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COVER: Our cover illustrates a group of covers mailed by women serving in the U. S. armed services during World War II set against a Navy recruiting poster designed to attract women to join the Waves. The poster was the work of artist John Falter in 1944. We are pleased to present Rich Martorelli's outstanding article discussing postal history associated with WWII women in uniform.

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Publisher's Page

Readers to the Rescue

My plea for assistance from readers to add fresh ideas and perspectives in the last issue appears to bearing some hopeful results. Richard Martorelli has provided us with a fascinating summary of postal history associated with American women in uniform during World War II. Rich's article is an expanded exploration of the role of uniformed service women derived from his broader research on the overall role of American women in the war—a subject he addresses in a soon to be published article in the *2005 American Philatelic Congress Book*. Other readers have contacted me in recent weeks with proposals for articles treating a wide variety of American postal history subjects. There is a hopeful glow of creativity and new authorship just ahead, over the horizon, for the pages of *La Posta*.

Let me hasten to add however, we are not “out of the woods” yet. Each and every issue of our journal contains space for 60+ pages of research, opinion, and ideas— content. We need your help. Share your thoughts. Snail mail and e-mail messages are welcomed equally. Let us assist you in becoming one of our respected authors.

Some very sad news has reached us from Alaska. Seely V. Hall, a dear friend and long-time Alaskan postal historian passed away quite recently. Seely was an Oregonian by birth, but a 1949 vacation in Alaska caused him to fall in love with the Last Frontier and he soon obtained a position with the Union Bank of Anchorage. Seely and his wife Helen were beautiful, kind people with a deep love of Alaskan art and heritage. Seely began collecting Alaskan postal history in the early 1950s, and was a major contributor to my books on the territory's postal past written in the 1970s. Our hobby has lost another great friend. We will miss Seely Hall.

Richard W. Halbur



Letter to the Editor:

(Dear Bill)

I've read with interest the fine essays by Randy Stehle on the resources available to postal historians. I wanted to point out a distinction which should be made in considering the data from the Official Registers, treated in #210. Randy drew attention to the relation between the postmasters' reported compensation and the gross postal revenues of the office" "The compensation paid to PM's at the smaller fourth-class post offices was normally equal to the amount of revenue generated by the office." Actually, this was never the case; but Randy is probably thinking not of fourth-class but of "special post offices" which were served on special routes where the service was to be supplied "for the proceeds." And, even in these cases, the postmaster had to share the gross postages with the contractor for the transportation: the special postmasters calculated their commissions and fees just as did regular postmasters, leaving the remainder for compensation of the special contractor (usually prescribed not to exceed a certain amount).

For further information on the use of the Official Registers, readers might access a series of articles in *P.S. a quarterly journal of postal history* (whole nos. 2, 3, 4, 5, 7 and 14) at a philatelic library or from me directly.

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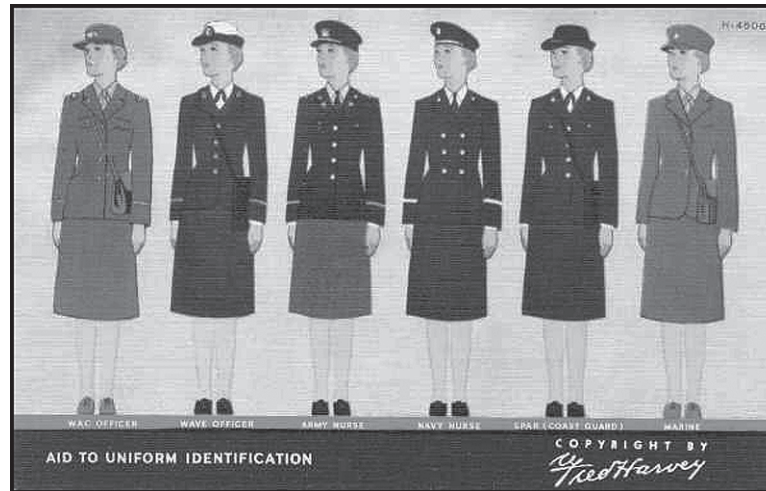
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Postal History of US Women in Uniform During World War II



World War II era Fred Harvey post card designed to show the differences in uniforms of the various womens' military services. The WACs and Marines (both ends) wore brown. The others wore blue.

By Richard Martorelli

In 2005, the United States and the world will mark the 60th anniversary of the end of World War II. Sixteen million Americans served in the US armed forces during WWII, including approximately 350,000 women. They served in the Army, Navy, Marine Corps and Coast Guard, in traditional medical-related roles and nontraditional support and administrative positions, releasing men for combat duty. Many more served with the armed forces, the US government, or in support of the overall war effort on the home front, performing in factory jobs for the continued and increased production of war materials. There are many sources of information about these women, both written and oral histories. In this article, I specifically look at the postal history of military women in the World War II period.

Antecedents

The story of the military service of women in World War II has its beginnings before World War I. In Feb 1901, the Army established a permanent, female military nurse corps, the Nurse Corps (female). Although they held no rank and had no promotion opportunities within the Regular Army, for the first time military nurses were eligible for health care while on active duty and were issued uniforms. The U.S. Navy

Nurse Corps was established in May 1908, and in 1913 Navy nurses began serving on two transport ships. While female nurses were now officially part of both the Army and the Navy, they had no rank. One outcome of this was a continuing conflict between the nurse and some military corpsmen, who challenged the nurse's authority over them, given that the nurse had no official military standing. From 1917 through 1920, lobbying efforts were conducted that eventually lead to the renamed Army Nurse Corps (ANC) members receiving "relative rank" in 1920. "Relative rank" gave the nurses the respect of the rank—including the rights to wear the insignia, use the officer title and be saluted—and limited authority over those of lesser rank in the line of their medical duties. At this time, the nurses were also recognized as being the second line of authority in military hospitals, after the medical officers, and were given the power of command over the corpsmen in the hospitals. The nurses, however, still received a lower pay than that of other officers in the same grade. Finally, In June 1944, the ANC nurses were given "absolute rank" commissioned officer status for the duration of the war plus six months, and received permanent commissions with the passage of the Army-Navy Nurse Act in 1947. The benefits of "absolute rank" were tangible—the nurses received pay, allowances and benefits on the same basis as all other officers of the same grade, and the authority of command regardless of the location. Similarly, while Navy nurses were

generally treated like officers, and wore insignia consistent with regular Navy officers, they had no official rank. It was only in 1942 that they were given relative rank, and in February 1944 received official commissioned officer status for the duration of the war plus six months. As with the Army Nurses, permanent officer commissions for the Navy Nurses were approved by Congress in 1947.

Prior to the US's entry into WWI, the US Army and the American Red Cross developed the "base hospital plan" to create a ready reserve function. A civilian medical center provided a fully staffed and equipped field hospital, which would be transferred to military authority when needed. The American Red Cross provided expertise, funding and organization to assist civilian hospitals in this project and administered the base hospital from the time it was ready for active service until it was actually mobilized under Army command. When the U.S. entered the war, 25 base hospitals were ready for immediate deployment, and six base hospitals sailed for France by May 1917, assigned to service with the British Expeditionary Forces. When the Armistice was signed on Nov. 11, 1918 there were 21,480 Army nurses on active duty. As they were part of the Regular Army, they were able to use the free postage concession implemented in September 1917 for US troops overseas. More than 10,000 had served overseas in France, Belgium, England, Italy, Serbia, Siberia, Hawaii, Puerto Rico and the Philippines. They had been assigned to all types of duty locations along the "chain of evacuation", including casualty clearing stations, field hospitals, evacuation camps, convalescent hospitals, hospital trains and transport ships. *Figure 1* carried a letter from an Army Nurse in Paris, France, mailed on November 8, 1918. This day was the first meeting of Marshall Ferdinand Foch, commander in chief of the Allied armies in France, and the delegation from Germany, who were asking for an armistice to end the war. At this meeting, Foch enumerated the Allied conditions for a peace agreement, and refused the German's request for a ceasefire while they sought authority to sign the document. In his recent book, "Eleventh Month, Eleventh Day, Eleventh Hour", author Joseph Persico describes the last week of the

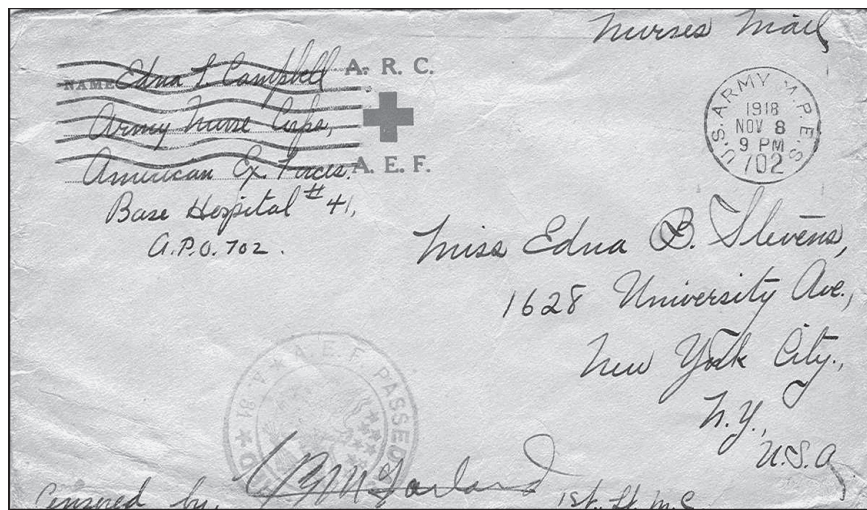


Figure 1 An envelope posted by an Army Nurse mailed from France on the 1st day of armistice discussions.

war, and the activities leading up to the ceasefire. Attacks were actually made by the Allies in the hours between 6AM and 11AM on November 11, even though the armistice had been signed and details of the effective time were widely known. Based on the average and reported casualty rates, Persico estimates that the lack of a ceasefire during those last three resulted in approximately 7,000 dead and 15,000 wounded soldiers. The Navy Nurse Corp also was very active, serving duty in naval hospitals in the continental US and the US possessions (the Philippines, Guam, Samoa, and the Virgin Islands). They also went overseas with naval base hospitals shipped in the United Kingdom, or served on troop transports returning wounded soldiers to the U.S. By Armistice Day 1,476 nurses were on active duty with the US Navy.

Women also served in the military in areas other than the medical service. The Naval Reserve Act of 1916 omitted a limitation on gender by using the word "personnel" rather than male when referring to Navy Yeoman, and the Secretary of the Navy, Josephus Daniels, interpreted it broadly. He allowed the enlistment of women as Yeoman (F) in March 1917, resulting in a total of 11,300 Yeoman (F) serving during WWI. The majority of the Yeoman (F) performed clerical duties in the US such as including typing, stenography, book-keeping, accounting, and inventory control. A few women were trained in technical specialties, such as radio operators, electricians, draftsmen, and pharmacists. Different from the nurses' experience, the Yeoman (F) received the same pay as male Yeoman, and a daily subsistence allowance. Most also received a

housing allowance to secure their own quarters because Naval housing for women was not available. Additionally, a few Yeoman (F) also served with the US Coast Guard, attached temporarily to the Navy during wartime. In August 1918, the US Marine Corps also started to enroll women in the Marine Corps Reserve for clerical duty at Corps offices in the United States so that men could be transferred to overseas duty. By the end of the war, 305 women were accepted for enlistment as privates in the Marine Corps Reserve for a period of four years. Like the Yeoman (F), their pay was the same as men of their rank, and they received an allotment to pay for their housing and food since there were no accommodations for them on Marine bases. Also like their counterparts in the Navy, the Marine Reservists (F) were not given the option of remaining in the service. Both Yeoman (F) and the Marine Reservists (F) were transferred to inactive status by July 1919. All received Good Conduct Medals and the Victory Medal as well as being eligible for veteran's benefits.

The Army, on the other hand, refused to enlist women other than nurses, because U.S. Army regulations stated that "males" were sworn in, and said nothing about "persons," as had the Navy regulations. Nevertheless, the Army did employ women both in the U.S. and in the war zone. While it may have been the Army's intention that several groups of civilian technical workers would be contract employees and not military personnel, the actions of the Army in regards to obtaining the services of these civilians were indistinguishable from actions taken to obtain military personnel. Two groups of technical workers—the Signal Corps female telephone operators and the Corps of Engineers Russian Railway Service Corps (RRSC)—were recruited by Army personnel; sworn into the Army's service; wore a uniform designated by the Army; were subject to Army rules, regulations, discipline and inspections; were assigned to duty by the Army, including duty in the war zone; and were required to serve until released. In addition, the telephone operators who served in France were allowed to use the Congressionally granted free postage privilege the same as all other military personnel. *Figure 2* is a free franked postcard mailed in April 1918 from one of the first group of telephone operators, using the return address of "Signal Corps Tel. Unit, APO 717" (Tours, France). In November 1917 General Pershing asked the War Department to send him 100

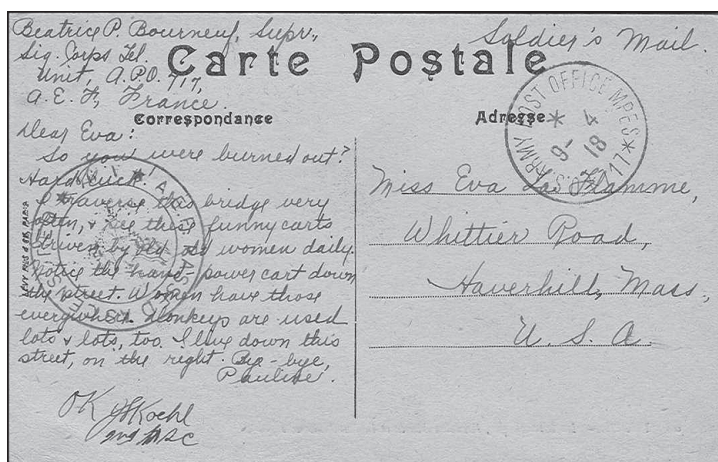


Figure 2 is a postcard mailed free by a woman supervisor in the Signal Corps Telephone Operators, formed at the direct request of General Pershing.

French-speaking U.S. telephone operators. As a result of adapting the technology of the telephone to the battlefield, Pershing knew that he needed the men in the Signal Corps to be in the field, constantly stringing the wire necessary for communication from the trenches to the A.E.F. GHQ at Chaumont. Being aware that all U.S. telephone operators at that time were women, Pershing specified that the operators would not be armed or assigned to combat. General Pershing wanted the women operators, it is reported, because he believed that women had the patience and perseverance to do long, arduous detailed work. Training began in January 1918 and the first group of 33 operators was sent to France on March 1, 1918, with a total of 223 serving overseas out of the 450 women telephone operators trained by November 1918.

In contrast, the 288 men of the RRSC were not allowed the free postage privilege, which was one point that the Army used to support their position that the RRSC were only contract employees, and not eligible for veteran's status. *Figure 3* shows an envelope mailed in September 1919 from Vladivostok, Siberia, prepaid at the restored \$0.02 letter rate. The military also took this position with the telephone operators. Because they were females, and because the Army did not have authority to accept females in the service, went the Army's argument, they therefore had never been in the Army and so were not entitled to a military discharge or veteran's benefits. It was not until the 1970s that these two groups finally received official status as veterans, and the rights related to that, including an honorable military discharge, the right to wear the WWI Victory Medal and eligibility for veteran's benefits.

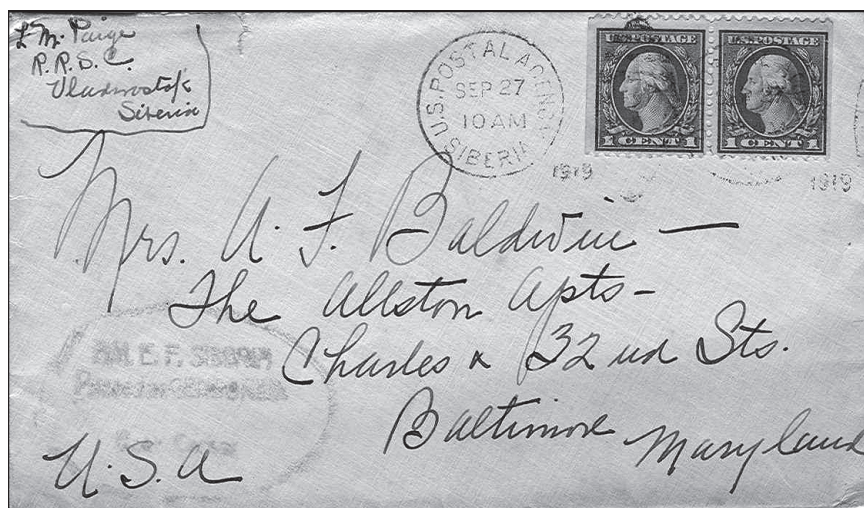


Figure 3 carried a letter mailed from a member of the Russian Railway Service Corps, and franked with \$0.02 for the reinstated post-War letter rate.

During World War I, over thirty thousand women served in the Army and Navy Nurse Corps, the Navy and Coast Guard as Yeoman (F), the Marines as Marine Reservists (F), in the Medical Department as Reconstruction Aids and Dieticians, and in the Signal Corps as telephone operators. In a precursor to the rhetoric before the 1971 change to the US Constitution lowering the voting age to 18, these women served, and died, for their country before they could vote, no matter what their age.

World War II Nursing Corps

In 1939, the Army Nurse Corps had 672 nurses on duty. This had increased to 7,000 by December 1941, in addition to 800 Navy Nurses. These professionals served in hospitals in both the US and at overseas postings. As a result of this, approximately 190 Army nurses were present at and active participants in the events at Pearl Harbor on December 7, 1941, with four of them being awarded the Legion of Merit for their actions. Another 105 Army and Navy nurses were assigned to the Philippine Islands and Guam; approximately 80 of them were among the first US service personnel to become prisoners of war after the invasion and occupation of those islands.

As part of the armed forces, the members of the Army Nurse Corps were eligible for the postage rate concessions approved by the US Congress after the declaration of war on December 8, 1941. Prior to this, service personnel on active duty used the same rates as civilians. Domestic rates were \$0.03/ounce for a letter, \$0.01 for a postcard and \$0.06/ounce for airmail. Overseas surface rates were \$0.05 for a letter, while airmail rates varied depending on destination. For example, the rate to Europe was \$0.30 per half ounce, while the rate to the countries of the British West

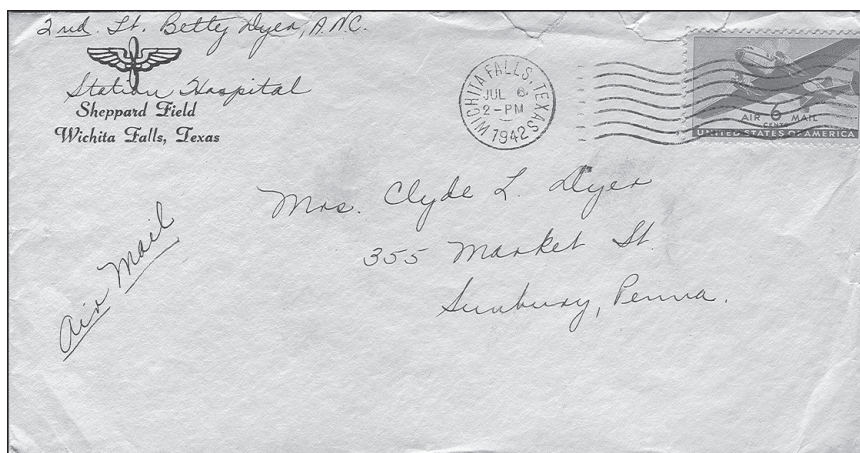


Figure 4 shows an example of domestic airmail usage, sent from an Army Nurse in Texas to Pennsylvania in July 1942, and franked with a six cents Transport for the \$0.06/ounce airmail rate. Note that the return address is for a 2nd Lieutenant.

Indies was \$0.15 per half ounce. *Figure 4* shows an example of domestic airmail usage, sent from an Army Nurse in Texas to Pennsylvania in July 1942, and franked with a six cents Transport for the \$0.06/ounce airmail rate. Note that the return address is for a 2nd Lieutenant. As discussed above, this was the nurse's "relative rank" within the regular US Army. As with the general public, military personnel also had reason to send mail the fastest way possible. In 1942, the Post Office's Special Delivery service was the only way to go. *Figure 5* shows an example of domestic airmail and special delivery services, charged at the civilian rates of \$0.06/ounce for airmail and \$0.10 for 1st class mail less than or equal to 2 lbs. This letter traveled 1,300 miles in less than two days. Making rough adjustments for inflation from then until now,

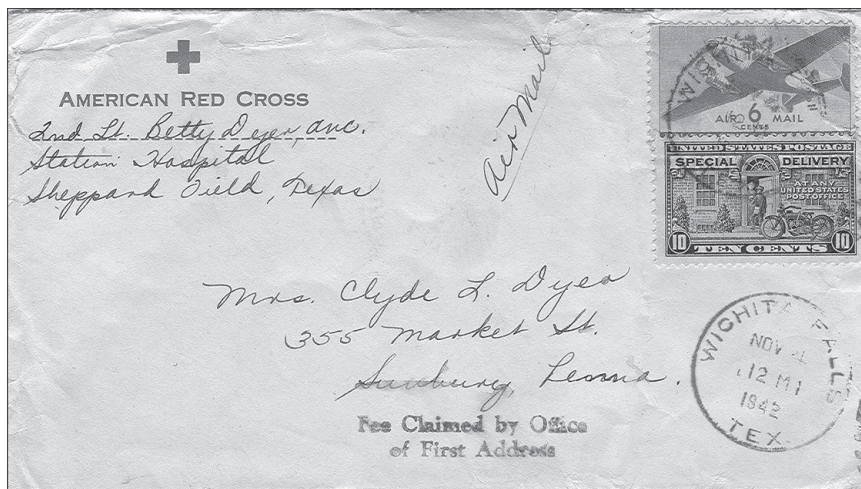


Figure 5 shows an example of domestic airmail and special delivery services, charged at the civilian rates of \$0.06/ounce for airmail and \$0.10 for 1st class mail less than or equal to 2 lbs. This letter traveled 1,300 miles in less than two days.

the USPOD was able to offer a “Priority Mail” service level for less than half of what the USPS charges today.

The first rate reduction approved by Congress for service personnel was for airmail service. Effective December 25, 1941, airmail letters between overseas military personnel and the continental United States (CONUS) were rated at \$0.06 per half ounce, instead of the varying rates for foreign destinations. At the time, this had limited impact for women serving overseas, as they were very few. Hawaii was the only major location outside of the CONUS where there were women armed forces members until March 1942, when medical facilities and nurses were established in Australia. Small numbers of nurses were also assigned to Alaska, Iceland and the Canal

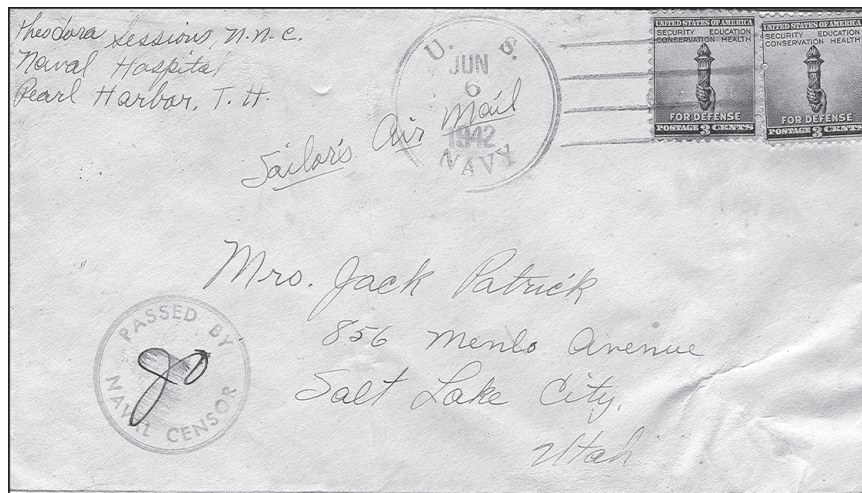


Figure 6 is an example of the reduced rate airmail, sent from a Navy Nurse in Hawaii to Utah in June 1942, and franked with a pair of three cents “For Defense” stamps. Note that there is no indication of rank in the return address.

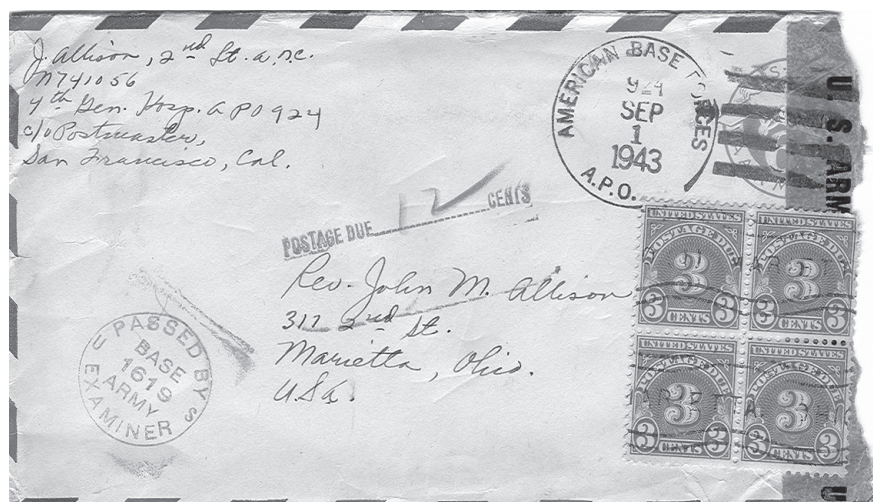


Figure 7 is an overweight airmail letter, mailed from an Army nurse in Australia to a relative in Ohio in September 1943. The envelope weighed 1 and ½ ounces, is prepaid by a six cents airmail postal stationery envelope, and rated at an additional \$0.12 postage due.

