some residents well into 1948.

The 509th Composite Group: U.S. Air Force Delivery System

Preparations were already well underway when the Trinity test proved that a nuclear weapon could be detonated in July 1945. As early as mid-1943 General Groves had informed General H. H. Arnold of the bomb project and made him responsible for modification of the delivery aircraft—a long-range B-29 only recently put into production—and for organizing and training a special air combat unit that would be capable of using the bomb. Work on modifying the special planes began in early 1944 with the goal of producing a group of fifteen aircraft. Modifications

were substantial, but in large measure, it was decided that the bomb would be tailored to fit the plane rather than the reverse.

General Arnold named Colonel Paul W. Tibbets, Jr., who compiled a distinguished flying record in Europe and North African campaigns. He was then currently testing B-29's at Eglin Field in Florida. Tibbets selected his key officers from those with whom he had previously served and others who had compiled outstanding service records. He alone was told the true nature of the group's mission. Other members of the team were told only that they were to deliver some sort of special bomb that they came to call "the gimmick." Tibbets selected Wendover Field, a remote, highly secure facility in Utah, as the group's training base.

The core of Tibbet's bomb delivery team was a normal B-29 squadron. The 393rd Bombardment Squadron (Very Heavy) was chosen as the primary combat unit. In September 1944 the 393rd moved from its initial training ground at Fairmount Army Air Field, Nebraska, to Wendover to become the core of the newly organized 509th Composite Group. In addition to its headquarters and the 393rd, the Group consisted of the 390th Air Service Group (made up of the 603rd Air Engineering Squadron and the 1027th Materiel Squadron); the 320th Troop Carrier Squadron; the 1395th Military Police Company (Aviation); and after March 6, 1945, the 1st Ordnance Squadron, Special

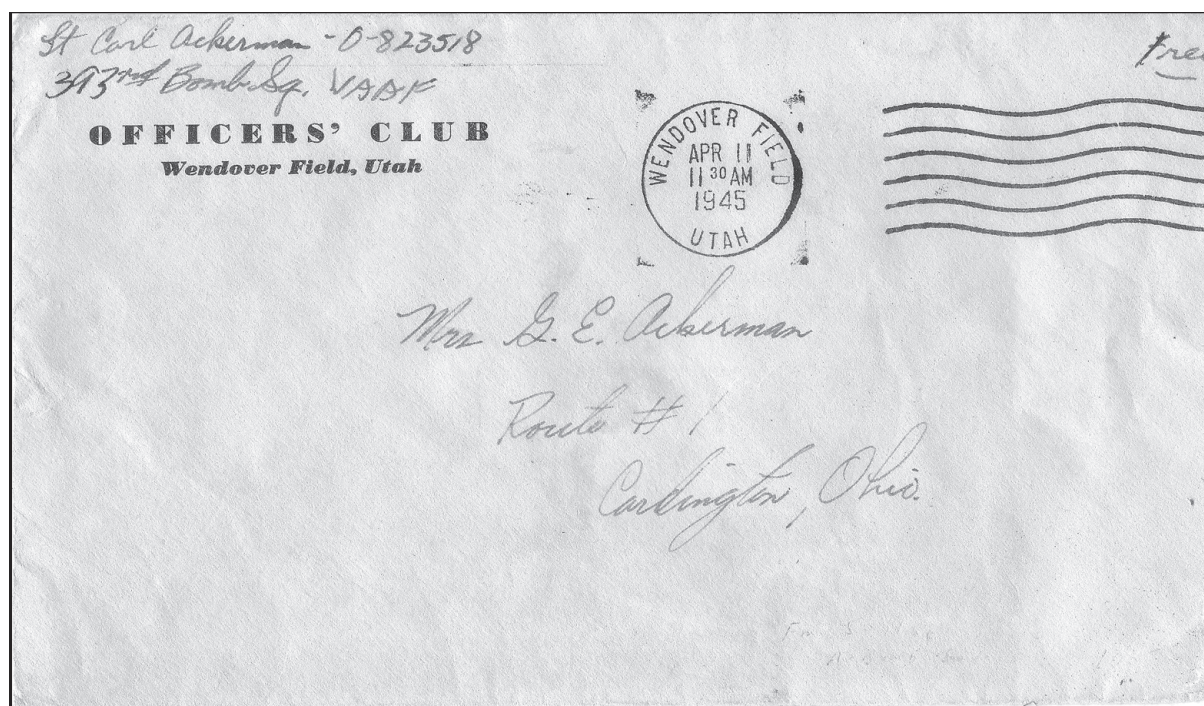


Figure 13 This cover was posted by Lieutenant Carl Ackerman of the 393rd Bomb Squadron at Wendover Field in April 1945 while the squadron was training for its bombing raid on Japan. Lt. Ackerman served as Flight Engineer on Bock's Car during the Nagasaki Mission.

(Aviation), guardian of the bomb. In total, the Group had an authorized strength of 225 officers and 1,542 men. The 1st Technical Detachment, War Department Miscellaneous Group—a team of military and civilian scientists and technicians—was assigned to the 509th in June 1945.

The 393rd completed its normal training at Wendover by December by making bombing runs at a nearby test facility with bombs loaded with inert material. In January the squadron flew ten B-29's to Batista Field, Cuba, for visual and radar simulated bomb runs at very high altitude. After the unit returned to Wendover it began processing for overseas shipment. It was equipped with the specially combat-modified B-29's in May. *Figure 13* illustrates a cover mailed by Lieutenant Carl Ackerman on Wendover Officers Club stationery and postmarked April 11, 1945. Lt. Ackerman would later be on the crew that flew *Bock's Car* to drop the bomb on Nagasaki.

Tinian

The 509th Composite Group moved to the island of Tinian in the Marianas in stages beginning on May 6th. The combat crews began arriving on June 11 after flying in their own B-29's. Transfer of the entire unit was not completed until the end of July.

The decision to use Tinian as a base from which to launch the bombing raids had been made in February 1945, and special preparations—including laboratory and storage facilities for the bomb—were completed before the 509th arrived. Tinian—an island about 12 miles long and six miles wide—had housed two Japanese airstrips, and these became the central focus of US Navy Seabee engineers once the island had been seized by the Fourth Marine Division in July 1944.

The position of the Marianas—Guam, Saipan and Tinian—in the central Pacific made them perfect places from which to launch long-range bombing raids on the main islands of Japan. Five great airfields were eventually built on these three island, and each field was the home of a Very Heavy Bombing wing of the Air Force. Plans called for conversion of the two Japanese airstrips on Tinians into two major airdromes—each with massive runways capable of accommodating the new B-29 Superfortress.

Major construction was assigned to the US Navy's Seabees, and, because of the magnitude of the tasks proposed for Tinian, an entirely new unit—the Sixth Construction Brigade—was formed in June 1944. Two battalions of the Brigade—the 18th and 121st NCB—were assigned to the 4th Marine Division and forward echelons of these units accompanied the Marine initial assault on July 24, 1944. *Figures 14* and *15* illus-

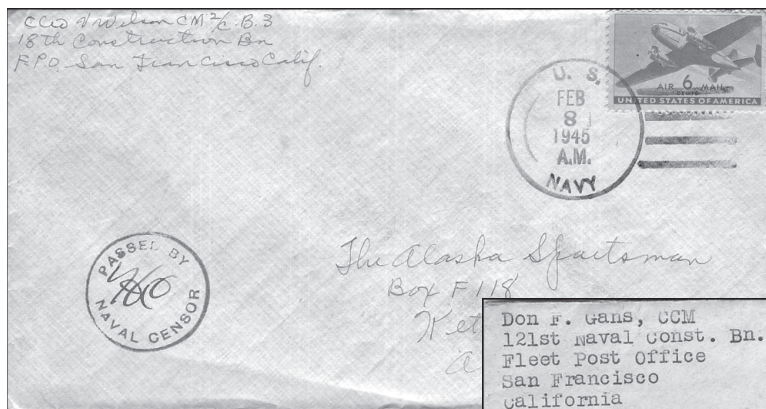
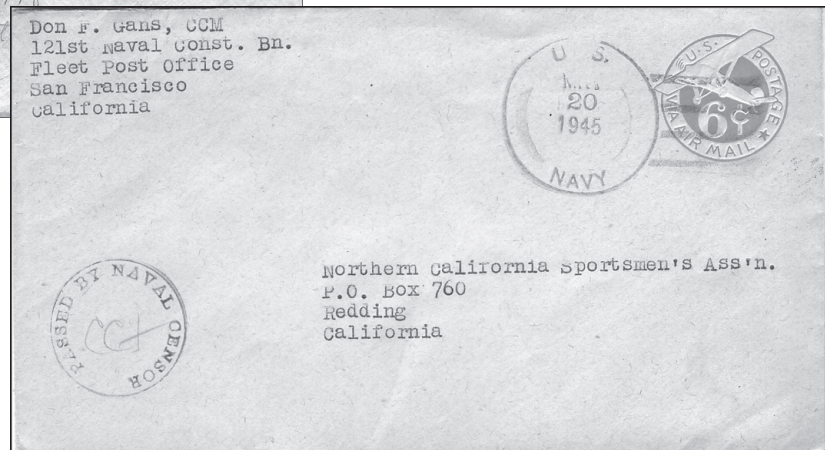


Figure 14 Censored cover posted from Tinian in February by a Seabee in the 18th NCB engaged in building the great airdromes.

Figure 15 Censored cover posted from Tinian in February by a Seabee in the 121st NCB engaged in building the great airdromes. Elements of the 18th and 121st Seabees joined the Marines in seizing Tinian from the Japanese in July 1944.



trate covers mailed by men in these two Seabee units in February and May 1945 once the heavy airfield building projects were well under way.

The Tinian airdromes were named West Field and North Field. North Field was selected as the destination of the 509th Composite Group. The field consisted of four 8,500-foot runways, plus taxiways, 173 quonset huts and 92 steel arch-rib buildings. *Figure 16* illustrates a contemporary photo of North Field and its four runways with the island of Saipan in the background. The 135th Naval Construct Battalion was

the lead element in building the fourth of North Field's runways (*figure 17*). Construction was completed May 5, 1945.

Once settled on Tinian, the 393rd combat crews were given a standard seven-day indoctrination program and began flight training. Training included five or six practice missions with a navigation flight to Iwo Jima and bombing runs against Rota, Truk and other islands. On July 20 the 509th began a series of combat attacks against Japan with the dual purpose of familiarizing crews with Japanese target areas and getting the Japanese accustomed to seeing small formations

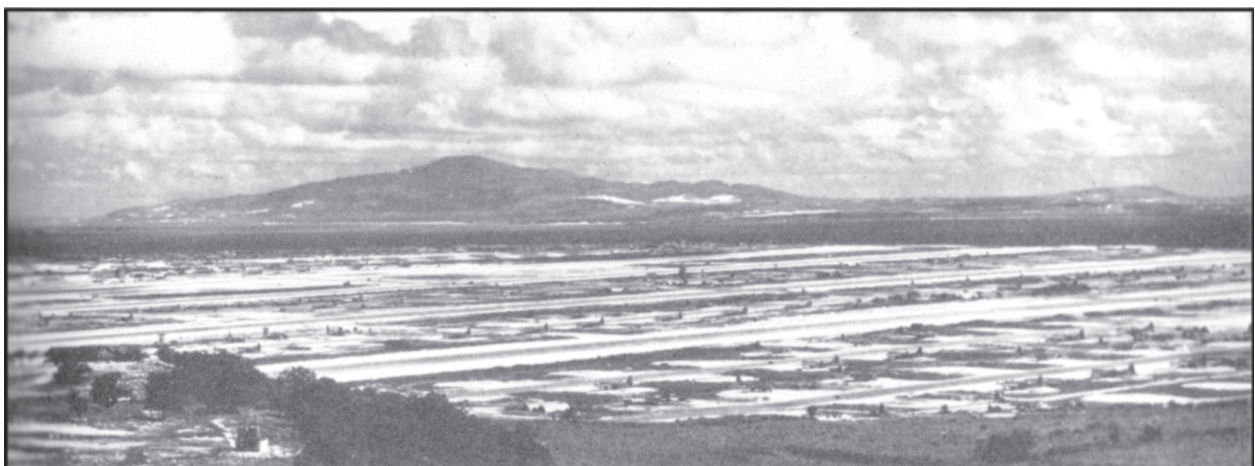


Figure 16 Tinian's North Field with the island of Saipan in the background. Scores of B-29's are parked adjacent to the airdrome's four major runways. (Source: Bureau of Yards & Docks, Department of the Navy, Building the Navy's Bases in World War II, Vol. II, Washington: U.S. Government Printing Office, 1947, page 361)

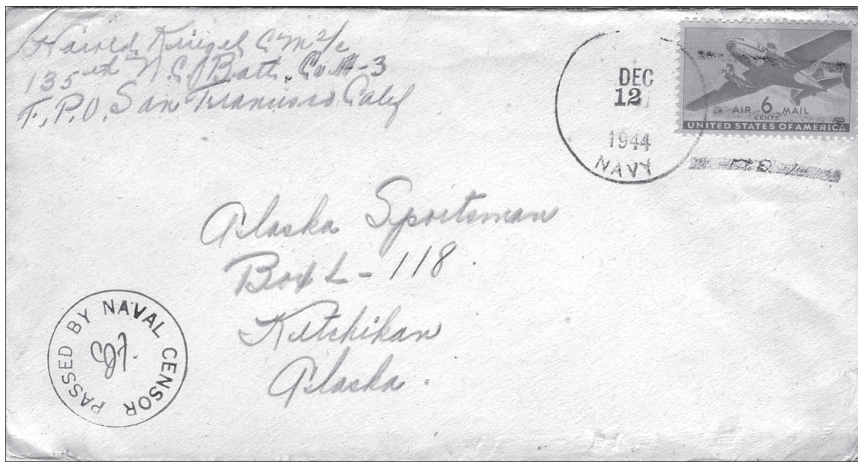


Figure 17 The 135th Seabees were responsible for leading the construction program that built the fourth of North Field's 8,500 runways.

of high-flying (usually about 29,000 feet) B-29's. The 509th was ready by the end of July to accomplish its mission.

POSTAL SERVICE

Postal service for American military and naval construction battalions operating on Tinian was supplied by a number of different USPO branches. The Seabee battalions were equipped with their own post office operations and cancelled their own outgoing mail as shown in figures 14, 15 and 17. Army and Air Force personnel were served by various Army Post Offices (APOs). The most important of these was APO 247 that began operating October 29, 1944, and continued to function until June 24, 1946. Figure 19 illustrates a cover bearing a machine cancel of APO 247 dated August 4, 1945—two days prior to the Hiroshima bombing. The return address indicates that its sender was a member of the 147th Infantry Regiment, an Ohio National



Figure 18 A B-29 on the taxiway at North Field, Tinian. (Source: Bureau of Yards & Docks, Department of the Navy, Building the Navy's Bases in World War II, Vol. II, Washington: U.S. Government Printing Office, 1947, page 363)

Harry Truman assumed the presidency after Roosevelt's death, he, too, was not adverse to dropping the bombs. On July 26, 1945, Allied leaders Truman, Churchill and Chiang Kai-shek, meeting at Potsdam called for Japan to surrender or face "prompt and utter destruction." The was no mention of an atomic bomb at-

Guard unit whose 1st Battalion was dispatched to Tinian on June 30, 1945, to provide additional security for the island.

Hiroshima and Nagasaki

The purpose of bombing Japan with a nuclear weapon was—and has always been defended as—saving American and Japanese lives by forcing Japan to surrender without an invasion of the home islands. Historical documentation suggests that President Roosevelt had no qualms about using a nuclear weapon and, after

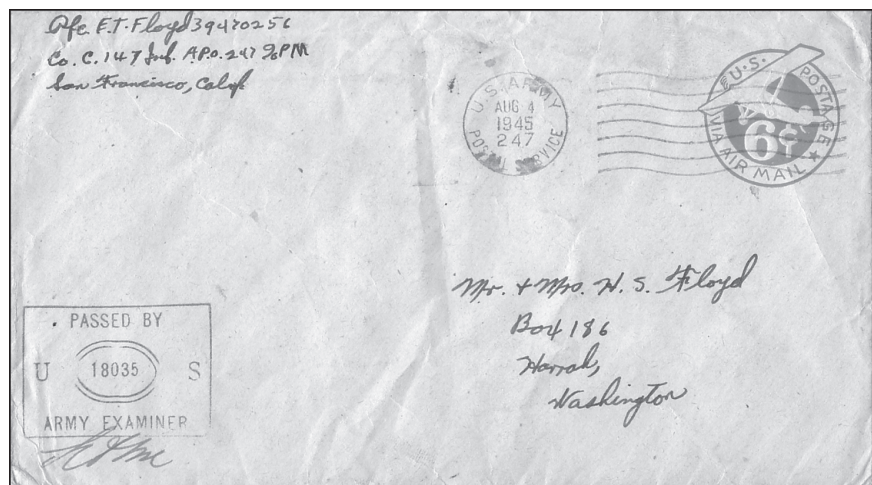


Figure 19 This cover was posted by an Infantryman through APO 247 on Tinian just two days before the Hiroshima bombing. The 393rd Bomb Squadron was then in its final steps of preparation.

tack. Two days later Japanese Premier Suzuki told his nation's press that his government would ignore the ultimatum issued at Potsdam.

Part of the fissionable material that had been produced at either Oak Ridge or Hanford was shipped to Tinian on board the cruiser USS *Indianapolis* which left San Francisco a few hours after the Trinity test and reached the island base on July 26th. Ironically, the *Indianapolis* was sunk by a Japanese submarine off Leyte on July 29th. The rest of the material necessary for the Hiroshima bomb was flown by military air transport and reached Tinian by the end of July.

On August 2nd the 509th was issued Field Order No. 13 authorizing the first attack. Hiroshima was the primary target—a city of approximately 250,000 with significant military and shipping facilities. Seven B-29's were designated for the mission. Three comprised the main force of a bomb plane and two observation planes. Colonel Tibbets' *Enola Gay* carried the bomb and Major Sweeney's *The Great Artiste* and Capt. Marquardt's *Number 91* were the observation planes loaded with cameras, recording instruments and military and civilian observers. The other four planes were made up of a stand-by plane at Iwo Jima and three were weather planes that were sent to the primary target and the two alternate targets.

The *Enola Gay* lifted off the Tinian runway at 0245 on August 6th. At 0915 the bomb was dropped at an altitude of 31,600 feet over Hiroshima. Col. Tibbets immediately executed a violent 150-degree turn and began to dive in order to pick up speed. The bomb was set for an air burst and exploded some 50 seconds after release at an approximate height of 2,000 feet. Destruction of the city was horrendous and has become an icon of the war for most people on the planet.

President Truman issued a second warning for the Japanese government to surrender immediately, but there was no reply. Japanese military leaders are believed to have tried to hide the true devastation of Hiroshima to the extent they could, and there was obviously a high degree of confusion and indecision within the Japanese government.

A second mission was launched against the city of Nagasaki on August 9th. This time the bomb was carried by a B-29 named *Bock's Car* flown by Major Sweeney who had piloted one of the observation planes in the Hiroshima bombing. Visibility over Nagasaki was poor and, after three unsuccessful runs, Sweeney

finally released his bomb on the fourth. The lack of fuel caused him to head to Okinawa instead of returning to Tinian.

The Japanese government was meeting on the morning of August 9th and had already decided to accept the Allied surrender terms offered at Potsdam. Their decision was conveyed to the American government on August 14 and to the Japanese people at noon on August 15th. The war was over.

Operation Crossroads: US Navy's Bikini Tests

Operation Crossroads was a series of two atomic tests conducted in the lagoon of Bikini Atoll in the Marshall Islands during the summer of 1946. Conducted under the command of Joint Task Force 1 (JTF 1), the staff consisted of Army, Navy and civilian scientific personnel, but, given the location of the tests in the midst of the Pacific Ocean, the Navy could not help but to be the senior partner. The test series consisted of two detonations: ABLE, an air detonation dropped from a B-29; and BAKER, an underwater blast at a depth of 90 feet.

The purpose of the tests was to study the effects of nuclear weapons on ships and military equipment. A fleet of 90 target vessels consisting of older U.S. naval vessels and a few captured German and Japanese ships was assembled in Bikini Lagoon. It must be remembered that these were only the fourth and fifth detonations of a nuclear weapon and there was still a massive lack of solid information about the effect of these weapons. Military equipment of various kinds was arrayed on some of the ships and live animals were subjected to the blasts.

The support fleet consisted of more than 150 ships that provided living quarters, experiment stations and workshops for most of the 42,000 men—37,000 of whom were Navy personnel. Other test participants were quartered on the nearby islands of Eniwetok and Kwajalein.

The ABLE test was conducted on July 1, 1946, with everything going according to plan except that the bomb missed its intended target by between 1,500 and 2,000 feet. As was the case with previous nuclear explosions, the ABLE blast created a widespread destruction and a huge mushroomed-shape cloud. The radiation released by the blast was said to be only

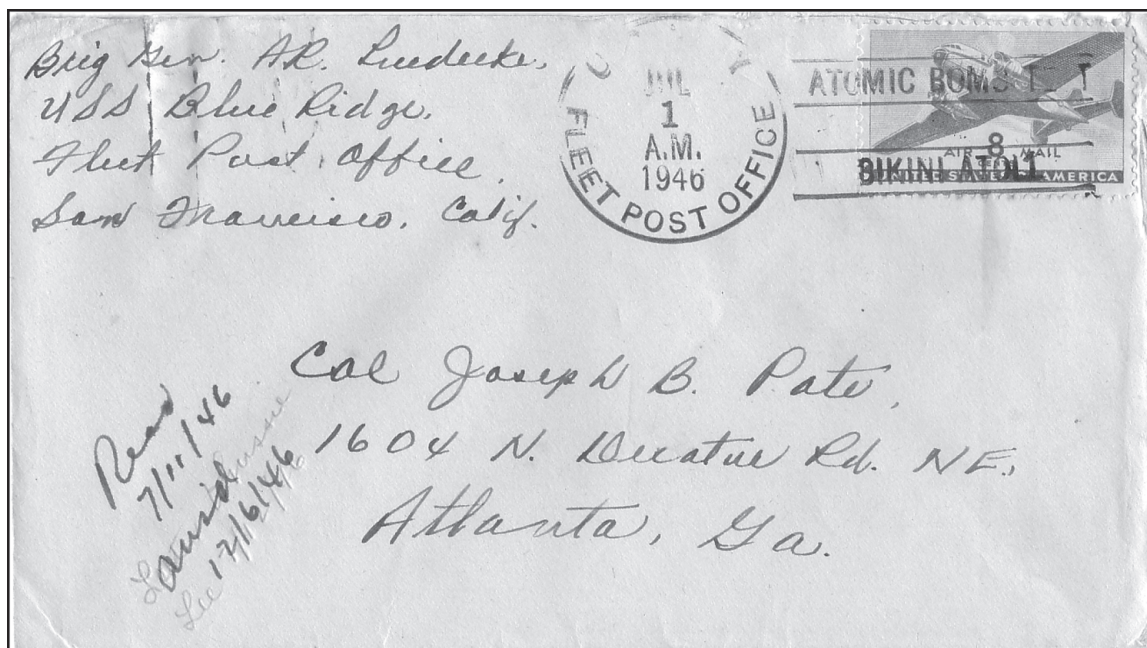


Figure 20 Brigadier General ALVIN R. LUEDECKE was senior Army Air Force member of the Joint War Plans Committee. As an official observer of the Operation Crossroads tests, he was onboard the USS Blue Ridge when he posted this cover marking the ABL test.

transient, and within a day inspectors were back on board nearly all of the target ships cataloguing the results. Only five of the target ships were sunk.

The nuclear device used in the BAKER test was suspended 90 feet below an auxiliary craft in the midst of the target fleet. Detonation occurred on July 25th. BAKER caused considerably more damage than the

first test and sank eight ships. Most of the fleet was drenched by the radioactive water and debris from the bottom of the lagoon thrown up by the blast. The resulting radioactivity levels were too high to permit inspectors to visit most of the fleet for several weeks.

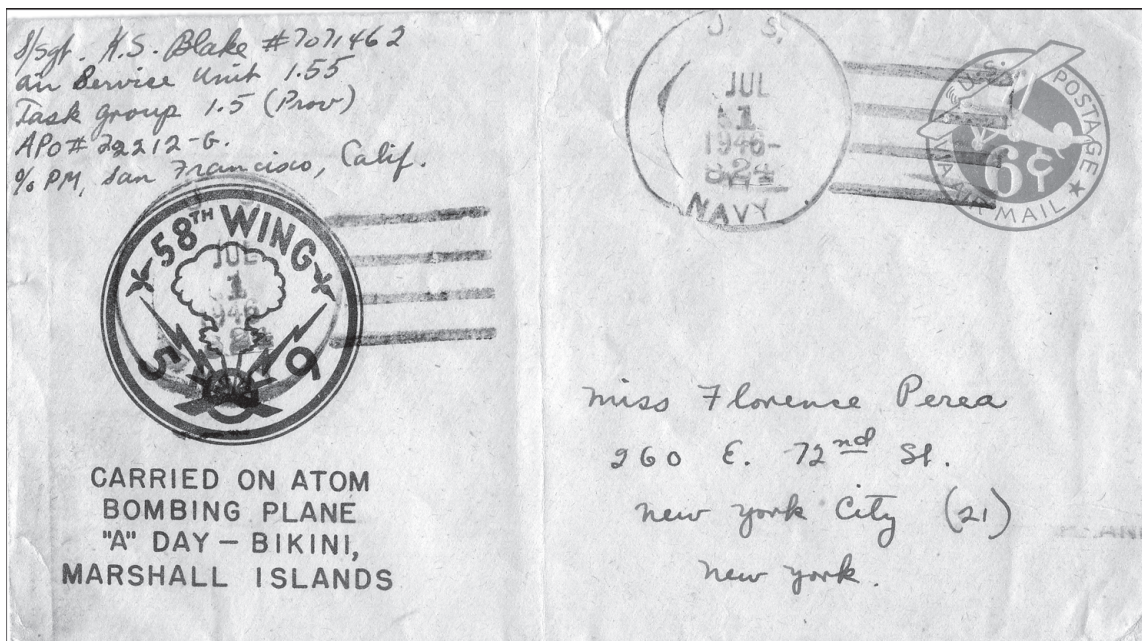


Figure 21 This cover was mailed by a sargeant in the Air Service Unit and purportedly carried on board the B-29 that dropped the ABL device on July 1st. Note that while the APO is listed as #22212-G, the cover was postmarked at a Navy Branch office.

Radioactive contamination threatened the success of the BAKER test and so in early August the Navy began an active process of decontamination that involved washing the ships' exteriors using work crews drawn from the target ships' companies. Cleanup crews were meticulously monitored with radiation detection devices and initially the "safe time" aboard the target ships was limited to a matter of a few minutes. As time passed, it became evident that the support vessels themselves were becoming contaminated by low-level radiation caused by marine growth on the ships' hulls and seawater used in the ships' cooling systems.

On August 10th it was decided that all work in Bikini Lagoon must cease and the surviving target ships would be towed to Kwajalein Atoll where work could be conducted in uncontaminated waters. Eight of the major ships and two submarines were towed back to Hawaii and the United States for radiological inspection and twelve target ships were so lightly contaminated that they were remanned and sailed back to the U.S. by their crews. The remaining target ships were destroyed and sunk off Bikini, Kwajalein and near Hawaii over the next two years.

The Operation Crossroads tests provided copious amounts of data on the effects of nuclear explosions, but, as is often the case, more questions were raised and the United States became the first nation to embark on a long series of nuclear tests involving land,

water and air bursts of varying sizes of nuclear, and later thermonuclear, weapons that went on for decades in the mid-twentieth century. The Soviet Union, France and other nations soon joined the "nuclear club" and nuclear testing became a national status symbol.

POSTAL SERVICE

A few Navy postal branches and temporary Army Post Offices operated on Bikini, Eniwetok and Kwajalein during the test preparation and aftermath. Known Navy branches operating in the test area are detailed in *table 2*. Covers postmarked at these facilities, while not plentiful, exist and should be part of the US nuclear weapons postal history (*figures 22-24*).

Many of the US Navy ships involved in Operation Crossroads carried their own post offices and collectors of Navy ship markings actively sought examples of postmarks in the immediate post-war era. *Table 3* presents a list of US Navy ships reported by the Naval Historical Center to have taken part in Operation Crossroads.

Branch No.	Location	Established	Discontinued
824	Kwajalein	1944?	1962?
10541	Eniwetok	8 Apr 1944	24 Apr 1947
10666	Kwajalein	4 Mar 1944	20 Aug 1966
13746	Bikini	26 Feb 1946	2 Sep 1946

Table 2 Navy numbered post office branches operated on the three Marshall islands most closely associated with Operation Crossroads

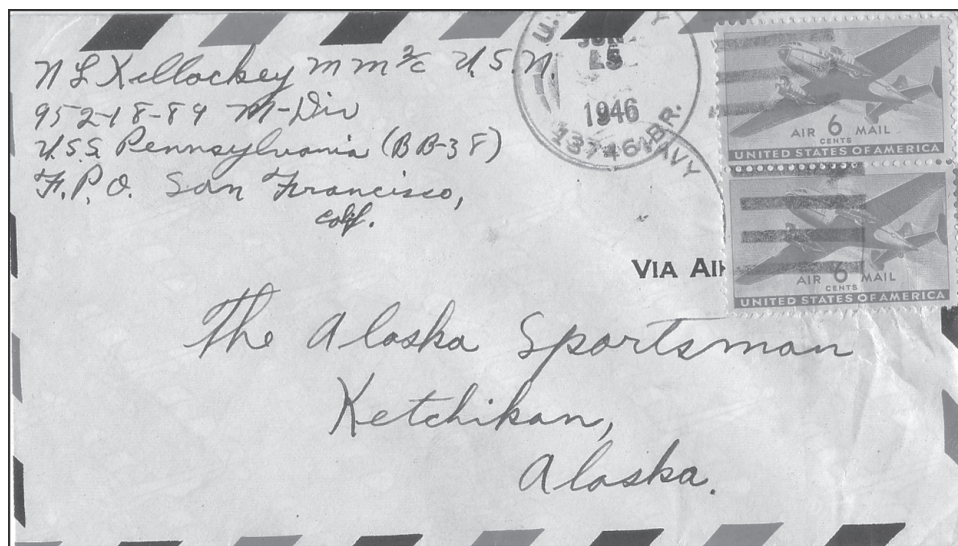


Figure 22 This cover was mailed by a sailor serving aboard the target ship USS Pennsylvania in June 1946. He had his letter postmarked at Navy Branch 13746 that operated on LST-861 in Bikini Lagoon from February to September 1946.

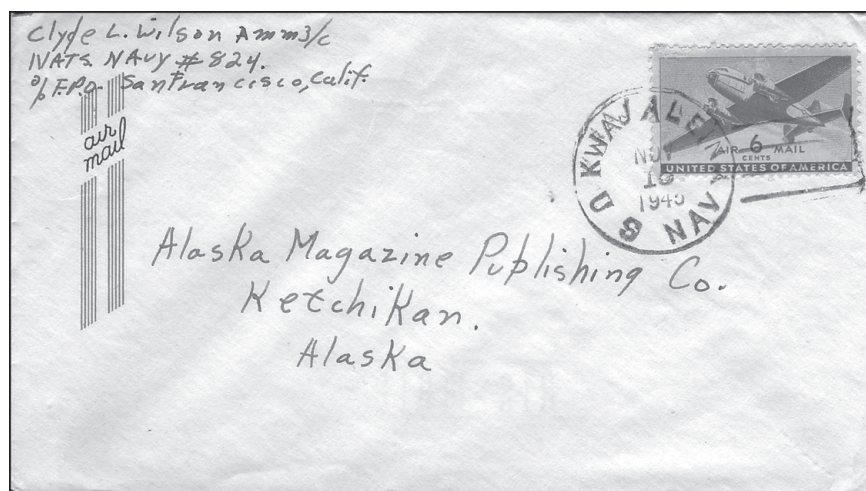


Figure 23 This cover was mailed from Kwajalein in November 1945 and bears a locally made handstamp postmark with four thin killer bars. Robert T. Murphy reports three varieties of this device used on Kwajalein from late 1945 to early 1946. All apparently bear Navy 824 return addresses.

Figure 24 Kwajalein became an important stopping point for Americans travelling via military air to Asia in the post-war years. This cover was sent by a civilian bound for Shanghai, China, whose plane touched down at Kwajalein on July 10, 1946, in the midst of the Operation Crossroads tests. The cover was postmarked at Navy Number 10666 Branch.

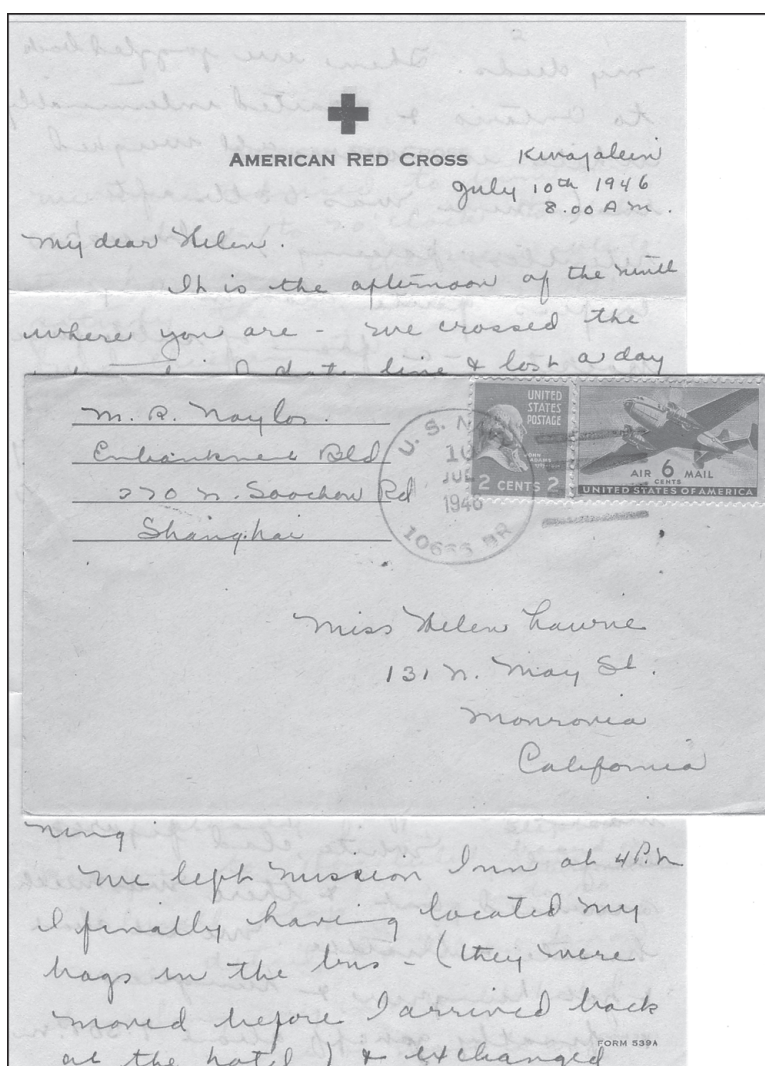


TABLE 3 U.S. NAVAL VESSELS THAT TOOK PART IN OPERATION CROSSROADS

Ship Name	Designation	Task Force Assignment	US Navy Branch PO	Notes
APL-27		Target Vessel Group		
ARD-29		Service Group		
ARDC-13		Target Vessel Group		
ATA-124		Service Group		
ATA-180		Target Vessel Group		
ATA-185		Target Vessel Group		
ATA-187		Service Group		
ATA-192		Target Vessel Group		
ATR-40		Target Vessel Group		
ATR-87		Target Vessel Group		
LCI(L)-1062		Service Group		
LCI(L)-1068		Service Group		
LCI(L)-1091		Service Group		
LCI(L)-549		Target Vessel Group		
LCI(L)-549		Target Vessel Group		
LCI(L)-615		Target Vessel Group		
LCI(L)-615		Target Vessel Group		
LCI(L)-977		Service Group		
LCI-327		Target Vessel Group		
LCI-329		Target Vessel Group		
LCI-329		Target Vessel Group		
LCI-332		Target Vessel Group		
LCI-620		Target Vessel Group		
LCT-1013		Target Vessel Group		
LCT-1078		Target Vessel Group		
LCT-1112		Target Vessel Group		
LCT-1113		Target Vessel Group		
LCT-1114		Target Vessel Group		
LCT-1115		Target Vessel Group		
LCT-1116		Target Vessel Group		
LCT-1130		Target Vessel Group		
LCT-1132		Target Vessel Group		
LCT-1155		Target Vessel Group		
LCT-1175		Target Vessel Group		
LCT-1184		Target Vessel Group		
LCT-1187		Target Vessel Group		
LCT-1237		Target Vessel Group		
LCT-1268		Target Vessel Group		
LCT-1341		Target Vessel Group		
LCT-1359		Technical Group, Laboratory Unit		
LCT-1361		Service Group		
LCT-1377		Target Vessel Group		
LCT-1415		Target Vessel Group		
LCT-1420		Target Vessel Group		
LCT-1461		Service Group		
LCT-412		Target Vessel Group		
LCT-414		Target Vessel Group		
LCT-581		Target Vessel Group		
LCT-705		Target Vessel Group		
LCT-746		Target Vessel Group		
LCT-812		Target Vessel Group		
LCT-816		Target Vessel Group		
LCT-818		Target Vessel Group		
LCT-874		Target Vessel Group		
LSM-60		Technical Group, Laboratory Unit		BAKER device suspended below
PGM-23		Service Group		
PGM-24		Service Group		
PGM-25		Service Group		
PGM-29		Service Group		
PGM-31		Service Group		
PGM-32		Service Group		
USS Achomawi	ATF-148	Target Vessel Group	15348	
USS Ajax	AR-6	Service Group		
USS Albemarle	AV-5	Technical Group, Laboratory Unit		Group Flagship
USS Allen M. Sumner	DD-692	Destroyer Surface Patrol Group		
USS Anderson	DD-411	Target Vessel Group	15861	
USS Apogon	SS-308	Target Vessel Group		

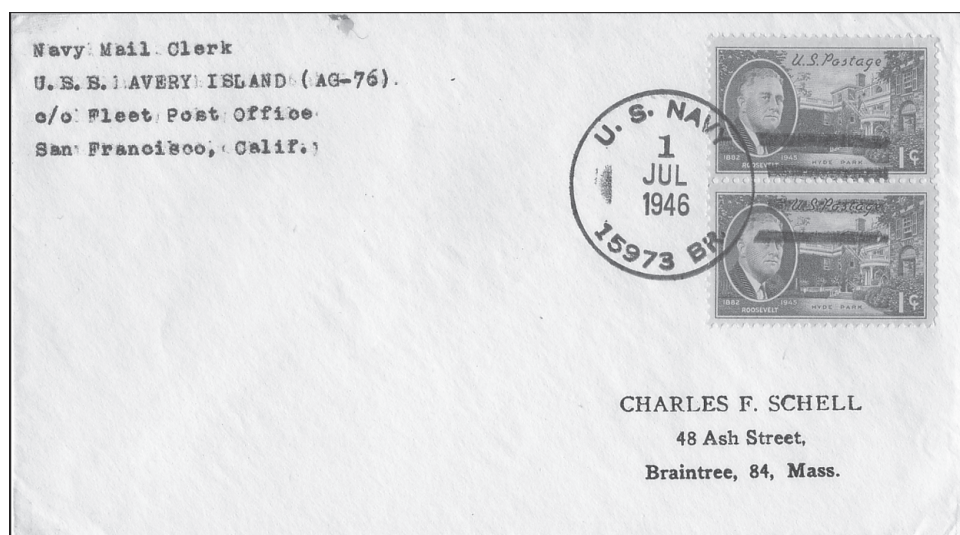
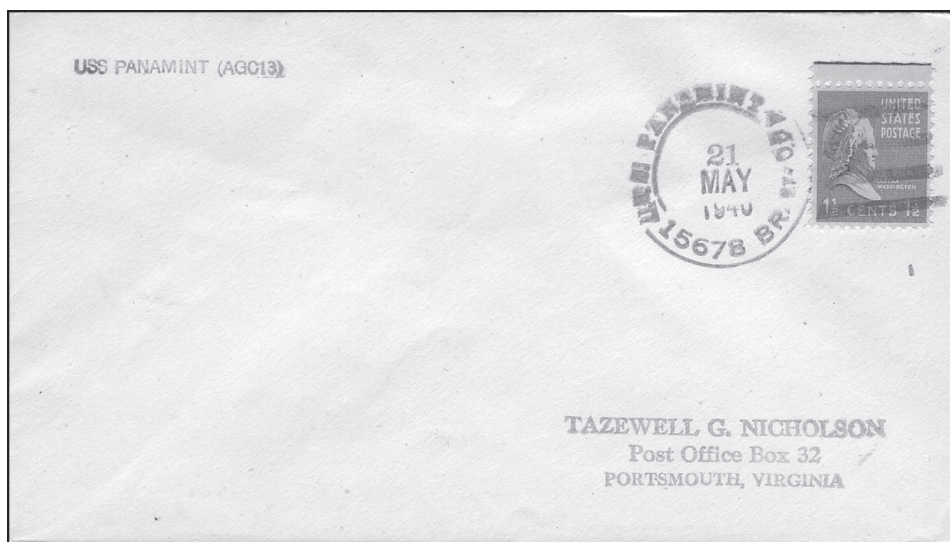


Figure 25 Cover postmarked on board USS Avery Island (AG-76) on July 1st marking ABLE detonation.

Ship Name	Designation	Task Force Assignment	US Navy Branch PO	Notes
USS Appalachian	AGC-1	Transport Group, Press Unit		
USS Appling	APA-58	Target Vessel Group		
USS Arkansas	BB-33	Target Vessel Group		
USS Artemus	AKA-21	Target Vessel Group		
USS Avery Island	AG-76	Technical Group, Instrumentation Unit	15973	
USS Banner	APA-60	Target Vessel Group		
USS Barrow	APA-61	Target Vessel Group		
USS Barton	DD-722	Destroyer Surface Patrol Group		
USS Bayfield	APA-33	Transport Group		
USS Begor	APD-127	Technical Group, Drone Boat Unit	15536	
USS Benevolence	AH-13	Service Group	15782	
USS Bexar	APA-227	Transport Group	16189	
USS Bladen	APA-63	Target Vessel Group		
USS Blue Ridge	AGC-2	Transport Group, Observer Unit		
USS Bottineau	APA-235	Transport Group	15113	
USS Bountiful	AH-9	Service Group		
USS Bowditch	AGS-4	Service Group		
USS Bracken	APA-64	Target Vessel Group		
USS Briscoe	APA-65	Target Vessel Group	15133	
USS Brule	APA-66	Target Vessel Group	15054	
USS Burlson	APA-67	Technical Group, Instrumentation Unit	15239	
USS Butte	APA-68	Target Vessel Group	15332	
USS Carlisle	APA-69	Target Vessel Group	15306	
USS Carteret	APA-70	Target Vessel Group	15238	
USS Catron	APA-71	Target Vessel Group	15268	
USS Cebu	ARG-6	Service Group		
USS Charles P. Cecil	DD-835	Navy Air Group	15998	
USS Chickasaw	ATF-83	Target Vessel Group		
USS Chikaskia	AO-54	Service Group		
USS Chowanoc	ATF-100	Service Group		
USS Clamp	ARS-33	Target Vessel Group		
USS Coasters Harbor	AG-74	Service Group	15955	
USS Conserver	ARS-39	Target Vessel Group	15791	
USS Conyngham	DD-371	Target Vessel Group		
USS Cortland	APA-75	Target Vessel Group	15401	
USS Coucal	ASR-8	Target Vessel Group		
USS Creon	ARL-11	Service Group	15311	
USS Crittenden	APA-77	Target Vessel Group	15309	
USS Current	ARS-22	Target Vessel Group		
USS Cumberland Sound	AV-17	Technical Group, Instrumentation Unit		
USS Dawson	APA-79	Target Vessel Group	15511	
USS Deliver	ARS-23	Target Vessel Group	15774	
USS Dentuda	SS-335	Target Vessel Group	15351	
USS Dixie	AD-14	Service Group		Group Flagship
USS Enoree	AO-69	Service Group		
USS Etlah	AN-79	Target Vessel Group		
USS Fall River	CA-131	Target Vessel Group	15844	Group Flagship

Ship Name	Designation	Task Force Assignment	US Navy Branch PO	Notes
USS Fallon	APA-81	Target Vessel Group	15534	
USS Fillmore	APA-83	Target Vessel Group	15634	
USS Flusser	DD-368	Target Vessel Group		
USS Fulton	AS-11	Service Group		
USS Furse	DD-882	Navy Air Group	15869	
USS Gasconade	APA-85	Target Vessel Group	15656	
USS Geneva	APA-86	Target Vessel Group	15712	
USS George Clymer	APA-27	Transport Group		
USS Gunston Hall	LSD-5	Service Group		
USS Gypsy	ARSD-1	Target Vessel Group		
USS Haven	AH-12	Technical Group, Instrumentation Unit	15570	
USS Haven	AH-12	Target Vessel Group	15570	
USS Henrico	APA-45	Transport Group		
USS Hesperia	AKS-13	Service Group	15729	
USS Hughes	DD-410	Target Vessel Group		
USS Independence	CVL-22	Target Vessel Group		
USS Ingraham	DD-694	Destroyer Surface Patrol Group		
USS James M. Gillis	AGS-13	Service Group		
USS John Blish	AGS-10	Service Group		
USS Kenneth Whiting	AV-14	Technical Group, Instrumentation Unit		
USS Laffey	DD-724	Destroyer Surface Patrol Group		
USS Lamson	DD-367	Target Vessel Group		
USS Limestone	IX-158	Service Group		
USS Lowry	DD-770	Destroyer Surface Patrol Group		
USS LST-125		Target Vessel Group		
USS LST-133		Target Vessel Group		
USS LST-220		Target Vessel Group		
USS LST-388		Service Group		
USS LST-52		Target Vessel Group		
USS LST-545		Target Vessel Group		
USS LST-661		Target Vessel Group		
USS LST-817		Transport Group	15109	
USS LST-861		Service Group		
USS LST-872		Service Group		
USS LST-881		Transport Group	15477	
USS LST-989		Service Group		
USS Mayrant	DD-402	Target Vessel Group	15872	
USS Mender	ARSD-2	Target Vessel Group		
USS Moale	DD-693	Destroyer Surface Patrol Group		
USS Mugford	DD-389	Target Vessel Group		
USS Munsee	ATF-107	Service Group	16156	
USS Mustin	DD-413	Target Vessel Group		
USS Nevada	BB-36	Target Vessel Group	15730	
USS New York	BB-34	Target Vessel Group		
USS Newman K. Perry	DD-883	Navy Air Group	15913	
USS Niagara	APA-87	Target Vessel Group	15708	
USS O'Brien	DD-725	Destroyer Surface Patrol Group	16052	
USS Oneota	AN-85	Target Vessel Group		
USS Orca	AVP-49	Navy Air Group		
USS Ottawa	AKA-101	Transport Group	15504	
USS Palmyra	ARST(T)-3	Target Vessel Group	15858	
USS Panamint	AGC-3	Transport Group, Observer Unit	15678	
USS Parche	SS-384	Target Vessel Group		
USS Pennsylvania	BB-38	Target Vessel Group		
USS Pensacola	CA-24	Target Vessel Group		
USS Phaon	ARB-3	Service Group		
USS Pilotfish	SS-386	Target Vessel Group		
USS Pollux	AKS-4	Service Group		
USS Preserver	ARS-8	Target Vessel Group	15556	
USS Presque Isle	APB-44	Service Group	15535	
USS Quartz	IX-150	Service Group		
USS Ralph Talbot	DD-390	Target Vessel Group		
USS Reclaimer	ARS-42	Target Vessel Group		
USS Rhind	DD-404	Target Vessel Group		
USS Robert K. Huntington	DD-781	Destroyer Surface Patrol Group	15668	
USS Rockingham	APA-229	Transport Group		
USS Rockwall	APA-230	Transport Group	15038	
USS Rolette	AKA-99	Transport Group	15751	
USS Sador	CVE-117	Navy Air Group		

Figure 26 Cover postmarked on board USS Panamint (AGC-3) that served in the Taskforce Observer Unit for Operation Crossroads.