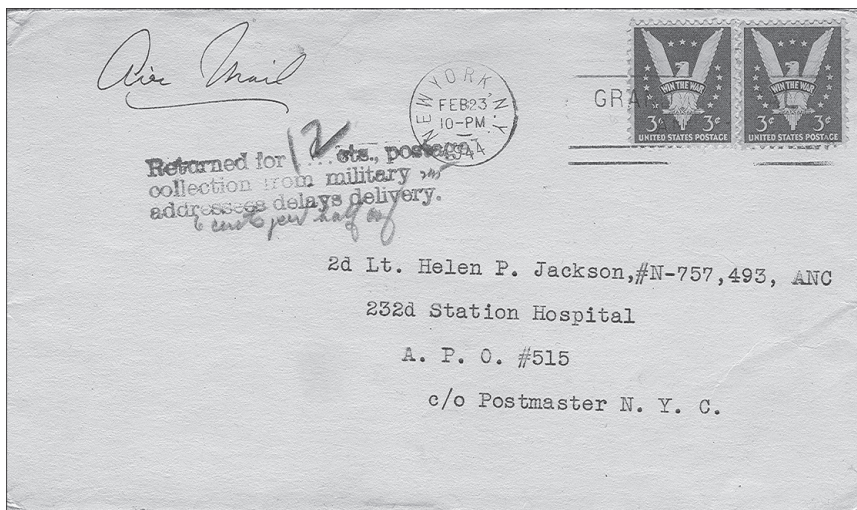


Figure 8 is mail sent to an Army nurse in England, but was overweight for the \$0.06 per 1/2ounce franking. Different from most cases, it was returned to the sender for additional postage and an auxiliary marking.

1943. The envelope weighed 1 and ½ ounces, and is prepaid by a six cents airmail postal stationary envelope, and rated at an additional \$0.12 postage due. Postal regulations at this time called for a penalty to be charged short paid letters, in addition to the deficient postage. This penalty was \$0.01 per short paid rate if a letter was short paid more than the first rate. A specific exemption, however, was made for airmail in June 1942, so only the short paid postage was assessed on this letter. Not all mail sent to servicemen was received, for a variety of reasons. A simple one might be that there was insufficient postage. The envelope illustrated in *figure 8* has \$0.06 airmail postage, is addressed to an Army nurse in England, but was overweight for the \$0.06 per 1/2ounce franking. It was returned to the sender with an auxiliary marking "Returned for 12 cents, postage/collection from military/addressees delays delivery." During the war, the Post Office Department extensively publicized the correct rates for overseas mail, so that there would be minimal delivery delay time because of insufficient postage. When letters such as this one did get through, the POD's first step was to send the letters back to the sender. Starting in January 1943, if there was no return address, the mail was sent to its destination without collection of the postage due. This was an

unpublicized service and benefit, because of the small amounts involved, and the many steps of a logistical nightmare to collect the necessary payment from an individual soldier.

Even though officially "noncombatants", Army and Navy nurses were exposed to the same dangers of war as were the soldiers. A total of 16 Army nurses died as a direct result of enemy action, and 1,600 received decorations from Purple Hearts to Distinguished Service Medals. Nurses landed with or very shortly after assault troops in the invasions in the Mediterranean and European Theaters and were never

far from aerial bombardment or artillery. *Figure 9* is an airmail postal stationary envelope from an Army Nurse Corps (and now regular Army) officer located at Liege, Belgium on December 16, 1944. This was the opening day of the "Battle of the Bulge". The enclosed letter noted hearing "battle sounds", which were from the German attack only 40 miles away. Note that as an officer, this Lieutenant was authorized to self-censor her own mail. In the Pacific Theater, nurses shared the mud, disease, danger and distance from home with the troops on a daily basis. *Figure 10* illustrates a triple weight envelope sent intra-theater by an Army nurse assigned to the *USS Comfort* (AH-6) in June 1944. The *Comfort* was the first US military hospital ship to be operated jointly by the Army

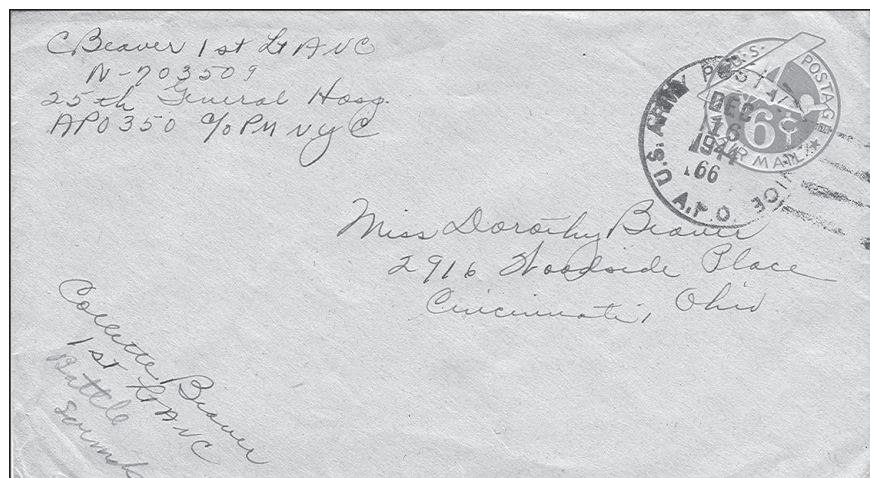


Figure 9 is an airmail postal stationary envelope from an Army Nurse Corps officer located at Liege, Belgium on December 16, 1944. This was the opening day of the "Battle of the Bulge". The enclosed letter noted hearing "battle sounds", which was the German attack only 40 miles away.

and Navy. The Army provided staff for and managed all medical operations and the Navy supplied the crew and managed all ship operations. The ship was the victim of a Kamikaze attack as it steamed off of Okinawa during that campaign in April 1945. In the attack, six nurses and 22 other medical staff and patients were killed.

The second postal rate reduction for armed service members was for surface mail, applying to both letters and postcards. Effective April 1, 1942, free postage was permitted for active duty military personnel to use in sending surface mail

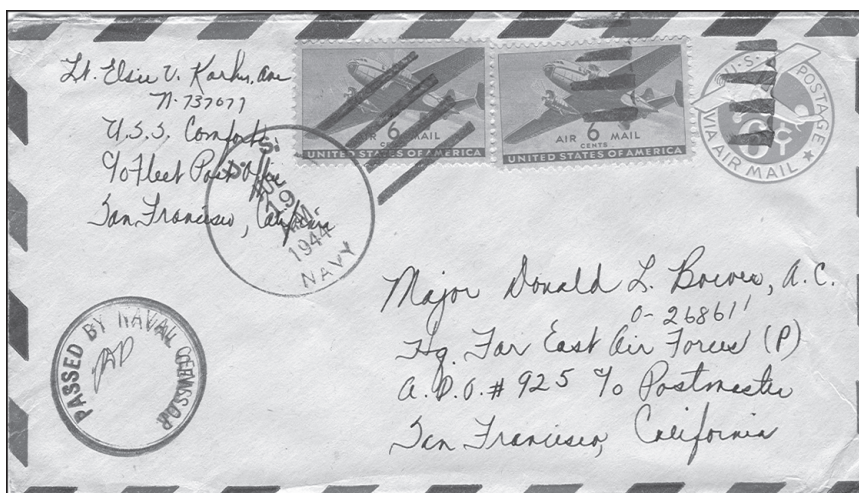


Figure 10 illustrates a triple weight envelope sent intra-theater by an Army nurse assigned to the USS Comfort (AH-6) in June 1944. The Comfort was the first US military hospital ship to be operated jointly by the Army and Navy.

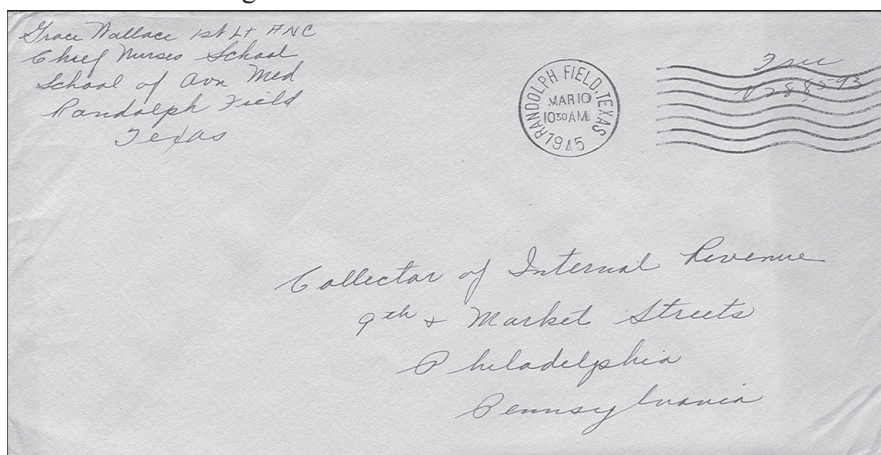


Figure 11 shows free domestic letter postage from an Army Nurse Corps officer attending Flight Nurse training in Texas.

to anyone in CONUS, as well as US territories and possessions. Figure 11 is an example of free domestic letter postage from an Army Nurse Corps officer attending Flight Nurse training in Texas. Air evacuation of patients, using a flight team of one medical technician and one flight nurse, started in the Pacific Theater in the fall of 1942, and was part of the "chain of evacuation" of patients in all theaters during the rest of the war. This application of air power greatly improved a wounded soldier's survival chances by minimizing time and discomfort in moving from emergency battlefield care to standard hospital and medical care. Figure 12 carried a letter from an Army Nurse Corps member assigned to a hospital in Ledo, India in April June 1943 and illustrates free overseas letter postage.

World War II Service Branch Auxiliaries

In 1941, Congresswoman Edith Rogers introduced a bill in Congress, with the support of Army chief of Staff George Marshall, calling for the formation of a quasi-military organization to be called the Women's Army Auxiliary Corps (WAAC). Her bill was not acted upon, and she reintroduced it in January 1942, with an added provision that the women



Figure 12 is a letter from an Army nurse in India illustrating free overseas letter postage.

be given military status. This amendment generated much debate in Congress. Ultimately, in May 1942, Congress passed, and President Roosevelt signed, the bill creating the WAAC, but not giving its members military status. Significantly, the bill did not bar the WAAC officers and enlisted women from serving overseas.

Because the WAAC's were not a statutory part of the armed forces, and did not have "active duty" military status, they were not eligible for the two approved postal rate concessions. The postcard shown in *figure 13*, endorsed "Free" and mailed domestically in October 1942 from the First WAAC Training Center, should have had \$0.01 postage, or have been marked assessed postage due. The best explanation why it was not would seem to be that the use of the "Free" endorsement was accepted because of the return address of "Company 3, 2nd Regiment", along with the signature of "Gus" on the back. As noted above, WAAC forces were permitted to serve overseas. Area or Army commands were assigned a quota of WAC spaces by position grade, for which personnel were then requisitioned. Because the women did not have "active military status", however, they did not receive overseas pay, were not eligible for government life insurance and were not protected by existing international prisoner of war agreements. *Figure 14* shows a partial piece of a V-mail

form mailed in May 1943 from North African Theater headquarters in Algeria. Consistent with the regulations, following the sender's name is her rank and serial number. The grade rank used was the WAAC

relative rank, in this case "Auxiliary", equivalent to Private. The WAAC's serial number began with "A" for enlisted grades and "L" for officers; this was very different from other personnel associated with the Army. In general, during the WWII period, enlisted men used no prefix letter in their serial number, and officers used an "O". The only exceptions to this

were the WAAC/WAC's (as above), the officers of the Army Nurse Corps (using "N"), warrant officers (using "W" or "W.O."), non-commissioned officers who were pilots (a.k.a. Flight Officers using "F.O.") and the general category of brevet or "temporary" promotions (using "T.O." or "T"). The number and order of digits of an Army Serial Number also held significance during WWII. From a comparative review of the WAC serial numbers and published material about WWII numbers, it appears that the WAAC/WAC created its own system, and did not use the existing Army series. In the case of the illustrated partial piece of a V-mail, there can only be speculation as to what postage rate was charged. Was it the six cents concession rate, or full airmail postage? *Figure 15*, on the other hand, is a clear use of the payment of current civilian

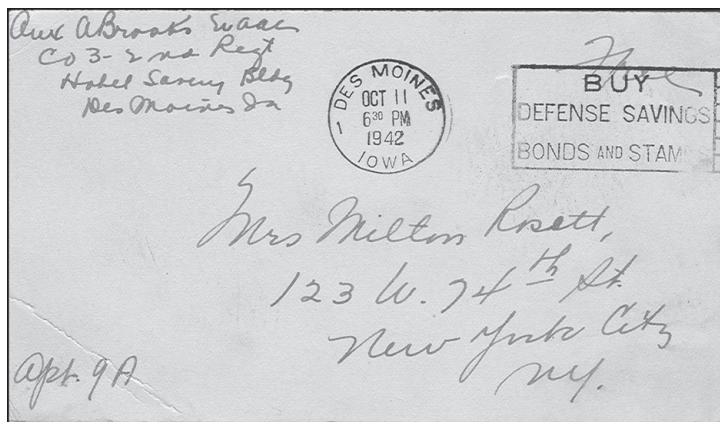


Figure 13 Postcard endorsed "free" and mailed domestically in October 1942 from the First WAAC Training Center, should have had \$0.01 postage, or have been marked assessed postage due.

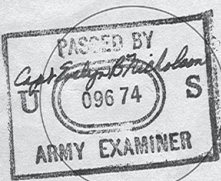
Print the complete address in plain block letters in the panel below, and your return address in the space provided. Use typewriter, dark ink, or pencil. Write plainly. Very small writing is not suitable.		
No.		A-300071
	Mrs. E. F. Simms	Aux. Frances G. Graham (Sender's name)
	531 Jackson Street	149th WAAC Post Hq. Co. (Sender's address)
	Rochester, Pa.	A.P.O. 512, New York, N.Y.
	U.S.A.	May 17, 1943 (Date)

Figure 14 shows a partial piece of a V-mail form mailed in May 1943 from North African Theater headquarters in Algeria. The grade rank used was the WAAC relative rank, in this case "Auxiliary", equivalent to Private.

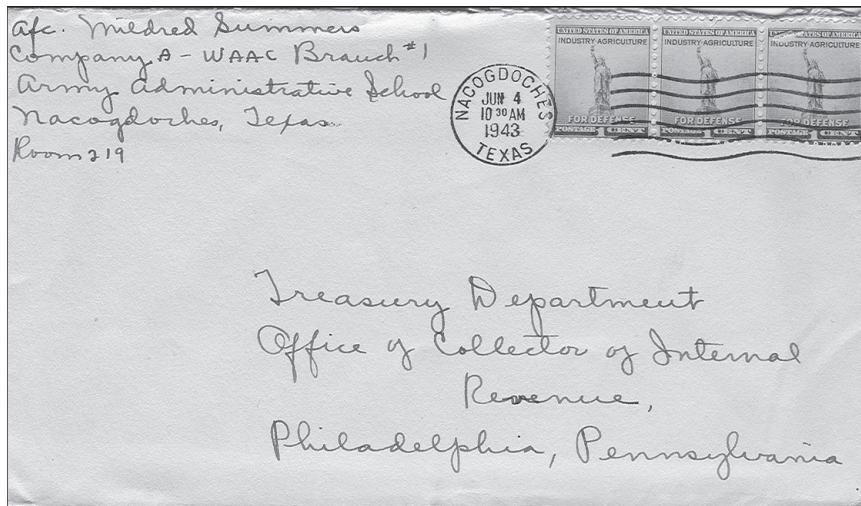


Figure 15 shows payment of the civilian first class domestic letter rate, mailed by a WAAC enlisted person in June 1943.

first class domestic letter rate. This envelope was mailed by a WAAC enlisted person from an Army training school in June 1943. This was shortly before legislation was approved on July 1 that changed the non-military Women's Army Auxiliary Corps personnel into Women's Army Corps soldiers, full-fledged members of the Army of the United States receiving the same pay, allowances, benefits and privileges as men. Among these privileges was the right to use the concession postal rates. Figure

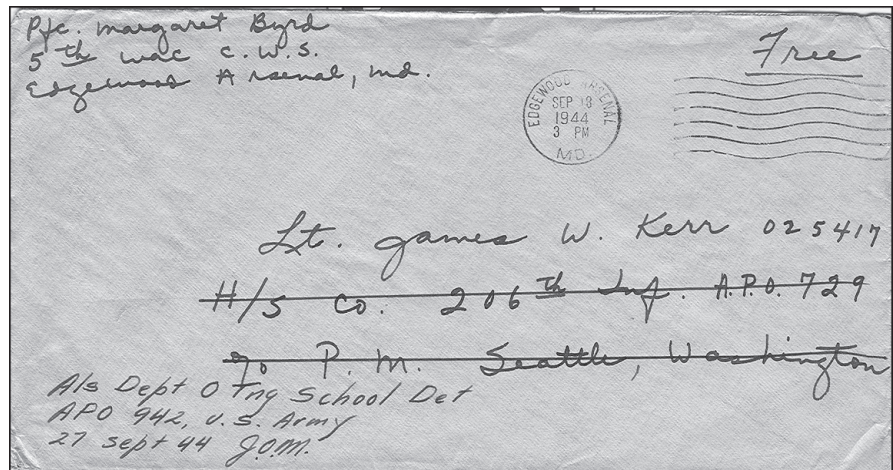


Figure 16 is a letter mailed in September 1944 showing the free first class concession privilege used by a WAC.

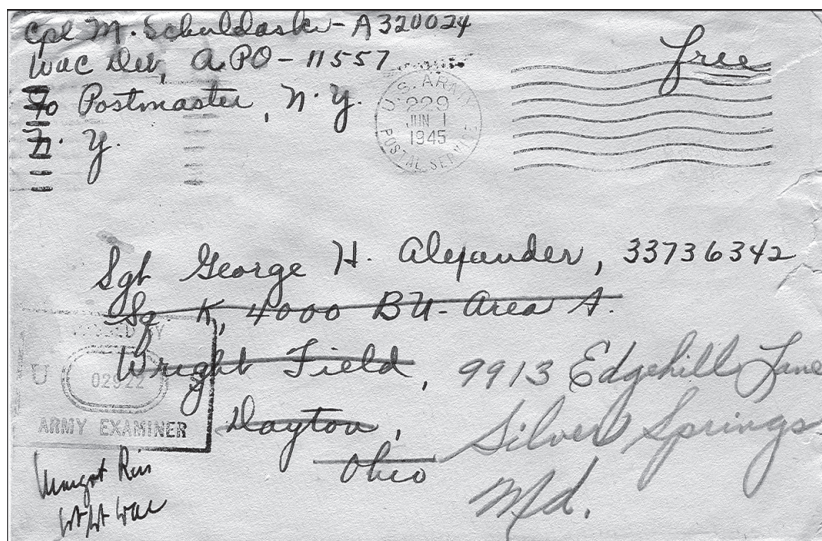


Figure 17 is a letter from a WAC private, censored by a WAC officer and a unit censor, which was sent from an overseas location free by surface mail. The return address is a transit APO, #11557.

16, mailed in September 1944 from Maryland is the counterpart usage, showing the free first class concession privilege. It was mailed from a WAC assigned to the Chemical Weapons Services, working at the US Army's Edgewood Arsenal. Note that this envelope was sent to another military address, and was forwarded at no charge within the APO system. This was consistent with civilian postal practices. In this case, the forwarding was necessary because of the reassignment of the addressee within the Alaska Department.

Figure 17 carried a letter from a WAC private, censored by a WAC officer and a unit censor, which was sent from an overseas location free by surface mail. The return address is APO#11557, and it is dated June 1, 1945. This type of 5-digit Army Post Office (APO) numbers is referred to as "Transit APO's". They were used as a mailing address to and from personnel only while on their way to a new Theater of Operations. This was usually for movements from the US to an overseas location. Once they arrived at the location, the troops were assigned to a regular APO. In this instance, from reference material published by the Military Postal History Society (MPHS), this transit number was assigned to the 1st Base

Post Office at Sutton Coldfield, England, using APO#640. This cover has a machine cancel of APO#229, located at this time in Southampton, England. The sender was writing in between completing her trans-Atlantic crossing, but before starting her cross-Channel trip to France for final assignment. *Figure 18* illustrates another use of a Transit APO by a WAC, and some of the identification issues found on covers with these APO numbers. The return address on this postal card is APO #4716, but there is no date. Use of killer-only cancellations on outgoing mail was started in the New York Port of Embarkation (POE) as a way of disguising the shipping and movements of troops. A similar practice was carried out in WWI, with the famous "Hoboken Eagle". Based on the rank of "Private" and designation of "WAC" in the return address, we know that this item had to have been mailed after July 1943. According to the MPHS reference, Transit APO 4716 was assigned to APO 519, Salisbury, England, approximately July 1943, and the unit censorship marking supports an overseas origin. The history of the WAC relates that during this time period, there were increasing numbers of personnel arriving in England to support the buildup of military headquarters in England.

Within the Department of the Army, acceptance and utilization of the WACs was different between the major Army commands. The Army Ground Forces (AGF) used the fewest number of WAC personnel, accounting for about 2% of the Corps strength. This was mostly because the primary mission of most AGF units was combat, and WACs were only permitted in non-combat roles. This included roles in administra-

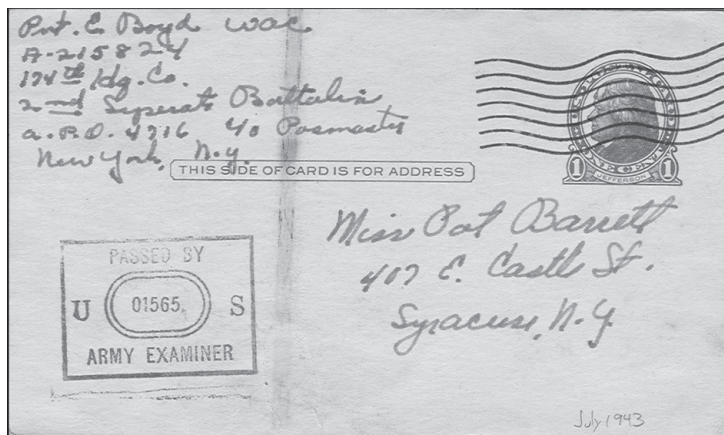


Figure 18 illustrates another use of a Transit APO by a WAC, and some of the identification issues found on covers with this type of APO number.

tion, driver/mechanics or supply units. The Army Service Forces (ASF) was the largest user of WAC staff, accounting for 45% percent of the total Corps personnel. The ASF commands included, among others, the Signal, Ordnance and Quartermaster Corps, and assignments in all theaters, including the Manhattan Project in the United States. Most of the assigned roles involved HQ and other administration, communications (including mail processing and censoring), supply, transportation, intelligence and payroll operations. WAC members overseas were entitled to free surface mail to or from the continental US, territories or possessions. Surface mail to other countries, however, had to be prepaid with the appropriate postage. *Figure 19* is an envelope from a WAC corporal assigned to the First US Army Group. It was mailed from England to Canada in July 1944, and is franked with 2 and ½ pence for the surface mail rate to the British Commonwealth. The First US Army Group was activated October 1943 in London, En-

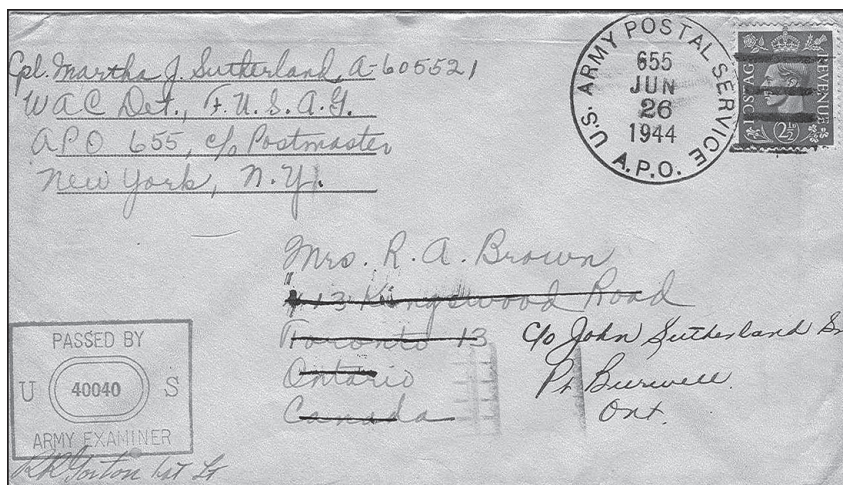


Figure 19 shows payment of the British surface letter rate, mailed from England to Canada by a WAC enlisted person in July 1944.

gland to prepare the plans for the invasion of the European continent. Initially, Omar Bradley had the dual role of First Army commander and acting commander of the First U.S. Army Group, subsequently redesignated as the Twelfth Army Group. To mislead the Germans into believing that Calais rather than Normandy would be the site of the invasion, the mythical 1st Army Group was created. Dwight Eisenhower assigned George S. Patton, Jr., the American general the Germans most respected, to command the phantom army. This phantom force was based at Dover,



Figure 20 shows an airmail cover from January 1945 sent by a WAC officer in a postal company, showing the officer's self-censorship privilege.

just across the Channel from the supposed target. Simulated radio traffic, supply movement, and other activities were created for the force, which was identified as being comprised of one American and one British Army, totaling seven airborne divisions, 19 infantry divisions and one armored division. The Germans became so convinced that the Pas de Calais would be the Allied target that they held to the fiction until long after the actual attack had begun. As a result, nineteen powerful enemy divisions, to include important panzer reserves, stood idle on the day of the invasion, awaiting an assault that never came. Although its staff was largely transferred to the Twelfth Army Group in July 1944, the First US Army Group continued to exist on paper as a deception device until its inactivation on 18 October 1944.