Ship Name	Designation	Task Force Assignment	US Navy Branch PO	Notes
USS Saint Vroix	APA-231	Transport Group	15060	
USS Salt Lake City	CA-25	Target Vessel Group		
USS San Marcos	LSD-25	Service Group	15766	
USS Saratoga	CV-3	Target Vessel Group	15450	
USS Searaven	SS-196	Target Vessel Group		
USS Severn	AO-61	Service Group		
USS Shakamaxon	AN-88	Target Vessel Group		
USS Shangri-La	CV-38	Navy Air Group	16091	
USS Sioux	ATF-75	Service Group		
USS Skate	SS-305	Target Vessel Group		
USS Skipjack	SS-184	Target Vessel Group		
USS Sphinx	ARL-24	Service Group	15926	
USS Stack	DD-406	Target Vessel Group		
USS Suncock	AN-80	Target Vessel Group		
USS Telamon	ARB-8	Service Group	15876	
USS Tombigbee	AOG-11	Service Group		
USS Trippe	DD-403	Target Vessel Group		
USS Tuna	SS-203	Target Vessel Group		
USS Turner	DD-834	Navy Air Group	15972	
USS Wainwright	DD-419	Target Vessel Group		
USS Walke	DD-723	Destroyer Surface Patrol Group		
USS Wenatchee	ATF-118	Service Group		
USS Wharton	AP-7	Technical Group, Instrumentation Unit	15908	
USS Widgeon	ASR-1	Target Vessel Group		
USS Wildcat	AW-2	Service Group		
USS Wilson	DD-408	Target Vessel Group		
YC-1009		Service Group		
YF-385		Service Group		
YF-733		Service Group		
YF-734		Service Group		
YF-735		Service Group		
YF-752		Service Group		
YF-753		Target Vessel Group		
YF-753		Service Group		
YF-754		Service Group		
YF-990		Service Group		
YF-991		Service Group		
YF-992		Service Group		
YMS-354		Service Group		
YMS-358		Service Group		
YMS-413		Service Group		
YO-132		Service Group		
YO-160		Target Vessel Group		
YO-199		Service Group		
YOG-63		Service Group		
YOG-70		Service Group		
YOG-83		Target Vessel Group		
YP-636		Service Group		
YW-92		Service Group		

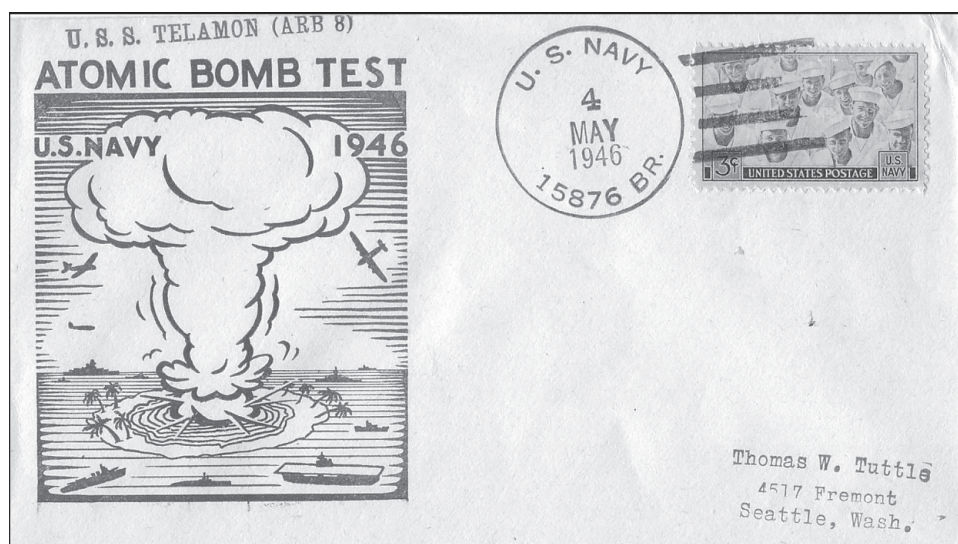
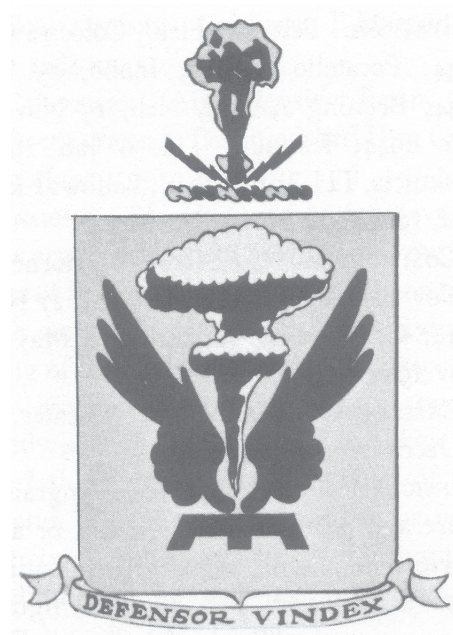


Figure 27 USS Telamon cover postmarked May 4, 1946, on a cover sporting a collector-oriented cachet for the test series.

Conclusion

Sixty years have now passed since that first atomic device was detonated above the sands of southern New Mexico at Trinity. Since the United States bombed Hiroshima and Nagasaki in August 1945, no nation has used one of these terrible weapons against another nation. And yet, most of the people alive today have always lived with fear that their lives—and indeed human life as we know it—could be ended in a catastrophic exchange of nuclear weapons. There are literally thousands of nuclear weapons cached around the planet in perhaps a dozen or more countries, and, as we all too painfully know, the world is not a peaceful place.

Given the continuing uncertainties of life in a nuclear era, it is hard to conclude that any of the legacies of World War II are any more significant than this effort to develop and use an atomic weapon. Our governments have continually tried to reassure us that they are trustworthy custodians of these devastating nuclear weapons and that they would never, never be used except in the direst of circumstances. That may all be well and good provided we are able to maintain trust in the judgement and character of the men and women who are elected and appointed to make these decisions. But, what, if the electorate becomes so blasé and politically indifferent that people possessing poor judgement or deeply flawed character become the ones making nuclear decisions? And what if one or more of the thousands of nuclear devices should fall into the hands of a person whose fanaticism and hate makes the use of an atomic bomb a perfectly acceptable means to his end? Now that's a hell of a legacy!



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THE POSTMASTERS GENERAL OF THE UNITED STATES

XVI. James Campbell, 1853-1857

by Daniel Y. Meschter

The Post Office Department was already well politicized when President Franklin Pierce named James Campbell of Philadelphia Postmaster General.

James Campbell was born in 1812 to an affluent Irish-Catholic family in the Southwark district of Philadelphia. He was educated in private schools and read law with the distinguished legal scholar, Edward D. Ingraham. He was admitted to the bar literally days after his 21st birthday and his law practice in south Philadelphia quickly brought him into prominence in local political affairs. His skill in forging Catholic voters into a dependable voting bloc and his ability to deliver the south Philadelphia vote attracted the attention of the Democratic party leadership. In 1842 Governor David Porter appointed him to the Court of Common Pleas on which he served until the State constitution was amended to provide for the election of judges. Campbell was the only one of five Democratic candidates to be defeated in the popular election for the state supreme court due, it was generally agreed, to widespread anti-Catholic bias. He strongly backed James Buchanan for president at the 1852 Democratic convention, only shifting his support to Pierce when it became clear Buchanan's candidacy could not succeed. Pierce rewarded him for his support in the convention and in what turned out to be an electoral sweep by appointing him Postmaster General¹.

But Campbell was a paradox in that while his appointment was blatantly political, he brought to the office what his biographer calls "a strong sense of purpose, determination, a methodical efficiency, a capacity for hard work, and a reputation for integrity²." Further, unlike the usual run of Postmasters General, he quickly developed policies looking toward making the Department more efficient and self-supporting. Self-support, of course, was a political impossibility, but he tried.



James Campbell

Campbell devoted a substantial part of his effort during his four years in office to railroad and inland steamboat/ocean steamship mail transportation³. Congress helped him get started by enacting legislation directing him to investigate the current contract for the New York to Chagres route and the cost of replacing the contracts between the Post Office Department and the U.S. Navy⁴.

His strategy was to advertise for proposals to carry the mails on the current routes as if they were up for new contracts. He found that the Vanderbilt or "Niagara" company was prepared to carry the New York to San Francisco mail not to exceed \$300,000 per annum, including crossing the isthmus, in contrast to the \$284,500 presently paid to the Aspinwall line from New York to Chagres plus \$347,000 to the Pacific Mail Steamship Line from Panama to San Francisco and Astoria. Campbell was irked to discover that the Panama Railroad, completed in January 1855, was still demanding the twenty-two cents per pound temporarily agreed upon at the time construction started in 1851 when the most difficult parts of the route were performed by canoe and pack train. He concluded that these high prices barred meaningful competition and looked forward to the time when these contracts could be renewed on more favorable terms.

With respect to the transatlantic service, Campbell found that the competition of the Cunard line and the reluctance of the British government to facilitate the transfer of mails between U.S. and European ports without heavy surcharges raised the costs of transatlantic mail to intolerable levels. The Collins Line via Liverpool alone operated in FY 1855 at an expenditure of almost a half million dollars over revenues, the Bremen Line at more than \$100,000, and the Havre Line at \$75,000. Since these contracts ran to mid 1857, Campbell had no tools available to terminate or revise them. He could only recommend that future contracts contain revisory clauses to deal with technological developments in the steamship industry and changing economic conditions in long-term contracts. Campbell had rather more success adjusting and ter-

minating coastal and inland steamboat routes now better served by faster and more frequent railroad service.

Post Office Department statistics did not permit meaningful estimation of the weight or numbers of pieces of inland mail carried by the railroads, but they did allow Campbell to report that in terms of the total mail-miles carried in FY 1853, 21% was by rail compared to half that by steamboat, increasing steadily to 28% in 1856. Further, since more than a third of the total miles carried in 1856 was by “modes not specified,” it is probable that the mail-miles carried by the railroads was proportionately larger, certainly approaching 35%.

The problem of the railroads accepting schedules prescribed by the Post Office Department was still unsettled when Campbell took office. It seems that the principal railroads carried mail without contracts at the rates fixed by the Act of March 3, 1845 that set maximum rates according to the size or weight of the mails carried, celerity, and the importance of the service⁵. Without contracts, the railroads felt free to “throw down” the mails whenever it suited them without consideration of the public interest. There was not much yet that Campbell could do about this situation, but he could do something about the complaints of the agents who accompanied the mails about the “insufficiency” of the mail cars and their accommodations.

Amos Kendall appointed the first route agent, his nephew, to accompany the mail in transit on the rail line between Albany and Utica in 1837 and two more on the Boston to Springfield route in 1840⁶. Generally speaking, the mail seems to have been carried unattended in locked sacks in the baggage car, an obviously unsatisfactory arrangement.

Sometime in 1835 Kendall assigned his chief clerk, P.S. Loughborough, to consult with the railroad companies as to what arrangements could be made for the conveyance of the mails⁷. Among Loughborough's ideas were to partition off compartments in the baggage car where the mails could be carried under lock and key or for the mail to be packed in strong boxes designed to be loaded into baggage cars. Another ingenious idea he had was for the POD to build a kind of vehicle with two sets of wheels, one designed for use on city streets between the post office and the

depot and the other that would allow it to be attached to trains and run on railroad tracks. He was years ahead of his time

There was little agreement among the railroads in response to his inquiries and some either ignored his questions entirely or deferred them to future negotiations. Perhaps the most positive proposal was by the Wilmington and Susquehanna “to provide suitable accommodations in a car to be denominated the United States Mail Car.” Although Campbell found that some railroads devoted a car exclusively to mail, he noted that “in the great majority of cases,” even as late as 1854, “a car is divided between the government and the express companies, or a space is apportioned off for the route agent, the mail being placed with the baggage in one end and the balance of the car appropriated for a smoking room⁸.”

Although he was not completely clear as to what he had in mind to both assure the security of the mails and to accommodate the route agents; his text described a mail car twenty-five feet long divided into a mail room fifteen feet long and a post office ten feet long. It has not yet been found if any mail cars were built to this specification, but he seems to have been the first to conceive of the route agents in more than a custodial role and of a mobile post office for more than the casual sorting of way letters.

In a way somewhat related to the transportation of mail by rail, Campbell also realized that the distributing system developed by Joseph Habersham was breaking down due, basically, to the enormous increase in the numbers of post offices and postal routes in the past fifty years in a country as vast as the United States had become. What he found was that instead of letters being sorted at only two distributing offices as prescribed by the Habersham plan, letters were now being too frequently distributed four or five or more times before their arrival at their destination, causing a great increase in costs of handling and needless delay, much in the manner of the system Habersham's plan replaced. Although he did not say so in so many words, his findings give the impression many distributing offices were simply sloughing off letters bound for distant or unfamiliar places onto the next distributing office.

Campbell's remedy was to call on the fifty distributing offices to submit descriptions of their sorting scheme to his office on the basis of which he prepared new schemes for each distributing office. His

new plans furnished each distributing office with an alphabetical list of the 1,645 counties in the United States (except California) with the distributing office for each county and showing the proper route for the mail from each post office to every county in the Union⁹. Campbell was satisfied his new schemes solved the distributing problem, but he didn't see that his revisions were merely stopgap and that even his plan was approaching collapse as more and more mail carried by railroad demanded a different kind of sorting system.

Of the numerous innovations Campbell introduced in the Post Office Department, his recognition for introducing stamped envelopes was exaggerated. While it is true the first stamped envelopes in the three-cent and six-cent denominations were issued during mid 1853, the concept of postal stationary was adopted by Congress on August 31, 1852 specifically for use for letters carried "out of the mails" under the "express" provision six months before he took office. On the other hand, it was during his administration that the POD authorized perforating the stamps of the 1851-57 issue to which it added 24-, 30-, and 90-cent values. The new three-cent denomination was issued on February 28, 1857, only a week before Campbell left office¹⁰.

Early in his term of office, Campbell realized that there was no effective method of examining and checking the quarterly returns of postmasters or of comparing or verifying the post bills and other reports prepared by individual postmasters. He recognized the opportunities these forms offered unscrupulous postmasters to conceal embezzlement of postal receipts. He apprehended that auditing the hundreds of thousands of way bills and fiscal reports postmasters filed quarterly to detect fraud was utterly impossible and concluded that mandatory prepayment of postage by the use of postage stamps was the only practical solution.

It was at about this same time he became aware that postal patrons since the beginning of the postal system had used the mails for the transmission of bank notes, important papers, and other valuables which the POD did not treat differently from any other mail and accepted no responsibility for its security against loss or theft¹¹. He did not say he was acting in response to complaints from the public, but he clearly felt the situation had become critical enough to justify devising a system of registration with the assignment of additional clerks where necessary, preparing

accounting forms, prescribing handling procedures, and levying a five-cent fee *without* the sanction of Congress.

The Act of March 3, 1853 was the high point of Campbell's term of office as it ratified his most important innovations¹². The first section maintained the current letter rate for distances up to 3,000 miles at three-cents per half-ounce, but raised the rate for distances exceeding 3,000 miles from six to ten cents to take effect on April 1st. No provision was made for unpaid letters because the Act also provided that "the postages as above specified *shall be prepaid* (emphasis supplied)," except, of course, for mail subject to the franking privilege. Interestingly, this section authorized the Postmaster General, effective January 1, 1856, to require that postage stamps be applied to all prepaid letters. By mandating prepayment of postage and the use of stamps, and incidentally making postmasters accountable for his supply of stamps and postal stationary, the opportunities for petty theft were virtually eliminated and the Post Office Department's accounting procedures vastly simplified.

In the third section, Congress ratified Campbell's registration scheme, but was careful not to make registration compulsory under any circumstances or the Post Office Department liable for the loss of registered mail. His system of registration went into operation on July 1, 1855 and quickly won public acceptance. The elements of his plan still survive.

Unfortunately, Campbell was defeated in his efforts to reduce the annual postal deficits and make the POD self-supporting. He examined two matters relating to chronic deficits in his 1855 report the cost of the franking privilege and ruinously low rates for printed materials¹³.

Although Congress annually appropriated funds to at least partially defray the costs of mail originating in government agencies, exercise of the franking privilege by individual members of Congress remained a heavy burden. He found by an accounting kept at the Washington City post office that members of Congress franked almost 78,000 letters and public documents aggregating 693,500 pounds (347 tons) during January 1854 alone. Meanwhile, Government agencies franked letters and documents totaling only 7,000 pounds while the weight of newspapers sent free was 111,000 pounds or 55 tons. Extrapolating these figures for the whole year he estimated that the postage collected at prepaid rates would have approached \$1,500,000 or 90% of the FY 1854 deficit.

Campbell recognized, of course, there was little likelihood Congress would willingly abandon one of its favorite "perks" and would just as quickly ignore his recommendations for amendatory legislation to bring the rates on newspapers and printed material more into line with prepaid mail. Some of the rail carriers without foundation Campbell thought argued for higher rates on the grounds they were being required to carry large tonnages of public documents and printed materials as mail at rates less than they were receiving for ordinary freight.

On the whole James Campbell was a successful if somewhat lackluster Postmaster General at a time of accelerating technological development and mounting national political crisis. None of his innovations can be considered truly monumental, so many of them being modeled after the British postal system; but his investigation of mail transportation by rail and steamship and improvement of the mail distribution system had long term impacts.

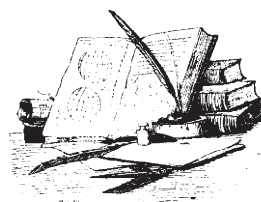
As the Democratic party approached its 1856 nominating convention, party leaders deemed Franklin Pierce unelectable due to mismanagement of his plan to annex Cuba and failure to maintain civil order in Kansas following passage of the Kansas-Nebraska Act. Buchanan was nominated and elected; but there was no room in his administration for holdovers. Campbell stepped aside in favor of Aaron V. Brown of Tennessee for Postmaster General and returned to his law practice where, still not yet 50, he had many years ahead of him to devote to charitable and educational pursuits. His activities included the vice-presidency of St. Joseph's Orphanage, president of the board of trustees of Jefferson Medical College, and member of the Philadelphia County Board of City Trusts with oversight of Girard College and Wills' Eye Hospital, among others. His last venture into the political arena was when he was defeated for the Senate in 1862. He was a political anachronism time had passed over by the time of his death in Philadelphia in January 1893 at age 80.

Endnotes

Portrait of James Campbell from *The National Cyclopaedia of American Biography*, 1895, v. 4, p. 251.

1 Coleman, John F., "James Campbell," article in *American National Biography*, New York, 1999; see also *The National Cyclopaedia of American Biography*, 1895, v. 4, p. 251; Vexler, Robert I., *The Vice-Presidents and Cabinet Members*, Dobbs Ferry, NY, 1975; and the *Catholic Encyclopedia*, 1914 for biographical sketches of James Campbell.






- 2 Coleman, id.
- 3 Annual Reports: December 1, 1853, Senate Ex. Doc. No. 1, Serial 692; December 4, 1854, Serial 747; December 3, 1853, Serial 842: December 1, 1856, Serial 894.
- 4 Act of March 3, 1853, 10 Stat 240.
- 5 5 Stat 738.
- 6 *History of the United States Postal Service, 1775-1993*, United States Postal Service.
- 7 Annual Report, December 1, 1835, House Ex. Doc. No. 2, Serial 286, pp. 394-6, 403-23.
- 8 1854 Report, p. 617.
- 9 1854 report, p. 619; 1855 report, p. 322.
- 10 10 Stat 141.
- 11 1854 Annual Report, p. 626-8.
- 12 10 Stat 641.
- 13 1855 Annual Report, p. 327-9.



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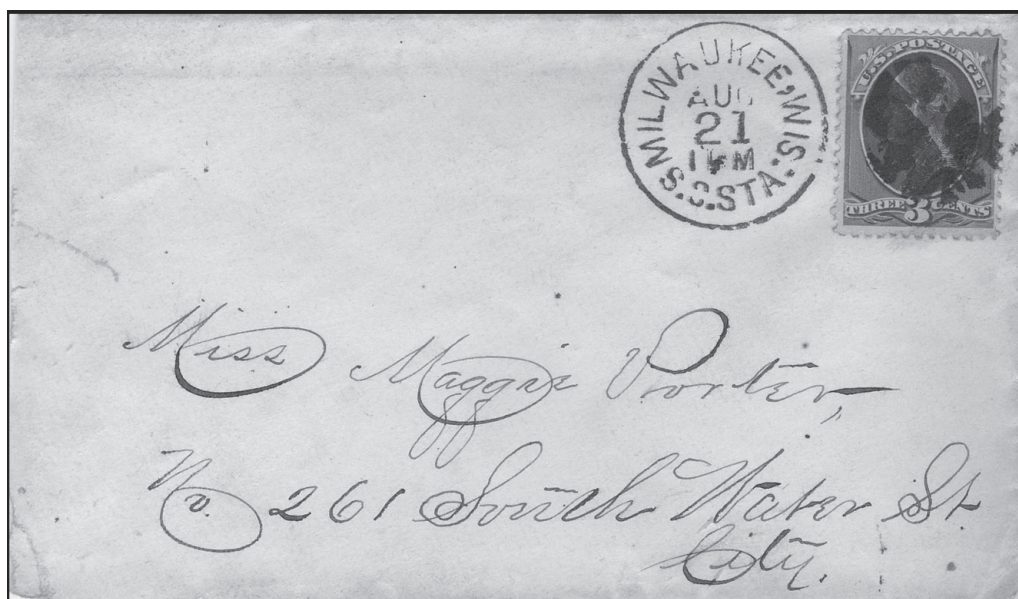


Figure 1 Milwaukee South-Side CDS postmark on a cover to a local address.

Milwaukee Branch Post Offices in Orders of the Postmaster General

By Dennis H. Pack

This article looks at Orders of the Postmaster General (PMG) that establish, change or discontinue branches of the Milwaukee, Wisconsin, Post Office through 1895.

Operating the U.S. postal system has never been simple. Making sure that postal workers and the public know the laws and rules, and any changes to them, has always been a challenge. Policies and instructions were issued as Orders by the Postmaster General. For many years, the orders were painstakingly entered by hand into bound books called journals. The bound *Orders (Journals) of the Postmaster General*, located at the National Archives in Washington, DC, contain a wealth of information about the operation of the Post Office Department (POD), including personnel matters (not including postmasters), contacts for procurement of supplies, the free delivery system, and the establishment and discontinuation of branch post offices. Starting in 1880, many of the Orders of the Postmaster General were also published in the *Daily Bulletin of Orders Affecting the Postal Service*, which became the *Postal Bulletin*, which is still published.

Much research into branch post offices has centered on the *Daily Bulletin* because of its availability. (Microfilms of the daily bulletin can be borrowed or purchased from the American Philatelic Research Li-

brary.) At present the journals are only available at the National Archives. (Custom microfilming of the journals is possible, but is usually limited to requests for specific pages because of cost.) Even though the *Daily Bulletin* started publication in 1880, orders relating to branch post offices were not included until 1894. There is no comprehensive index to either the *Daily Bulletin* or the *Journals of the PMG*, so they must be searched to find the desired information.

While searching the journals for other information, the author noted that Milwaukee, Wisconsin, had a number of branch offices that were established or changed before that information would have been published in the *Daily Bulletin*. This article presents what was found.

Order 328, dated June 22, 1882, establishes two branches of the Milwaukee Post Office: The West-Side Station located near the corner of 12th and Walnut Streets, and the South-Side Station located at or near the corner of National Avenue and Grove Street. Illustration one shows a cover cancelled at the South-Side Station. The Order took effect July 1, 1882. The Milwaukee postmaster was allocated the following per annum to pay for both stations:

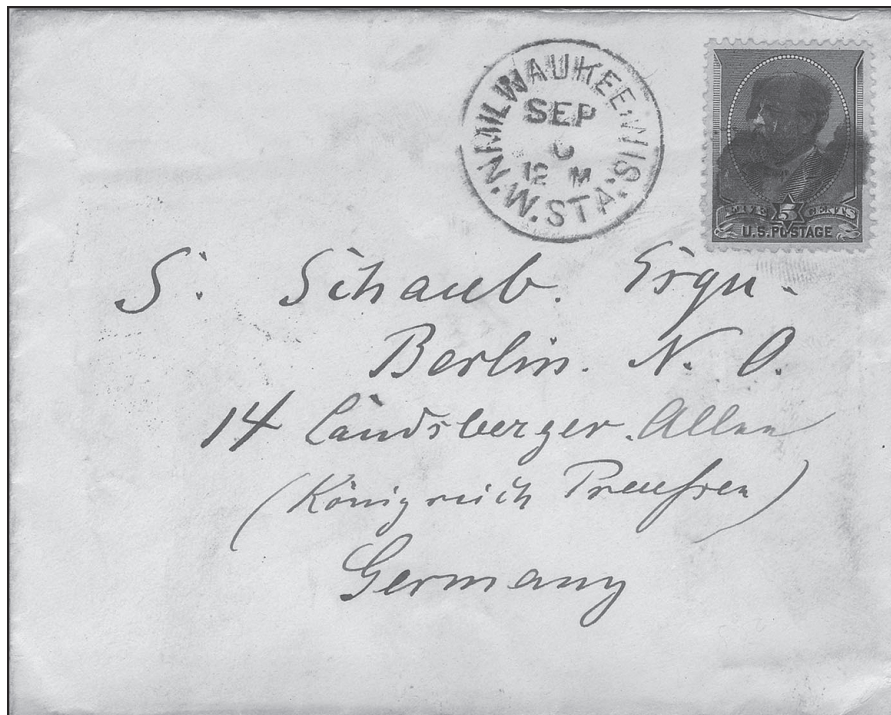


Figure 2 Milwaukee North-West Station CDS postmark on a cover to Germany.

Rent	\$800
Light & fuel	\$480
Clerk hire	\$3,600 (additional)
Telephone	\$160
Fitting up stations	<u>\$900</u>
	\$5,490

The West-Side and South-Side Stations appear to be located in spaces rented specifically for them. They also appear to be operated by POD clerks.

Order 330, dated June 24, 1882, establishes two additional branches “without Letter Carriers”: North-Side Station located at north side near Lee and Third Streets. The Kinnic-Kinnic Station located on the south side on Kinnic-Kinnic Avenue. This order was also effective July 1, 1882. The postmaster was allowed \$100 per year for all expenses. These appear to be stations that were located in businesses. They also appear not to be operated by POD personnel.

Order 333, dated June 24, 1882, changes the name of the North-Side Station to the North-West Station before it was established, effective the same date. Illustration two shows a cover cancelled at the North-West Station.

Order 36, dated December 13, 1883, is confusing. It creates the West-Side Station at 21st and Cedar Streets (This station was previously ordered established by Order 328), and the Williamsburg Station at the north side of the city. No effective date for the order is given.

Order 62, dated March 16, 1887, made sweeping changes. It established ten “stamp selling Stations at which registration may be permitted provided the cost is not increased there by at \$24.00 each.”

Order 62 also converted the Kinnic-Kinnick [*sic*] to a full carrier station and allocated funds for the change:

Clerk Hire	\$800
Rent	\$200
Fitting up and Furniture	<u>\$150</u>
	\$1,150

The Williamsburg Station was also converted to a full carrier station by Order 62. Five hundred dollars was allocated for clerk-hire.

The South-Side Station was ordered moved “to a more central locality” and given a rent increase. The total allocated was:

Rent	\$200
Additional Clerk-Hire	\$500
Cost or removal and suitable furniture and fixtures	<u>\$100</u>
	\$800

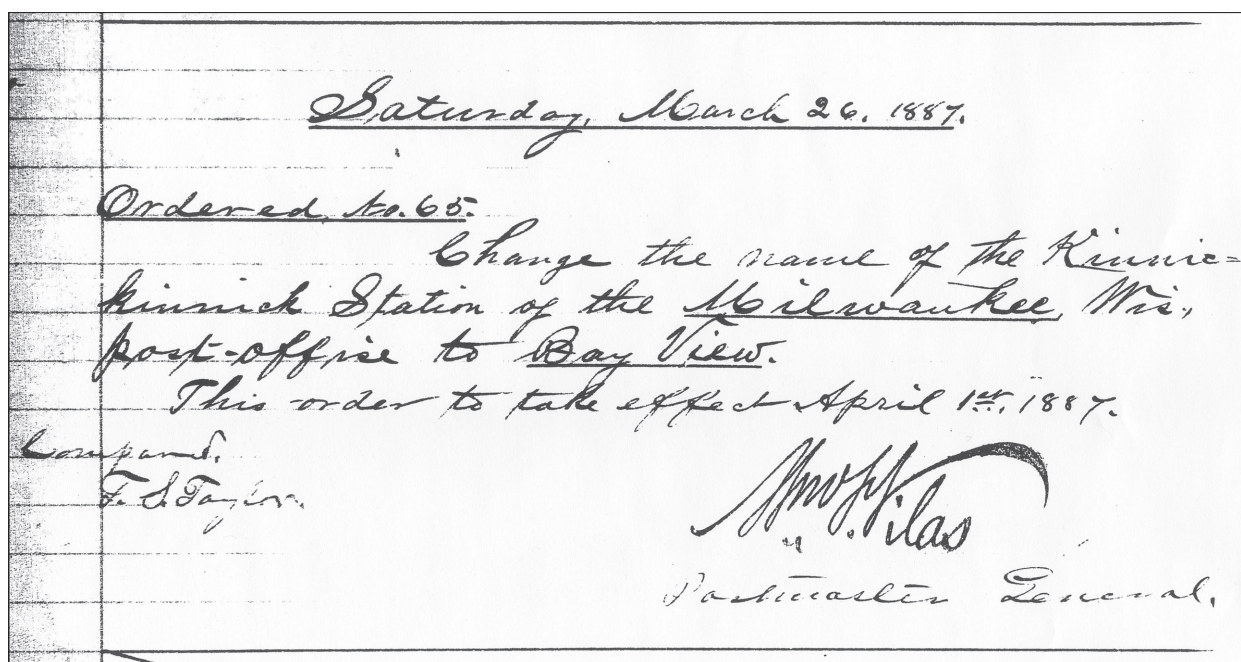


Figure 3 A typical journal entry regarding a Milwaukee branch post office as it appears in the Journals (Orders) of the PMG.

The West-Side and Third-Street Stations were discontinued. The Bay View Post Office, “now in the 17th Ward of Milwaukee,” was ordered discontinued. All of these changes in Order 62 were to take place April 1, 1887.

Order 65, dated March 26, 1887, changes the name of the Kinnick-Kinnick Station to the Bay View Station effective April 1, 1887. *Figure 3* shows this order as it appears in the journal.

Order 46, dated February 20, 1889, establishes the Layton Park Station located at or near the Layton Park Depot effective April 1, 1889, “This station to be established and conducted without expense to the department.”

Order 191, dated May 17, 1890, establishes the Third Street Postal Station at 742 Third Street effective July 1, 1890.

The last order was in the journals, but also published in the *Daily Bulletin*. It brings closure to Milwaukee’s early named branch post offices.

Order 263, dated April 11, 1895, re-designates named stations with letters: The South Side Station becomes Station A, the North West Station becomes Station B, the Third Street Station becomes Station C, and the Bay View Station becomes Station D. In addition, the Williamsburg sub-station [*sic*] is changed to sub-station 1. All of these changes were effective July 1, 1895.

The *Orders (Journals)* of the Postmaster General are a valuable resource in postal research. This snapshot of the early branches of the Milwaukee Post Office is only an example of one type of information that is available there.

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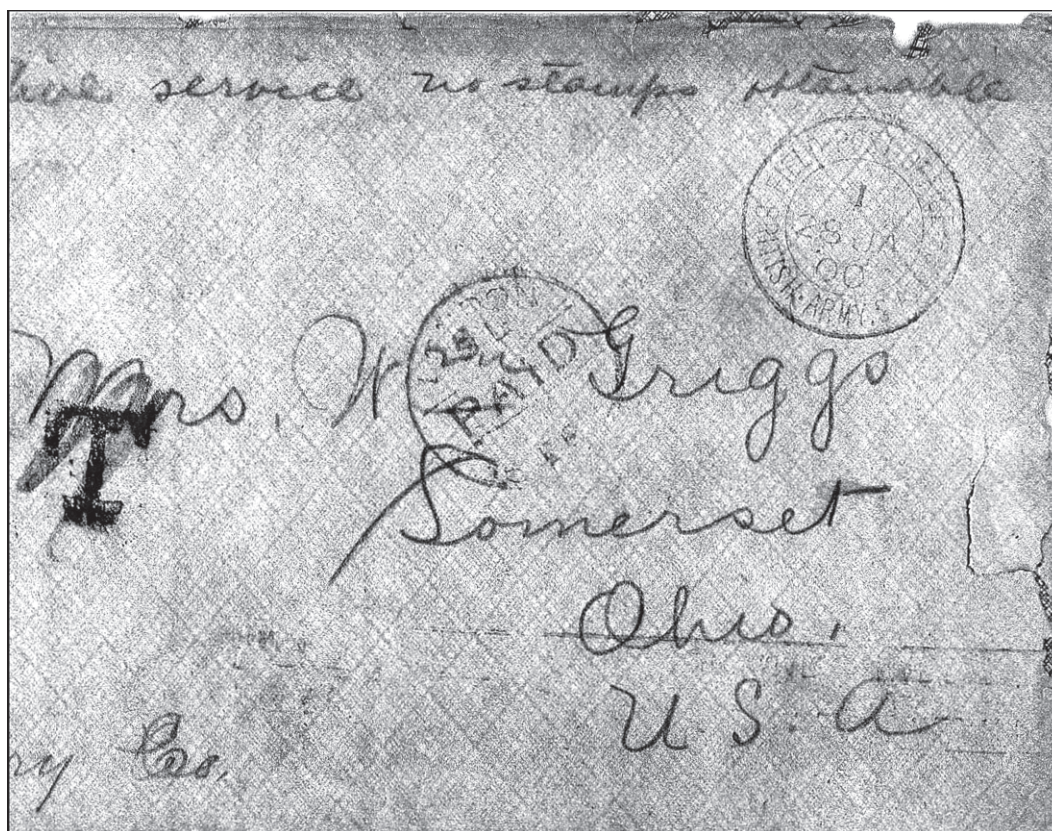


Figure 1 Canadian soldier's letter mailed from South Africa to Ohio via England on January 28, 1900.

South Africa to England to Ohio: Boer War Letter from the Front

by Michael Dattolico

Prologue

Several years ago, Phil Trudeau of Grove City, Ohio, a close friend from my teaching days, gave me an old envelope containing two letters. Phil was selling his father's stamp and coin collections, and the documents turned up. Knowing that I was a postal historian, he offered me the cover and letters. I was told that the letters had been written by relatives and were geneologically significant, although the family connection was unclear. Unfortunately, I misplaced the cover and letters within my collection and forgot about them.

Recently, I discovered the items. Only after rereading the letters did I realize that they and the envelope were unique pieces of postal history that should be shared with others. But in order to accurately tell the story, more facts were needed about Phil's family history. This was especially true because one letter was

written in January, 1900, by a soldier fighting in South Africa to his aunt in rural Ohio. The other letter, written in March, 1900, was from the soldier's father to his sister, the same soldier's aunt. But this letter was written in Windsor, Ontario.

I called Phil and asked him about the identity of the Canadian relatives. He professed to know little about them, saying only that the letters had had great sentimental value to past generations of his family. I decided to do some digging and discovered a fascinating saga. More on the geneological "story within a story" later. But first...

On October 9, 1899, warfare commenced between England and the native Boers of South Africa. In Great Britain, soldiers boarded troopships bound for Cape Town and other ports to reinforce British forces already there. Meanwhile, the Boers assembled to fight. England requested soldiers from Australia, Canada and New Zealand to augment the understrength Brit-

ish Army. Those countries responded immediately, the first contingents of colonial troops arriving in South Africa in late October and November.

The first group of Canadian soldiers was the 2nd Battalion (Special Service), Royal Canadian Regiment. The men were recruited primarily from the English-speaking provinces. Half the volunteers came from the militia, 15% came from the Canadian permanent force, and the remainder were men with no military experience. Eight companies each consisting of 125 men sailed for South Africa on October 30th. They disembarked at Cape Town in November, 1899, only partly trained but eager to fight.

Jesse T. Biggs of Windsor, Ontario, was a soldier in Company B of the Royal Canadian Regiment. On January 24, 1900, while on watch at an outpost along the Orange Free State border, he wrote a letter to his aunt who lived in Somerset, Ohio. Biggs described the bleak conditions facing the British and, among other things, the postal situation that existed in the early months of the war.

At first glance, the cover which carried Biggs' letter might be described as ratty and non-descript. Its markings are faint or partially struck, and stamps are noticeably absent. But when one inspects the envelope closely, it becomes apparent that it is a unique example of soldiers' mail from South Africa.

The cover's front is seen as *figure 1*. Written in pencil across the top are the words, "Active service — no stamps obtainable." At upper right is the double-circle date stamp, "Field Post Office" and "British Army S.A." The date shown in the cancel is January 28, 1900. (*figure 2*). An orange partial "PAID" cancel applied in London is seen at the envelope's center.

The letter was forwarded to the United States from London. The New York City post office handled it on March 2nd, as indicated by the backstamp shown in *figure 3*. The Somerset post office backstamped it on March 5, 1900. The large "T" struck on the cover's front, international symbol for incoming mail with postage due, was likely applied by the New York

post office. Since England had accepted responsibility for the postal costs, the "T" was crossed out and no penalties were assessed.

Biggs' letter, featured as *figure 5*, was written to his aunt and reveals much about the situation that existed along the battle front during the early days of the war. When the letter was written,

Biggs was garrisoned at Belmont, Cape Colony, site of a major battle in late 1899 near the Orange Free State border. He describes the weather as arid, with little rain and blinding sandstorms blistering his camp. Many of the soldiers' khaki uniforms were falling apart. Biggs commented, "...Most of the fellows are out at the knees, rear and elbows. Some of the pants are near all worn out..." The tents had lice, and blankets were in short supply. He also described in detail the defensive area manned by the Canadians.

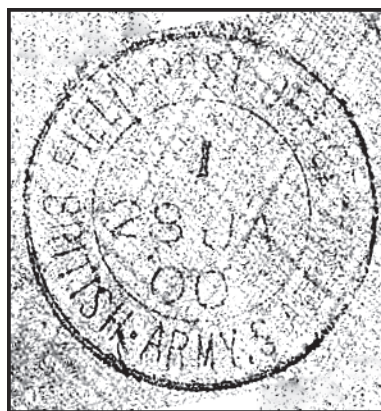


Figure 2 Enlarged view of military postmark on cover's front. The wording, "Field Post Office" and "British Army, S.A.," are seen within the double-circle portion of the strike. The date, January 28, 1900, is visible in the center.

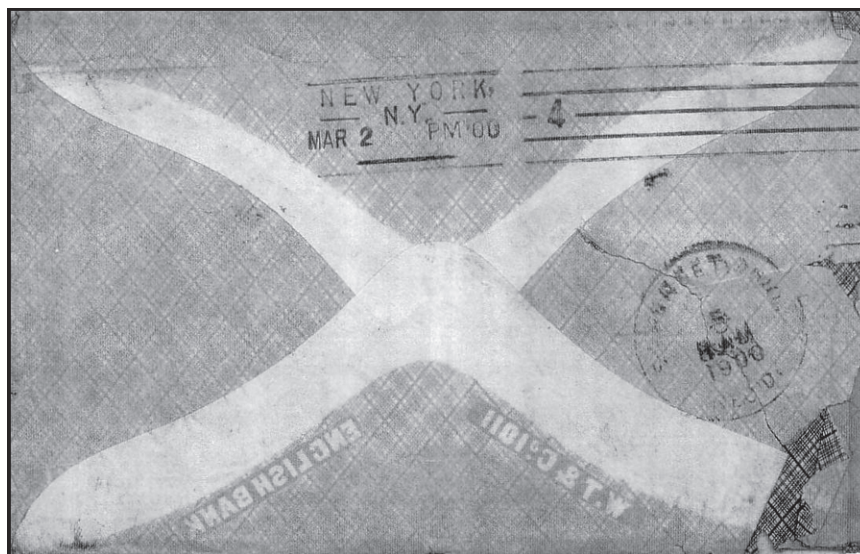


Figure 3 Back of envelope showing a New York City machine postmark dated March 2, 1900 and a Somerset, Ohio receiving postmark dated March 5th.

Figure 4 Soldiers sorting mail in the army field post office at Modder River Station, Cape Colony, in early 1900. Note the mail bag's wording: "From London For British Army Post Office South Africa."



My Dear Aunt -

There is little news. We are still at Belmont. It is still very hot and sand storms continue. There are two companies away - at Douglas near where the battle of Sunny Side was fought. They are in touch with the Boers there but we are not strong enough to attack. Part of the regiment being away gives us more duties. We usually have 24 hours on and 48 hours off. We are for duty tomorrow which will cause us to miss another church parade.

Yesterday we were presented with the Queens' Chocolate. The chocolate roundtrees are very good, but the box is the principal thing. It is about 6" long, 4" broad and 1" thick. The cover is a raised medallion of the Queen with the monogram U.R.I. & South Africa 1900, and in a facsimile of her hand writing, "I wish you a happy new year - Victoria." They will be very valuable - \$5 Pounds to \$25 dollars has already been offered for them. I shall sell mine (sic) and buy another if I can get it.

I got a letter from Charlie last mail. It was very brief, simply saying he was well and asking how I was. It was very carelessly written. I know he could do better if he tried. We usually get mail weekly (although) sometimes it is delayed. We get numerous Windsor papers. The people there seem to be very much in sympathy with us. I received a note from an old classic mistress. She was very much surprised at the departure of myself and another favorite pupil but was not displeased. She is now married and lived in New Jersey.

We had a washing parade Wednesday last (and) walked out about 4 miles to some wells. I washed (sic) my clothes on a rock and scrubbed them with a brush (a lesson I learned from the regulars). I got my shirts and underclothing clean but could not do much to my socks. Our khaki clothing is pretty nearly gone. Most of the fellows are out at the knees, rear and elbows. Some of the pants are near all worn out. My items are in fair shape but very dirty. Some of the tents have lice. As yet, my own have none. We are all good cleanly and decent fellows. But I fear that if the blankets get changed, when we want more we will have trouble but I hope not.

Last Sunday we were at a forward post stationed at a redoubt on the border of the Orange Free State. It is small but very strong, built in the shape of a horseshoe of rocks covered with sand...a trench 4 feet deep outside the opening of the shoe is guarded by a parapet. The top of the walls are covered with sand bags placed so as to have loop holes. It is estimated that 14 men (the number who daily occupy it can hold it against 200). In addition, there are barbed wire entanglements placed on the enemies' side.

We cooked our own meals. We had fried onions, beefcakes and rice, tea, coffee and bread (and sand). By the way, onions are 2-cents apiece, a piece out here pretty expensive is not?

I heard from home a couple of weeks ago. Dad says everything is going smoothly. Also received the first letter from Aunt Gert. She was very desirous of learning everything I was doing, what I was wearing, eating, etc. I answered as best I could.

We had a little rain a couple of days ago but the rain is gone as soon as it strikes the ground. The wind which usually accompanies it, however, generally wrecks a few tents. We all have to hang on the bottom of them if we wish to keep them up. Usually at dinnertime there is a sand storm to season our scanty repast.

Tell Stella to write me if she hasn't done so. I shall try to get a letter off to Uncle John in this mail. So far I have neglected him which I know I shouldn't haven't done. We know nothing of our own movements, all sorts of rumors fly but will know nothing for certain.

I am now lying in the sand and perspiring freely. So endure bad writing and mistakes and remember me kindly to all concerned.

Your nephew, Jesse

Figure 5 Text of letter dated January 24, 1900, written by Canadian soldier Jesse Biggs to his aunt at Somerset, Ohio.

"Last Sunday we were stationed at a redoubt on the border of the Orange Free State. It is small but very strong, built in the shape of a horseshoe...of rocks covered with sand. A trench four feet deep outside the opening of the shoe is guarded by a parapet. The top of the walls are covered with sand bags placed so as to have loop holes. It is estimated that 14 men (the number who occupy it) can hold it against 200...."

But the most significant parts of the letter dealt with the postal situation. Biggs stated that they usually got mail weekly, although it was sometimes delayed, and the men were cheered by numerous Windsor newspapers. He also wrote about a note he received from his teacher whom he described as "an old classic mistress."

Jesse Biggs recounted a gala event that occurred on January 23rd. On that date, every Canadian soldier at Belmont received a box of chocolates from Queen Victoria. He described the occasion to his aunt.

"....Yesterday we were presented with the Queen's chocolate. The chocolate roundtrees are very good, but the box is the principal thing. It is about 6" long, 4" broad and 1" thick. The cover is a raised medallion of the Queen with the monogram U.R.I. & South Africa 1900, and in a facsimile of her hand writing, "I wish you a happy new year - Victoria". They will be very valuable - 5 pounds to \$25 dollars has already been offered for them. I shall sell mine and buy another if I can get it...."

Queen Victoria decided that every soldier fighting in South Africa, particularly the colonial troops, should receive a box of chocolates. Some historians have characterized the generous act as a belated Christmas/New Year's gift, while others view it as a way to bolster the troops' sagging morale after suffering humiliating defeats during December, 1899. Throughout Europe, however, many ridiculed Victoria's

gesture and lampooned England's military setbacks with denigrating satire. (*figure 6*).

The young Canadian ended his letter by saying whimsically, "I am now lying in the sand and perspiring freely. So endure bad writing and mistakes and remember me kindly to all concerned."

Your nephew,
Jesse

Jesse Biggs' luck in South Africa was running out, as evidenced by a note mailed from Windsor, Ontario, on March 5, 1900. It was written by the young soldier's father, Joseph, to his sister in Somerset, Ohio, Jesse's aunt. The cover which carried it does not exist, but the letter informed the Ohio relatives that Biggs was severely wounded. The text of his father's letter is shown as *figure 8*.

Biggs was likely wounded at the Battle of Paardeberg on February 17 or 18th. The British forces suffered 1,262 casualties at Paardeberg on February 18, 1900, making it the bloodiest single day of the war for England. The Canadians lost 21 killed and over sixty wounded that day and continued to take heavy casualties until the battle ended on February 27th.



Figure 6 German cartoon mocking the British situation in early 1900. The caption reads, "Greetings from the War. The English soldiers in South Africa enjoy the attentions of both sides. From the Queen they are given chocolate, from Kruger they get a good thrashing."



Figure 7 Canadian troops attacking a Boer position. Note the maple leaf on the soldiers' helmets.

Epilogue

Since Phil Trudeau was unable to answer specific questions about the relationship of the Biggs family in Canada and the Griggs family in Ohio in 1900, he introduced me to his 81-year-old mother, Gwendolyn, a retired physician living in Columbus. It was Dr. Trudeau who filled in the missing pieces.

She stated that part of her family migrated to Canada from Ohio in the late 19th century. The addressee's maiden name was actually Martha Eleanor Biggs; William Griggs was her husband. Gwendolyn Trudeau identified Martha as her maternal great-grandmother. Joseph Biggs was her great-uncle, making the Canadian soldier, Jesse Biggs, a very distant cousin.

My biggest surprise, however, occurred after checking geneological records at the Ohio Historical Society archives. Records indicate that Jesse T. Biggs was born in Ohio before the Biggs family trekked to Canada.

Thus, an American-born Canadian citizen fought for England against the native Boers in South Africa over a century ago.

March 5, 1900

Windsor, Ont.

Dear Sister and Family,

It seems today that Jesse is still alive. There was a 'Biggs' killed and first reports said Biggs of Co. B, and of course that would be Jesse. But later reports say that the killed Biggs was from Co. C. J.C. Biggs of Windsor had wounds of flesh in leg and lower extremities. Jesse lived and will be sent home and would arrive soon, but I have no official notice yet. As soon as I get one I will let you know. Mother is about the same. Frank and I are well.

I hope this will find you the same.

Your brother,

Joseph A. Biggs

Figure 8 Text of March 5, 1900 letter, mailed from Joseph Biggs of Windsor, Ontario, to his sister in Ohio, informing her that Jesse was seriously wounded in South Africa.

Philadelphia's County Markings, I

by Tom Clarke

In 1978 and 1979, John Kay, then John Kay and Robert Stets together, published the first comprehensive listings devoted solely to Philadelphia County postal markings. Of course there was the *American Stampless Cover Catalog* before that, but theirs were the first monographs on the subject.