In addition they were eligible to use the reduced airmail rate. *Figure 20* depicts an airmail cover mailed in January 1945 from APO# 512, located at Caserta, Italy. The sender was an officer in a WAC postal company, a vital part of the ASF mission. As was common, the officer was permitted to censor her own mail. It was also common for the troops to use other postal services, such as special delivery and registration. *Figure 21* illustrates an envelope, mailed from the 4th Base Post Office (BPO) in Leyte, Philippine Islands in July 1945. The WAC sergeant used a \$0.06 postal stationary envelope for airmail service and added \$0.13 for

special delivery of 1st class mail less than or equal to 2 pounds. This special delivery postage amount reflects the increase in the civilian rates of November 1944.

The Army Air Forces (AAF) is generally recognized as the most enthusiastic user of WAC personnel, and accounted for 35% of the Corps strength. Under the direction of General H. R. "Hap" Arnold, WACs were placed in a wide variety of roles at airfields and depots. Referred to as Air WACs, they were employed in the traditional clerical and medical support positions,

but were also placed in many technical specialties, such as control tower operator, aerial photographer, weather observer, radio operator and intelligence photo analyst. One of areas where WACs and civilians worked on the same task was ground observation—the reporting and tracking of aircraft in the defense of the continental United States (CONUS). The Aircraft Warning Service (AWS), US Army Air Force was officially instituted on July 15, 1942, and deactivated on May 29, 1944. There were both full-time military members of the AWS, and civilian volunteers attached as members of the AWS. Civilian observers were trained to recognize silhouettes of enemy and friendly aircraft. If enemy aircraft were seen, the volunteers would contact regional armed forces intelligence centers and report the sighting, so that appropriate defensive or interceptor measures could be initiated. When an air-

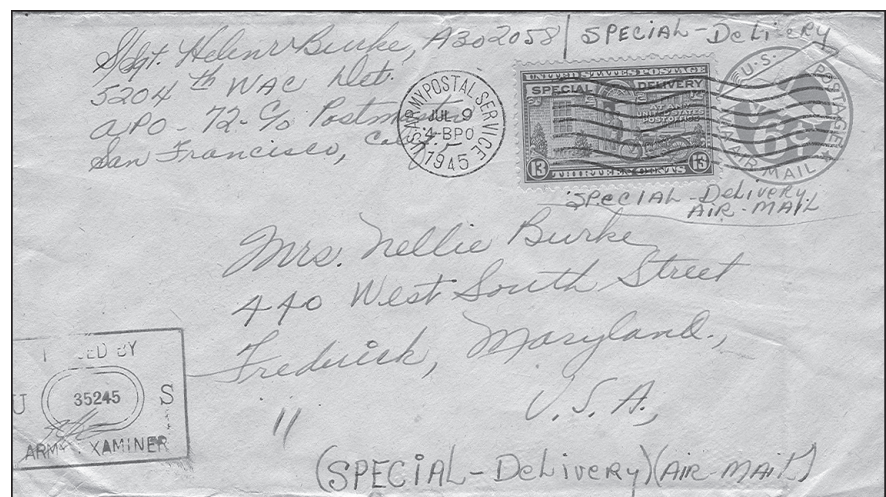


Figure 21 illustrates an envelope mailed from the 4th Base Post Office (BPO) in Leyte, Philippine Islands with postage for airmail and special delivery services.

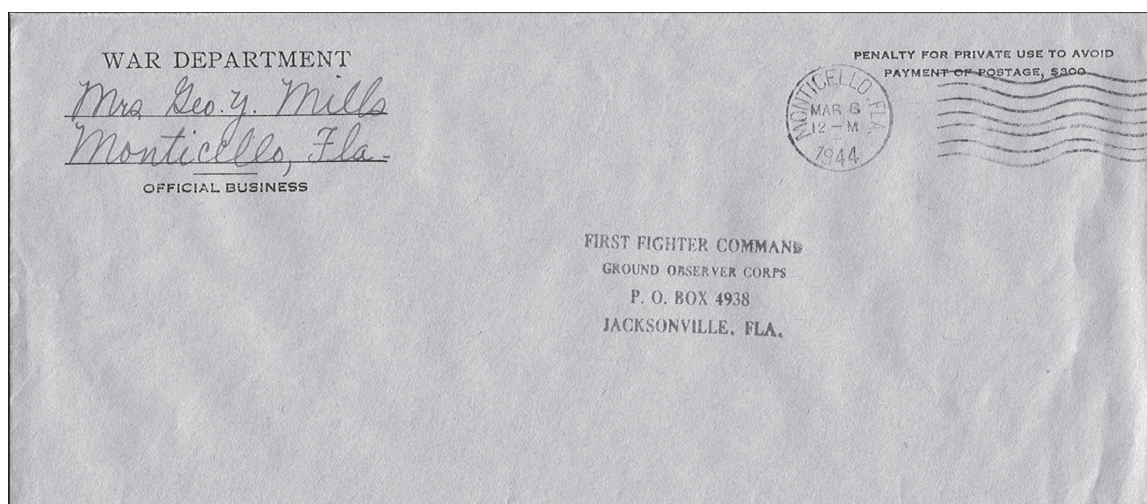


Figure 22 is a War Department penalty mail envelope used by a woman civilian observer to mail a Flash Report to the First Fighter Command headquarters in Florida.

plane was seen, the observer used the telephone to call a Filter Center with a "Flash Report", noting number, type, altitude, direction and distance from observation post. This data was recorded on a standard form used by all AWS Observers at their observation post. *Figure 22* is a War Department penalty mail envelope used by a woman civilian observer to mail a Flash Report to the First Fighter Command headquarters in Florida.

There were thirteen Filter Centers under the jurisdiction of the First Fighter Command along the East Coast. Their mission was the detection, interception, identification, and if necessary, destruction of all aircraft in the covered areas. Through the use of radar and ground observers, all aircraft operating in the region would be tracked and identified. Unknown aircraft would be targeted for interception, and destruction if necessary, by interceptors operating out of nearby military airfields, or by other active defense systems, such as anti-aircraft artillery (AAA), barrage balloons, and smoke generated equipment situated around nearby defense plants and military installations. Orders for passive defensive actions such as black-outs and air raid warnings were also issued from the Fighter Control Center to the appropriate Civil Defense personnel. By October 1942 twenty-seven WAAC companies were active at AWS stations located at various First Fighter Command stations along the East

Coast, including New York, Norfolk, Boston, Philadelphia, Baltimore, Charleston, Jacksonville, and Miami. The women were assigned to staff the filter boards and operations telephones. Here they received the calls from civilian spotters as to aircraft sighted, plotted the information on the boards, and traced the path of every aircraft to cross the area, for the benefit of liaison officers from the various services who identified them or sent up interceptors. *Figure 23* is a letter sent from a member of one of these WAC companies, located at Mitchell Field, NY. Unlike the armed forces airmail concession rate, the "free frank" privilege had no limitation on service in the continental US, territories or possessions. This WAC sent the letter from NY to California by airmail, at the domestic civilian rate of \$0.06 per ounce (soon to increase to \$0.08), and then used the "free frank" to send the

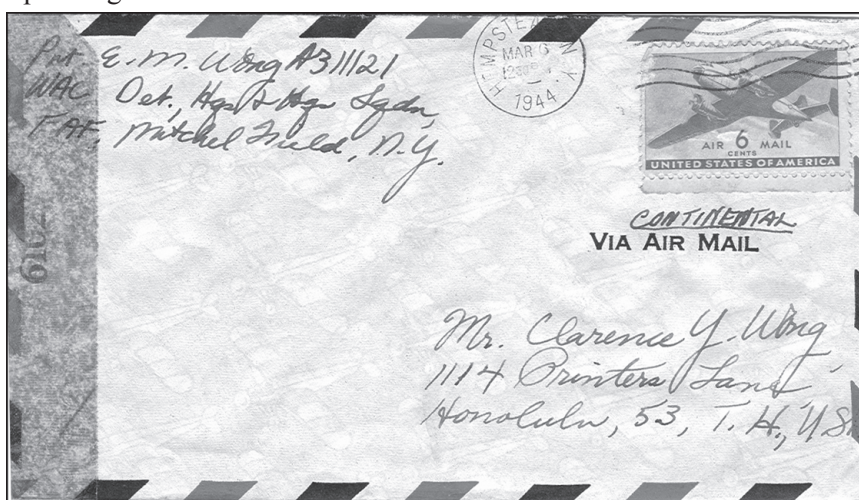


Figure 23 is a letter sent from a WAC using a combination of domestic airmail and the free frank privilege to send a letter from NY to Hawaii.

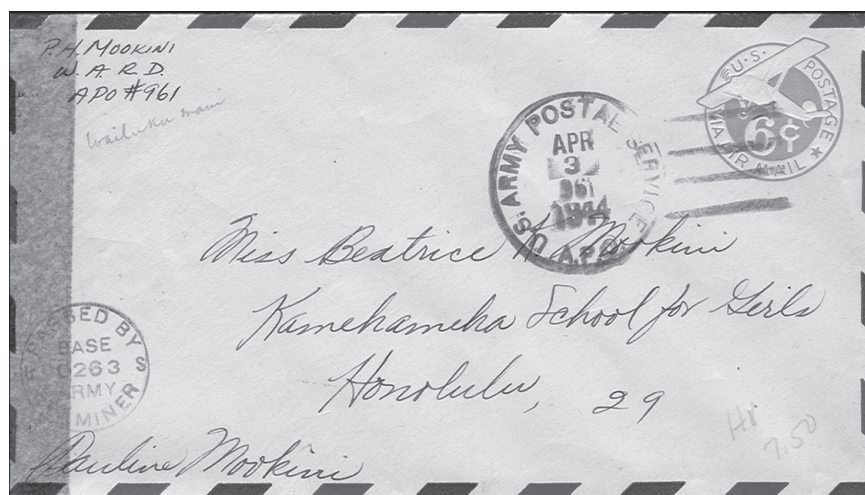


Figure 24 is an airmail letter mailed inter-island in Hawaii from a native Hawaiian WARD member in April 1944.

letter by surface mail to Hawaii. Use of airmail for the entire trip could have been \$0.40, at the "Hawaii Clipper" rate of \$0.20 per 1/2ounce.

Six months before the creation of the Aircraft Warning Service and almost a year before the lead elements of the WAAC arrived at headquarters in North Africa, another group of women officially replaced male soldiers in a war zone. The Women's Air Raid Defense was created by an emergency executive order of the War Department in late December 1941, and first took over active duties at Fort Shafter, Hawaii in January 1942. After training, the women were appointed to the civil service and furnished uniforms, and military quarters and officers mess privileges. They were considered equivalent to officers, so that in the event of capture, they would be treated according to the Geneva Convention as prisoners of war. The duties of the WARD were to operate the plotting boards and other parts of the Air Defense Command Information Control Center (ICC) of the Hawaiian Department. Additional radar units were constructed throughout the Hawaiian Islands, as were additional ICCs. When the WARD was originally started on Oahu, the women recruited came from both Caucasian Hawaiian resident families and military wives who wanted to stay in Hawaii. As control centers opened on other islands, members were recruited from those islands' native populations of Hawaiian, Filipino, Chinese, Korean and Portuguese residents. Figure 24 is an airmail let-

ter mailed from the island of Maui to the island of Oahu. It was sent from a native Hawaiian WARD member on April 3, 1944. In early 1944, the progress of the war moved action away from Hawaii, and the Army closed the outer island control centers. The last center closed was Maui's, on April 1, 1944. While the WARD staff was officially civil service employees, it appears that they were granted the use of the airmail concession rate. As noted, this envelope was prepaid \$0.06 postage, but the civilian domestic rate, applicable to inter-island mail, had changed to

\$0.08 on March 26. The WARD was disbanded in September 1945, with over 650 women having served in it during its 3-¾ years in existence.

Concurrent with the activity that lead to the creation of the WAAC/WAC, women leaders set about adding auxiliary forces to the other armed services branches. On July 30, 1942, the President signed the Navy Women's Reserve Act. This created the Women's Auxiliary Reserve, later known as the Women Accepted for Volunteer Emergency Service (WAVES). More than 27,000 women were on active duty in the Navy at this time. As with the initial days of the WAAC, Navy women did not receive benefits equal to male sailors and the rank they could achieve was limited. Once the WAVES was established, recruiting had to organized (as the number of interested women was large), training establishments set up, an

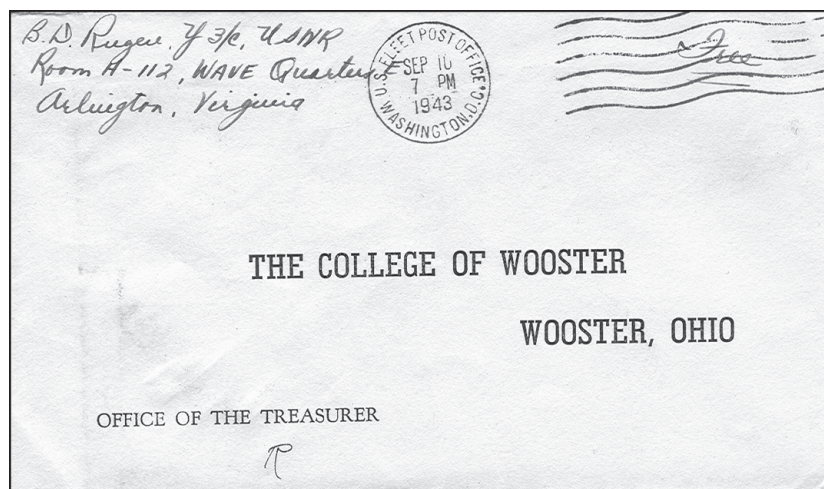


Figure 25 is a domestic free letter from a female Yeoman, postmarked "Fleet Post Office, Washington DC".

administrative structure put in place and uniforms designed. Women in the US Navy originated during World War I, mostly serving in the rating of Yeoman. All were released from active duty in July 1919. In the World War II Navy, WAVES again filled traditional roles, in administrative and medical settings, with similar ratings. *Figure 25* is a free-franked envelope from a Yeoman 3rd Class mailed from the

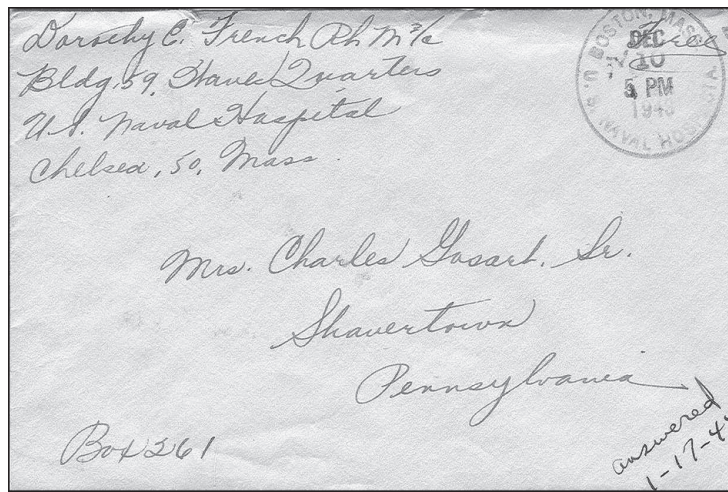


Figure 26 illustrates usage of the free mail privilege by a female Pharmacist Mate in Boston.

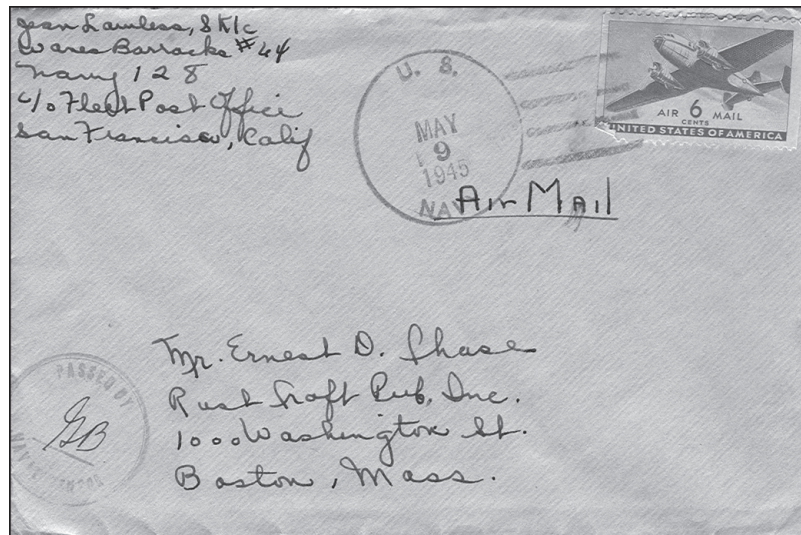
Figure 27 is a 2-ounce airmail letter sent by a WAVE in training in Oklahoma, under franked and charged \$0.06 postage due.



School in Oklahoma in March 1943. It was a 2-ounce letter that should have been franked at \$0.12 (at the domestic airmail rate of \$0.06 per ounce) and so was charged \$0.06 postage due. By law, WAVES were not allowed to serve at sea or overseas. The only exception was for WAVES stationed in Hawaii, as shown in *figure 28*. This letter was sent from Navy Number 128, Pearl Harbor, and is the only appropriate use of the armed forces concession airmail rate

US Fleet Post Office in Washington. Thousands of others WAVES performed non-traditional duties, including aviation machinist, gunnery instructor, pharmacist, and intelligence duties. *Figure 26* illustrates usage of the free mail privilege by a Pharmacist Mate WAVE in Boston, MA while *figure 27* carried a letter sent by an Apprentice Seaman WAVE in training at Yeoman

for a WAVE. The wartime Navy's demand for them was intense as it managed operations in the European



Figures 28 By law, WAVES were not allowed to serve at sea or overseas, with Hawaii being the only exception. This letter was sent from Navy Number 128, Pearl Harbor, and is the only appropriate use of the armed forces concession airmail rate for a WAVE.

and Pacific theaters. By the end of the conflict, there were well over 8,000 female officers and 80,000 enlisted WAVES, in 34 specialist ratings, on active duty. They represented about 2 ½ percent of the Navy's total strength.

Next in order of creation was the US Coast Guard Women's Reserve. Legislation creating the SPARs (from the Coast Guard motto "Semper Paratus") was approved on November 23, 1942. Initial recruits of SPARs were women who transferred in from the WAVES. They were trained at the US Navy facility at Stillwater, OK while civilian enlisted recruits were trained at Cedar Falls, Iowa. The first dedicated Coast Guard-only basic training base, overseen by SPAR officers, opened in June 1943 at the Palm Beach Biltmore Hotel in Florida, and was in operation for 18 months. *Figure 29* displays a postcard mailed free by a SPAR rating from Palm Beach in August 1943. The SPARs were officially in the armed forces, as the US Coast Guard becomes a part of the US Navy during wartime, and as such were eligible for the military postal privileges. In December 1944, basic training for SPARs was transferred to the regular USCG training station at Manhattan Beach, NY. This location was also a basic training station for male recruits, and was the only WWII military training facility where women and men were trained in direct competition. From 1942 to late 1944, SPARs served in all Coast Guard districts in CONUS. The only locations where they did not fill shore duty billets were Alaska, Hawaii and Puerto Rico. By the end of 1944, Congress changed its ruling and SPARs were assigned to the former two, but were still not able to serve in Puerto Rico due to a lack of suitable housing. As with the WAVES and WACs, opportunities for service were available in all fields, from yeoman and storekeeper to coxswain and radioman. The most unique—and secret—field of endeavor was the newly developed Long Range Aid to Navigation (LORAN) stations. In 1943, Coast Guard headquarters decided to use all SPAR complements to operate monitoring stations in

CONUS 24 hours a day, recording measurements of transmissions every two minutes. The other military

branches also used female armed forces units in secret war-related operations. The Navy employed a group of WAVES in cryptography operations and the Army assigned WAC units to the Manhattan Project. The Coast Guard Women's Reserve was only authorized for active service for the duration of the war, plus six months; on June 30, 1946, the last of its 10,000 members was demobilized.

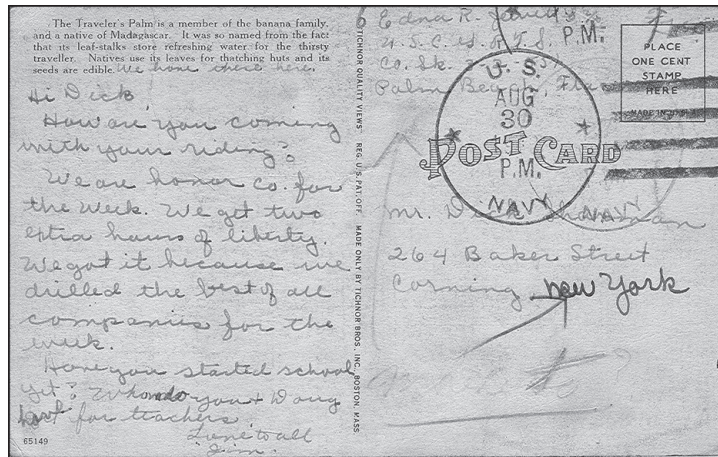


Figure 29 is a postcard mailed free by a SPAR rating from the Palm Beach training center in August 1943. The SPARs were officially in the armed forces, as the US Coast Guard becomes a part of the US Navy during wartime, and as such were eligible for the military postal privileges.

The last service branch to accept women was the US Marine Corps. The law that established the Navy Women's Reserve (WAVES) also authorized a Marine Corps Women's Reserve (MCWR), which was actually established in February 1943. Before WWII ended, a total of 23,145 officer and enlisted women reservists served in the Corps, working in 200+ military specialties. Consistent with their counterparts in the other services, the majority (c.60%) of Women Marines were employed in clerical and service roles; the remainder worked in skilled and mechanical trades, semi-skilled jobs and training and other professional roles. By June 1944, women reservists made up 85 percent of the enlisted personnel on duty at Headquarters, Marine Corps and almost two-thirds of the personnel manning all major posts and stations in the United States and Hawaii. General Thomas Holcomb, the Commandant of the United States Marine Corps, ruled out all cute names and acronyms, and stated his views forcefully in an article in the 27 March 1944 issue of *Life* magazine: "They are Marines. They don't have a nickname and they don't need one. They get their basic training in a Marine atmosphere at a Marine post. They inherit the traditions of Marines. They are Marines". It happened that, in practice, they were most often called Women Reservists, informally shortened to WRs. Training for WRs was originally at the WAVES schools at Mount Holyoke College, MA (officers) and Hunter College, NY (enlisted). In July 1943, MCWR schools were moved to



Figure 30 is an illustrated free franked envelope used by a woman Marine in June 1944 while in training at San Diego.

Camp Lejeune, NC, so that the WRs would train, learn and grow to share in the famed Marine *esprit de corps*. Here, WRs were the only military women to receive combat training during boot camp, even though they were not able to serve in the combat specialties. *Figure 30* is a free franked envelope used by a Women Reservist in June 1944 while in training at San Diego and *Figure 31* is an airmail envelope mailed in May 1944 at Camp Lejeune, after the civilian domestic airmail rate had increased from \$0.06 to \$0.08 per ounce. As noted before, the airmail concession rate was only usable by military and other authorized personnel for mail between overseas locations and the continental US, not within it.

As discussed above, the Women's Army Corps began as an auxiliary, and was less strictly regulated than the other women's services for overseas service. While some members of Congress, uncomfortable about American women so close to combat, argued for restrictions, Navy Secretary James V. Forrestal told Congress that an estimated 5,000 naval servicewomen were needed in Hawaii. The outcome was new legislation, signed on 27 September 1944, that provided that members of the Women's Reserve would not be assigned to duty on board vessels, in aircraft engaged in combat missions, or outside the American Area and the Territo-

ries of Hawaii and Alaska, and only volunteers would be accepted for and assigned duty stations outside the continental United States. The Marine Corps created criteria for selecting volunteers for duty in Hawaii, which was for a minimum tour of two years; half the women were to be stationed at the Marine Corps Air Station, Ewa, Oahu, HI. On 25 January 1945, the first contingent of 165 WR officers and enlisted women sailed from San Francisco to Hawaii on the S.S. *Matsonia*, and arrived 28 January.