In 1989, the *Catalog of PHILADELPHIA POST-MARKS 18th Century to the Present* was published and attempted to expand on the previous work with as much detail and additional material as possible, all within the context of a much grander scope.

Collector Norman Shachat has made this area one of his several exhibition topics. In his pursuit, he has uncovered and shown new markings and earlier and later dates of usage, to further academic understanding, not to mention public awareness.

This article will do its best to present what is known of these markings to date, in the hope that *La Posta* readers will join forces by eMailing scans or snailing xerox copies of new types and dates.

A difficult pursuit is to catalog the different manuscript hands, in an effort to distinguish which postmasters notated the mail, so as to identify and more closely date the undated letters and early covers.

Also of interest, though not easy to record are the different rate stamps and auxiliary markings used at these County Post Offices. After dates can be ascertained for them, then cross referencing the various pieces of the puzzle can aid in dating these sometimes vexing items.

Sizing up the situation

Some useful data to help get a handle on the expectation of success in finding postal markings is the population of the offices in question. Frankly, in the time allowed, the population figures for all the villages listed next couldn't be found, but some useful statistics did emerge.

Let's look at the census figures for the largest towns in the US between 1830 and 1860, the boom time for America's growth and communication.

In every case, New York City had already outstripped Philadelphia as the largest American town, though the

figures are misleading. As a planned town, William Penn gave Philadelphia specific boundaries. Other towns were free to spread and at will. Surprisingly, the areas surrounding Philadelphia themselves were in the running for the largest town in America! Of the 100 largest US towns in 1830, Philadelphia came in 4th place, followed by Northern Liberties in 7th, Southwark in 10th, Kensington in 15th,

Spring Garden in 20th, and Moyamensing in 40th! However taken together as one city, they far outpaced the 3rd town, Baltimore, and would have been close to New York City in 2nd place.

Ten years later in 1840, the same relationship is true. Philadelphia came in 4th place, followed by Northern Liberties slipped to 8th, Spring Garden charged up to 11th, Southwark slipped to 12th, Kensington stayed in 15th, and Moyamensing had exploded into 27th! Moreover, the Philadelphia suburbs were increasing in population compared to the home city. Philadelphia had slipped from 49% of the "metropolitan" population to 43%.

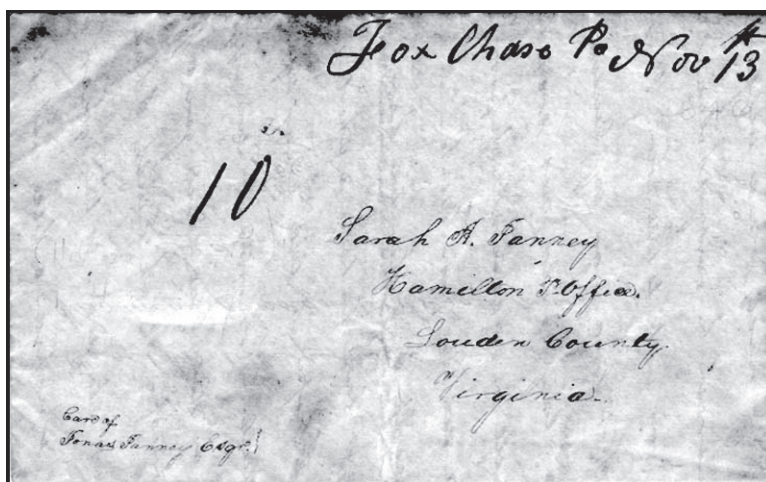


Figure 1 Folded letter from "Hilton Farm" in very rural Fox Chase, Philadelphia County, Nov 8, 1846, to Hamilton P. Office, Loudon County, Virginia. The style of the handwriting of Amos Snyder, first postmaster of the village. With a population of perhaps 200, it's surprising that it exists 160 years later. *Catalog Fo 1.*

Northern Liberties was slowly dismembered piecemeal over time into new or enlarged communities that would achieve or already had offices. She was surrounded by other's post offices.

Southwark and Moyamensing (the upper portion of today's "South Philly") bordered the entire southern boundary of the city. They were well populated and fast growing communities as the census charts show. They relied on the main post office a mile or two north and east or Kingsessing's, the same distance west for their needs. Further reading may reveal why they hadn't equal civic pride that other areas had with regard to achieving post offices in their own name.

However, there were thriving towns and hamlets that did have that pride. They thought it essential to have a local post office to cater to the communication needs of the farm and town folk in the surrounding several miles of real estate. What's more, since the post office was almost always inside the village rooming house or general store, not only local farmers and villagers, but stage coach travelers too, would frequent it. These following post offices are known to have produced manuscript and/or hand stamped postal markings.

Covered in this first part of this article:

Andora
Blockley
Bridesburg
Bustleton
Byberry
Chestnut Hill
Falls of Schuylkill
Fox Chase
Frankford
Germantown

To be covered in the second part of this article:

Holmesburg
Kensington
Kingsessing
Leverington
Manayunk
Milestown
Mount Airy
Olney
Oxford Station/Church
Penn Township
Port Richmond
Rising Sun
Somerton

Spring Garden
Tacony
Torrisdale/Torresdale
West Philadelphia

Traditional County Post Office cancellations continue to be used into the late 50's and 60's, but they are by then technically Station markings, following the city-county consolidation of 1854.

There were many 'outlier' townships, boroughs, and villages that were granted offices, but not all have left us postal mementos. Those offices that lack even a single example of a manuscript marking to prove their postal status:

Ariel
Branch Town
Cedar Grove
Felton's Villa / Feltonville
Francisville
Haddington
Leverings
Nicetown
Orlando
Robin Hood (Tavern)
Roxborough

Among others, there were other Philadelphia County townships and villages that never saw the need, had sufficient population, or had the opportunity to petition for their own post office: Some developed too close to consolidation to have the chance:

Aramingo
Belmont
Bristol
Delaware
Dublin
Hamilton Village
Harrowgate
La Grange
Mantua
Moreland
Northern Liberties (despite the classic Reading Room stamp)
Passyunk.
unincorporated Northern Liberties
unincorporated Penn township
White Hall

It would be a good deed for La Posta readers to see if they have any manuscript markings, let alone any letter headings within bearing the latter two sets of vil-

1990 Census - 20 largest cities	Pop	Metro	
1 New York, NY	7,323,000	16,044,000	
2 Los Angeles, CA	3,485,000	11,403,000	
3 Chicago, IL	2,784,000	6,792,000	
4 Houston, TX	1,631,000	2,902,000	
5 Philadelphia, PA	1,586,000	4,222,000	
20 Boston, MA	574,000	2,775,000	
1860 census - 100 largest cities (Philadelphia consolidated, 1854)			
1 New York city, NY	813,669		
2 Philadelphia city, PA	565,529		
100 Wilmington town, NC	9,552		
1850 census - 100 largest cities			
1 New York city, NY	515,547		
2 Baltimore city, MD	169,054		
3 Boston city, MA	136,881		
4 Philadelphia city, PA	121,376	340,045	35.7%
9 Spring Garden district, PA	58,894		
11 Northern Liberties district, PA	47,223		
12 Kensington district, PA	46,774		13.8%
20 Southwark district, PA	38,799		11.4%
27 Moyamensing district, PA	26,979		
100 Easton borough, PA	7,250		
1840 census - 100 largest cities			
1 New York city, NY	312,710		
2 Baltimore city, MD	102,313		
3 New Orleans city, LA	102,193		
4 Philadelphia city, PA	93,665	220,423	42.5%
8 Northern Liberties district, PA	34,474		
11 Spring Garden district, PA	27,849		
12 Southwark district, PA	27,548		12.5%
15 Kensington district, PA	22,314		
27 Moyamensing township, PA	14,573		
100 New Albany city, IN	4,226		
1830 census - 90 largest cities			
1 New York city, NY	202,589		
2 Baltimore city, MD	80,620		
3 Philadelphia city, PA	80,462		
7 Northern Liberties district, PA	28,872	164,271	49.0%
10 Southwark district, PA	20,581		
15 Kensington district, PA	13,394		
20 Spring Garden district, PA	11,140		6.8%
40 Moyamensing township, PA	6,822		
90 Annapolis city, MD	2,623		

lage names. The *should* be at least manuscript markings from the first of the two groups, but only dateline headings from the last set.

The catalog

The basic town mark listing here is as complete as possible, based on my own activity and those collectors who have kindly shared their data over the last 15 years..

Combined with the list are the pre-1867 County Post Office's auxiliary markings. These have been ignored, even more so than those of Philadelphia, so sparing describes the attempt.

The arrangement makes assumptions. We can presume that smaller offices used manuscript town, paid and free markings, and numbers are reserved for them.

Still, PAID and FREE hand stampers could have been purchased by outlying postmasters as part of their rudimentary kit. However, it is more questionable whether they would have opted for the more exotic MISSENT and DUE devices. It seems reasonable that these would be needed only in larger offices with more business, nearer to the center city throng.

Catalog numbers are been set aside for new finds. There has been no report of a marking unless there is a firm description of it with its size, color, and date. Future finds, such as the recent DUE handstamp of Bustleton, can be shoe horned in, such as in this case, given the intermediate catalog number, 1211A.

Anyone familiar with the previous Philadelphia catalog will note the old catalog numbers in the second column. The new, rearranged system is shown in the first column (in this case with special Philadelphia County Post Office prefixes).

Listed County Post Offices of																														
Pale = no known markings																														
	1798	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Andora																														
Blockley																														
Bridesburg																														
Bustleton																														
Byberry																														
Chestnut Hill																														
Falls of Schuylkill																														
{ Ariel > to Fox Chase																														
{ Fox Chase																														
Francisville																														
Frankford																														
Germantown																														
Haddington																														
Holmesburg																														
Kensington																														
Kingessing																														
Manayunk																														
{ Branch Town > Milestown																														
{ Milestown																														
Mount Airy																														
Nicetown																														
{ Cedar Grove, > Felton's Villa																														
{ Felton's Villa, to Olney																														
{ Feltonville, back to Olney																														
{ Olney, from, then to, Feltonville																														
Orlando																														
Oxford Station, to Oxford Church																														
Oxford Church																														
Penn Township																														
Port Richmond																														
Rising Sun																														
Robin Hood (Tavern)																														
{ Leverings, to Roxborough																														
{ Roxborough, to Leverington																														
{ Leverington																														
Somerton																														
Spring Garden																														
Tacony																														
Torrisdale/Torresdale																														
West Philadelphia																														
	1798	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27

Andora / Andorra

Andorra Post Office in the far northwest of the county was a late development (1850) as the population spread outward and its identity was quickly absorbed after consolidation in 1854. However, it retained its distinctive post office and hand stamp markings, as did most other county offices, until 1863.

An 1	C 1		(ms) none reported		
An 2	C 2	a	ANDORA,PA CD30, black	1850 <i>ASCC</i>	
An 3		b	ANDORA.PHIL ^A . C ^O .P ^A . CD29, black		
An 4	1200	a	<i>Paid</i> (ms)		
An 5		b	<i>Free</i> (ms)		
An 6		c	(other ms - <i>missent, forwarded, etc.</i>)		
An 7	1201		PAID		
An 8	1202		FREE		

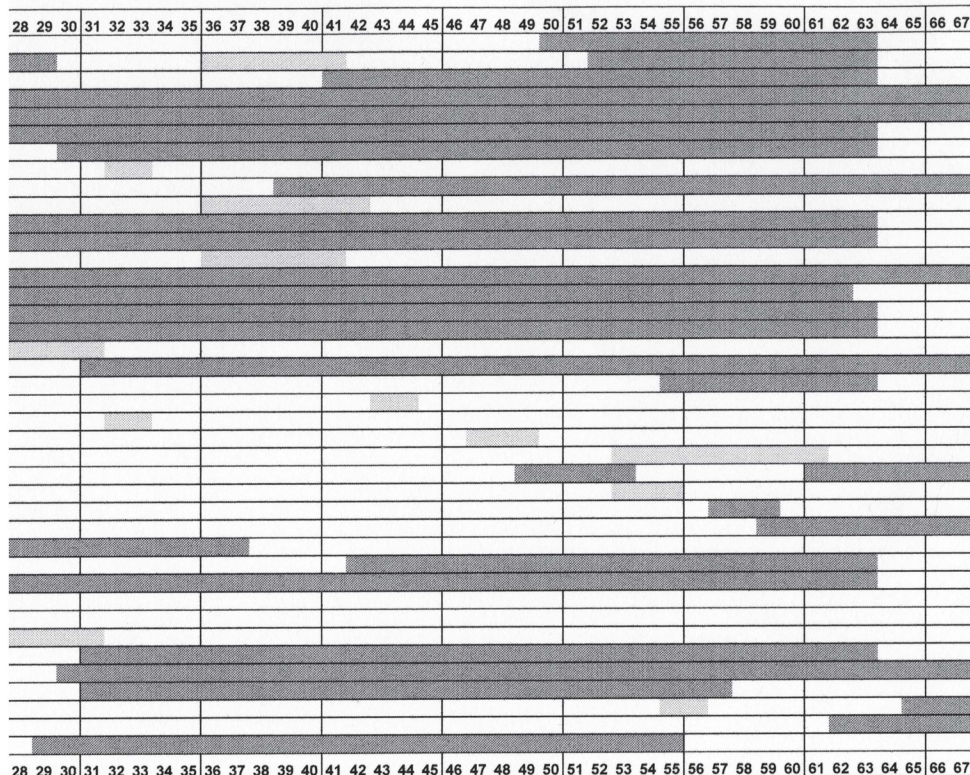
Ariel

No trace of this office has been found. It is thought that it was located south of Fox Chase on the Oxford Turnpike, toward Oxford Station / Church. It was in existence very early, from 1832-33. Fox Chase later would take over in the area.

Ar 1	C 3		(ms) none reported		
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Philadelphia County, 1798-1867

Dark = Known EKU and LKU postmark years



Blockley

A township on the west side of the Schuylkill River, north of Kingessing township; It was traversed by the Darby Road, Chadd's Ford, or Baltimore Pike, the road to West Chester, to Haverford and to Lancaster. Within its boundaries were the villages of Hamilton, Mantua, West Philadelphia, Hestonville and Haddington. The greatest length, 4 miles; the greatest breadth, 5 miles; area, 7,580 acres. The name derived from Blockley, a parish in England in the county of Worcester. A village of the same name developed in fits and starts as the post office chart shows, coming and going 1825-29, 1836-41 and reappearing once again in 1850, only to succumb in the general suppression of county offices in 1863.

BI 1	C 4	a	ms "type 1," no Pa	1852 12/28	1861
BI 2		b	ms "type 2," with Pa	1861	
BI 3		c	fancy printed 3-line ms (diagonally)	1855 9/18	
BI 4	C 5	a	Blockley sl in C28. black	1828	ASCC
BI 5		b	BLOCKLEY / PA CD26 , black	1861 8/29	
BI 6	1203	a	PAID 3Cts ms, beneath ms postmark C 4c	1855 9/18	
BI 7		b	Free ms		
BI 8		c	(other ms - missent, forwarded, etc.)		
BI 9	1204		PAID		
BI 10	1205		FREE		
BI 11	1206		3-ring target? cancel, black	1861 9/2	1863? --/--

Branch Town

Little is known of this office and no markings have been found. It was located in the area of Milestown.

Bra 1	C 6		Branch Town none reported		
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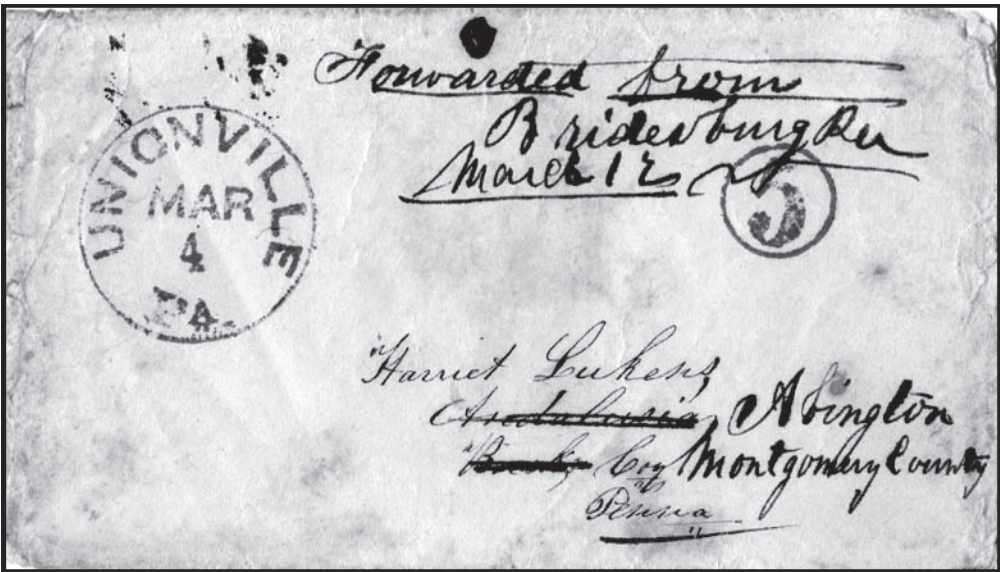


Figure 2 A wonderful auxiliary marking folded letter from originally from Uniontown (red), to Andalusia PA, not very close to Bridesburg, yet forwarded nonetheless to Abington PA, How did the postmaster know where to send it, except by a recipient who brought it in to be forwarded to her friend, now returned home(?). Date is estimated as March 4, late 1840s. Catalog Bri 7.

Bridesburg

A village between Frankford and the Delaware River. It took its name from Joseph Kirkbride, who for many years was land-owner there and proprietor of a ferry over Frankford Creek, and to whom Legislature gave a right to build a bridge and receive toll for passage over the same by act of March 20,1811. On April 1, 1833, the County of Philadelphia bought the Kirkbride bridge and two and a half acres of land annexed for \$5,500. Kirkbridesburg was considered too long a name for convenient use, and the shorter one was adopted Bridesburg was incorporated as a borough on April 1, 1848. Its post office began in 1841.

Bri 1	C 7		ms	1841 6/3	1849 3/12
Bri 2	C 8	a	BRIDESBURG / PA. CD30, no final H, black	1854 3/2	
Bri 3		b	BRIDESBURGH / PA. CD32+, with H, black	1856 9/29	1863 10/24
Bri 4		c	[Undetermined spelling,]	1861 8/5	
Bri 5	1207	a	<i>Paid</i> ms		
Bri 6		b	<i>Free</i> ms		
Bri 7		c	<i>Forwarded from / Bridesburg Pa</i> ms	1845-51	
Bri 8	1208		PAID		
Bri 9	1209		FREE		
Bri 10	1210		Cancel: wide 7-bar C20		
Bri 11	1210A		official cc of the Frankford Arsenal	1863	

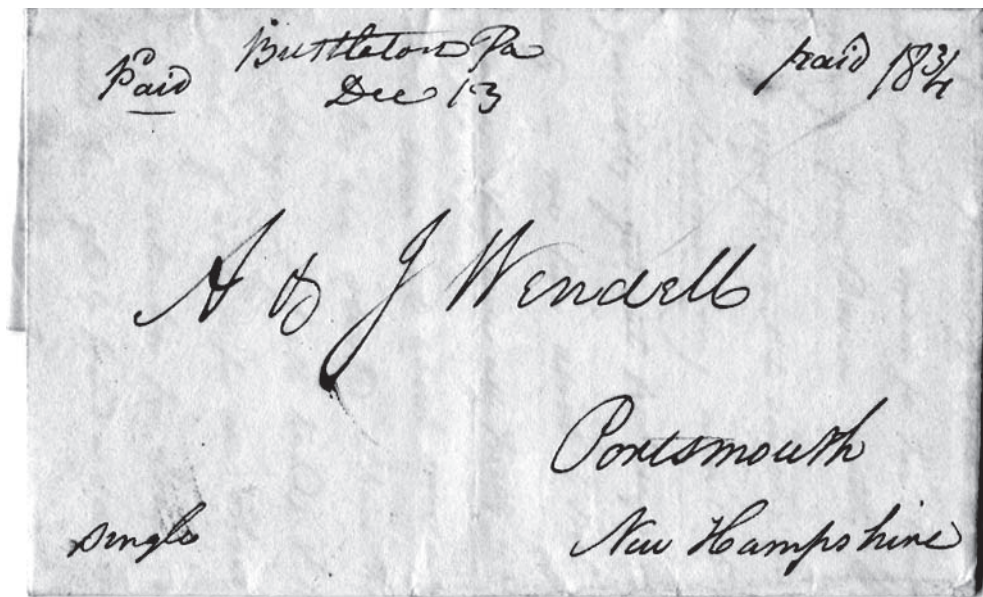


Figure 3 A nice manuscript from Bustleton PA, in the far northeast of Philadelphia County to far off Portsmouth New Hampshire, brother to brother. The courtesy of postpaid mail helped soothe the addressee as the writer hadn't written in so long. It's an early letter, Dec. 13, 1831, marked in the hand of 19-year long postmaster Enoch C. Edwards. Catalog Bu 2.

Bustleton

Bustleton is in Lower Dublin Twp, in the northeast part of the county. Bustleton, Fox Chase and Holmesburg were in this township. Through the 1860s. This township was one of the first created in Philadelphia county, going back to the William Penn. As a stop on the Philadelphia-Trenton-New York stage route, it was a "bustling" place, which gives it the name. Initially, the posta office was called Bustle Town from 1803-08, and was then shortened. It was reconstituted as a working office in 1823

Bu 1	C 9		<i>Bustle Town</i> none reported		
Bu 2	C 10	a	ms with Pa neat uniform writing	1826	1845
Bu 3		b	ms with Pa rounded, looping letters	1853 9/15	
Bu 4	C 11	a	BUSTLETON / Pa. CD30, black	1854 4/19	1861/2 12/9
Bu 5		b	same ? CD31 ASCC		
Bu 6			1865 11/13		
Bu 7	1211	a	<i>Paid</i> ms	1830 12/13	1855
Bu 8		b	<i>Free</i> ms		
Bu 9		c	(other ms - <i>missent, forwarded</i> , etc.)		
Bu 10	1212		PAID		
Bu 11	1213		FREE		
Bu 12	1214		target cancel, C18, black	1865 1/13	

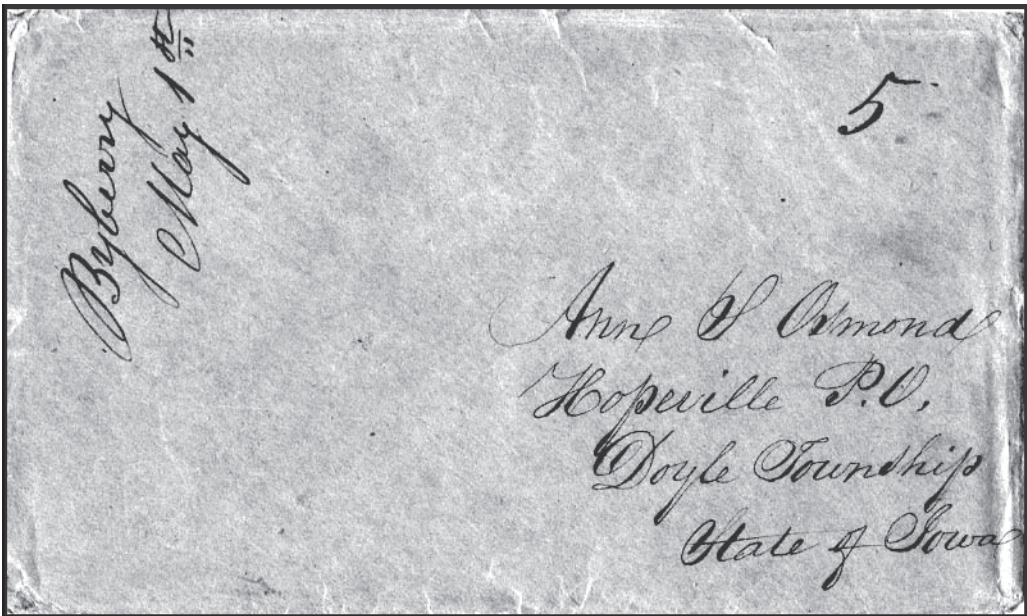


Figure 4 A neat envelope from Byberry PA to Iowa, between 1845 and 1851, in the hand of Cyrus Pierce, 9 year postmaster. Originally belonged to Wylie Flack, prominent Philadelphia collector. The LKU for a manuscript is only 1846, so this doubtless is later, but that cannot be proven. Catalog By 1.

Byberry

This township in the extreme northeastern part of Philadelphia County. It was settled by a few Swedes as early as the 1640s. Preceding Penn by half a dozen years, in 1675, four brothers, Nathaniel, Thomas, Daniel and William Walton arrived in Delaware from Byberry, England, near Bristol. They prospected the land north along the Delaware, and chose the country near the Poquessing Creek, a Byberry Twp. boundary, and settled there. The township of Byberry was established very soon after the arrival of Penn. It remained very rural and was inhabited by few families and villages through consolidation in 1854. Its postal operations began in 1829.

By 1	C 12	ms with or without Pa	1834 2/8	1846 5/1
By 2	C 13	BYBERRY / Pa. CD34	1861/2 7/26	
By 3	1215	a Paid ms		
By 4		b Free ms		
By 5		c (other - missent, forwarded, etc.)		
By 6	1216	PAID		
By 7	1217	FREE		

Cedar Grove

Cedar Grove is associated with the Felton’s Villa area which, through a series of flip flops, eventually will become the Olney Post Office. Its dates are 1832-33, very similar to the insubstantial Arial Post Office.

Ce 1	C 14	none reported		
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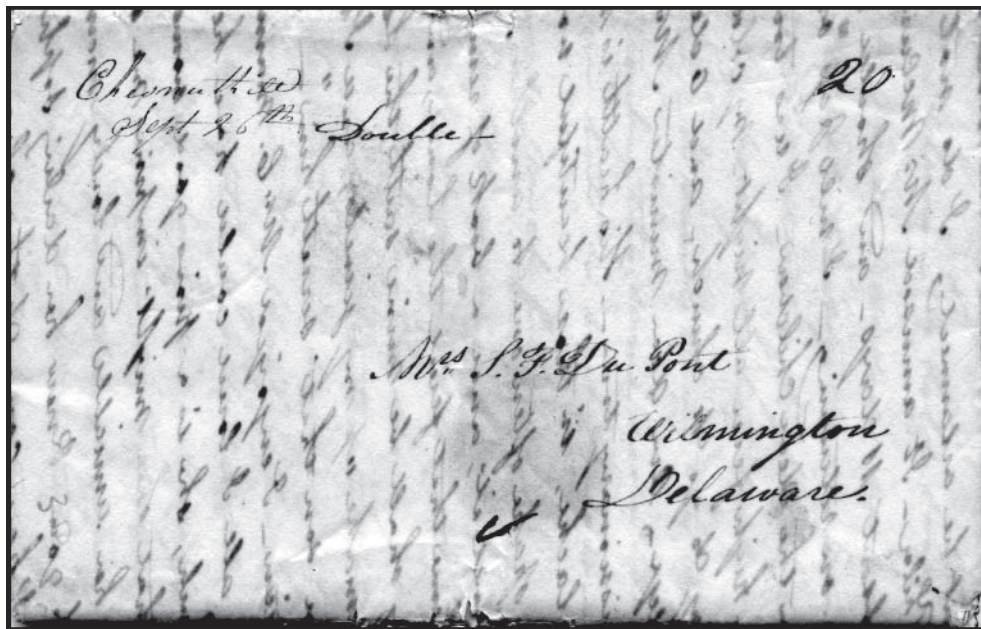


Figure 5 Wonderfully thick double letter sent from “Chesnut” Hill PA to Mrs Stephen Francis DuPont in Wilmington. (He later commands the South Atlantic Blockading Squadron and wins fame.) Catalog Ch 1, EKU for a manuscript. The marking is in a feminine hand and perhaps is evidence that Susan Geiger, of whom little is known, was postmistress during late 1834.

Chestnut Hill

Germantown township was laid out October 12, 1683-4 for German and Dutch purchasers. Some purchasers were from Frankfurt and other German towns. The township was divided into settlements, called Germantown, Cresheim, and Sommerhausen. Some had Quaker Friends through the preaching of William Penn in Germany. The major settlements within German township were named Germantown, Cresheim (afterwards Mount Airy), and Sommerhausen (later Chestnut Hill).

Ch 1	C 15		<i>Ches(t)nut Hill ms</i>	1834 9/24	1836 8/28
Ch 2	C 16		CHESTNUT HILL / P ^A . CD30	1844 8/10	1856 7/31
Ch 3	C 17		CHESNUT HILL / Pa. CD29, no "T"	1861 10/11	1863 8/28
Ch 4	1218	a	<i>Paid ms</i>	1850	
Ch 5		b	<i>Free ms</i>		
Ch 6		c	(other - <i>missent, forwarded</i> , etc.)		
Ch 7	1219		PAID		
Ch 8	1220		FREE		
Ch 9	1221	a	hatched cork cancel, black?	1863 2/9	1863 3/27
Ch 10		b	checkerboard, C19, black	1863 1/10	1863 2/18

Falls of Schuylkill

Falls of (the) Schuylkill is located in the near northwest of Philadelphia County, and takes its name from the rock outcrops that forbid boat transportation beyond that point. The rapids' roughness so impressed Merriwether Lewis that he would refer to rapids his Louisiana Expedition found on the Missouri as like those he had encountered at the Falls of Schuylkill. Its post office was in 1830 and it continued until the dissolution of the county office structure in 1863.

Fa 1	C 18		ms not known		
Fa 2	C 19	a	FALLS of SCHUYLKILL / *P^.* blue, black, CD30	1844 11/1	
Fa 3		b	same? CD32 (ASCC, Stets)	1855 5/15 (#26)	
Fa 4	1222	a	<i>Paid</i> ms		
Fa 5		b	<i>Free</i> ms		
Fa 6		c	(other - <i>missent, forwarded, etc.</i>)		
Fa 7	1223		PAID		
Fa 8	1224		FREE		

Fox Chase

The Fox Chase section of Philadelphia got its name from The Fox Chase Inn whose sign depicted fox hunters, and which opened before 1705. It thrived on the Oxford-Huntingdon Turnpike trade, but it also catered to the affluent who wanted to hunt fox in the surrounding woods. The town's character began to change with the arrival of the Reading RR's Newtown Line in 1876. Many of the city's aristocracy began to discover the attractiveness of suburban living, and many mansions were built. It is southwest of Pennypack Park, along the Montgomery County border.

Fo 1	C 22	a	ms with Pa	1846 4/27	1862 6/28
Fo 2		b	ms no Pa	1853 10/28	1857 8/6
Fo 3		c	ms with Penna	1866 12/20	
Fo 4	C 22A			1857 5/3	
Fo 5	C 23		FOX CHASE / PA. CD31-2	1861 pre-Sep	1867
Fo 6	C 24		FOXCHASE / PA CD24+, 4 circle target	1867 6/22	
Fo 7	1225	a	Paid 3 ms	1853 10/28	
Fo 8		a*	Paid 5	1847 1/19	
Fo 9		b	Free ms		
Fo 10		c	(other - <i>missent, forwarded, etc.</i>)		
Fo 11	1226		PAID		
Fo 12	1227		FREE		

Felton's Villa / Feltonville

It could easily be called the Feltonville Follies. With the advent of Andrew Jackson in 1828-36, politics would never be the same. He introduced the "spoils system", to the victor belonged the spoils. He gave his cronies jobs whether they could handle the workload or not. Especially so in the Post Office Department. The back and forth of the Cedar Grove-Felton's Villa-Olney-Feltonville-Olney postmasters mirror the change of administration in Washington perfectly. However, nothing is known from any of these offices except Olney. The stores/hotels of the postmasters were down the road from one another, and one could tell, once the election had concluded, which direction to head in to post or pick up the next letter.

Felton's Villa

Fe 1	C 20		none reported		
Feltonville					
Fe 2	C 21		none reported		



Figure 6 A slightly tatty Frankford PA patriotic bearing a faded #64b or 65, September 25, 1862?, to the 1st Reg. H (Harrisburg?/ horse?) Guards at Chambersburg PA.. The small device was used in 1862 and 3 for sure. Catalog Frk 5.

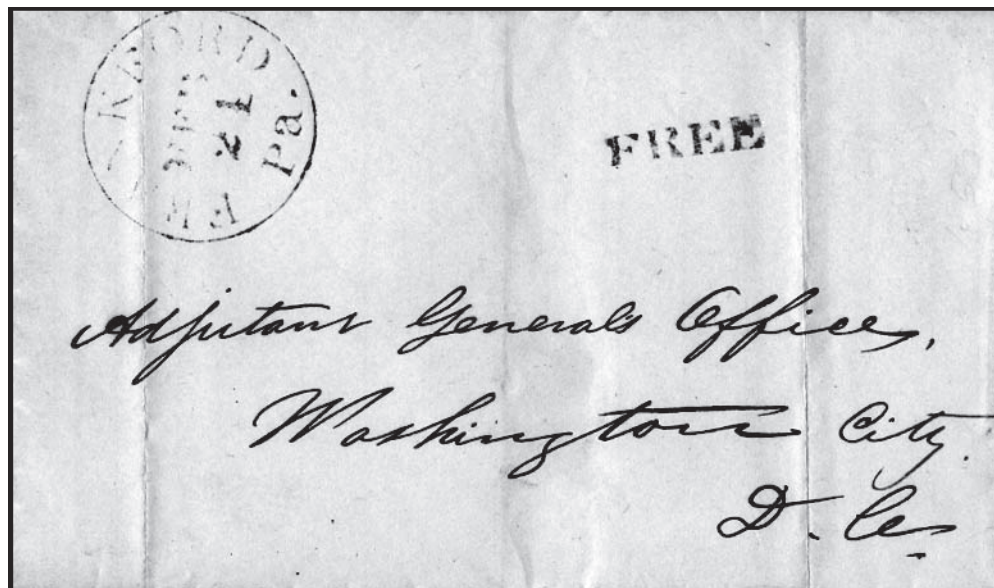


Figure 7 An apparently new handstamp device from Frankford, sharp and showing fine serifs on the letters, but sadly not year dated, sent to the Adjutant General, FREE. No contents. Catalog Frk 4 with Frk 10.

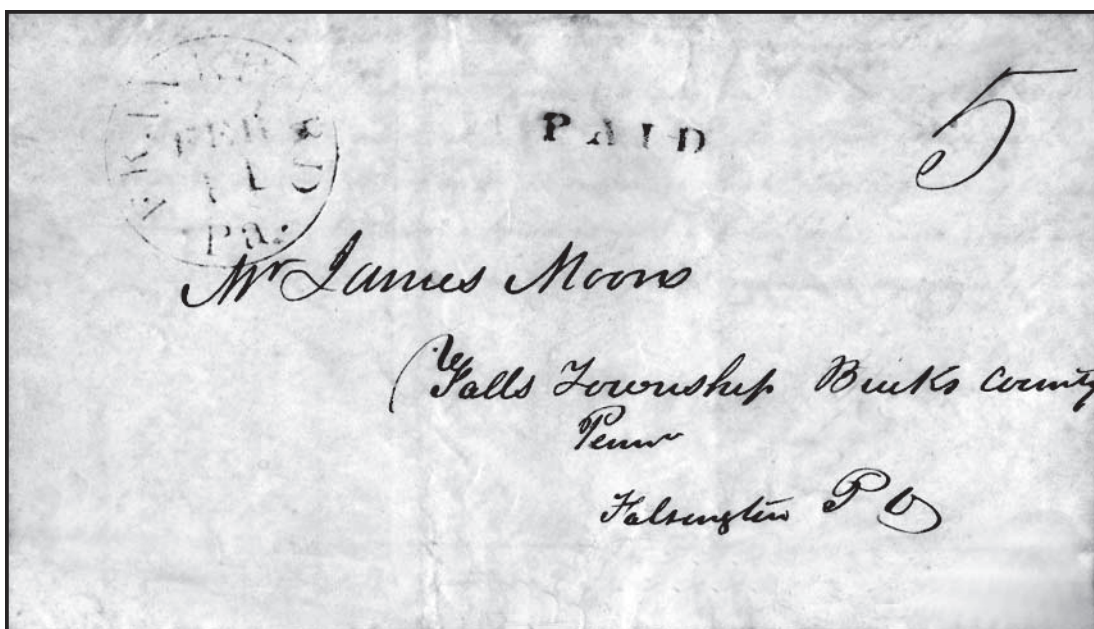


Figure 8 Feb 9, 1848 (postmarked the 11th) letter to Falsington PO, Bucks County PA, from Frankford, prepaid. A letter between lawyers, and lawyers didn't pay another's postage. This is the first dated paid recorded. Catalog Frk 4 with Frk 9.

Frankford

Frankford is situated on the Tacony (Frankford) Creek in the lower part of Oxford Twp..The name of the village was very likely derived from the title of the Franckfort Company, which took up ground there. This village was incorporated into a borough by act of March 2, 1800, And by Act of April 4, 1831, the boundaries of the borough were extended. A post office was sought and granted during Frankford's birth year, 1800. Not too long before my own birth there. A good place!

Frk 1	C 26	a	ms no Pa	1809 1/5	1817 6/12
Frk 2		b	ms with P	1823 11/25	1828 10/20
Frk 3		c	ms with Pa	1839 11/4	1845 6/12
Frk 4	C 27	a	FRANKFORD / Pa. CD30 red, black, blue, green (premium) (ASCC's EKU is 1826 - surely inaccurate)	1847 11/1	1857 5/4
Frk 5		b	FRANKFORD / PA CD26 black	1862 6/30	1861-62 9/25
		b*	same, used as backstamp after county station dissolution, new markers not arrived	1863 9/28	
Frk 6	1228	a	<i>Paid</i> ms		
Frk 7		b	<i>Free</i> ms		
Frk 8		c	(other - <i>missent</i> , <i>forwarded</i> , etc.)		
Frk 9	1229		PAID 3x21 black	1848 2/9	
Frk 10	1230		FREE sl 4x21 black	1846 7/15	
Frk 11	1231	a	5 C18, red	1849 8/1	1851 1/3
Frk 12		b	X SI 10x8+, red	1850 1/4	
Frk 13	1232	a	10-line grid cancel, approx 24 mm dia	1855 (#11)	
Frk 14		b	7-line grid, no circle? approx 20 mm dia, black	1860 3/4	

Francisville

Francisville is another small post office from which mail ought to have been found. It developed at a peak period, 1836-42, however, it appears its business could have easily been gobbled up by Spring Garden, a short distance southwest. Spring Garden thrived during its time, 1831-57.

Fra 1	C 25	none reported		
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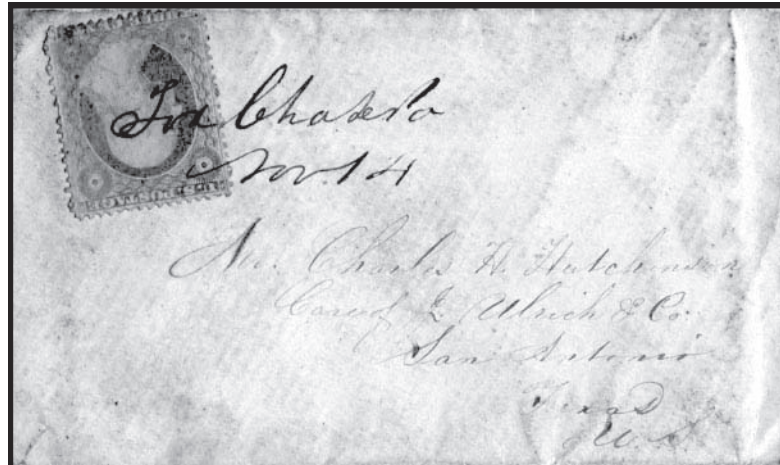


Figure 9 A faded Fox Chase ladies letter to San Antonio Texas U.S. The back shows a gratuitous "1858" as if we were permitted to trust that information! Is there an elephant's burial ground for all the letters that should never have been separated from their envelopes? Catalog Fo 1.

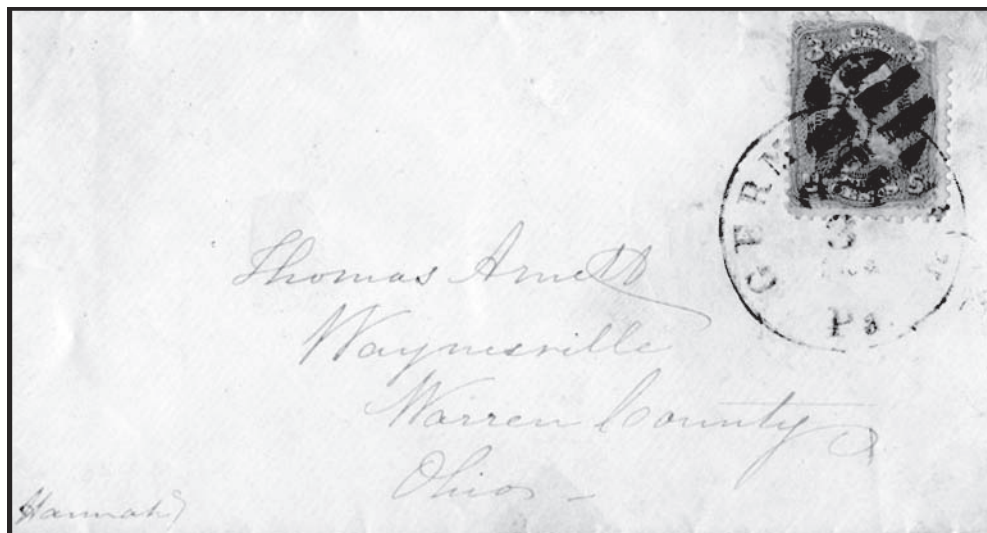


Figure 10 A nice Germantown year dated dial marked up by Hillary Krickbaum, postmistress from 1861 to discontinuance in 1863. The stamp has a neat S-O-N 8 section killer cork as well as a tying dial. Catalog G 6.

Germantown

Germantown is the settlement in German Township which was founded by Francis Daniel Pastorius, October 21, 1685. On August 12, 1689, in London, William Penn signed a charter granting the inhabitants a corporation by the name of "the bailiff, burgesses and commonalty of German towne, in the county of Philadelphia, in the province of Pennsylvania." They council had authority to hold "the general court of the corporation of Germantowne," to make laws for the government of the settlement, and to hold a court of record. This court went into operation in 1690, and continued its services for sixteen years. Germantown has the distinction of opening the second post office in Philadelphia County, second only to Philadelphia City's office. The year was 1798.

(All those stars in the new catalog column have to go, but it is instructive how the handwriting differences stand out. They indicate different postmasters, at least, perhaps a variety of clerks, too, at the large Germantown post office. Time and experience will eventually take care of those stars.

G 1	C 28	a	<i>German T Pa ms</i>	1804 1/8	
G 2		b	<i>Germantown ms</i>	1811 5/10	1833 6/26
G 2*		b*	<i>Germantown Pa ms</i>	1820 6/30	
G 2**		c	<i>Germantown / P ms</i>	1826 12/11	
G 2***		d	<i>Germantown / Pa ms</i>	1832 3/28	
G 3	C 29	a	GERMANTOWN / P ^a . CD30 red, black "tp 1"	1834? 2/11	1854 8/24
G 4		a*	var with date ms; pre-1845 rates red, black	1841 5/10	1842 12/5
G 5		b	GERMANTOWN / Pa. CD31, black, "type 2"	1850	1855
G 6		c	GERMANTOWN / Pa. CD32 year date, black; usually with PAID h/s which may be an early precancel	1859 4/26	1863 10/22 (#73)
G 8		d	var no year	1863 5/2, 12/6 (#65)	
G 9		d	same, CD32 red		
G 10	1233	a	<i>Paid 10 ms</i>	1832 3/28	
G 11		b	<i>Free ms</i>		
G 12		c	(other - <i>missent, forwarded</i> , etc.)		
G 13	1234	a	PAID sl 23x3+, black	1844 11/18	1850 5/23
G 13*		a*	PAID (arc) / 3 sl arc 19x18 black	1851+	
G 14		b	PAID sl 19x6 approx, black?	1859 3/12 (C26a)	
G 15	1235		FREE sl 22x4, black	1839-1854 (C29a)	
G 16	1236		5 sl 8x12, black	1853 4/20	
G 17	1237		?-line grid killer, C25?, black	1855 12/7 est	
G 17*	1237*		split 4-bar cork	1861-62	

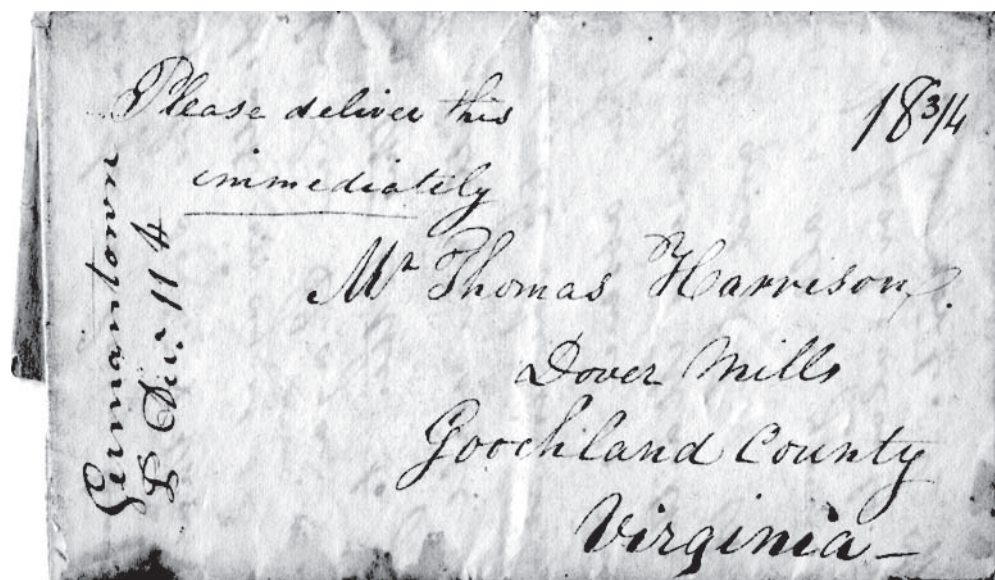


Figure 11 Dec 10, 1826 letter postmarked the next day for Goochiland (!) County, Virginia. The Germantown manuscript is done in quality calligraphy and definitely indicates its owner, unfortunately the early Germantown postmaster list was destroyed. Of particular importance is the "Please deliver this / immediately" plea of the sender to the postmaster. Catalog G 2**.

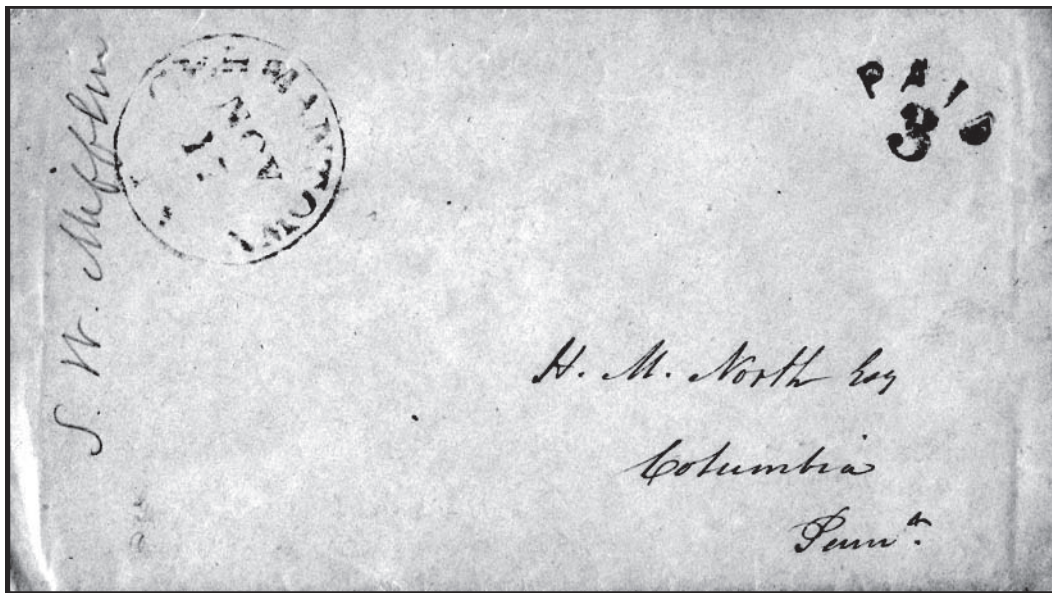


Figure 12 A weak Germantown dial of November 11, nyd, but with a nice arc PAID / 3. Dated after July 1, 1851 and tentatively before August 1854, the LKU so far for the dial's use. Catalog G 3 with G 13*.