In Hawaii, the women worked much the same as in the States, with most assigned to clerical jobs. More than a third of the women at Ewa came from the Marine Corps Air Station, Cherry Point, and lost no time before picking up their tools and working on the planes. At Pearl Harbor, the WRs ran the motor transport section, serving nearly 16,000 persons a month. After the initial enthusiasm, fewer women volunteered for overseas. By the summer of 1945, there were 387 officers and enlisted WRs at Ewa, and another 614 female Marines elsewhere in Hawaii. *Figure 32* is a "free" letter mailed in June 1945 from a soldier in the 424th Regiment of the 106th Infantry Division, then in Germany. The 424th was the only regiment of the division to survive the Battle of the Bulge; the 422nd and 423rd were surrounded and eliminated during the first three days of the Ardennes Offensive. It is addressed to a Women's Reservist at "MCAS, Navy 61",

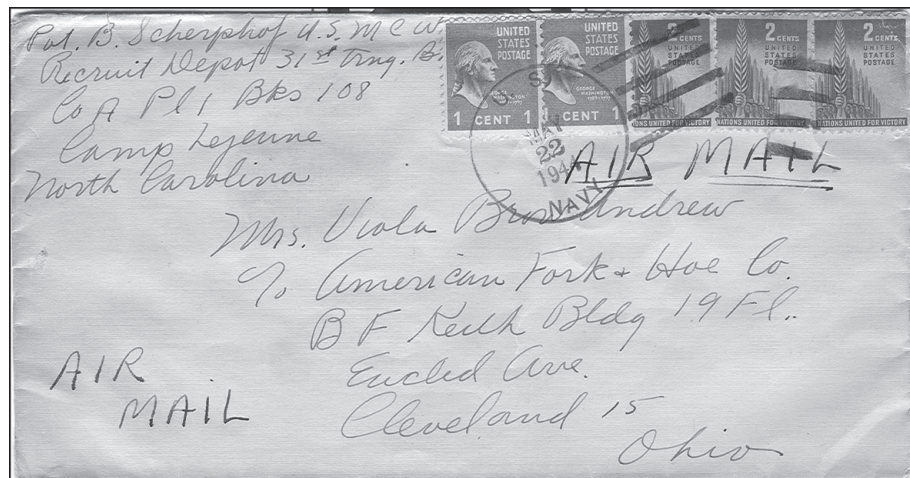


Figure 31 is an airmail envelope mailed in May 1944, after the civilian domestic airmail rate had increased from \$0.06 to \$0.08 per ounce. As noted before, the airmail concession rate was only usable by military and other authorized personnel for mail between overseas locations and the continental US, not within it.

which corresponds to the Marine Corps Air Station (MCAS) at Ewa. As the Army used APO numbers to block association of troops with geographic locations, the Navy used "Navy Numbers" for the same purpose for shore installations.

Recruiting was always a problem for the women's services. A 1943 survey for the WACC revealed that apathy, fear of the rigors of military life, and a misunderstanding of the type of jobs assigned were leading reasons cited. The two top reasons, however, were the discouraging attitude of male relatives and friend about women joining and the perception that the Army was opposed to the inclusion of women in the military. One prospective woman recruit responded in a letter that said "The trouble lies with U.S. men. The average serviceman absolutely forbids his wife, sweetheart, or sister to join a military organization, and nearly all U.S. women are in one of these categories. When a girl sees an Army officer refuse to return a WAC salute and even leave a restaurant just because a group of WAC's walk in, is that any inducement for her to enlist?" After several efforts, the WAC recruiting effort achieved its greatest success with the "All-States" campaign. It involved the participation of the prominent citizens in each town actively supporting the women recruiters. The goal was for each state to recruit a state company that would carry its flag and wear its armband in training. The program of recruiting women for the armed services encountered bureaucratic resistance

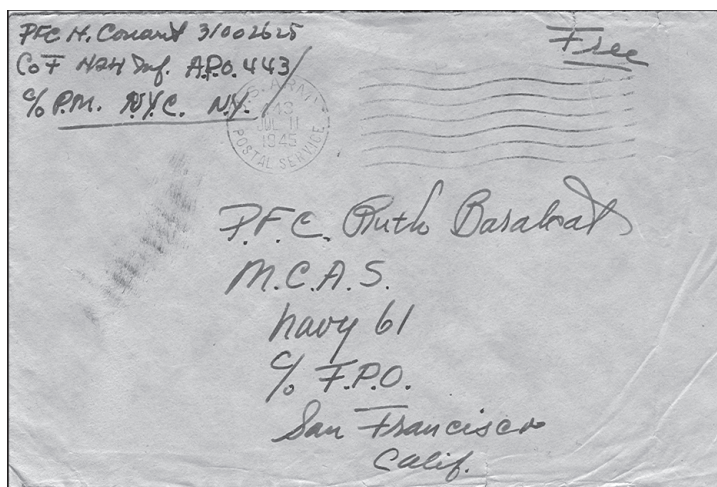


Figure 32 is a "free" letter mailed in June 1945 addressed to a Women's Reservist at "MCAS, Navy 61", at Ewa, Hawaii. As the Army used APO numbers to block association of troops with geographic locations, the Navy used "Navy Numbers" for the same purpose for shore installations.

from the War Manpower Commission as a threat to employment of women in war industries. It actively blocked recruiting in large cities by claiming they were "labor shortage" areas, and, thru control over the Office of War Information, by stopping all recruiting publicity. Finally, in early 1944, the War Manpower Commission and the military implemented a joint campaign titled "Women in War". The goal was to urge women to accept some type of war work, whether in uniform or coveralls. Despite this united activity, there was very little perceptible effect on public apathy or on the armed forces recruitment of women. *Figure 33* shows a penalty envelope used by WAVES recruiters in August 1944. Of interest is that the rub-

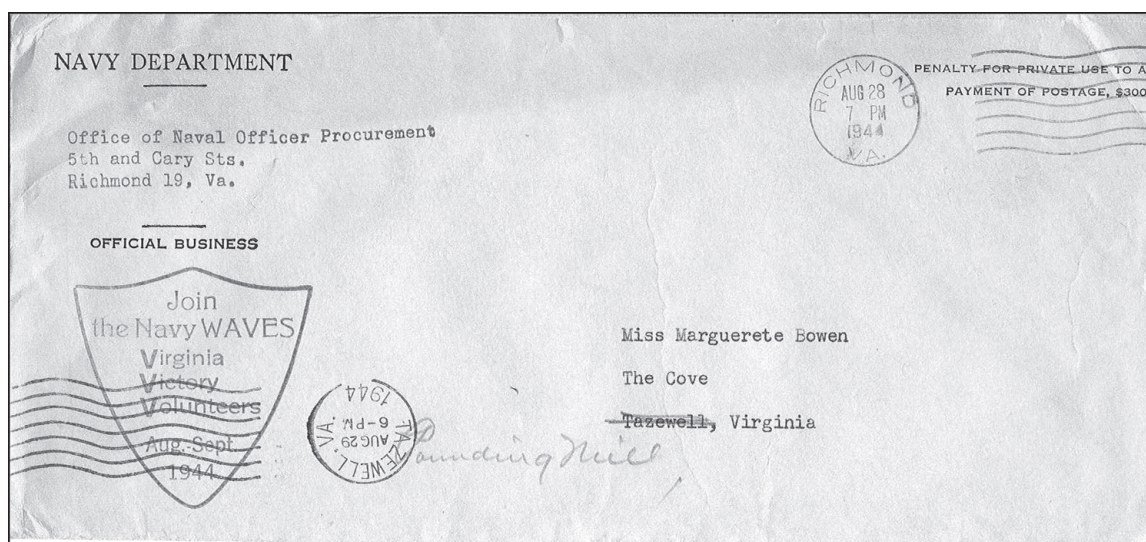


Figure 33 shows a penalty envelope used by a WAVES recruiter in August 1944. Note the rubber hand stamp "Join the Navy WAVES/ Virginia/Victory/Volunteers".

ber hand stamp reflecting the approach used in the “All-States” campaign. It reads, “Join the Navy WAVES/ Virginia/Victory/Volunteers”.

The next category of “Women Under Arms” is a group that never was, but really should have been, officially commissioned as officers in the military. I am referring to the Women Airforce Service Pilots (WASP), the first women in history trained to fly American military aircraft, which was formed in 1942, when there was a severe shortage of male pilots. Jacqueline Cochran, an extraordinary woman pilot, had submitted a proposal for utilization of women’s flying skill to General Henry “Hap” Arnold, chief of the Army Air Forces, in the summer of 1941. She wanted to bring together a corps of seasoned women pilots and train them the “Army Way,” so they could replace the male pilots being sent overseas. In September 1942, the Army Air Forces approved a women’s program, and the commander of the Ferrying Command within the Air Transport Command acted independently and immediately authorized the employment of experienced women pilots to fly aircraft from factories to military airfields. This was the genesis of the Women’s Auxiliary Ferrying Service (WAFS), with civilian Nancy H. Love as director, and based at New Castle, Delaware. General Arnold continued with the plan for the creation of a larger, more comprehensive training and operating organization. This group, with Cochran as director, was officially called the 319th Army Air Force Flying Detachment, Municipal Airport, Houston, and informally referred to a Womens Flying Training Detachment (WFTD). The two organizations operated separately until June 1943, when General Arnold combined them into the Women Airforce Service Pilots (WASP), with Cochran as director of all WASP activities and Love as staff director for assignments related to the Air Transport Command. The women pilots, and later students, were classified as federal government employees on temporary Civil Service status, while legislation was introduced to give them complete military status. While waiting for this Congressional action, the WAFS/WFTD were not eligible for flight pay, or any other military benefits. In practical terms, this meant that the women trainees paid their own travel, initially paid for their own room, board and medical care,

paid into their own self-funded life insurance plan and paid for their own uniforms. For the 39 women who died while on duty, because they were not “officially” in military service, their fellow WASP, families or friends had to pay for their final travel, as they were not entitled to any death benefits, including the use of an American flag on their coffin or their survivors’ right to display a Gold Star, for a person killed in military service. The effort to give the WASP military status, rights and privileges was not successful while it was an active organization, and it was not until 1977 that Congress approved legislation giving the WASP honorable discharges and veteran status. In December 1944, over the objections of General Arnold, the WASP was deactivated, as there were increasing numbers of male pilots, both civilian and military, who were available for ferrying duty, and who were preferred for this kind of work in the governmental/military culture of the time. It is written that the inactivation of the WASP, and the failure to obtain military status for its members was not due as much to basic opposition to the concept as it was to recognition and dealing with civilian male flying instructors who were losing their jobs due to a cutback in the Army Flying Training Program, and also pilots or students who were a part of the War Training Service instructor program.

In April–May 1943, the United States Army converted Avenger Field, near Sweetwater, Texas, from a base that was being used to train male cadets into the only military flying school for women in the United States. With the transfer of operations to Sweetwater, the unit

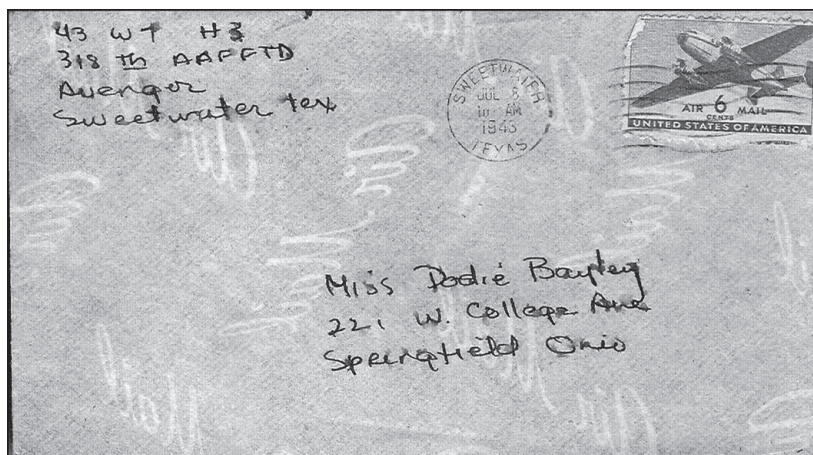


Figure 34 is an envelope from a WASP member in the first training class at Avenger Field in July 1943. It is franked with \$0.06 for domestic airmail. As members of the WASP were considered Civil Service employees, they were not eligible for the “free mail” postal concession.

was officially redesignated the 318th Army Air force Flying Training Detachment, even though its members were not part of the official military services. After graduating from flying school, the WASP received army orders directing them to air bases all over the United States, supporting many of the commands of the Army Air Force. They flew every type of aircraft the Air Force owned—trainers, fighters, bombers—, ferried personnel, aircraft and cargo, test flew new, old and rebuilt planes, and towed targets for aerial gunnery practice, among other duties. Like everyone else away from home, they also wrote letters. **Figure 34** is an envelope from a WASP member in the first training class at Avenger

Field in July 1943. It is franked with \$0.06 for domestic airmail. As members of the WASP were considered Civil Service employees, and therefore not members of the armed forces, they were not eligible for the “free” military postal concession.

The military has always recognized that the most effective soldier is one who is confident, well fed, well armed and well trained. While they labored mightily and controlled the latter three areas, the armed forces could only encourage and provide support to help the men and women develop confidence. One way to help confidence and morale was by encouraging communication with family members. This was essentially the reason for the creation of the free surface and reduced rate airmail postage, and the development of V-mail.

Mail sent to US military personnel overseas using the APO/FPO system only had to be franked at domestic rates to get to the gateway centers. From that point on, with the exception of V-mail, all letters, postcards and packages in the military’s hands were transported in the way that had the most space—usually by ship,

as airplane space was always at a premium—to the final destination. The only exception was V-mail, the microfilmed mail service. The sender wrote the message on a standardized letterform, similar to an aerogramme, which was sent to a V-mail processing center. **Figure 35** is an original V-mail letter sent by a

mother to her son serving as a chaplain with the Army Air Force in Algeria. She mailed it to the New York processing center, using \$0.06 postage for domestic airmail service from Ohio to New York City. The cost to send V-mail was officially \$0.03, the same as a 1st class surface letter, because the postage was intended to be only for domestic delivery to the Army Postal Service center. The only time the postage paid for US service would make a

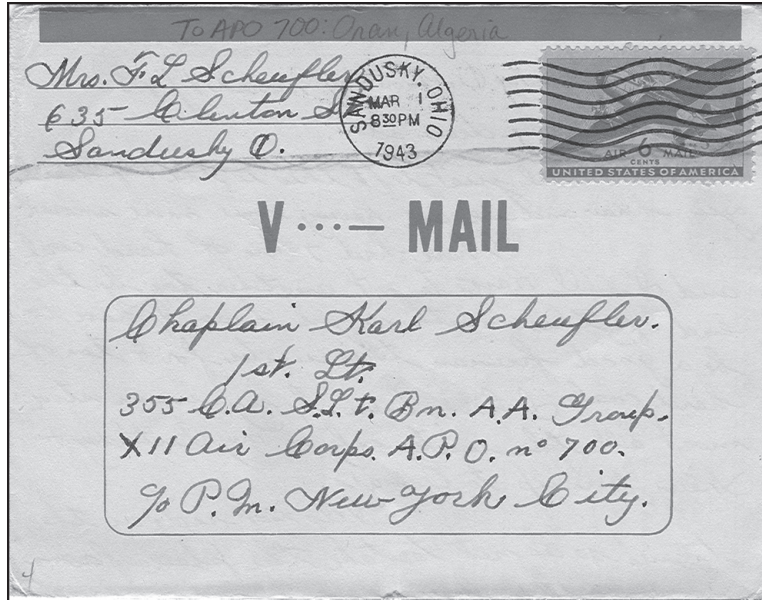


Figure 35 shows an original V-mail letter sent to Algeria. The \$0.06 postage paid for domestic airmail service from Ohio to New York City. Only V-mail was guaranteed to be sent by air to overseas locations.

difference is if the V-mail form had to be handled as a regular piece of mail, and given service based on the postage paid. This would happen if the form were processed incorrectly, such as the address block being incorrectly completed, or the V-mail letter sheet itself was torn, or mutilated. In these cases, it could not be processed through the equipment, and the original form would be placed in the mail system. The original form would also be mailed if there were not V-mail centers near where the soldier was stationed. **Figure 36** is a V-mail original letter sheet sent by an American Red Cross club worker in North Africa. As noted on the back of the form, “Messages addressed to or from points where micro-film equipment is not operated will be transmitted in their original form...” In this instance, the sender was apparently aware that there were no V-mail facilities nearby, as the form was originally put in the local mail. Although the APO system was designed to maintain secrecy of a unit’s geographic location, this letter was postmarked at Rabat, Morocco. When discovered, it was removed

from the Moroccan postal system and returned to the sender, who glued a label over the postmark, endorsed it "Free" and properly deposited it in the APO mail

In the usual cases, however, once received by the military postal system, the V-mail was microfilmed, sent overseas by air in the reduced format, enlarged and placed in a mailing envelope, and put it the regular mail stream for delivery. Different reference sources report that the troops did not like the V-mail system. Here is how an American Red Cross Field Director expressed it in April 1943, writing from North Africa. "I am using this form of letter as we are now told that it is the only type that will go all the way home by air. From now on, all regular mail will go by surface vessel, which means they will take many more weeks than formerly.... There is something about this type of letter, which included the censor and how many knows how many other, that makes it sound impersonal no matter how hard you try. But at least we know that it is a quick way of communicat-

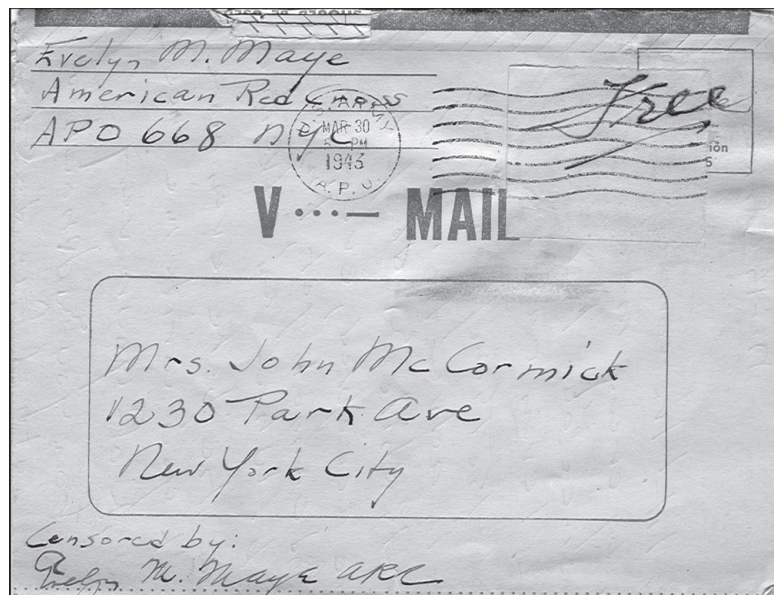


Figure 36 is a V-mail original letter sheet sent by a club worker in North Africa, originally mailed in the Moroccan postal system and remailed in the APO system.

ing and that is something..." Surface mail was free, but took weeks to travel. Airmail cost money, but was likely to do some surface travel due to shipping space limitations and war material priorities. For soldiers serving overseas, V-mail was both the quickest (all air service) and least expensive (free!) way to write. Figure 37 is an interesting V-mail sent from Caserta, Italy by a WAC sergeant in December 1944. It is an announcement and description of her wedding, including the censored notation that "The bride was given in marriage by **—(blacked out)—** the general for whom I work."

The Soldiers Voting Act of 1942, as amended in 1944, created procedures for the members of the armed forces to have the ability to vote during their time of service in the war. This was important because many of the men drafted, or women who volunteered, became eligible to vote for the first time while they were in uniform. The first step was to request an absentee ballot with a postage free postcard application. The 1942 version of the card requested minimal information from the citizen-soldier, while the 1944 version requested more information about the serviceman or woman, including date of birth. This later card also notes that it was for use by those serving in the armed forces, merchant marine, American Red Cross, Society of Friends, USO and the Women's Auxiliary Service Pilots. In addition to this method of direct application, a member of the soldier's immediate family could request an absentee ballot for the serviceman/woman. Figure 38 shows this card, which required

Figure 37 is a V-mail wedding announcement from a WAC (and her husband) stationed in Italy.

State of Washington,
County of Yakima } ss. **Application for War Voter's
ABSENTEE BALLOT**

I, the undersigned, having been duly sworn, depose and say that to the best of my knowledge and belief the person named on the reverse side of this card is qualified to vote under provisions of Chapter 4, Laws of 1944, in the coming state elections, and hereby request that an absentee ballot be sent to said person at the address given.

THIS WAR VOTER'S APPLICATION WAS RECORDED CORRECTLY THAT MY RELATIONSHIP TO SAID PERSON IS (check correct relationship) ☒ Husband, ☐ Wife, ☐ Father, ☒ Mother, ☐ Brother, ☐ Sister, ☐ Son, ☐ Daughter, ORDS AND CERTIFY THAT: Sign here Jane V. Sommer

☒ APPLICANT IS NOT REGISTERED
Subscribed before me this 10 day of June, 1944.
Anna B. Hueb
☐ APPLICANT IS REGISTERED
AND PROVEN NOTARY HAS BEEN
(SEAL) SAID VOTING RECORD
YAKIMA CITY CLERK

Notary Public residing at Yakima Wash.

NOTE: If this application is signed in the presence of your City Clerk or County Auditor, it is not necessary to have Notary Public acknowledge your signature.
S. F. 7223-4-44-50M.5974. (SEE REVERSE SIDE)

THIS APPLICATION CAN BE USED ONLY IN BEHALF OF THE WAR VOTER WHO IS STATIONED OUTSIDE THE TERRITORIAL LIMITS OF THE UNITED STATES

Figure 38 shows a card which required the requestor of an absentee ballot to affirm that the prospective voter was eligible to vote and to provide the mailing and residence information for the voter.

the requestor (here, the servicewoman's mother) to affirm that the prospective voter was eligible to vote and to provide the mailing and residence information for the voter, in this case an Army nurse stationed in Wales who would soon follow the invasion forces into France. The end result was that an absentee ballot was sent overseas to the member of the military, who completed and returned it to their home city or town, as in *Figure 39*. All war ballot materials had a standard design—two red lines across the address portion of the envelope enclosing the phrase “OFFICIAL ELECTION WAR BALLOT—VIA AIR MAIL”. In addition, all of this type mail sent to or from the armed forces were accorded free postage, including airmail postage, as seen on the above examples. Special in-

structions were given to all post office employees regarding arrangements for the sorting and dispatching of the ballots so that they would be moved promptly to their destination for counting and recording.

English and Canadian Service Branch Auxiliaries

Before the US entry into WWII, American civilians and military leaders heard many stories about the service of Englishwomen in support of the British military. Women were recruited, and eventually drafted, to cover shortages in manpower, releasing able-bodied men for combat duties. The three military service related organizations were the Auxiliary Territorial Service (ATS), Women's Auxiliary Air Force (WAAF), and the Women's Royal Naval Service (WRNS). The largest British women's service was the ATS, with peak strength of 212,000. Although this organization was created in 1938, it was not until April 1941 that they were given equal military status with men, although their pay was two-thirds of men of the same rank. Originally, there were five main trades—Cook, Clerk, Orderly, Storewoman and Driver, but as the war progressed, women filled other skilled and technical positions as more and more men were drafted into combat positions. *Figure 40* is an envelope from a member of the Women's Auxiliary Air Force (WAAF), the second largest, achieving peak strength of 183,000. Originally, the women worked in the role of aircraft plotters, but like the ATS, expanded into the roles that included airfield ground

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Box C 430th 222d Central Bn.
A.P.O. 230 70 P.M. N.Y.N.Y.

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INCLUDING AIR MAIL
(WAR BALLOT)

U.S. ARMY POSTAL SERVICE
58
SEP
25
1944

OFFICIAL ELECTION WAR BALLOT—VIA AIR MAIL

COUNTY BOARD OF ELECTION OF Dauphin COUNTY
Harrisburg
CITY
PENNSYLVANIA

Figure 39 All war ballot materials had a standard design—two red lines across the address portion of the envelope enclosing the phrase “OFFICIAL ELECTION WAR BALLOT—VIA AIR MAIL”. In addition, all of this type mail sent to or from the armed forces was accorded free postage, including airmail postage.

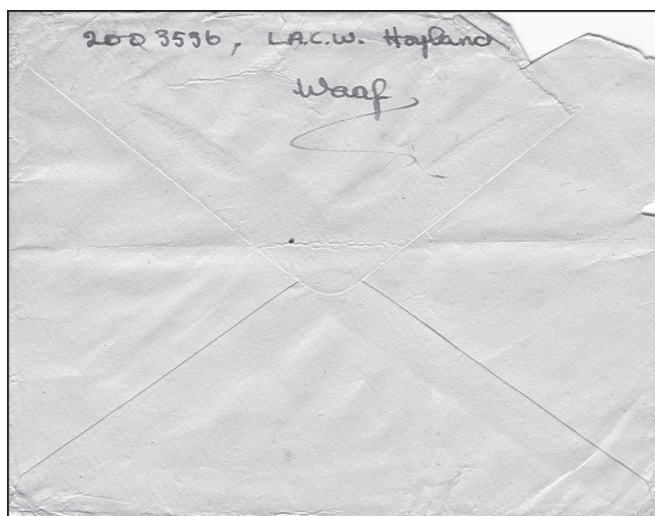


Figure 40 Mail from a member of the Women's Auxiliary Air Force (WAAF), one of the British women's auxiliary organizations that were considered as models for US organizations.

staff, airplane mechanics and barrage balloon operators. Figure 41 is to a member of the Women's Royal Naval Service (WRNS's), with peak strength of 75,000. This was the only British women's service with the inclusion of "Royal" in its title. As the need for combat naval manpower continued to grow, the WRNS expanded role opportunities for its members to provide support. WRNS's filled the traditional roles of writers (clerks),

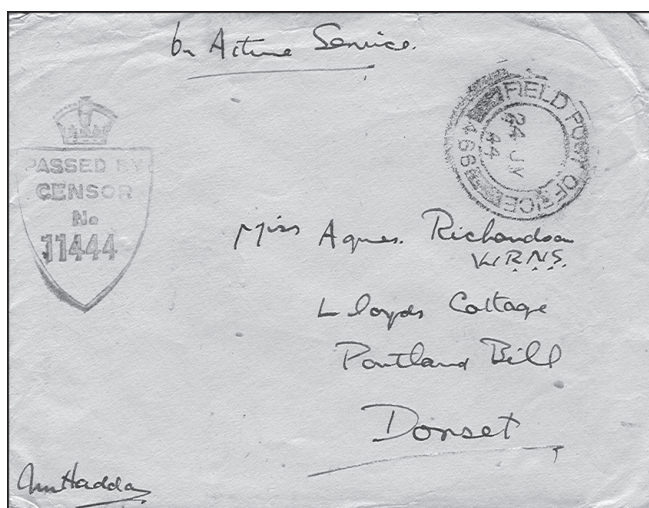


Figure 41 Another auxiliary force was the Women's Royal Naval Service (WRNS's), with peak strength of 75,000. This was the only British women's service with the inclusion of "Royal" in its title.