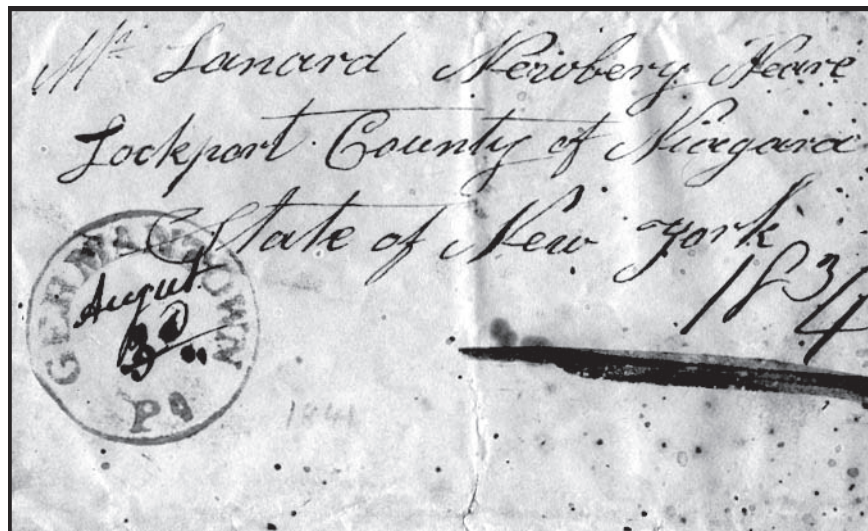


Figure 13 A remarkable letter written May 10, 1841, in "eastenders" English by a "labourer" to his brother in Niagara New York. He gives prices current for flour and other foodstuffs, states the going wages, and advises that their mum who has had a stroke 18 months ago may not make it—she is 92! The letter was carried overseas by the goodness of a friend and placed into the mail in Germantown. A nice red dial with manuscript date, August 3rd. Catalog G 3.

Appendix

From *WATSON'S ANNALS of PHILADELPHIA and PENNSYLVANIA*, written circa 1830-1850. From the 1857 edition, Chapter 18: *THE POST*. It looked like it would be interesting reading, based on a chatty, old antiquarians memory and tales told him in the modern "oral history" sense 150 years ago.

"He comes ! the herald of a noisy world,
News from all nations, lumb'ring at his back !"

There is nothing in which the days of "Auld Lang Syne" more differ from the present, than in the astonishing facilities now afforded for rapid conveyances from place to place, and of course, in the quick delivery of communications by the mail. Before the year 1775, five to six weeks were consumed in writing to and receiving an answer from Boston. All the letters were conveyed on horseback, at a snail-pace gait — slow, but sure. The first stage between Boston and New York commenced on the 24th of June 1772, to run once a fortnight as "a useful, new, and expensive undertaking"; "to start on the 13th, and to arrive either to or from either of those places on the 25th" — thus making thirteen days of travel ! * Now, it travels the same distance in fourteen hours ! The first stage between New York and Philadelphia, begun in 1756, occupied three days, and now it accomplishes it in six hours !

"Madam Knight's Journal" of the year 1704, shows that she was two weeks in riding with the postman as her guide, from Boston to New York. In most of the towns she saw Indians. She often saw wampum passing as money among the people; but 6d. a meal, atinns, &c. Tobacco was used and sold under the name of "black junk". Mrs. Shippen, soon after her marriage in 1702, came from Boston to Philadelphia on horseback, bringing a baby on her lap.

Nor are those former prolonged movements peculiar to us. It was even so with our British ancestors, not very long before us ! We have a specimen of their sluggish doings in this matter, as late as the year 1712. "The New Castle Courant" of that year contains a stage advertisement, saying that "all who desire to pass from Edinboro' to London, or from London to Edinboro', let them repair to Mr. John Baillie's &c., every other Saturday and Monday, at both of which places they may be received in a stage coach, which performs the whole journey in thirteen days, without stoppage (if God permit) having eighty able horses to perform the whole stage". Now the same distance is performed in

forty-six hours ! On the whole, it is manifest the whole civilized world have learned to move every where with accelerated motion ! The facts, as they were in the olden time, are to the following effect, to wit : —

In July 1683, William Penn issued an order for the establishment of a post office, and granted to Henry Waldy, of Tekonay, authority to hold one, and "to supply passengers with horses from Philadelphia to New Castle, or to the Falls". The rates of postage were, to wit : — "Letters from : the Falls to Philadelphia, 3d. — to Chester, 5d. — to New Castle, 7d. — to Maryland, 9d. — and from: Philadelphia to Chester, 2d. — to New Castle, 4d. — and to Maryland 6d." This post went once a week, and was to be carefully published "on the meeting-house door, and other public places". These facts I found in the MSS. of the Pemberton family. A regular act for a post-office at Philadelphia was first enacted in the year 1700.

Colonel John Hamilton, of New Jersey, and son of Governor Andrew Hamilton, first devised the post-office scheme for British America, for which he obtained a patent, and the profits accruing. Afterwards, he sold it to the crown, and a member of parliament was appointed for the whole, with a right to have his substitute reside in New York.

In December 1717, Jonathan Dickinson writes to his correspondent, saying, "We have a settled post from Virginia and Maryland unto us, and goes through all our northern colonies, whereby advices from Boston unto Williamsburg, in Virginia, is completed in four weeks from March to December, and in double that time in the other months of the year".

In 1722, the Gazette says — "We have been these three days expecting the New York post, as usual, but he is not yet arrived", although three days over his time !

In 1727, the mail to Annapolis is opened this year to go once a fortnight in summer and once a month in winter, via New Castle, &c., to the Western Shore, and back to the Eastern Shore; managed by William Bradford in Philadelphia, and by William Parks in Annapolis.

In December 1729, the Gazette announces that "while the New York post continues his fortnight stage, we shall publish but once a week as in former times". In the summer it went once a week.

In 1738, Henry Pratt is made riding postmaster for all the stages between Philadelphia and Newport, in Virginia; to set out in the beginning of each month, and to return in twenty-four days. To him, all merchants, &c., may confide their letters and other business, he having given security to the postmaster general. In this day we can have but little conception of his lonely rides through imperfect roads; of his laying out at times all night, and giving his horse a range of rope to browse, while he should make his letter-pack his pillow, on the ground!

In 1744, it is announced in the Gazette, that the “northern post begins his fortnight stages on Tuesday next, for the winter season”.

In 1745, John Dalley, surveyor, states that he has just made survey of the road from Trenton to Amboy, and had set up marks at every two miles to guide the traveller. It was done by private subscriptions, and he proposes to do the whole road from Philadelphia to New York in the same way, if a sum can be made up !

In 1748, when Professor Kalm arrived at Philadelphia from London, many of the inhabitants came on board his vessel for letters. Such as were not called for, were taken to the Coffee-house, where every body could make inquiry for them, thus showing that, then, the post-office did not seem to claim a right to distribute them as now.

In 1753, the delivery of letters by the penny post was first begun. At the same time began the practice of advertising remaining letters in the office. The letters for all the neighboring counties went to Philadelphia, and lay there till called for — thus, letters for Newtown, Bristol, New Castle &c., are to be called for in Philadelphia.

Even at that late period, the northern mail goes and returns but once a week in summer, and once a fortnight in winter, just as it did twenty-five years before.

But in October 1754, a new impulse is given, so as to start for New York thereafter on Monday, Wednesday, and Friday; and in the winter once a week. This, therefore, marks the period of a new era in the mail establishment of our country. It owed this impulse, extending also to Boston, to the management of our Franklin, made postmaster general.

In 1755, the postmaster general, Benjamin Franklin, publishes, that to aid trade &c., he gives notice, that hereafter, the winter northern mail from Philadelphia to New England, which used to set out but once a fortnight, shall start once a week all the year round — “whereby answers may be obtained in letters between Philadelphia and Boston, in three weeks, which used to require six weeks!”

In 1758, newspapers which aforetime were carried post free per mail, will, by the reason of their great increase, be changed thereafter to the small price of 9d. a year, for fifty miles, and 1s.6d. for one hundred miles. This was most probably, the private emolument of the rider; the papers themselves not having been mailed at all, it is probable. {Note : emolument = form of compensation}

Finally, in 1774, which brings colonial things nearly to its final close, by the war of Independence, soon after, we read that “John Perkins engages to ride post to carry the mail once a week to Baltimore, and will take along or bring back led horses or any parcels.”

Immediately after the second Congress met in May 1775, they appointed a committee to report a scheme of a post “for conveying letters and intelligence through this continent”. In July following, an establishment was made under a postmaster general, to be located at Philadelphia — “he to form a line of posts from Falmouth, New England, to Savannah, in Georgia, with cross posts where needful”. Such a postmaster general had \$1000 per annum, and a secretary and comptroller at \$340 each — a small affair indeed then ! Benjamin Franklin was this postmaster general. In the following year, the office was conferred on Richard Bache. To carry the mails, riders were appointed for every twenty-five miles, to deliver from one to the other, and return to their starting places, they to travel day and night and to be faithful men and true.

At the same time it was ordered that three advice boats should be established, “one to ply between North Carolina and such ports as shall be most convenient to the place where Congress shall be sitting — one other between the State of Georgia and the same port. The boats to be armed, and to be freighted by individuals for the sake of diminishing the public expense.”. Sometimes carrying, perchance, oysters, potatoes, apples, &c.

In November 1776, authority was given “to employ extra post riders between the armies, from their head quarters to Philadelphia”. The pay of the postmaster general was increased to \$2000, in April 1779. In 1779, the post was regulated “to arrive and set out twice a week at the place where Congress shall be sitting, to go as far as Boston, and to Charleston, South Carolina”. In consequence of this alleged increase of business, the postmaster general was to receive \$5000 per annum, and the comptroller \$4000, meaning continental money, we presume, for in September 1780, the postmaster general actually received but \$1000, and the comptroller but \$500. The surveyor \$533, in specie. Besides these two officers in the post department, there was a secretary, who acted as clerk to the postmaster general. There were three surveyors who were to travel and inspect the conduct of riders &c. There was also an inspector of dead letters, at a salary of \$100 a year — now there are four clerks constantly employed at this service, inspecting upwards of a million of dead letters in a year ! The post riders furnished their own horses and forage — and when much exposed, through any country possessed by the enemy, they had an occasional military escort.

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CALIFORNIA

- 1 ALCATRAZ, 1918 VG 4-BAR ON COVER. EST. \$15
- 2 ALCATRAZ, 1937 F DUPLEX ON CACHED COVER. EST. \$6
- 3 ASILOMAR, 1933 F ECU MOT-110 ON PPC (14-35). EST. \$6
- 4 BABTISTE, 1918 G+ 4-BAR ON PPC (13-24). EST. \$20
- 5 BATAVIA, 1908 F 4-BAR ON COVER (70-13). EST. \$20
- 6 BAYPOINT, 1910 VG 4-BAR ON PPC (01-31). EST. \$5
- 7 CAMP HAAN, 1941 VG DUPLEX ON COVER (41-47). EST. \$5
- 8 CASTROVILLE, 1908 G+ DUPLEX ON PPC. EST. \$4
- 9 CHUALAR, 1877 F ECU MOT-570 ON COVER W/STAIN. EST. \$70
- 10 CHUALAR, 1907 VG LKU MOT-610 REC'D ON PPC. EST. \$6
- 11 CLINTON, 1908 G+ LIGHT DOANE ON PPC (96-15). EST. \$20
- 12 COLES, 1898 VG CDS ON COVER RED'D @ RT (88-03). EST. \$20
- 13 CON COW, 1893 VG CDS ON REG'D COVER (82-06). EST. \$40
- 14 CROMBERG, 1912 F 4-BAR ON PPC (80/60). EST. \$5
- 15 DANBY, 1911 VG 4-BAR ON PPC (98/13). EST. \$40
- 16 ELECTRA, 1910 VG 4-BAR REC'D & O/S ON PPC (00-23). EST. \$10
- 17 FORT ROSECRANS STA (SAN DIEGO), 1942 F MACHINE ON CVR. E \$5
- 18 FT WIN SCOTT STA (SF), 1942 G+ DUPLEX ON COVER (41-50). E \$5
- 19 FOSTER, 1915 VG 4-BAR ON PPC (93-16). EST. \$20
- 20 GILROY HOT SPRINGS, 1907 VG CDS ON PPC OF SITE (73-34). E \$8
- 21 GO. GATE STA (OAKLAND)/REC'D, 1903 G CDS ON BACK OF CVR \$5
- 22 GREENFIELD, 1940 G+ DUPLEX ON PPC. EST. \$5
- 23 KING CITY/REC'D, 1907 VG CDS REC'D ON PPC. EST. \$4
- 24 LANKERSHIM, 1909 VG LIGHT 4-BAR ON PPC (06-26). EST. \$6
- 25 LIDELL, 1909 VG 4-BAR ON PPC (80-15). EST. \$10
- 26 MARK WEST, 1911 F 4-BAR ON PPC (65/17). EST. \$12
- 27 MATHER, 1934 F 4-BAR ON PPC (21/67). EST. \$4
- 28 MATILUJA, 1905 VG CDS ON PPC (89-16). EST. \$12
- 29 MIDLAKE, 1909 VG 4-BAR ON PPC (00-45). EST. \$6
- 30 MIDWAY, 1916 VG 4-BAR ON PPC (70-18). EST. \$20
- 31 MILLERTON, ca1870 BLUE CDS ON COVER (53/74). EST. \$150
- 32 MOUNTAIN KING, 1910 VG 4-BAR ON PPC (07-22). EST. \$12
- 33 NAPA JUNCTION, 1909 VG 4-BAR ON PPC (75/33). EST. \$6
- 34 NAVAL HOSPITAL (SAN DIEGO), 1936 F MACHINE ON COVER. E \$5
- 35 NORTHWESTERN, 1922 F 4-BAR ON PPC W/STAIN (06-27). EST. \$8
- 36 NORTHWOOD, 193X VG 4-BAR ON PPC (29-38). EST. \$6
- 37 PAICINES, 1910 VG SWOLLEN LKU SAB-830 ON PPC. EST. \$5

COLORADO

- 38 ABBEY, 1910 VG CDS REC'D ON PPC (91-14). EST. \$20
- 39 CARDIFF, 1910 VG 4-BAR ON PPC W/TONING (89-18). EST. \$20
- 40 CHERRY, 1910 VG CDS ON PPC (00-20). EST. \$20
- 41 DOME ROCK, 1910 F 4-BAR ON PPC (80/11). EST. \$15
- 42 ELKHORN, 1914 VG 4-BAR ON PPC (00-17). EST. \$20
- 43 ELLICOTT, 1909 VG DOANE ON PPC (95-16). EST. \$20
- 44 FORKSCREEK, 1909 VG DOANE ON PPC (78-27). EST. \$15
- 45 KONANTZ, 5/25/12 F LKU DOANE ON PPC (95/24). EST. \$20
- 46 HILL TOP, 1917 VG 4-BAR ON PPC (90-44). EST. \$6
- 47 HOME, 1935 G+ 4-BAR ON COVER (82-46). EST. \$6
- 48 LUJANE, 1910 VG 4-BAR ON PPC (05-10). EST. \$35
- 49 NORRIE, 1917 VG 4-BAR ON COVER (94/18). EST. \$20
- 50 OPAL, 1917 F 4-BAR ON PPC (13-23). EST. \$20
- 51 OVERLAND, 1910 VG 4-BAR ON PPC (92-20). EST. \$12
- 52 READ, 1911 VG 4-BAR ON PPC (98-34). EST. \$6
- 53 SITTON, 1909 VG 4-BAR ON PPC (06-17). EST. \$20
- 54 SMUGGLER, 1909 VG LIGHT 4-BAR ON PPC (95-28). EST. \$10

OREGON

- 55 CHAMPOEG, 1892 G+ CDS ON REG'D COVER RED'D @ RT (80-05) \$25
- 56 ELK CITY, 1900 F CDS ON COVER (88-58). EST. \$5
- 57 PARKERS MILL, 1909 VG 4-BAR ON PPC (07-25). EST. \$25
- 58 PERRY, 1909 VG 4-BAR ON PPC (90-31). EST. \$6
- 59 SAMPSON, 1907 F DOANE ON PPC (98-12)(MAILED W/O STAMP). \$10
- 60 SISKIYOU, 1917 VG 4-BAR ON PPC (95-32). EST. \$6
- 61 STEAMBOAT, 1910 F 4-BAR REC'D ON PPC (88-15). EST. \$30
- 62 TROUTDALE, 1908 TYPE 11E RFD #1 (DATE ONLY). EST. \$5
- 63 WALKER, 1916 VG 4-BAR ON PPC (91-25). EST. \$6
- 64 WELLS, 1911 F DUPLEX ON PPC (80-36). EST. \$6

WASHINGTON

- 65 ETNA, 1909 F DOANE REC'D ON PPC (82-18). EST. \$12
- 66 LAWRENCE, 1908 VG DOANE ON PPC (92-31). EST. \$6
- 67 MEADOWDALE, 1911 VG DOANE ON PPC (04-38). EST. \$6
- 68 OAKVILLE, 1896 G+ CDS ON COVER (WASH NOT STRUCK)(78-02) \$30
- 69 OPHIR, 1912 F 4-BAR ON PPC (90-13). EST. \$20
- 70 PARK, 1910 VG 4-BAR ON PPC (84/25). EST. \$6
- 71 STELLA, 1911 F 4-BAR ON PPC (84-35). EST. \$5
- 72 TANNER, 1908 F 4-BAR ON PPC (07-12). EST. \$12
- 73 UTSALADDY, 1910 VG 4-BAR ON PPC (65-10). EST. \$40

Railway Post Offices (RPOs)

- 74 SALT LAKE C & SILVER C, '97 G LITE (974.2-B-1) ON REG REC 20
- 75 SARLES & LAKOTA, 1909 F (876.9-A-2) ON PPC. EST. \$15
- 76 SEATTLE & HOQUIAM, 1915 F (901.4-E-4) ON PPC. EST. \$8
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Cats!

By Richard W. Helbock

*"Collectors should collect what they like
and not worry about classification."*

Richard B. Graham

As usual, Dick Graham hit the nail on the head when he wrote those words in the introduction to the *American Illustrated Cover Catalog* in 1981. Postal history purists have argued for decades about whether or not illustrated covers—particularly advertising covers—are legitimate subjects for a postal history collection.

No one denies that an attractive illustration adds to the appeal (read value) of a cover, but, as postal historians, we really ought to be looking at postal rates and mail routings or perhaps peculiarities in postmark design. Traditionally, rules used in judging postal history exhibits have tended to emphasize postal historic content, presentation and scarcity of material. That is, no doubt, how it should be, but I've actually had knowledgeable exhibitors tell me that they shied away from using advertising covers in the exhibits for fear that judges might "mark them down" for displaying covers that were "too pretty."

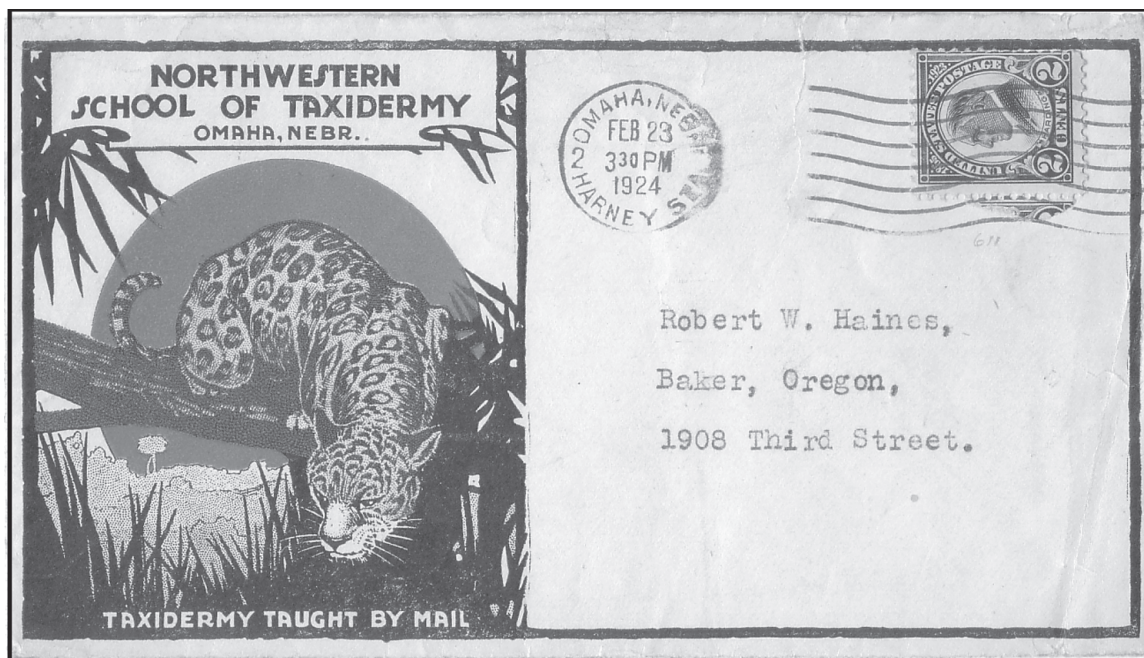
Figure 1 *Northwestern School of Taxidermy cover Omaha, Nebraska, 1924. Beautiful multicolored leopard in tree. At least two other cat designs have been seen from this school.*

I really don't want to go down that road, but, for those of you who follow *La Posta* my byline is usually associated with widely accepted, "serious" postal history subjects such as military mail or international air mail, or sometimes the frontier West. These are themes that have intrigued me for most of my life and I find it possible to return to them over and over again without losing the joy of discovering something new each time. That sense of discovery—the opportunity to learn something new, even if it is small and insignificant in the broader scheme of things—has been my well-spring.

But, occasionally, a cover comes my way that has absolutely nothing to do with my primary interests in postal history. Shucks, for all I know it isn't even significant from a postal history point of view, but it is *different*. Come on now, reader, I know you have had this same experience, and you probably do just what I've done; you set it aside in a box called "future research", or "indeterminant", or "to be continued."

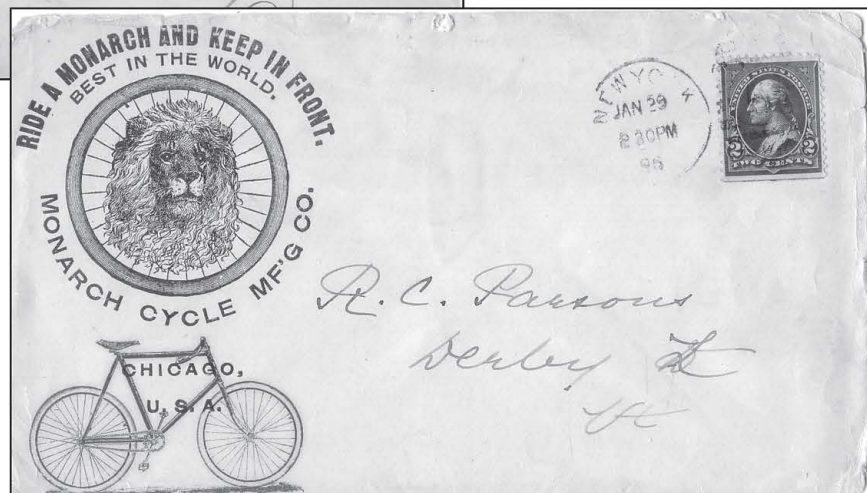
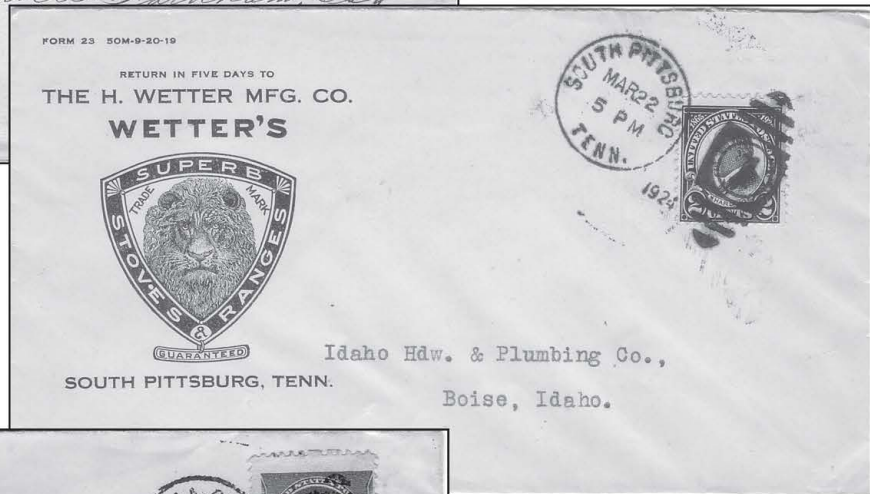
Well, over the years, these odd things add up, and, sometimes they find go-withs like pieces of a giant jigsaw puzzle that the *Wizard of Oz* tornado scattered across Kansas.