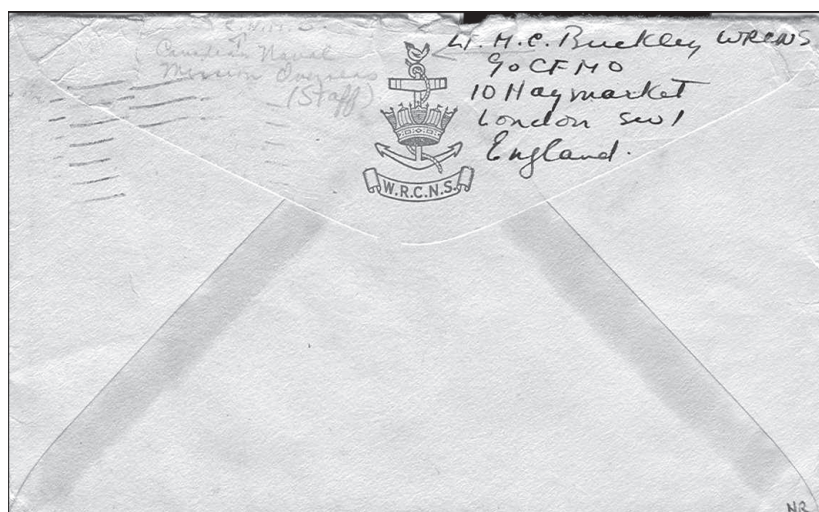


Figure 42 illustrates the back flap of a cover from an officer in the WRCNS assigned to London.

messengers and stewards, but also filled the roles of wireless operators, signals intercept, and cryptography in England and at overseas bases.

Canada also created women's auxiliaries for the various service branches, with a total of 45,000 women joining the active military service. In July 1941, the Royal Canadian Air Force (RCAF) Women's Division (WD) was founded and the Canadian Women's Army Corps (CWAC) followed a month later. The Women's Royal Canadian Naval Service (WRCNS) was created in early 1942. Between its founding and disestablishment in 1946, 7,100 volunteers served in 39 non-combatant roles on Canadian and allied naval bases at home and abroad. The WRCNS trained at HMCS CONESTOGA, in Galt Ontario, which was the only "ship" in the Royal Canadian Navy, and in the British Commonwealth, to be commanded by a woman. All shore stations in the Canadian Navy were

referred to as "ships". In 1943, in preparation for Operation Neptune, the assault phase of Operation Overlord, the staff of the Senior Canadian Naval Officer London, located at Number 10 Haymarket, grew to almost 700 people, including a hundred members of the WRCNS's. Figure 42 shows an envelope mailed in July 1944 from an officer of that WRCNS complement, with the service's crest on the back flap. The letter, addressed to Canada, was franked with a British 2 and ½ pence stamp, paying the current surface mail rate to the British Commonwealth or the United States. Figure 43 carried a letter mailed in February 1946 from Toronto to a WRNCS officer stationed

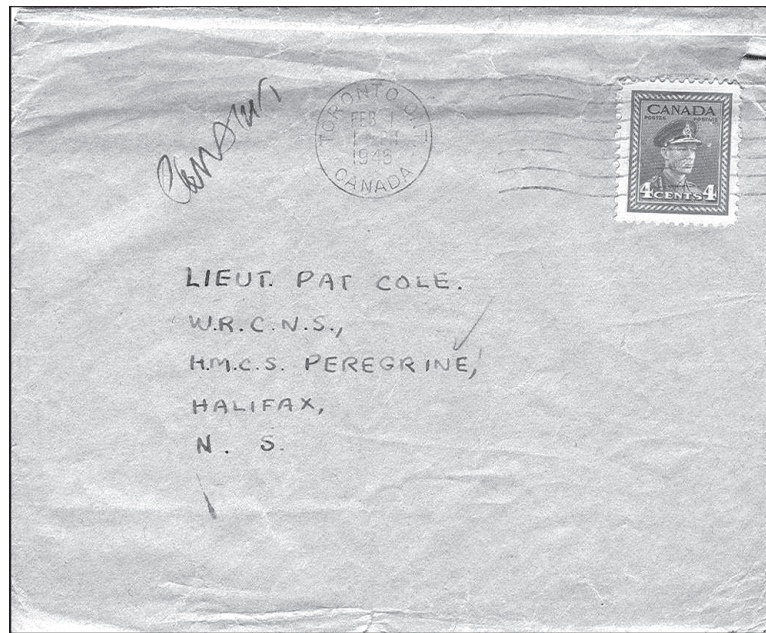


Figure 43 is a cover addressed to a WRCNS officer at the primary WWII naval demobilization station in Canada

at HMCS *Peregrine*, Halifax, Nova Scotia. This was the location where discharge processing of naval personnel was taking place after the end of WWII. The \$0.04 postage covers the basic \$0.02/oz first class rate plus the \$0.02 war tax on the first ounce. While the increase in postage rates was frequently used as a revenue generator during World War I, Canada was one of the few major countries to also impose this type of tax in World War II.

Conclusion

The Second World War brought about major changes that affected the lives of every person and every nation. The technological advances are legendary, and started the world on the path to the first man on the moon, improvements in medical care, development

of atomic energy and many other benefits. The battles fought and campaigns waged have been studied and refought in countless books and articles, from North Africa to Pearl Harbor to the Battle of the Bulge. In the United States, the seeds of great cultural change were planted, in the military, in the workplace, in the community and in the home. Approximately 350,000 women served in the military during World War II, and have served with the armed forces in every conflict from “Molly Pitcher” in the American Revolution to Lt. Col. Martha McSally, Commander of the 354th Fighter Squadron, which has been in action in both Iraq and Afghanistan. This article is intended to be recognition, for those noted as well as the many more unmentioned, of the effort, service, strength and spirit of the distaff side of humanity.

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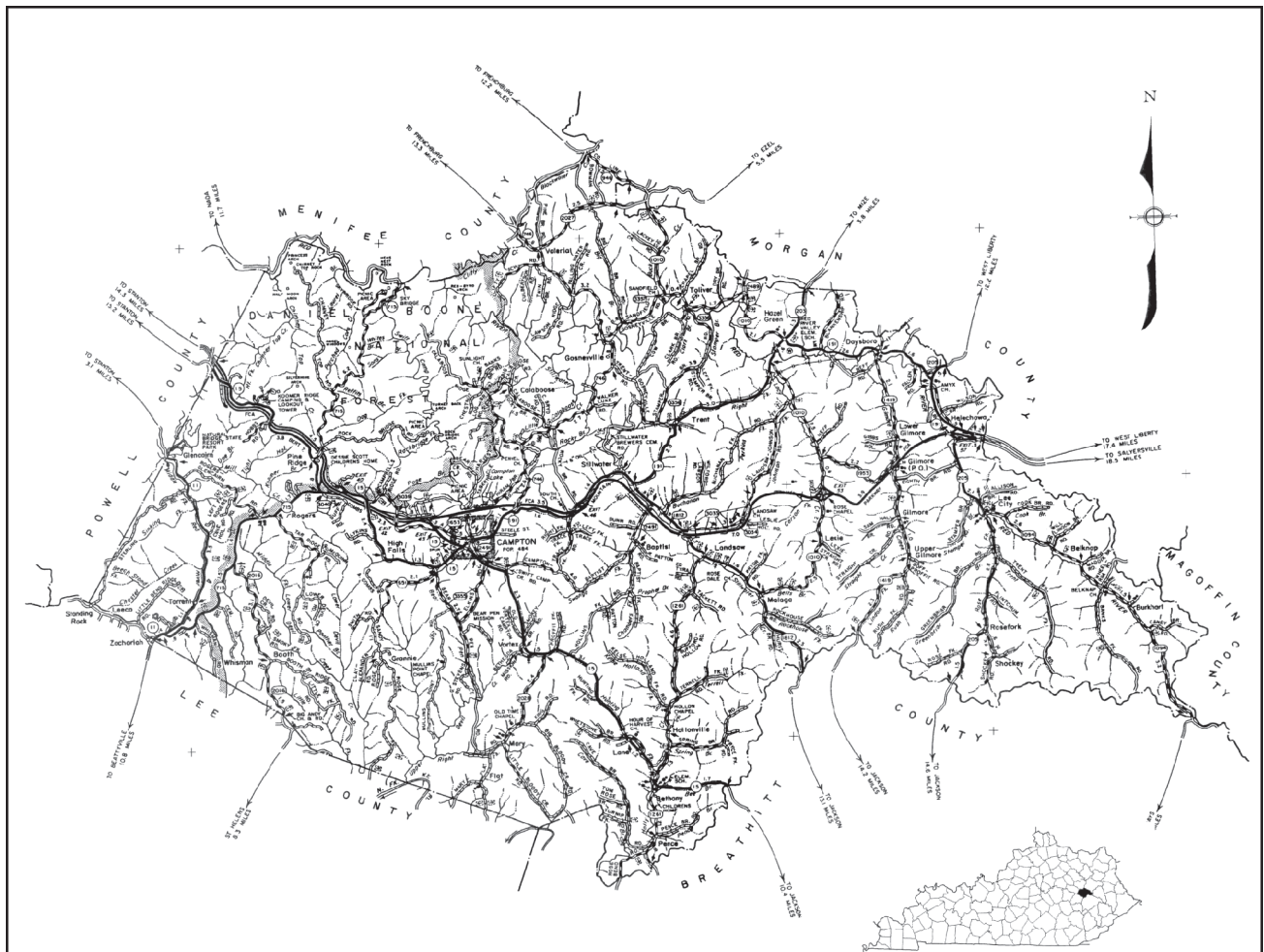
ASDA, APS, PF,
Postal History
Society, Others

The Post Offices of Wolfe County, Kentucky

By Robert M. Rennick

Wolfe County, Kentucky's 110th county in order of formation, was created by legislative act on March 5, 1860. Its original 210 square mile area was taken from sections of Breathitt, Morgan, Owsley, and Powell Counties. It lost ten square miles toward the formation of Menifee County in 1869 and ten more to the new Lee County the following year. Forty square miles were obtained from Morgan County in 1878, ten more were lost to Menifee in 1880, ten were gained from Breathitt in 1886, and another ten were lost to Lee in 1890. By 2000 the county's 223 square mile area was home to some 7,000 residents. The county was named for Nathaniel Wolfe (1808-1865), a Louisville lawyer and sometime (1853-1855, 1859-1863) state legislator, best known as an "advocate of neutrality for Kentucky in the Civil War."¹

Most of Wolfe's hilly and uneven terrain is drained by the main channel and principal tributaries of the Red River (Middle Fork, and Clifty, Swifts Camp, (Big) Calaboose, Stillwater, Gillmore, Lacey, and Rose Creeks), while the county's southwest section is in the Kentucky River's North Fork watershed whose Holly, Walker, and the Upper and Lower Devils Creek are shared with Lee County. Pioneer settlers Michael O'Hair, William Trimble, and John and William Lacy (in the Hazel Green area of the Red River), Andrew Pence, John Hollon, and the Roses (on Holly Creek), and the Roses and Landsaws (on Stillwater Creek), were followed by Gibbs, Elkins, Gillmores, Days, Cecils, Kashes, Mizes, Shackelfords, Coxes, Tutts, Byrds, Brooks, Colliers, Lindons, Terrells, and Whismans whose descendants still populate the county.



Wolfe County, Kentucky, Highway Map (Source: <http://ukcc.uky.edu:8002/~maps/wolfe.gif>)



Wolfe County Court House in Campton (Source: <http://www.uky.edu/KentuckyAtlas/ky-campton.html>)

For most of the nineteenth century Wolfe County's economy centered on subsistence farming. By 1900 Swann-Day and other lumber companies were processing and shipping to the Bluegrass hundreds of thousands of feet of timber from land they had acquired in the Red River and North Fork valleys. Within a few years, though, the timber was depleted. Later oil and some coal resources were developed but they were of limited significance, as was more recent hillside stripping. Seasonal tourism, now considered one of eastern Kentucky's most promising economic ventures, early came to Wolfe County with resorts at Torrent and Swango Springs (near Hazel Green). But they failed to survive the Great Depression. Recently the attractions of Wolfe County's Red River Gorge area have brought a new influx of paying visitors.

Several rail lines penetrated parts of Wolfe County in the early twentieth century: W. DeLancey Walbridge's Ohio and Kentucky Railroad between Jackson and the Licking River came down Rose Fork and through Helechawa; the Kentucky Union (which became the Lexington and Eastern in 1894 and then the L&N) extended up the Red River's Middle Fork, past the Natural Bridge (in Powell County) and Torrent; a narrow gauge line crossing the Big Andy Ridge to ship timber from the Devils Creek area; and the Mountain Central Railroad, another narrow gauge line built by Swann-Day in the 1890s to ship timber from its 7,000 acre holdings in Wolfe County's Chimney Top area to its Clay City sawmill (via a connection with the L&E at Campton Junction.) Within a few years of the new century, at local request, this line was extended along Pine Ridge to Campton, the county's seat. From 1907 till it was abandoned in 1928 it provided passenger and freight service to the area's residents.

Wolfe's forty three operating post offices will be considered according to their situations in the Red or Kentucky River watersheds, and located by road miles from downtown Campton or from other places in their respective stream valleys.

Red River Valley Post Offices

Only two post offices, both in the section that came from Morgan County, were established before Wolfe's formation.

Swiftville, which operated from November 5, 1853 through January 1867, was named for its location some thirteen miles up the 15 ½ mile long meandering Swifts Camp Creek (now locally called merely Swifts Creek) that joins the Red River just east of the Sky Bridge. The creek is believed to have been named for Jonathan Swift, the owner of a legendary silver mine or cache somewhere in its valley.² By the time *Swiftville* closed, the community it served had become *Campton*, and on January 16, 1867, with Francis M. Vaughn, postmaster, the local post office also took the *Campton* name.³

Similar to the enigma of Swift's mine or cache is the uncertainty of *Campton*'s founding and early history. According to one tradition, when Nim Wills (at an unknown time) arrived at the present site of the courthouse he saw the remains of an old camp that he assumed had been made by Jonathan Swift on one of his visits to his silver mine. Soon a settlement grew up around the site and was first called *Camp Town*, and then *Campton*. According to another tradition, the first permanent settler, in 1818, was Fielden (or Fielding) Hanks (1783-1861), Abe Lincoln's uncle, who arrived at the site of the base camp of one of the early groups of treasure hunters seeking the mine. Among Hanks' children was Cuthbert Million (called "Cud") Hanks (1814-1892), *Swiftville*'s first postmaster and one of the area's largest landowners. Cud was most influential in establishing Wolfe County, became its first sheriff, gave the land for the new courthouse and jail, and, in 1864, represented this district in the Kentucky legislature. In another account, the community began as *Soldiers Camp Town* for the troops that camped there on one or more occasions before the Civil War. However, no evidence of this, nor other particulars, have been found.

Anyhow, when this new county was formed, this site, because of its then central location, became its seat. It was incorporated on March 17, 1870, but due to its comparative inaccessibility has remained but a sixth

class city with a population that never exceeded 500. Even with the proximity of the limited access Mountain Parkway just north, giving the town direct contact with the Bluegrass and other sections of the state, its 2000 population is only 424.

The second pre-formation post office served a site settled by Irish-born Michael O'Hair in 1800. In 1825 his son-in-law, the local storekeeper William Trimble, laid out a town on 500 acres he had acquired and called it *Trimbel's Store*. On January 25, 1829 Trimble established the local post office as *Hazle Green*, a name suggested to him by the local hazel nut bushes and a newly developing town in Madison County, Alabama that had also been named for its local hazel bushes.⁴ The town was incorporated as *Hazel Green* on March 10, 1856 but the post office didn't adopt this spelling till 1889.

For most of the nineteenth and into the twentieth century, *Hazel Green*, with its several stores and mills, the nearby Swango Springs resort, and the famed thirty-two acre *Hazel Green Academy*, rivaled Campton as the county's principal settlement. The Academy was founded in 1880 by local businessmen as the first college preparatory school in the county and closed in 1983. The community's most prominent family were the Days—J(esse) Taylor and his brother Floyd, sons of William and Phoebe, and grandsons of Morgan County pioneer John.⁵ Taylor, the son-in-law of storekeeper J. Green Trimble, himself became the proprietor of stores, grist mills, coal mines, a thriving lumber business, and with his brother Floyd the L Park Hotel in Torrent. Floyd co-owned the Swann-Day Lumber Company and later the Mountain Central Railroad.

The Hazel Green post office still serves this recently disincorporated town centered at the junction of Ky 191, 203, and 1010, one fourth of a mile north of the banks of the Red River, and eleven miles northeast of Campton.

Lacy Creek Post Offices

The eight mile long Lacy Creek joins the Red River half a mile below (southwest of) Hazel Green. To serve the rural neighborhood along its course, George W. Carson (a long-time Wolfe County judge) operated the *Lacey Creek* (spelling in error) post office between November 3, 1889 and July 20, 1894 probably at or near where the Mountain Parkway now crosses the stream, 9 ½ miles east of Campton. According to Carson's Site Location Report, his first name choice

seems to have been *Eaxey*, which may have been intended for his mother Axey (or Axie) Lacy (nee ca. 1806), the second wife of pioneer John Lacy (1764-1844), the Greenbriar County, Virginia (now West Virginia) native for whom the creek was named.

From July 1, 1909 to 1957, another post office served the *Lacy Creek* Neighborhood. In the vicinity of the Rose Chapel and School, 3 ½ miles up the creek, Willis L. Elkins established an office that would be called *Rose Valley* for another area family, but operated instead as *Lexie*, probably named for Lexie Elkins, one of the four sons of Jim and Sarah (Rose) Elkins. In 1913 Cora E. Rose had the office moved over a mile up the creek, and in 1938 it was moved another half a mile.

Stillwater Creek Post Offices

This thirteen mile long stream heads just short of the Breathitt County line and joins the Red River eleven miles below Hazel Green. The valley through which it flows is so level the creek seems to stand still except after a heavy rainfall.

Shortly after the county's formation its third post office *Still Water* was established. This operated at some point on its name source between September 13, 1860 and February 14, 1865, with William W. Waterman, its only postmaster.

A second *Stillwater* post office was established on February 15, 1875 to serve the locality of *Stillwater Bridge* near the mouth of Trace Fork, 5 1/2 miles up the creek. By this time and for several generations to come, the area was dominated by another Rose family, descendants of Stillwater pioneers David and Evoline. Here William B. Rose built the county's first grist mill (and for awhile in the early 1880s the place was also called *Williamsburgh*). William's son John M. was *Stillwater's* first postmaster and his brother Silas Hogg Rose ran the local store and, later, managed the family's mill. Other Roses to come also ran stores and several maintained the post office till it closed in 1957. The site is on the present Ky 191, just north of the Mountain Parkway, and 4 ½ miles east north-east of Campton.

Another prominent Stillwater family were the Landsaws whose progenitor William (ca. 1774-1826), also a native of Greenbriar County, settled on the creek around 1809. Their namesake post office occupied several sites on the creek, in the vicinity of Murphy Fork (named for William's in-laws) and (the present)

Landsaw Creek, half a mile below, some 214 to three miles above (southeast of) the Stillwater post office. *Landsaw*, established by Charles O. Cardwell, operated from March 22, 1898 through 1957.⁶

The inexplicably named *Malaga* [mael/ugh/uh] post office⁶ was established on March 1, 1905 by Eli C. Kash (with Lulu Hurst, its first postmaster) at the mouth of Betts Branch of Stillwater, a little under two miles above *Landsaw*. While the office also closed in 1957, its name now applies to the scattered neighborhood centering at the junction of the present Rts. 1010 and 1812.

On March 10, 1904 John M. Trent established the *Trent* post office which, till 1967, occupied several neighboring sites 24 miles up Laurel Fork of Stillwater, about where the latter is crossed by the Stillwater-Hazel Green road (now Ky 191).

To serve a mill, a Baptist church, and Roscoe Wells' store, a little over one road mile up the Swango (now Baptist) Fork of Stillwater, same five miles east of Campton, was the *Baptist* post office. The church, for which it was named, was the Stillwater Old Baptist Church organized in 1837 by the Reverends William Lykins and Daniel Duff on two acres deeded by Abraham and Deborah Swango. Till the post office was established on April 9, 1917 by Samuel J. Wells, the neighborhood it served was called *The Stillwater Fork*.⁷ Storekeeper Roscoe C. Wells, Samuel's son, was the first of its two postmasters. Golden Wells Allen, Roscoe's daughter, succeeded him when he retired in 1947 and served till her retirement in 1974 when the office closed. The store is now vacant and the church is used only for annual homecomings.

Gillmore Creek

At several sites on the seven mile long Gillmore Creek was the *Gilmore* post office.⁸ The creek which joins the Red River one mile below Daysboro, was probably named for James and Enoch Gilmore, descendants of James (ne 1798) and Ann (Day) Gilmore. For most of its history the office was in the vicinity of the mouth of Straight Fork, some five miles up the creek. Shortly after its establishment on September 17, 1877 by James H. Vest, a local merchant, it was serving a flour mill, distillery, and other businesses and a population of over 300. When it closed on the first of June 1990 the office was just south of the Mountain Parkway.

Three Rose Fork Post Offices

Rose Fork heads almost at the Breathitt County line and extends north for five miles to the Red River at Lee City. The route of the old O&K Railroad and the present Ky 205, it was named for James Rose (ne ca. 1818), son of Robert and Mary (Moore) Rose who acquired 5,000 acres at its mouth from his father-in-law Alexander McQuinn with whom he was living just before the Civil War.

The first of its post offices was established at the mouth of Rose Fork on July 23, 1879 as *Red River* with Robert G. Rose its first postmaster. It was renamed *Lee City* on April 29, 1887, and by this name the town it was to serve was incorporated on April 16, 1888. *Lee City's* name derivation is not known. It's not likely to have been named for Lee County for the latter is some twelve miles away. It's even less likely, as has been popularly assumed, to have been named for the prominent Wolfe County attorney Leeborn Allen, born in 1887. Later it became a station on the O&K. Its post office stopped serving this place in January 1997. No longer incorporated, it's now but a hamlet with some homes and a couple of stores just east of the junction of Rts. 205 and 1094, some sixteen miles east of Campton. The *Shockey* post office, 0.6 miles up the 1.8 mile long Shockey Fork of Rose Fork, operated between February 26, 1886 and August 1897 by Elias Shockey (1848-1926), his wife Julia Ann (nee McQuinn), and their daughter Caroline.

At the mouth of Shockey was the *Rosefork* post office and O&K station, three miles up Rose Fork from Lee City. This office was operated from December 21, 1904 through March 1914 by Charles Rose; was re-established on July 11, 1916 by Sarah Rose; and, later, Charles Rose was again postmaster. It closed for good in 1957.

Post Offices on the Red River's Middle Fork

The Middle Fork heads near the site of Zachariah on the Lee County line, about 1 1/2 miles southwest of Torrent, and extends for nearly seventeen miles to the (main) Red River just east of Bowen in Powell County. Its entire route was once paralleled by the Kentucky Union (later the L&E and then the L&N) Railroad and is now followed by Ky 11. Before the Second World War, the Wolfe County and Natural Bridge section of the Fork was called (the) Graining Block Creek for the early practice of scrubbing animal skins

on its rock bed, while the Middle Fork name itself was applied to what's now the Whittleton Branch. Under whichever name, this stream was served by two post offices—Torrent and Glencairn.

Torrent refers to a 160 foot high turbulent, swift flowing, and misty waterfall, 1 ½ miles below the Middle Fork's head. It was first applied to the site of "a string of camp cars housing convict laborers digging a tunnel ... through a high bluff" for the K.U. Railroad.⁹ As the area's natural attractions seemed ideal for a resort, William A. Byrd, in 1890, built a hotel in front of the falls and, on December 1 of that year, opened the *Torrent* post office to serve it. In 1896 the hotel was sold to J. Taylor Day and B.F. McCormick and extensively remodeled as the L park.¹⁰ By then the railroad had reached this site and begun to bring in tourists, vacationers, and conventioners from all over Kentucky and southern Ohio. Within a few years the hotel, depot, and post office were joined by summer cottages, campgrounds, at least half a dozen general stores, and other businesses, and soon *Torrent* had become a resort town of the first order. In addition, an area oil boom brought in scores of workers who filled the hotel and nearby boarding homes to capacity for much of the late teens and early twenties. The Great Depression pretty much ended everything for the *Torrent* community, even before the 1935 fire that destroyed the hotel, depot, and most of the town's businesses. Little was rebuilt. The oil boom was over and people couldn't afford to take vacations. Only the post office and a store remained till 1950. In the late 1990s a six unit Bed and Breakfast was opened by a Middletown, Ohio couple and this site, eleven miles west south-west of Campton (via Ky 715 and the mountain Parkway) may again have something to look forward to.