So, with this as preamble and without a single apology for displaying advertising covers wantonly in a postal history journal, here are my cats.



Lions

King of the beasts, a lion symbolizes power and leadership. These covers illustrate lions to symbolize their in furniture, stoves & ranges, insurance and bicycles.



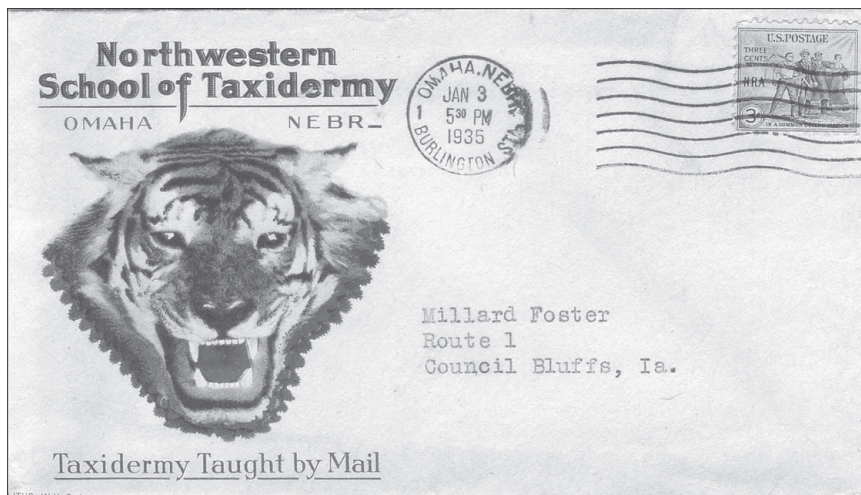


Figure 6 The Northwestern School of Taxidermy had maintained its full-color format in the mid-1930s, but changed from a leopard to a tiger for its animal of choice.

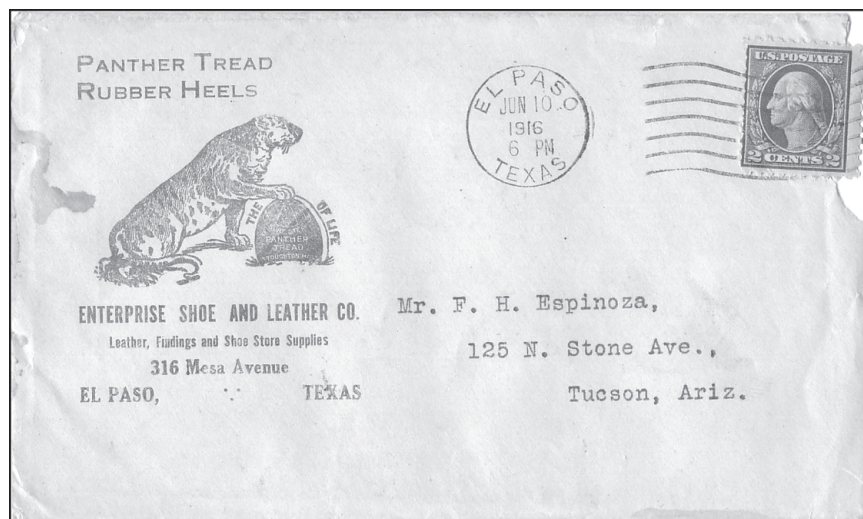


Figure 7 Panther Tread Rubber Heels called for a spotted panther image on this El Paso, Texas, shoe and leather dealer's advertising cover from 1916.



Figure 8 This mountain lion is the only native North American big cat in my little collection. He graces this 1896 third class mail cover from a Chicago fur dealer.

“Don’t Blame Me, I Voted Democratic.”

Shamrock, Callaway County, Missouri: 1833-1861; 1863-1954

By Bob Schultz

Shamrock, Callaway County, Missouri was a typical small, crossroads post office. In the state highway map from the 1990s, Shamrock is listed with no population. Beginning in the early 1900s the Rural Free Delivery program spelled death for many of these small, rural offices. The three maps below—from 1904, the 1950s, and 1998 show how the number of offices changed in Callaway County.

With the closing of the Shamrock office in 1954, the last postmaster, William Armstrong, wrote a letter to a friend in Fulton, the county seat.



Shamrock, Mo.
May 31, 1954

Mr. Thos. VanSant
Fulton, Mo.

Friend Tom,

I thought you might like to have a last day cover and having a piece of crepe left, I marked this one for you.

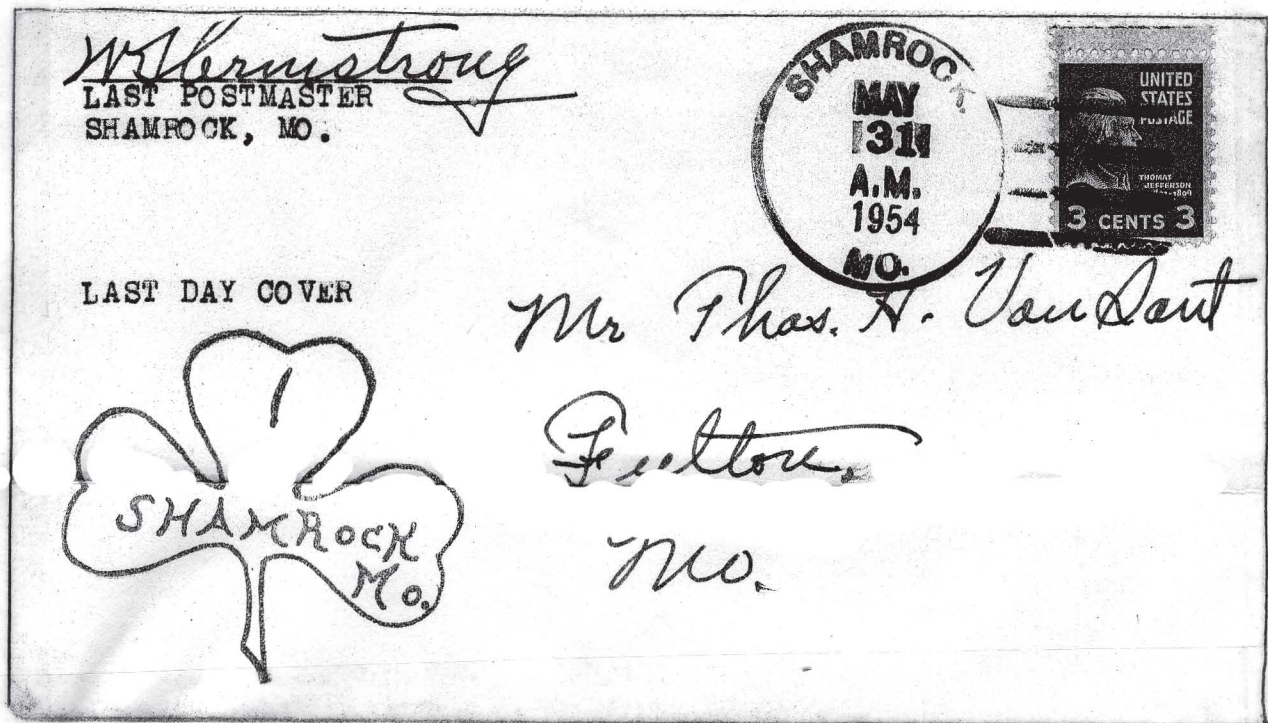
I still think this administration is doing us wrong, and this is one Democratic County that seems they are trying for a record on closing Postoffices.

Sincerely

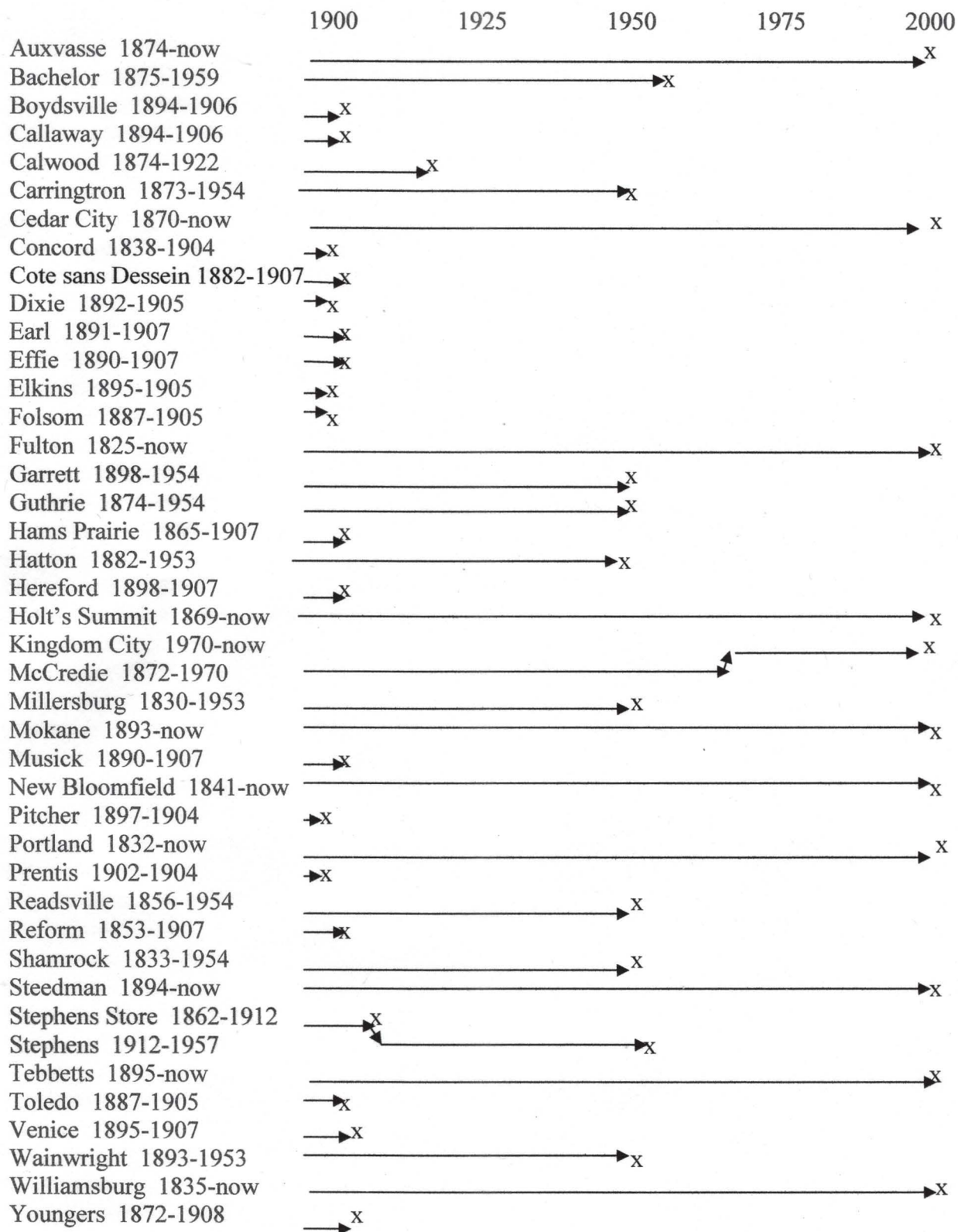
W. S. Armstrong

W. S. Armstrong
Last Postmaster
Shamrock, Mo.

Don't blame me, "I VOTED DEMOCRATIC."

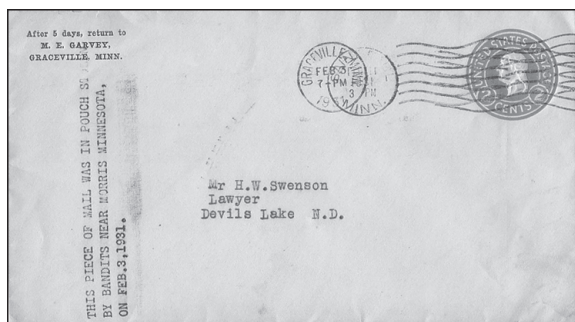


Callaway County



This chart graphically shows the various post office closures in Callaway County. There were a number in the 1904-1908 period, probably due to RFD routes. In the 1950's, declining population in the rural areas was probably the cause of post office closures.

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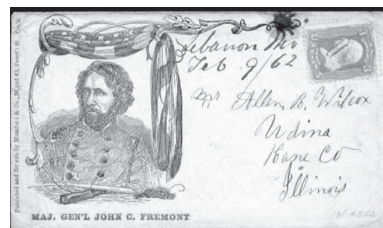
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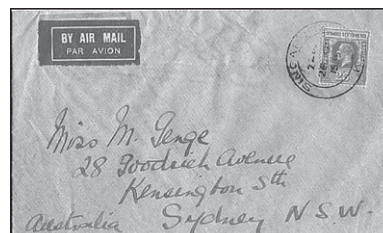
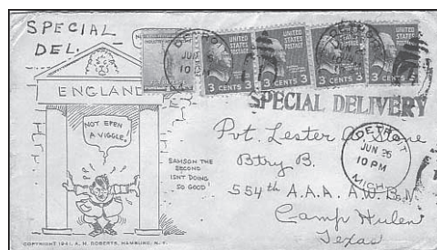
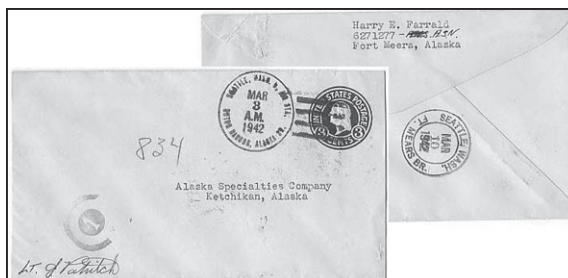
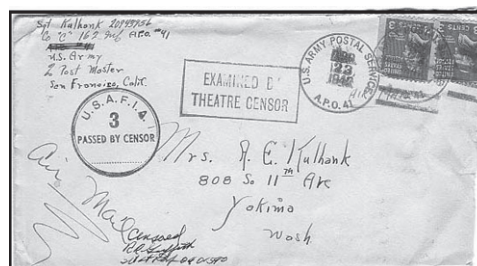
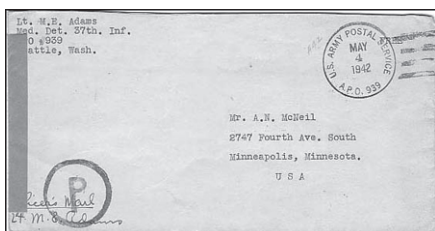
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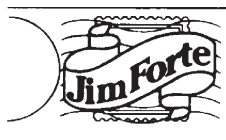
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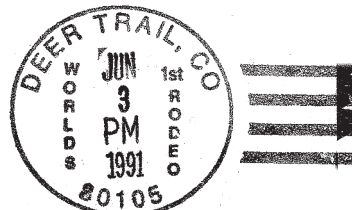
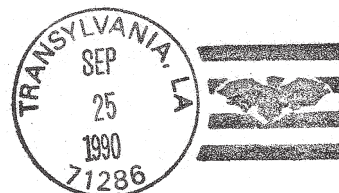
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The only official source, *USPS' National 5-Digit Zip Code & Post Office Directory*, leaves out literally thousands of stations and branches, lists closed offices, and is riddled with other errors.

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

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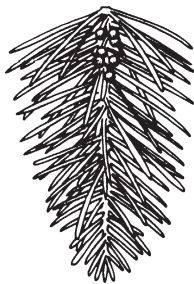
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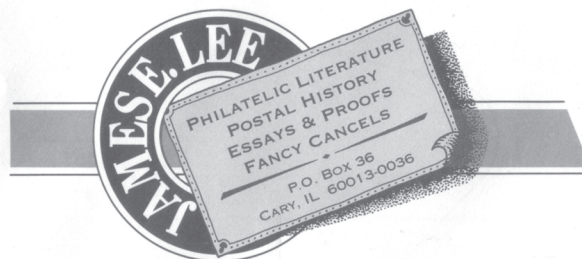
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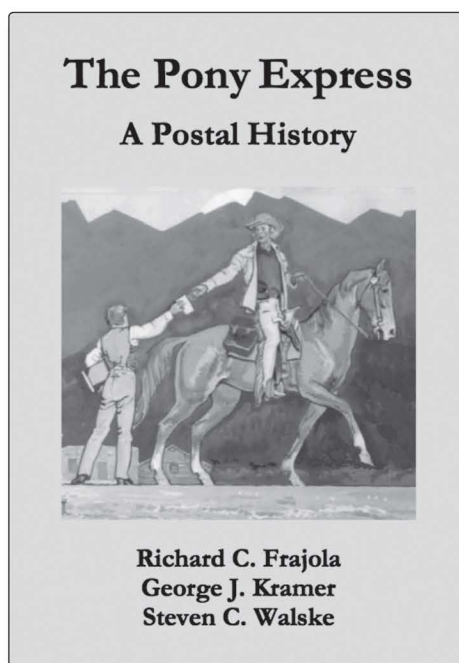
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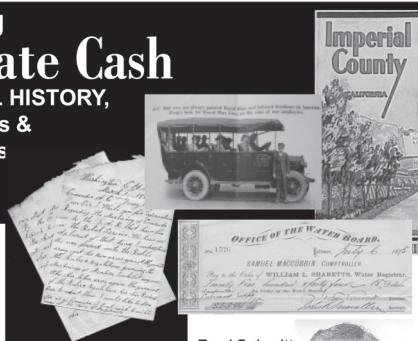
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DO YOU COLLECT State Postal History, Doane Cancels, or cancels of any kind? Now with 36 states on line plus Dakota Territory and more coming. Over 8400 covers online with over 1400 of them pictured. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106. [36-5]

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]

TOWNS: WANTED

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 [36-2]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [36-6]

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 [36-2]

COLORADO: LAKE CITY covers from Abbott correspondence and GEORGETOWN Barton House Corner Card and advertising covers. Other small Colorado towns also wanted. Steve Morehead, PO Box 1350, Green Valley, AZ 85622. Email: steveasc@ix.netcom.com [36-2]

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 [36-5]

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 [36-6]

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. [36-2]

ILLINOIS: MEACHAM (DuPage County) (1874-1924); SNOWFLAKE (Franklin County) (1886-1907). Wanted: manuscripts or postmarks. Send photocopies & prices to: Kenneth A. Bieda, P.O. Box 72248, Roselle, IL 60172-0246 [36-5]

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 [36-3]

NEBRASKA TERRITORIAL covers (before Mar 1, 1867) wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodlands, TX 77381 [36-5]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[36-1], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

March 20, 2005

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

TOWNS: WANTED

URGENTLY NEEDED! Philadelphia, PA. advertising covers with illustrations of buildings. Also Phila. cameos, classics, all-overs. Postal history of Philadelphia in the Civil War, anything paper from the Centennial of 1876 or Phila. National Export Exposition of 1899. Autographs of former Mayors of Philadelphia. All replies answered. Member APS. Gus Spector, 750 South Main Street, Suite 203, Phoenixville, PA 19460. GSpec56@aol.com [36-4]

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 [36-6]

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). [36-2]

SOUTH DAKOTA Territorial and Statehood covers wanted for my personal collection. Write or send copies. Ken Stach, 15 N. Morning Cloud Circle, The Woodland, TX 77381 [36-6]

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 [36-6]

RFD CANCELS: WANTED

COLORADO RFD postal markings wanted. Especially interested in "Richow" Type 1 and Type 2 examples. Send scans or photocopies with prices to: Roger Rydberg, 354 So. Nile St., Aurora, CO 80012. E-mail: rydberg5@comcast.net [36-3]

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 [36-5]

US STAMPS ON COVER: WANTED

STARTING TO COLLECT Hawaii 80 cent (C46). Need commercial covers and information. jonpac@aol.com [36-2]

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. [36-6]

United States Post Offices on CD-ROM. The most complete lists currently available*. Contains: Combined alphabetical list of active and discontinued Offices from all states (including years of operation and counties); 50 individual state lists, plus DC and Indian Territory; combined list of all Counties; and statehood, territorial and Confederate secession dates. The ultimate reference for identifying manuscript postmarks, postcards, letters, etc. (*NOTE: Alabama and Georgia have not been fully researched, but this CD includes thousands of offices previously unpublished from those states.) PC or MAC. \$99.00 postpaid, worldwide. (Illinois residents: \$105.93.) 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 [36-5]

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: JWalton, 125 Turtleback Rd, Califon, NJ 07830 or email NJPostalHistory@aol.com. [36-2]

WANTED: MISCELANY

RODEO/"WILD WEST" illustrated advertising covers; early law enforcement corner cards; Newfoundland/Western Canada Postmarks/viewcards. Priced photocopies: Mario, Box 342, Saskatoon, SASK., S7K 3L3, CANADA [36-4]

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; janejohn@sbcglobal.net [36-3]

BUYING?SELLING -- US mint and used postal cards, reply cards, covers and machine cancels. Dick Borkowski, P.O. Box 118, Edgemont, PA 19028. [36-2]

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

PORTUGUESE AFRICA provisional airmails (Companhia de Moçambique/Moçambique/Angola/Guiné; (1932-1937) * Angola emergency airmails (1945); on cover or mint/used; for an exhibit. Send copy/scan/price to: aerophil59@yahoo.com: John Bloor, 8727 E. Kettle Pl., Englewood, CO 80112-2710; Voice mail (720)-529-5942; Voice/fax (303) 771-7554 [36-5]



La Posta Publications

33470 Chinook Plaza, #216,
Scappoose OR 97056
email: helbock@la-posta.com

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

LA POSTA is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just \$25 per year, most of our readers consider us to be the best bargain in postal history today.

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

I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of \$25, or pay via credit card at www.la-posta.com/journal.htm to begin your subscription with our next issue.

Sincerely yours,

Richard W. Helbock,

Publisher

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

Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 36, Number 2 (April-May 05) issue. Enclosed is my check in the amount of \$25.00.*

Name: _____

Address: _____

City, State, ZIP: _____

*or pay via credit card through Pay Pal at www.la-posta.com/journal.htm

ADVERTISING IN LA POSTA

DISPLAY ADS are available on a contract basis as shown below. Ad contents may be changed from issue-to-issue, provided changes are received by the posted deadlines.

INSIDE PAGES

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

BACK COVER*(1/2 PAGE, COLOR)

Back Cover 1/2 page	One Issues	\$250.00
	Two issues	\$475.00
	Four issues	\$800.00
	Six issues	\$1,250.00

INSIDE COVER*(FULL-PAGE, BLACK & WHITE)

One Issue	\$175.00
Two issues	\$275.00
Four issues	\$580.00
Six issues	\$800.00

*We normally ask that back cover and inside cover ads be taken out for a minimum of two issues due to our advance printing schedule for covers.

All charges include Type setting & Layout

AD DEADLINES FOR INSIDE PAGES are as follows: Dec/Jan issue - **Nov 15**; Feb/Mar issue - **Jan 15**; Apr/May issue - **Mar 15**; Jun/Jul issue - **May 15**; Aug/Sep issue - **July 15**; Oct/Nov issue - **Sep 15**.

AD DEADLINES FOR BACK COVER COLOR AD & INSIDE COVER ADS are:

Dec/Jan & Feb/Mar issue - **Nov 15**; Apr/May & Jun/July issue - **Mar 15**; Aug/Sep & Oct/Nov issue - **July 15**.

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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