Glencairn [ghlehn/kaer/uhn] may have been one of the Scottish names applied to several old Kentucky Union stations by George M. Davie. This station, four miles below (north of) *Torrent* and one third of a mile from the Powell County line, was opened in January 1893 to serve the J.M. Daniel & Company sawmill. On September 15, 1893 James Allen Spencer established the *Glencairn* post office. In November 1897 George M. Spradling had it removed 450 yards into Powell County, but by the summer of 1903 it had been returned to Wolfe County where it closed at the end of February 1914. It was re-established in George W.

Spencer's store, half a mile within Wolfe County on February 9, 1920 where it continued to operate till 1940.¹¹

Other Red River Valley Post Offices

Some time in the 1870s Harvey D. Spradling, to serve a rural neighborhood of some 75 homes, built a water-powered mill on the north bank of the Red River, nearly three stream miles above the mouth of Stillwater. Instead of *Spradlings Mill*, however, the local post office, established on October 7, 1881 by Harvey's son Byrd N., was called simply *Spradling*. Within several years the village around this office, 7½ miles north-northeast of Campton, had, besides the mill, several stores, a distillery, wagonmaker, church, and school. In the spring of 1900 Charles Humphrey "Trojan" Gosney (ne ca. 1847) had the office moved one mile south to his blacksmith shop and a community called *Bethel* (once owned by his father in-law Thomas Kelly Tutt). Here it closed in May 1903. On February 23, 1904 the office was re-established as *Gosneyville*, with Matilda A. Shackelford, its first and long-time postmaster. After several vicinity moves it closed in 1941 on (the present) Ky 746, half a mile south of the river, and about 6 ½ miles north-northeast of Campton.

The hamlet of *Daysboro* lies on the north bank of the Red River at the junction of Rts. 191 and 1419, half a mile from Morgan County and 2 ½ miles above Hazel Green. The area was first settled in the late 1870s, while it was still a part of Morgan County, by Frederick Newington Day. It was first called *Dayton*, but since Campbell County, Ky. already had a post office of this name, the local office was established on March 5, 1878 (with Nathan H. Salley, postmaster) as *Daysborough*. In less than a month this area had become a part of Wolfe County. The office closed in September 1880 and was reestablished on July 13, 1886, with Samuel C. Alexander, postmaster. By 1893 its name had been simplified to *Daysboro*. The office closed for good in 1973.¹²

On March 1, 1892 Jeff (erson) B(eauregard) McNabb established the inexplicably named *Toliver* post office to serve *McNabb's Store* on the road near the mouth of Buck Creek, some four (road) miles below Hazel Green. Several short distance moves later, up the river and the present Rt. 1010, brought it to Chapel Branch (of the Red River) where it closed in 1960.

Some 24 miles up the Red River's Clifty Creek which, with its Piney Branch, forms the Menifee County line, was the *Valeria* [vuh/leer/ee/uh, vuh/le/ee/uh] post office. It was established on August 30, 1900 by Sherman Crain Jacob to serve a country store just above the mouth of Piney. And would have been called *Seitz* (probably for a Morgan County family) if that name was not already in use in Magoffin County. Why *Valeria* is not known. When it closed in 1983, the office was at the junction of Rts. 746 and 2027, half a stream mile above the mouth of Piney, and eleven miles north of Campton, and had been serving the dispersed population of a large rural neighborhood.

As Owsley County had its Whoopflarea, Wolfe County had its *Helechawa*, two of the few truly unique post office names in Kentucky. Though its office closed in April 1988, *Helechawa* [hehl/ehch/uh/wah, heh/lee/chuh/wah, huh/lihch/uh/wah] is still a hamlet with a store and homes centering at the junction of Ky 191 and 205, just off the Mountain Parkway, at the mouth of the State Road Fork of the Red River, one fourth of a mile from the Morgan County line, and 14 ½ miles east of Campton. It was established in the summer of 1900 as a station on the O&K Railroad then being constructed, and was named for the mother of the line's president William DeLancey Walbridge of New York City. For reasons probably known only to him, he mined the name by combining parts of hers: Helen Chase Walbridge.¹³

The post office to serve this station and what would grow up around it was established on September 18, 1900 with James Franklin Wilson, postmaster. The first names proposed for it were *Dykes*, probably for the area family of Abner and Matilda Dykes, and *Monk* (derivation unknown). As both were in use elsewhere, the office was named *Neola* (derivation also unknown.) In August 1922 Charley B. Moore, the long-time station agent, became postmaster and succeeded in getting the office name changed to conform to the station's. Several local stores, including Moore's, which survived the abandonment of the railroad in 1933, continued to serve this area till recent years.

Over the years people have seen fit to supply other explanations for this station-office's unusual name. It's been suggested that the station was named for either an Indian maiden or Tecumseh's brother "the Prophet"; or for someone's three children Helen, Charles, and Walter; or for Walbridge's two daughters Helen and Charlotte (sic). According to another popular account, in pioneer times the one road to that

place was so bad that people would say it was hell-each-a-way. In a related tradition, a traveler had gotten lost in that vicinity when he spotted two roads branching off from the one he'd been following. He asked a local farmer which way to go. It don't matter, he was told, it's hell each way.¹⁴

The *Belknap* [behl/naep] post office was established on June 11, 1902 to serve a small village just above the mouth of Maddix Branch of the Red River. First postmaster Kiser Wilson's preference for *Walter*, perhaps honoring Elcana Walter, an area resident, was allegedly replaced by the name of a Louisville hardware firm from which area residents are said to have ordered merchandise. The office closed in 1972.

One and a half miles above Belknap, at the mouth of Poor Branch, was the most recent site of the *Burkhart* post office. This had been established on July 16, 1909 on the Wheel Rim Fork of Morgan County's Johnson Creek (in the Licking River watershed), at or near the site of the future Burg post office. It was named for the family of its first postmaster John L. Burkhardt (ne ca. 1864) and served a locality that may then have been called *Birtha*. In August 1919 Margaret E. Walter had the office moved to the Red River in Wolfe County (half a mile from the Morgan County line); and in 1928 Shelby Risner had it moved three-fourths of a mile up the river and (the present) Rt. 1094, to the mouth of Poor Branch where it closed in January 1992.

From May 6, 1912 till mid-June 1913 Flora R. Rudd ran the *Vina* post office on the river, about one mile below its head, and 2 ½ miles above the future Burkhardt site. Its name source has not been derived.

Another short-lived post office (April 8, 1910 through July 1912) was *Dunn*, probably named for a local man Robert A. Dunn, a descendant of pioneer John Dunn of Stillwater, through his son George. Its precise location remains unknown. According to the Site Location Report of its only postmaster Rhoda Allen, it would be 4 ½ miles southeast of the O&K Railroad (that extended up Rose Fork from Lee City) and six miles southeast of the Lee City post office.

The two mile long Big Calaboose Creek, which joins the Red River 2 ¼ miles below the mouth of Stillwater, used to be a very inhospitable place when, in high tide, its steep banks made it virtually impossible to get out of. This apparently reminded early travelers of the Spanish word "calabozo" meaning a place of detention, and so the name is said to have been applied. On June 19, 1909 George *Hardeman* established

the Hardeman post office on the ridge west of the stream, some five miles north of Campton. In April 1911 his successor George W. Bumgardner had it moved half a mile north and renamed *Callaboose*. (No one seems to agree even now on the proper spelling of the name.) Occasionally one still comes across the folk etymological account of the female moonshiner named Calla who somehow got the office named for her. In 1934 it was again moved, nearly two miles south to a point half a mile west of (the present) Ky 746 (at the head of Little Calaboose Creek, a Stillwater branch) where it closed in 1935.

Post Offices on the Wolfe County Tributaries of the Kentucky River's North Fork: Holly Creek

Four post offices served the main valley and branches of the ten mile long Holly Creek, which early included its Terrell (head) Fork. This stream, so identified in the act creating the county, was probably not named for the Hollon or Holland families that early dominated that area but for the holly trees found in several sections of the county.

Lane, the first of the Holly post offices, was established on March 5, 1880 a mile or so up the Left Fork (now called Hunting Fork) of Holly, seven miles southeast of Campton (via Ky 15). The first names proposed for it were *Holly*, *Elkinsville* (for the family of its first postmaster Isaac Elkins), and *Tynersville*, but *Lane*, the name of several Wolfe County families, was chosen instead. The office closed in mid April 1914.

On June 4, 1908 the *Hollonville* post office was established on what's now Terrell Fork and named for the family of John, Sr. (1774-1854) and Charity (Brewer) Hollon who settled on Holly in 1804.¹⁵ Dora (Mrs. Thomas) Hollon, a local teacher, was the first postmaster. In the fall of 1924 the office was moved 1 ¾ miles down the creek, and in 1949, another one fourth of a mile south to a site 5 ½ miles up Holly from the North Fork, where it closed in 1966. The local store closed a few years later.

Two and a third miles up Holly from the North Fork, at the mouth of its two mile long *Pence* Branch (and 10 ½ miles southeast of Campton), was the Pence post office. Operating between January 14, 1915 and 1942, with Sam Pence, its first postmaster, it was named for the family of his pioneer grandfather Andrew Pence (1798-1878) who arrived on the creek in 1823 and married John Hollon's girl Rebecca.

In 1926 Miss Marjorie Burt of Chicago opened an orphanage at the mouth of Bee Branch of Holly, 1.7 miles above Pence. It was named for the Biblical *Bethany* at the suggestion of Mrs. Iva Durham Vennard, the president of the Chicago Evangelical Institute where Miss Burt had gone to school. The community that grew up around what eventually became the *Bethany Childrens Home* included a church, school, self-supporting store, hospital, 200 acre farm with dairy and gardens, fire department, and the still active *Bethany* post office, established on February 4, 1928 with Lina M. Miller, postmaster.¹⁶

A Cave Branch Post Office

Until the post office of *Flat*, 1 ¾ miles up the North Fork's Cave Branch, 7 ½ miles south of Campton, was established on March 1, 1892, with Squire P. Kash, postmaster, the neighborhood it served was aptly known as *Flatwoods*, a name then in use by a Garrard County post office. *Flat* closed in August 1984.¹⁷

Two Post Offices on Upper Devil Creek

Several post offices served the valleys of the two North Fork branches appropriately distinguished as the Upper and Lower Devils Creeks. The 8 ½ mile long Upper Devil Creek joins the North Fork just north of the Lee County line. Some 6 ¾ miles up its main channel was *Vortex* and two miles up its Right Fork was *Mary*.

Vortex, established on June 21, 1893 by Dudley Shackelford, with William T. Tyler, its first postmaster, was named for a section of the creek "that would rampage during the rainy seasons and was especially addicted to whirlpools."¹⁸ When it closed in 1973 this office was on Ky 15, three miles south-southeast of Campton.

Mary, three miles south of *Vortex* and 1.3 miles north of *Flat*, served a neighborhood early called *Antioch*, probably for a local church, but then in use by an Anderson County post office. *Mary* was probably named for the thirteen year old daughter of its first postmaster Jarrett C. Taulbee, and closed in December 1983.

Lower Devil Creek Post Offices

In the watershed of the 10 ½ mile long Lower Devil Creek, which joins the North Fork two miles within Lee County and two miles below the mouth of Upper Devil, were at least two early Lee County post offices and five Wolfe County offices.

Somewhere on Booth Ridge, between the main Lower Devil and its left Fork, three miles north of the North Fork, was the first site of the *Booth* post office.¹⁹ This was operated by the brothers Tobe and Thomas Booth from November 12, 1895 through July 1920.²⁰ Another *Booth* post office was established on November 15, 1940 by Mrs. Elizabeth Whisman at the lower end of the ridge, one mile from the Lee County line. In the fall of 1947, according to Dudley Whisman's Site Location Report, it was moved three fourths of a mile southeast to the west bank of Lower Devil. In late 1948 it was (again) moved, by Alford Whisman, 3 ¼ miles northwest to serve the *Whisman* community on Big Andy Ridge, twelve miles southwest of Campton (via Rts. 2016, 715, and 151, where it closed for good at the end of March 1955.

The *Whisman* post office on Big Andy Ridge that Booth replaced in 1948 operated between November 30, 1907 and mid-September 1931. Since first postmaster Daniel B. *King's* own name was already in use in Knox County, he honored his Whisman neighbors by naming the office for them. According to King's Site Location Reports, the office was 1 ¼ miles east of the Lexington and Eastern Railroad, which went down Walkers Creek to Fincastle, and three miles west of Booth. On a 1925 postal map the office was then (or may simply have been planned to be) at a site just west of the mouth of the Middle Fork of Lower Devil, at the upper (north) end of Booth Ridge.

According to local tradition, Mrs. Laura Swango, called "Grannie" by her neighbors, requested a more convenient post office to serve her Sandy Ridge Neighborhood than Campton 4 ½ miles northeast. Thus, on February 16, 1921, storekeeper Henry Gentry established the *Grannie* post office between Lower Devil and the upper end of Upper Devil's Left Fork. The office lasted through June 1948, and nothing remains at the site.

The *High Falls* post office was established on July 17, 1924 with Capt. T. Drake, postmaster, to serve the several stores and of the *Meadow Branch* (of Lower Devil) Neighborhood, its Mountain Central station 2 ½ miles west of Campton, and a popular recreation

spot centering at a six foot waterfall. The railroad ended its run in 1928 and the post office closed five years later. Only homes on Ky 15 remain.

Sometime in the late nineteenth century a site just northwest of the head of Lower Devil was acquired for settlement from a logging company and called *Oklahoma* by some local men who had returned, with fond memories, from that western territory. Instead of *Oklahoma*, though, local grocer Samuel P. Napier established the post office, on August 16, 1900, as *Rogers* for Elihu Rogers (ne ca. 1845), the local blacksmith. The office still serves this hamlet on (the present) Ky 715, about six miles west of Campton.

Pine Ridge

The community (with active post office) of *Pine Ridge*, centering at the junction of Ky 15 and 715, five miles west-northwest of Campton, was named for its location on a ridge containing one of the largest stands of exploitable white pine in the country. The area was first settled in the 1850s, and by the 1890s had become one of Swann-Day's principal timber sources. The serve the Mountain Central Railroad's *Pine Ridge Station* a post office was established on March 6, 1907 with Henry C. Lacey, postmaster.²² Though lumbering declined in the 1920s, the area soon enjoyed a small but short-lived oil boom. Today, it's best known for the Dessie Scott Childrens Home which opened in 1950 on the site of the then defunct Alvan Drew School, a boarding facility established there in 1911 by Mrs. M.O. Everett.²³

Unlocated Wolfe County Post Offices

From March 6, 1866 till June 14, 1867 James P. Holderby ran the *Holderby* post office somewhere in the new county. And that's all we know of it.

The aptly named *Spruce Gap*, half a mile north of Lower Devil, served a locality called *Ponder* and a water-powered grist mill that may have been a part of the neighborhood that became *Oklahoma* and eventually *Rogers*. John F. Kelly (or Kelley) and John A. Long served as postmasters from May 4, 1877 to late September 1878. *Ponder* was named for one or more related area families, perhaps that of Jackson Ponder, or his brothers Joseph, Lawrence, Patterson, Achsah, or Raney.

Conclusion

Of Wolfe County's forty-three operating post offices, only five are still active: Hazel Green, Campton, Pine Ridge, Rogers, and Bethany. In addition to Campton, the only presently incorporated community, nine others had once achieved village status. The rest served stores, a school, and one or more neighborhood churches.

Eight Wolfe County offices were named for local or area persons or their families, and one was named for the mother of the man who brought one of the railroads through the county. Six had geographic or descriptive names and seven were given the names of local or nearby features (six streams and an elevation). One may have been named for a Louisville-based business, and three were named for local institutions (an encampment, a church, and an orphanage). Two each had two name derivations (Hazel Green and Glencairn). Six names have never been derived and three offices have not been located.

Seventeen offices bore names that were not the first proposed for them while eleven served communities, rural neighborhoods, or rail stations with other names. Four offices had name-changes.

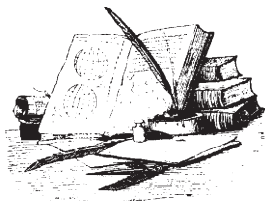
Endnotes

1. The *Kentucky Encyclopedia*, Lexington: University Press of Kentucky, 1992, p. 962. An unsuccessful attempt was made to change the new county's name to *Zollicoffer* by Kentucky's provisional Confederate government in 1862. This was to honor Confederate General Felix K. Zollicoffer, a Tennessean killed in the Battle of Mill Springs earlier that year.
2. Though this geologically improbable mine (or, more likely, a hiding place for the storage of silver plundered from some Spanish galleon, if it existed at all) has been sought for over 200 years, it has never been found. Even the very existence of a pre-Revolutionary English sea captain named Jonathan (or John) Swift who had once abandoned his mine or cache and later, through blindness and old age, was himself unable to relocate it, has been questioned. An impressive literature (scores of books and hundreds of shorter pieces) has appeared since the early nineteenth century describing the mine (or cache) and Capt. Swift, attempting to locate it, invariably in just about every part of eastern Kentucky and adjacent states, and recounting the many failed attempts of treasure hunters to find it.
3. The two week difference in the dates of *Campton's* first opening and *Swiftville's* official closing has not been explained. Nor are the precise locations of the *Swiftville* office known.
4. The post office serving Alabama's *Hazel Green* was also established in 1829. We can certainly discount the sometimes heard tales of Kentucky's *Hazel Green* being named for an early school teacher or for J(ames) Green(ville) Trimble, William's son and a local storekeeper too, and the local hazel bushes.
5. In 1810 John Day settled on a 300 acre Revolutionary War military warrant on Morgan County's Caney Creek.
6. That the Malagas in California and New Mexico were named for a local variety of grape and ultimately referred to a city in Spain, is of no help in deriving the name of the Wolfe County post office.
7. Wells' first name choice was *Fields*.
8. The spelling of this name still confuses people. While the name of the creek, so identified in the act creating the county, as well as the family for which it was named, has always been spelled with two l's, the post office name was always spelled with only one.
9. Nevyle Shackelford, "The Town of Torrent in History...." *Lexington Leader*, August 9, 1956, p. 20.
10. The L referred to Lake. It was later written out as *El Park*, probably to conform to its pronunciation.
11. *Glencairn* might also have been suggested by its site in a low area (or glen) between two towering hills, or in a stony area, though a "cairn", more properly, refers to a collection of stones brought together as a landmark or monument.
12. Frederick Newington Day (1844-1923) and his brother Col. Lexington Morgan Day (ne ca. 1827) came together from Virginia in 1871 and operated a store in Campton. Lexington then moved to Beattyville to practice law while Frederick brought his family to the Daysboro site where he ran another store before moving on to Winchester and, later, to Lexington. How, or even if, the Day brothers were related to the Hazel Green Days is not known.
13. Helen Maria Chase (1815-1864), the youngest sister of Ohio senator and governor, and later U.S. Supreme Court Justice Salmon P. Chase, married Henry N. Walbridge, a Lockport, N.Y. lawyer turned Episcopal rector. Sometime between 1844 and 1853, they moved to Toledo, Ohio where one of their five children (William) DeLancey was born in 1856. DeLancey later moved to New York where he directed a number of businesses, including mines and railroads, before retiring in 1910 to Shrewsbury, New Jersey where he died in 1924. (According to Leigh Johnsen, Senior Associate Editor of the Samuel P. Chase Papers, Claremont Graduate School, California, in a letter to the author, March 4, 1997, and to DeLancey's obituary in the *Red Bank (New Jersey) Register*, August 13, 1924.)
14. Robert M. Rennick, *Kentucky Place Names*, Lexington: University Press of Kentucky, 1984, pp. 136-37.
15. The Hollons had arrived in the county before 1802, for their daughter Rebecca (later Mrs. Andrew Pence) is said to have been the first child born within the county's present limits.
16. *Burt* was the first name proposed for the *Bethany* post office.
17. According to the late Kentucky newspaperman Nevyle Shackelford, the area between the *Flat* post office and the North Fork may early have been called *Crackers Neck*. In his "Unusual Incidents Account for Many Odd Names of Kentucky Areas" (*Lexington Leader*, May 29, 1962, p. 5), he recounted the "unfounded tale of the Hessian soldier named Dampflecracker whose services in the American Revolution after deserting the British were rewarded with a large tract of land in this area. One day, while picking haws on his new land a sharp thorn pierced his neck and killed him. As the story goes, the place was called *Crackers Neck*, not because the unfortunate man died from a wound in the neck, but because it was Cracker's neck of the woods." (Reproduced in Robert M. Rennick's *Kentucky Place Names*, op.cit., p. 102).
18. Hazel (Mrs. Taylor) Booth, Campton, Ky., in a letter to the author, January 6, 1979.
19. Booth Ridge was probably named for the family of resident William Booth, Jr. The Left Fork of Lower Devil is identified on contemporary maps as Little Fork.
20. The first name proposed for the first *Booth* post office was *Viola*.
21. According to *Gentry's* Site Location Report, his family name was the first proposed by him for the *Grannie* post office.
22. The first name proposed for the *Pine Ridge* post office may have been *Kash* for an important Wolfe County family. The Alvin Drew School was established on a 300 acre site acquired by Mrs. Everett from a local lum-

ber company and named for the father of one of its financial benefactors. It closed after the destruction of one of its buildings by a fire in 1947. In 1950, to another of its buildings, Miss Esther Pushee transferred and rebuilt a Breathitt County children's home, naming it for a housemother killed in a disastrous fire that had destroyed the Breathitt facility in 1940.

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CALIFORNIA

- 1 BALLARD, 1908 VG 4-BAR ON PPC (81-18). EST. \$20
- 2 BIG SUR, 1951 VG 4-BAR ON PPC. EST. \$4
- 3 CAREAGA, 1907 F DOANE ON PPC (02-09). EST. \$40
- 4 CHEROKEE, ca1910 G+ 4-BAR ON PPC (54-12). EST. \$20
- 5 COOK, 1908 F ECU SAB-110 ON PPC (94-24). EST. \$15
- 6 EAST SAN PEDRO, 1912 VG 4-BAR ON PPC (06-24). EST. \$6
- 7 FORT ROSS, 1909 VG 4-BAR ON PPC (77-28). EST. \$12
- 8 HEARST, 1921 VG 4-BAR ON PPC (91-53). EST. \$5
- 9 LOCKWOOD, 1908 F DOANE ON PPC. EST. \$5
- 10 NAPLES, 1909 F CDS ON PPC (90-23). EST. \$12
- 11 PARAISO SPRINGS, 1907 VG 4-BAR REC'D ON PPC (77-39). EST. \$6
- 12 PARAISO SPRINGS, 1919 VG LKU MOT-2240 ON PPC. (77-39). E \$10
- 13 PEBBLE BEACH, 1937 VG 4-BAR ON PPC. EST. \$4
- 14 PENNINGTON, 1909 VG DOANE ON PPC (81-17). EST. \$20
- 15 PIUTE, 1912 VG LIGHT 4-BAR REC'D ON PPC (75/18). EST. \$15
- 16 PLANTATION, 1909 G+ CDS REC'D ON PPC (02-33). EST. \$5
- 17 PRIZE, 1909 VG 4-BAR ON PPC (00-19). EST. \$12
- 18 QUARRIES, 1912 VG LITE 4-BAR REC'D & O/S ON PPC (08-36). \$10
- 19 QUICKSIL(VER), 1907 G+ PARTIAL CDS ON PPC (00-10). E \$20
- 20 RAINBOW, 1907 F 4-BAR ON PPC (89-14). EST. \$20
- 21 RECEIVING SHIP BR SAN DIEGO, 1932 F DUPLEX ON CVR (30-35) 15
- 22 ROSEDALE, 1912 VG 4-BAR ON PPC (91-13). EST. \$20
- 23 RUBY, 1909 VG 4-BAR ON PPC (91-13). EST. \$20
- 24 MISSENT TO SALINAS, 1910 F AUXILIARY MARKING ON PPC. \$5
- 25 SAN ARDO, 1910 G 4-BAR ON RATTY COVER W/C. \$4
- 26 SHELLVILLE, 1908 VG DUPLEX ON PPC (88-31). EST. \$6
- 27 SKAGGS, 1908 F DOANE ON PPC (92-27). EST. \$6
- 28 SOLEDAD, 1908 G DUPLEX ON PPC. EST. \$4
- 29 SOMERSVILLE, 1907 VG DOANE ON PPC (63-10). EST. \$20
- 30 SPANISH RANCH, 1910 G+ DOANE ON PPC (61-13). EST. \$15
- 31 SPAULDING, 1910 F DUPLEX ON PPC (08-21). EST. \$5
- 32 SPRECKELS, 1911 G+ DUPLEX ON PPC (98-73). EST. \$4
- 33 SQUAW VALLEY, 1912 VG DOANE ON PPC (79/60). EST. \$5
- 34 STENT, 1911 VG 4-BAR ON PPC (95-25). EST. \$12
- 35 STUBBS, 1934 F 4-BAR ON PPC W/ROUNDED CORNER (26-35). \$5
- 36 SUR, 1907 VG DOANE REC'D & O/S ON PPC (99-13). EST. \$5
- 37 SWARTOUT, 1933 F 4-BAR ON PPC (26-42). EST. \$5
- 38 TASSAJARA, 1908 TYPE A 4-BAR ON PPC (96-22). EST. \$12
- 39 TASSAJARA, 1913 TYPE B 4-BAR ON PPC (96-22). EST. \$12
- 40 THRALL, 1910 F 4-BAR ON PPC (04/14). EST. \$12
- 41 TOBIN, 1910 VG 4-BAR ON PPC (94/15). EST. \$20
- 42 TOWLE, 1910 VG 4-BAR ON PPC (91-35). EST. \$6
- 43 VALLEVISTA, 1904 VG CDS O/S ON PPC (89/08). EST. \$12
- 44 WALSH STATION, 1909 F 4-BAR ON PPC W/SM TEAR (76-17) E. \$8
- 45 WENDLING, 1910 F 4-BAR ON PPC (02-14). EST. \$12
- 46 WOODSIDE, 12/22/06 F ECU DOANE ON PPC (54-15). EST. \$6
- 47 WOODWARD, 1909 G+ 4-BAR ON PPC (01-13). EST. \$15

COLORADO

- 48 AMY, 1914 F 4-BAR ON PPC (09-37). EST. \$6
- 49 BALD MOUNTAIN, 1909 F DUPLEX ON PPC (69-21). EST. \$12
- 50 SAWPIT, 1910 VG 4-BAR ON PPC (96-26). EST. \$12

IDAHO

- 51 BONE, 1919 VG 4-BAR ON PPC (17-50). EST. \$5
- 52 COUNTY LINE, 1910 VG 4-BAR ON PPC (10-13). EST. \$20
- 53 GROSS, 8/27/07 VG ECU DOANE REC'D & O/S ON PPC (06/32). E \$8
- 54 ISLAND, 1912 VG 4-BAR ON PPC (99-16). EST. \$20
- 55 LINDEN, 1910 F 4-BAR ON PPC (89-29). EST. \$12
- 56 WESTMOND, 1910 VG 4-BAR ON PPC (02-25). EST. \$12

MONTANA

- 57 CHESNUT, 1910 F 4-BAR ON PPC W/SM CREASE (97/14). EST. \$20
- 58 DEARBORN, 1891 F CDS ON BACK OF COVER (76/98). EST. \$25
- 59 ELECTRIC, 1908 G+ 4-BAR ON PPC (04-15). EST. \$15
- 60 SAGE, 1915 VG 4-BAR ON PPC (12-18). EST. \$35

SOUTH DAKOTA

- 61 BRAYTON, 1915 VG 4-BAR ON PPC (10-24). EST. \$12
- 62 LENTZ, 1908 VG 4-BAR ON PPC (07-11). EST. \$35
- 63 OLD TRAIL, 1910 VG 4-BAR ON PPC (06-14). EST. \$20
- 64 ORLEANS, 1912 G+ LITE 4-BAR O/S ON PPC (90-20). EST. \$10
- 65 PLUMA, 1907 VG LITE DOANE ON PPC (98-12). EST. \$18
- 66 VIG, 1909 F 4-BAR ON PPC (05-14). EST. \$12

RAILWAY POST OFFICES

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THE POSTMASTERS GENERAL OF THE UNITED STATES

XVII. Aaron Venable Brown, 1857-1859

by Daniel Y. Meschter

Aaron Brown's appointment to a cabinet post was the pinnacle and the culmination of a long, active, but not particularly distinguished career. As Post-master General he brought little of himself to the office, being content to flow with the momentum of programs already under development. He supported expansion of the mail system to the west and upgrading the New York-New Orleans route. Economy, which was to say making the postal system pay for itself, was perhaps the least of his priorities¹. Buchanan himself, when considering Brown's successor, was quoted years later as saying, "Brown was a good man of great ability, but he was altogether too good-natured to withstand the appeals and intrigues of the people who had business with his Department²."

Aaron Venable Brown was born in August 1795 in Brunswick County, Virginia to the Rev. Aaron Brown, a Methodist clergyman, magistrate, Revolutionary War veteran, ardent Jeffersonian Democrat, and slave-holder. While still small, his family moved to nearby Nash County, North Carolina where he attended Westrayville Academy and prepared for the University of North Carolina privately. A brilliant student, he graduated at the head of his class at nineteen. His parents having resettled in Giles County, Tennessee in the meantime, he continued his law studies in Nashville and was admitted to the bar in 1817. He moved to Pulaski the next year where he took advantage of his opportunities as a rising young lawyer to invest in cotton and began to establish himself as a member of the wealthy planter class with all of its social, economic, and political advantages.

Brown began his political career in 1821 with election to the state legislature in which he served four terms in the senate and one in the house. He took special interest in the organization of the Tennessee judicial system and advocated limiting the number of crimes subject to the death penalty. On the national scene he urged American interests in Texas and Oregon California and the Southwest had not yet found a place in the American political agenda. During this time he became devoted to the Jackson wing of the Democratic Party and considered himself a personal friend and political ally of James K. Polk, although not as close as he might have supposed in light of Polk's habitual aloofness. He finally gave up his law practice after he was elected to the 26th Congress in the fall of 1838, succeeding Polk who withdrew in favor of running for governor. Also representing Tennessee in Congress during four of Polk's terms and all three of Brown's was Cave Johnson, another staunch Democrat and Polk's most intimate friend.



Aaron Venable Brown

In his three terms in Congress, Brown willingly adopted Democratic programs and won a reputation as one of the "Jackson trumpeters" who "blew until they brayed like jackasses³." Where he proved influential was in obtaining a letter from Andrew Jackson in February 1843 expressing the ex-president's support for the annexation of Texas which proved to be an issue in the 1844 presidential campaign. Further, just before leaving office in March 1845, Brown voted for a joint resolution annexing Texas which eventually led to the outbreak of the Mexican War⁴.

Brown did not seek reelection in 1844. Some suppose it was because he was so confident of Polk's election he gave up his House seat in the expectation of a high appointment in Polk's administration. That was not to be, however. Polk had pretty clear ideas whom he wanted in his cabinet, notably James Buchanan as Secretary of State and Cave Johnson, not so much as Postmaster General as his personal confidant.

Brown then retired to private life only to emerge the next year to accept nomination for governor. The outbreak of the Mexican War shortly after he won the governorship fueled Whig charges of incompetence and inefficiency in organizing Tennessee volunteers for service in the war. These Whig charges were effective enough to defeat Brown in his campaign for reelection as a popular backlash against "Jim Polk's War" swept across Tennessee. Although he never again sought public office, he remained active as a leader in the Southern rights wing of Tennessee's Democratic Party. He favored preservation of slavery in the South and its expansion into the territories acquired in the Mexican War, but his position was muted by popular support for the Compromise of 1850 which left him and the Southern rights wing open to the charge of advocating disunion. He chaired the committee on resolutions at the 1852 Democratic national convention and swung the Tennessee delegation to Buchanan at the 1856 convention. His energetic support of Buchanan's successful campaign earned him appointment as Postmaster General.

This time Brown came to Washington with a new wife, the widowed sister of Confederate General Gideon Pillow, a family of some distinction in Tennessee, bringing with them, according to one biographer, more wealth than was good for them and a determination to show it off⁵. They hosted glittering receptions and gave opulent parties at which they flagrantly disregarded the protocols Washington society considered so vital to its dignity.

Postmaster General Brown was deluged by problems with the foreign and western mails as soon as he took office, but demonstrated considerable administrative ability in negotiating contracts for the extension and improvement of mail

service both to Europe and the West⁶. The Ocean Steam Navigation Company contract from New York to Bremen and to Havre via Southampton expired barely three months later. Pending Congressional direction for re-establishing European service, he entered into temporary contracts with Cornelius Vanderbilt on the Bremen route and the New York and Havre Steamship Com-pany to France. Negotiations originally instituted by Campbell finally matured into a contract with the Panama Railroad Company between Aspinwall and Panama at a savings Brown estimated of \$60,000 per annum. In the meantime, the Ocean Mail Company abandoned the Vera Cruz line so that, as in the case of the Bremen and Havre lines, Brown had to find a temporary contractor to complete its contract.

There were as Brown took office, therefore, two routes in operation from the states to California: a semi-monthly ocean route from New York to San Francisco via the Isthmus and a monthly route from Independence to Salt Lake City that connected with a weekly route from Salt Lake City to San Pedro (Los Angeles), although service on this overland route was becoming erratic due to the imminence of the Mormon War. Even before Brown took office on March 6th, in fact only three days before on March 3rd, the previous Congress authorized the Post-master General "to contract for the conveyance of the entire letter mail from such point on the Mississippi River as the contractors may select" in twenty-five days each way beginning twelve months after the signing of the contract⁷. Congress allowed the PMG to choose semi-monthly, weekly, or semi-weekly service at maximum pay specified in the act for each level of service up to \$600,000 per annum for semi-weekly service. Unlike other contracts, the term was for six years, instead of the usual four, and the requirement that contracts be awarded to the lowest bidder was waived by the provision that "The Postmaster General shall be satisfied on the ability and disposition of the parties *bona fide* and in good faith to perform the said contract."

The Post Office Department advertised the contract on April 20th, received bids on June 1st, and signed a contract with a consortium headed by John Butterfield, William B. Dinsmore, and William G. Fargo of the future famous Wells Fargo Company on September 16th for semi-weekly service from eastern termini at St. Louis and Memphis converging, as the route was finally adopted, at Fort Smith and thence via El Paso, Tucson, Fort Yuma, and Los Angeles to San Francisco, totaling something over 2,700 miles. Of course, Aaron Brown as a southerner was accused of favoring the South in choosing St. Louis and Memphis as the eastern termini although the bidding shows that only two of the nine acceptable bids specified a route *other than* the southern route. It was the high point of his career when the Overland Mail Company sent out its first coach on September 15, 1858. Brown declared the overland route "a conclusive and triumph success" in his 1858 Report⁸.

Six weeks later the Louisiana Tehuantepec Company commenced the long-awaited mail service across the Isthmus of Tehuantepec on October 27, 1858. The one-year contract to expire on September 30, 1859 provided for semi-monthly service from New Orleans to San Francisco in fifteen days via steamer to Minatitlan, riverboat and wagon across the Isthmus to Acapulco, and coastal steamers to San Francisco at an annual compensation of \$250,000. Joseph Holt, Brown's successor, did not accept proposals to continue the service when the contract expired, declaring that the receipts of \$5,277 did not justify its cost⁹. On an economy drive, Holt noted that at the end of Brown's incumbency there were six mail routes to California: (1) New York and New Orleans to San Francisco via Panama, (2) New Orleans to San Francisco via Tehuantepec, (3) San Antonio to San Diego via El Paso, (4) St. Louis and Memphis to San Francisco via El Paso, (5) Kansas City to Stockton, California, and (6) St. Joseph to Placerville via Salt Lake City. Of these, only the Panama route produced revenues (\$300,000) approx-imating 40% of its cost while none of the others returned as much as 5%. Of these six, he could have said, four were Brown's doing.

Brown was equally concerned in mid 1857 with the New York to New Orleans route connecting the nation's two largest overseas commercial centers. The current schedule was for daily service in six days by rail from New York to Montgomery and coach and steamboat from Montgomery to New Orleans via Mobile. He noted, however, that this schedule was achieved only about 25% of the time with seven to twelve days being the norm. His first approach was to consider a proposal by the Florida Railroad Company to reduce the stage portion of the route by routing the mails to Cedar Key and thence by steamboat to New Orleans. However, he gave up considering that route by the next year, the railroad across Florida not being completed on time, in favor of an all-rail connection, except 90 miles still under construction, via Chattanooga and Jackson, Mississippi to New Orleans in four and a half days that began on July 1, 1858 with the promise of three and a half-day service within the year.

He likewise concerned himself with steamboat service on the Mississippi; but again he realized that the answer to irregular service by steamboat was the railroads parallel to the river rapidly nearing completion from such important river ports as St. Louis, Nashville, Cairo, and Memphis to New Orleans.

But there were dark political clouds gathering over the capitol. In the last week of December 1858, Brown was handed a resolution of the Senate directing him to report such changes in the laws regulating postal rates and the Post Office Department as, in his opinion, would make it a self-sustaining department¹⁰.

Brown was irked: "When I took charge of the department in March, 1857," he wrote, "no expectation appeared to be entertained in any quarter that, under the then existing legislation of Congress, the Post Office Department was to be made a self-sustaining one." He took pleasure in needling Congress on how much of the postal deficit was due to the low rates of postage and the franking privilege, the results of its own legislative generosity. He was offended that the Senate chose to pick on him in this matter, ignoring the annual reports of James Campbell, his predecessor, who "never failed to notify Congress of such excess of expenditure over revenue, and to point out the causes chiefly the low rates of postage and the franking privilege that were forcing this result on the department," almost as if to ask why hadn't Congress been paying attention? While he did suggest one solution might be to go back to the postal rates of 1845 and another to raise the payments Congress appropriated annually to reimburse the Department for the cost of carrying government mail to realistic levels, he was of the opinion the Department could not be made self-sustaining until Congress funded the requirements of its own legislation, most importantly the ocean steamship service and the overland routes to California. Unfortunately, there is no practical way of gauging whether a self-sustaining Post Office Department was a consensus of Congress or not.

James Buchanan has been ranked among the two or three weakest of the first thirty-one American presidents, but in his defense he was confronted by impossible challenges¹¹. Although the 35th Congress elected in 1856 was organized by the Democrats, their majority was irreconcilably split into Northern and Southern factions over the slavery issue while the Republicans, exercising real influence in Congressional debates for the first time, sought a partisan identity. He could have achieved greatness only by assuming dictatorial powers which he had neither the support of northern Democrats nor the will to do. As his biographer points out, he "had no desire to rule without Congress, and Congress did nothing". By the time of its mandatory adjournment sine die on March 3, 1859, Congress had not even passed the routine appropriation bills essential to the operation of the government. Congress acted only after an all-night session when it finally enacted a hastily assembled general appropriation bill¹². With respect to the Post Office, it provided for the salaries of the Postmaster General and his staff and Washington office expenses for the next fiscal year totaling \$179,000, but nothing to discharge current deficits nor day-by-day operations until Congress either enacted a deficiency appropriation or took some other remedial action.

Aaron Brown was confined to his bed with pneumonia while Congress dithered. He was desperate. Congress ignored the flood of pleas he sent it, but he was helpless. He died on the 8th, the first Postmaster General to do so in office. And the Post Office was insolvent.

Endnotes

Portrait of Aaron Brown from *The National Cyclopedia of American Biography*, 1907, v. 5, p. 8.

1 See Vexler; *National Cyclopedia*, 1907, v. 5, p. 8; *Biographical Directory*; and Atkins, Jonathan M. "Aaron Venable Brown" article in *American National Biography*, New York, 1999 for biographical sketches of Aaron V. Brown.

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3 Atkins, op cit.

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6 Annual Reports, December 1, 1857, Senate Ex. Doc. 11, Serial 921; December 4, 1858, House Ex. Doc. 2, Serial 1000.

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Mail and Sundials, Trains and Change

by Tom Clarke

A respected collector and *La Posta* subscriber, Gene Fricks, “raised an interesting (at least to me) question: the times of departure and arrival for the mails at each of the locations is specified. Since nothing like a standard time system existed then, I wonder how such provisions could have been effectively enforced?”

If the requirements of the 1792 Post Office penalized carriers for late arrivals at post offices along their routes: **For every hour's delay in arriving after the times prescribed in any contract, the contractor to forfeit one dollar ...**

The 1794 Proposals were even more threatening, mentioning fines that in today's money reach four figures (multiply by 100)!:

For every hour's delay, (unavoidable accident excepted) in arriving after the times prescribed in any contract, the contractor is to forfeit one dollar; And if the delay continue until the hour of departure of the depending mail, whereby the mails destined for such depending mail lose a trip, an additional forfeiture of ten dollars shall be incurred; and if such loss happen to the Augusta or Savannah mail, this forfeiture shall be increased to fifteen dollars; and if to the Charleston mail, it shall be increased to twenty dollars; and if it be to the great southern mail, due every Saturday at Petersburg, in Virginia, it shall be increased to thirty dollars.



Figure 2 Scott 113 used from the Fox Chase section (Station V, Clarke #S 7) of Philadelphia on July 28, 1869. Was he rushing out of a sense of duty, or to beat the fine awaiting him if he were late?

The logical question in pre-1883 days (the date when railroads partially standardized U.S. time zones), who or what could tell what “late” was, and to what degree of accuracy?

Doubtless, the most likely answer, short of evidence from within a diary or a town hall's minutes by a town father who discussed by which process the town clock was set, and short a local astronomer and telescope who could calculate with precision the absolute “mean solar time”, would be anyone with a backyard sundial. That useful age-old apparatus would yield the “apparent sun time”.

Nothing was ‘nationwide’ in the early days except patriotic feelings and natural urges, certainly not the time of day. How else did people tell time in George

Washington's day? What additional timing devices were available to insure that post riders were held accountable for arriving and departing *on time*?



Figure 3 The Fugio (“I fly”, i.e., time flies) Cent of 1787, the first coin authorized by the pre-Constitution Congress, features a sundial, familiar to all in the early American Republic. The reverse says “Mind Your Business”, both were an invocation to get busy and build the country, a sentiment usually attributed to Franklin.

The standard garden style brass sun dial with upright pointer (or *gnomon*, “no-mon”) which when properly and permanently positioned will cast a shadow at the proper hour's numeral that is etched into the rim. In a



Figure 1 Garden sun dials made time a matter of personal estimate for a thousand years. But in the 1880s, railroad savvy standardized time into zones aided by a regulator clock (right) which hung in every station.

few creative cases, these can hang on a properly positioned wall. Many have seen the famed “clock” of the 13th (?) century in Paris, carved onto the side of a brick building, fortunately aligned to catch the sun’s rays year round.

There were also large varieties like wind-up clocks for the mantle, and there were the ancestors of the 19th century, fancy pendulum-style grandfather clocks from Europe. There were small timepieces too, personal devices quickly becoming what the 19th century and later would call pocket watches. These had been developing for several hundred years, going back to the nearly spherical, jewel-encrusted “Nuremberg eggs” of ca 1500.

Earlier still was the poor man’s portable sun dial, mentioned in the second act of Shakespeare’s *As You Like It*. Touchstone takes out a “sun dial” from his pocket (!). But this was not a many-pound, foot wide bronze sculpture, but probably a napkin ring-looking object with a hole in the edge that, when properly held facing the sun, cast a tiny beam at the hour etched on the ring’s inside surface. This would yield a very rough estimate of the hour of the day.



Figure 4 This classic style ca. 1780s Butterfield portable sundial (made for 200+ years) could keep travelers up to speed on local sun time and thus keep to a schedule.

Handheld sun-dependent time pieces used to be fairly popular and were common to Boy Scouts, military trainees, and other intrepid hikers. The basic idea behind the design was popularized in the 1700s by Michael Butterfield, an English sundial maker who moved to Paris around 1663 and became *the* sundial maker. Among his clients was the French King; his friends included Christian Huygens and Giovanni Cassini (dual inspirations of the recent Cassini-Huygens Mission to Saturn).

The classic Butterfield-style pocket sundial consisted of an octagonal horizontal dial with a built-in compass. They were made in many sizes in either brass or silver, and had an adjustable gnomon so the correct angle could be set to the proper latitude. It had multiple rings of hour lines for cities of different latitudes, an indispensable aid to the traveler. Popular long after Butterfield’s death, they were certainly a part of many an American’s toolkit.



Figure 5 A wonderful example of an undated common man’s sundial in boxwood, with a string gnomon to cast the hour shadow.

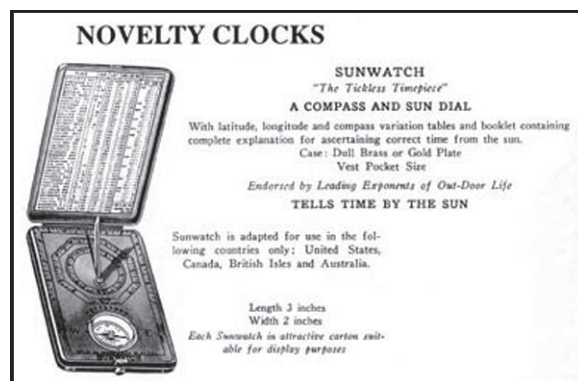


Figure 6 The Ansonia ‘tickless timepiece’ was sold as a “Novelty clock” in the 1920’s, but without funds for electricity, how many would be pressed into use during the Great Depression of the 1930’s?

The basic design was made into the 1920s at least, a good time telling product for over 250 years. A less expensive model of boxwood, and with a simple string gnomon to cast the hour shadow is no doubt in more keeping with the expense account of a postal carrier. Its printed instruction in the lid sate:

Slip the notch in the Brass Arm over the Stud in the Lid, and put the Compass on a level place, in such a position that the North Point of the needle corresponds with the mark inside the Compass Box, the shadow of the cord will show the time.

The Sun Dial shows solar or apparent time; but a Clock should be set to equal or mean time. In the above Equation Table the difference is stated in minutes. F means that the Clock should be faster than the Dial, S slower.

These sophisticated multi-functional instruments do more than just tell the time in the conventional sense. Some also convert lunar shadows to solar time.



Figure 7 A 1770 English “verge” watch; in Dickens’ *Dombey and Son*, the comment “Put it back half an hour every morning, and about another quarter towards the afternoon, and it’s a watch that’ll do you credit”, could apply to these notoriously fast running, albeit pretty, 18th century pocket watches for the aristocrats among us.

By 1800, the pocket watch was readily available. With the newer, more accurate escapements, other changes occurred to timepieces. A seconds hand was added to them. Jewel spindle holes were more extensively used. Pocket watches were all hand made works of art owned by only the wealthy until the 1840’s when inexpensive machined parts became widely available.

What of 1790s American time?

Compared to cultured European wants, there was always a rustic farmer or disheveled inhabitant of a late 18th century town with a peculiar curiosity and pragmatic bent, who had to know how many hours it took



Figure 8 Independence Hall in Philadelphia made certain to inform the people of the proper local time with its huge town clock—and its bell!—in its steeple.

to perform a task. Maybe it was the number of hours it rained, or to know “precisely” how many hours remained till sundown more accurately than just a guess-estimate could provide, or how to time events for hourly invoicing. He would need that expensive watch or mantle clock.

Town fathers had to serve merchants, ship schedules, and ordinary conscientious citizens by installing a large prominent clock located atop town hall or at least require the peal of bells at key hours of the day from the tallest church steeple.

Bells would ring hourly, or at least at noon and six PM, so farmsteads and businessmen in the vicinity could adjust their mantle clocks. When we read in old letters that ‘aunt Martha passed from this earthly life at 4:15 after noon’ we can accept the fact with some assurance.

Of course, such precision is icing on the cake to most folks who simply set their day by the rising and setting sun. Others, like post office officials and successful entrepreneurs, followed the time in minutes and insisted on imported pocket devices. They instructed tailors to stitch in special little vest pockets to accommodate them, and bought long gold chains with fancy ‘fob’ ends to help facilitate their use.

Great advances in precision were made by French, German, British and Swiss designer-watch makers by the 1830's. Ordinary city folk now found the newer, mass produced, more highly refined, highly accurate pocket watches economical and oddly necessary.

Where is the sun?

The sun, of course, to Europeans and Americans rises higher in the sky in summer months and lower in the winter. It rises later and sets sooner in winter than in summer. The sun appears to rotate around the earth, a distance of 360 degrees, in 24 hours, thus "moving" 15 degrees ever hour.

But towns and homesteads are located at random across those 15 degree segments. A sun dial at the eastern imaginary edge of any given zone segment (as the railroads would later define them) showed a different time (local sun time) at any precise moment than a friend's sun dial 15 degrees further west. Anywhere north or south of the equator, this equals one hour difference. And each of these readings would be a half hour off, plus or minus, from another friend who lived immediately between them at 7½ degree distance, or one half hour difference.

Roughly speaking then, how far is 7½ and 15 degrees at about 40 degrees north latitude (the latitude between Washington and Boston, 38-42 degrees)? At the equator one degree is about 69 miles, so at 40 degrees latitude 7½ and 15 degrees are respectively 230 and 460 miles apart.

How many are affected?

The historian's rule of thumb states that most people before the advent of modern transport such as cars and trains ventured no more than 20 miles from their homes throughout their entire lives. They were born at home, were schooled a few miles' wintry walk away, worked the neighborhood fields, married the farmer next door's daughter, set up housekeeping on a subdivided farmstead close by, and eventually died and were buried in the local churchyard in the valley.

Recall that in the 1790's through the 1890's, almost *everyone* was a farmer, including Jefferson and Washington. Exceptions were the handful of service provider "townies", like Benjamin Franklin and John Hancock, down at the crossroads or in the port city.

Present day, we're on an obsessive treadmill over correct time, be it Daylight Savings or Standard Time, over TV and airline schedules, radio alarms and snooze

switches, honking horns and car pool buddies. This dependence is light years, an inter-dimensional phase shift, away from the common experience of almost everyone before 1900. [Who's the richer?!]

If anyone in 1790 were required to take the above mentioned 230 or 460 mile (7½ or 15 degree) journey due east or west from the old homestead, they would easily recognize while visiting that sunup and sundown were different from back home. But this curiosity of nature would be tossed aside as they moved onto important matters.

(Similarly, for a Floridian traveling almost due north today to New York City, there is an immediate sense upon waking that the morning begins a good twenty minutes earlier than back home. Though Florida is in the same time zone, it is indeed located a bit west of New York City longitude-wise. The same effect can be seen sailing due east into the Gulf Stream five or ten degrees on a Carnival Cruise Line outing.)

Standardizing mail collection and delivery

So what effect would this local time consideration have for our early mail stage or pony carriers? Were they truly in jeopardy of fines for lack of a telltale way of knowing the proper time?

Each town of a size respectable enough to have a post office would surely have a method of organizing time, perhaps a wall clock in the hotel or general store-post office. Or, at least there would be a sun dial out back—or near the hitching post. Large towns and cities would use steeple bells to advise the citizens and surrounding countryside. Where did they get the proper time from? Not the Weather Channel; from the prominently displayed and time-honored sun dial in the town park or commons.

Because the most extensive postal route would not extend more than 100 miles east or west, mostly less than half that, the difference in local sun-determined time would be a matter of minutes and not hours. A difference of 5 or 10 minutes would surely be considered negligible to even the most anal-retentive, clock watcher-postal official. And recall that the time interval that precipitates fines for tardiness is not measured in minutes but in hours, so that nary a sun dial would be sufficient a witness to vouch for it.

Take the Boston area map for instance. See the great curving route from Boston through Leominster to Charlestown, New Hampshire along the Connecticut



Figure 9 Postal Route 8 west of Boston in the 1794 proposal went out to Charlestown NH, a route of two days journey each way. Time-wise, it ventured 12 minutes of local sun time northwest and the same on its return southeast, a trip distance each way of about 90 miles.

River (1794 Proposal, Route 8). The east-west axis is about 60 miles; thus it is 60/460, or 13% of a 15 degree slice of latitude. This 13% translates to about 12 minutes of sun time west of Boston. Were every post office stop along that route precisely accurate in keeping their local sun time via sundial, a conscientious carrier would not begin to come close to paying the dollar per hour tardy penalty threatened in the 1792 and 1794 route proposals. Unless, like the real Paul Revere, instead of doing his duty strictly, he dawdled at various hotel pubs along the way!

No doubt, there might still be arguments between postmaster and carrier over late arrivals. Perhaps a verbal duel over which time piece was most accurate: the clock on the post office mantel or the hand-me-down pocket watch the carrier carried proudly.

One can imagine how quickly the carriers learned to set their watches by the base office's clock rather than depend on the accuracy of the noon day chimes pealing out from nearby church steeples along the way. In fact, the carriers might be the ones to instruct the postmaster ahead to correct *his* clock, rather than the other way around.

Time becomes important

As mentioned, it was the rapidly expanding and demanding railroad time table several generations after the earliest post route proposals that would prompt time control at the highest non-governmental level. People could now travel hundreds of miles east and west per day. Old local sun times would pass by in a relative blur. Every 12 miles east-west the time changed by approximately one minute, though even small countries experienced time problems.

England was first to grapple with time keeping, beginning in the 1840s. Railway standard time was adopted for almost all of England, Scotland, and Wales. It soon replaced all local sun-based, sundial time systems. By 1855, eleven years after Samuel F. B. Morse's dot and dash creation, the new common time was being telegraphed across the United Kingdom from its Greenwich Observatory.

The U.S. Navy created the Naval Observatory in the 1840s in order to store and calibrate marine chronometers and other navigation instruments. Their mission was to assure accuracy based on regular astronomical observations. Timekeeping naturally became one of the USNO's key functions.

This 1860's marked the beginning of the end of America's dependence on local sun time, though a standard national time system was another two generations in the future. Because the country is 3,000 miles wide, the U.S. had a special need to achieve a method of time allocation to keep the myriad time calculations on the same page, whether in California, Kansas, or Carolina.

By the 1870s railroads were keeping track of over 300 local times. In 1883, most railway companies relied on a hundred different, if consistent, mini time zones. That year, the United States was divided into four distinct time zones. At noon, on November 18, 1883, telegraph lines transmitted Greenwich Mean Time to major cities.

Rail authorities across the country adjusted their large 'Regulator' wall clocks to their particular zone's adopted time. In turn, individuals would have to reset their home clocks ahead or behind between one and 59 minutes, depending on their location relative to their zone boundary. Does anyone have any enclosed letters that refer to this seminal event?



Figure 10 A Scott 114, October 1x, 1869, mailed at Station K (the Southwark section, Clarke #S 5a) shows a famed “diamond stack” engine, which helped speed the country’s growth, and tied the coasts together in 1869 with the completion of the Transcontinental RR. Every dozen miles chugged east or west meant another minute difference from the traveler’s hometown local sun time.

The ball was rolling. The vexing subject of non-standard time determination worldwide was next overcome. Need for a standard way to know time around the world was critical to international shipping. The enigma was resolved November 1, 1884 at the International Meridian Conference. They applied the same procedure. Greenwich, England’s longitude was

adopted as zero degrees. With a Prime Meridian established, world time zones were marked off every 15 degrees east and west.

In the U.S., time zones would become official government policy only in March 1918, with an eye on cost savings after our entry into World War I. Thorough standardization was delayed for years by local controversies among farmers and manufacturers and everyone else. In fact, as late as 1967, the Federal Time Uniformity Committee, whose job it was to root out the last vestiges of non-standardization, discovered that in one 35-mile stretch of highway between Moundsville, West Virginia, and Steubenville, Ohio, on Route 2, bus drivers and passengers had to re-set watches seven times.

When markings learn about time

We’ve thought generally to this point about postal carriers on the road, along country lanes. In towns and cities, adherence to time as a critical factor was increasing. Dickens has Scrooge clocking poor Bob Cratchit late that fateful day after Christmas. It must have been the coming thing to do over here too.



Figure 11 An early (c1883) Burlington RR posted map that indicated the new time zones, here only indicated by the heavy latitude lines of 75, 90, 105, and 120 degrees.

Postally speaking, with the surge in mail volume with the rapid reduction of rates after 1845, postal officials were forced to think of efficiencies and time would be of the essence. Somewhere in the deep recesses of Delf Norona's *Cyclopedia of United States Postmarks* or similar source, there is mention of the earliest known dial marking to bear a time designation. It must have been in the 1850 era. To the citizenry, time was also becoming a pressing matter especially as time pieces became popular and affordable, as mentioned, also in the 1840-50s. It was a useful confluence of forces usefully coming to bear.

In Philadelphia, time marking officially began with Government Carrier service markings in 1860. But earlier, Blood's (Robertson's) Local Post in 1842 was determined to win customer allegiance by showing how rapid was their delivery, and several times a day at that.

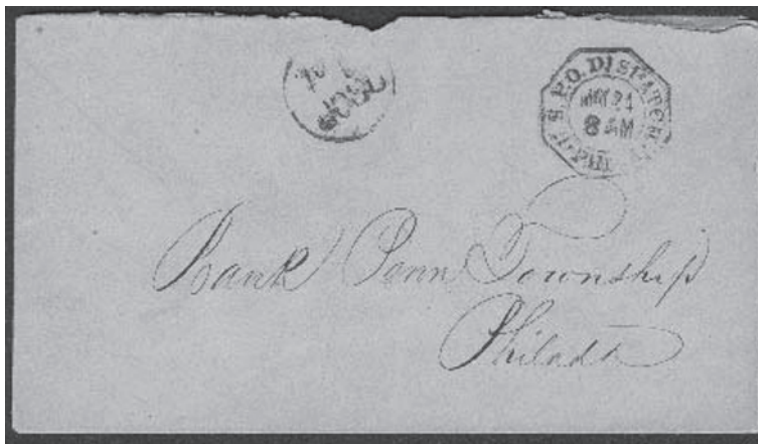


Figure 12 Early on, time-sensitive delivery was recognized as essential to retain the allegiance of the postal public. Here is the new government carrier timed cancel of ca.1861 (Clarke 1161)

PHILADELPHIA DESPATCH POST.—
The subscribers inform the citizens that they have established a **CITY DESPATCH POST** for the delivery of **LETTERS, PAPERS, &c.** from any part of the city or its vicinity to another, with greater promptness and despatch. They have stationed letter boxes in careful hands at most of the public places, and at a corner of nearly every square, where, if letters, &c., are deposited before 9 A. M., will be taken out for delivery at 10 A. M.
And if deposited before 2 P. M., will be taken out for delivery at 3, P. M.
If deposited at the principal office before 10 A. M., or 3 P. M., they will be taken out for delivery at that time.
The charge of postage is 3 cents, paid by the receiver of the letter. Those wishing to pay, may deposit the same in the boxes with their letters. There will soon be *Free Stamps* left for their accommodation at the different stations. Price 37½ cents per dozen.
ROBERTSON & CO'S,
Principal Office, 83 South SECOND Street.
N B—Letters and Notices of importance may be registered at the Principal Office, and delivered at 6½ cents each. d7-91*

Figure 13 In the 1840's and 1850's, newborn local carrier services understood that mail delay of a mere hour or two could harm their reputation and cost precious customers. Was a pocket watch a mandatory tool for a carrier, or was a watch a loaner, courtesy of Robertson's / Blood's? This is a public notice that appeared in Philadelphia's Public Ledger in December 1842.

By the 1869-70, the well known, transitional **DISPATCHED**, railroad-carried markings were introduced which show the hours and fractions. If not corresponding to actual train departure times, they surely relate to the time the train-bound mailbag was closed.

These markings were short-lived when standard cancellations replaced them after about two years; railway carriage of mails north to New York had become so ordinary and routine that special markings were superfluous.

Absent a train schedule, it would be the carriers who maintained marking devices that showed times. Concurrently, regular domestic mail markers only showed the month and day. Carrier markings in Philadelphia range the length of the 1860s into the early 1870s



Figure 14 This dark blue 1869 DISPATCHED marking (Clarke 121) sent mail by rail to New York City. Their integral times must have paralleled train departures or at least a deadline shortly before.

However, in July-August 1873, the carrier system as it had been known was relegated to history. Carriers learned they would no longer mark their mail. Their duty was simply to pick it up from individuals along the way, along with box dropped mail, while delivering mail en route. They would transport it back to the cancellation room for marking and distribution.

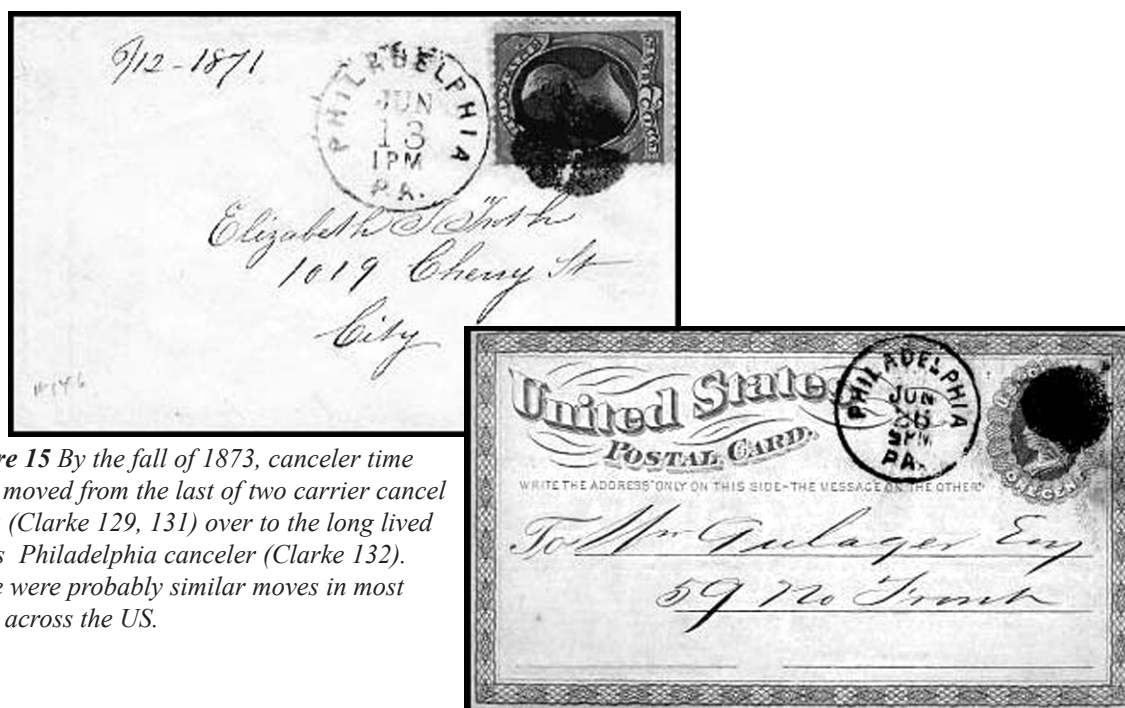


Figure 15 By the fall of 1873, canceler time slugs moved from the last of two carrier cancel styles (Clarke 129, 131) over to the long lived 1870s Philadelphia canceler (Clarke 132). There were probably similar moves in most cities across the US.

It was the end of a brief era. Now, instead of two styles of cancellations for first and second class mail, both carrier and standard, there would be but one. As consolation, carriers saw the time slugs from their carrier's markers added to the standard cancellation devices.

Time slugs will remain there in a variety of formats for the next 90 years, only to disappear in the hustle and bustle of the early 1960s. With the crush of mail volume in the mid-20th century, it was no longer meaningful to require a change of time slugs every half hour. Postal inspectors no longer had need to track the passage of mail items by 30 minute intervals as they attempted to uncover problem areas. From then till today, slugs need only be changes every 12 hours, to indicate merely AM or PM servicing.

Conclusion

By 1883, America had come a very long way since the warnings against late carrier arrivals appeared in the 1792 and 1794 Route Proposals newspapers. Paralleling the development of accurate time devices, the country expanded 2,000 miles west to the Pacific, rapid transportation radically altered people's sense of space and time, and men and women's expectations of postal service heightened as their quiet demands for rapid and efficient service became paramount.

Mail carriers still wended their way throughout the US over dirt roads and continued to deliver and pick up mail at hotel- and general store-post offices, and now also from house to house in major towns and cit-

ies. The pulse of the nation, the vast quantity of mail (soon to be mechanized), and the nature of the citizens themselves had transformed from a rural people into a not-quite fully urbanized populace. The latter will be fulfilled in the next generation with the dawn of the 20th century.

Web Sources

- A Walk Through Time (National Institute of Standards and Technology): <http://physics.nist.gov/GenInt/Time/world.html>
- First there was standard time: <http://webexhibits.org/daylightsaving/d>.
- The Invention of Clocks - Part 3: Mechanical Pendulum Clocks and Quartz Clocks: <http://inventors.about.com/library/weekly/aa072801a.htm>
- Georgian Index for an English gentleman's accouterments of the 18th-19th century: http://www.georgianindex.net/gent/quizzing_glass.html
- Gilai Collectibles (Jerusalem) for wonderful early timepieces: http://www.gilai.com/scripts/items2/clocks_sundials-Sundials-yes-1.html
- History of Telling Time: <http://www.time-for-time.com/history.htm>
- InfoPlease - World Time Zones: <http://www.infoplease.com/ipa/A0855474.html>
- Thames sundial trail in London, England for odd English afternoon romps: <http://www.sundials.co.uk/~thames.htm>

The Pan-American Series of 1901 On Overseas Mail

by Michael Dattolico

It was the first U.S. commemorative stamp set issued after the Spanish-American War, and the premier postal event that ushered in the new 20th century. Like the 1893 Columbians and the Trans-Mississippi stamps issued in 1898, the Pan-American stamps of 1901 were produced to commemorate an exposi-

can Series - 1901," but some officials demurred, claiming that the wording constituted private advertising on stamps which is illegal. The Attorney General concurred, ruling that although the United States government contributed large sums of money to the venture, the exposition was a private enterprise and could not be mentioned on official United States postage stamps. Hence, the "Pan-American Series - 1901" wording was

declared to be a form of forbidden advertisement. The designation was changed to "Commemorative Series - 1901."

The other point of contention was the image on the ten-cent stamp. Since the overall topic of the stamps was transportation, it was felt that the ten-cent stamp's original theme, the American flag surrounded by other national

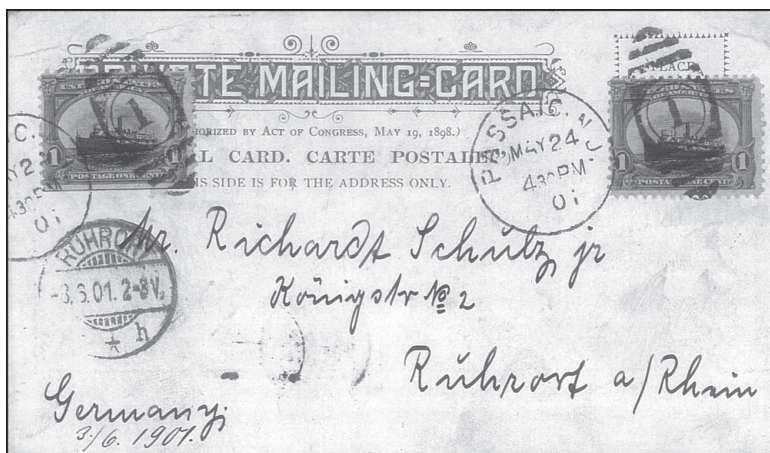


Figure 1
Private mailing card mailed to Germany using two single copies of #294 each tied by a Passaic, New Jersey cds dated Friday, May 24, 1901.

tion. With each stamp measuring .76 X 1.06 inches, the Pan-Americans were smaller than the two previously mentioned commemorative sets. They were also the first stamps printed by the Bureau of Engraving and Printing that were bi-colored.

Legal and bureaucratic problems stymied production. The stamps' initial title was the "Pan-Ameri-

Figure 2 Private mailing card mailed to Scotland using a pair of #294s tied by a Pan-American Exposition machine cancellation. Card was mailed from Buffalo, New York on Thursday, September 5, 1901.

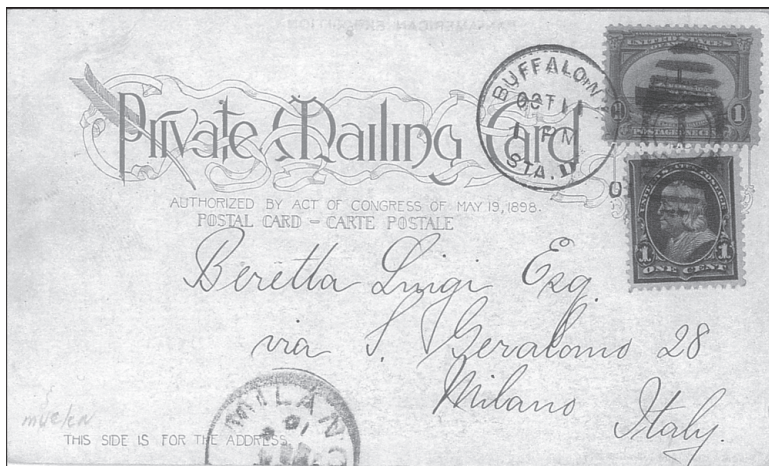
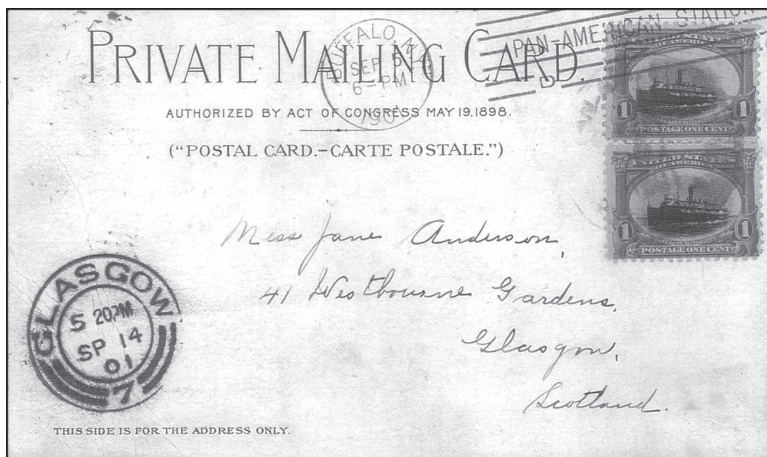


Figure 3
Postcard mailed to Italy using a single copy of #294 and a 1-cent bureau stamp. Stamps are tied by a Buffalo, New York cds & duplex cancel dated October 11, 1901.

flags of the Americas, was inappropriate. It was replaced by the image of a large, straight bow ship inscribed, "Fast Ocean Navigation."

Each denomination had a specific purpose. The one-cent stamp was created for circular mail rate. The two-cent stamp was intended for regular one-half ounce letters, while the four-cent

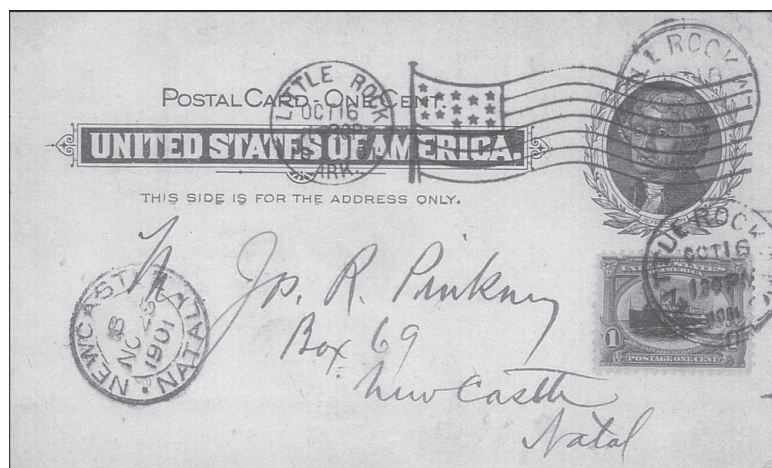


Figure 4 Postal stationery #UX14 card & #294 stamp each tied by Little Rock, Arkansas cds dated Wednesday, October 16, 1901, mailed to Natal, South Africa, during the Boer War.

stamp was to pay for double rate letters. The five-cent issue was printed for half-ounce letters to foreign destinations. The eight-cent stamp was offered for registry use. The ten-cent stamp was issued for registry use and for letters weighing more than a half-ounce addressed to foreign locations.

While many postal historians prefer to collect covers on which the stamps display their intended uses, many find it challenging to study the Pan-American stamps used on overseas mail. The one-cent green #294 was perhaps the most utilitarian stamp in the set, since it could easily be used in combination with other stamps to complete a variety of postal transactions. Its versatility can espe-

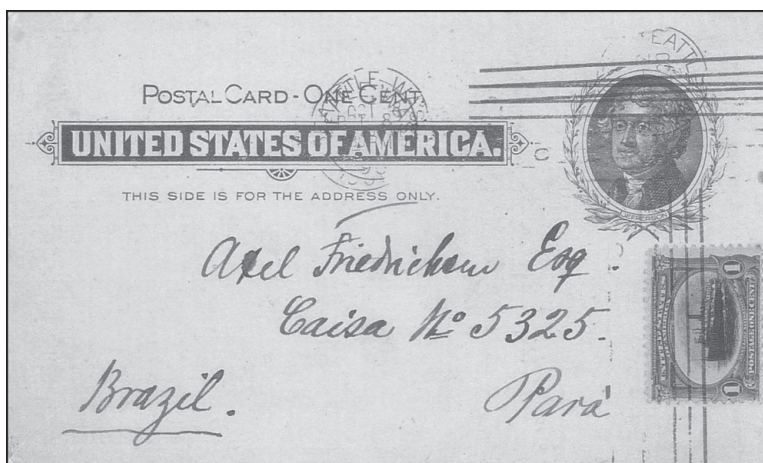


Figure 5 Postal stationery #UX14 card & #294 stamp tied by Seattle, Washington machine cancels dated October 8, 1901, to Brazil.

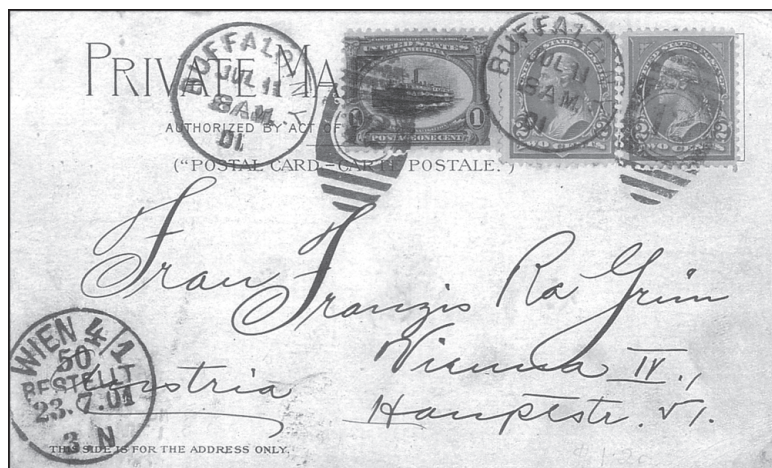


Figure 6 Postcard with two copies of #279b and a single copy of #294 mailed from Buffalo, New York to Austria on Thursday, July 11, 1901. The five cents amount of postage, the correct rate for a half-ounce letter, was incorrect for the postcard.

cially be seen on overseas mail. Since the overseas rate for postcards was two cents, two single copies or a joined pair of #294s are often seen on private mailing cards (figures 1-3). It was also useful in completing the two cent rate on one-cent postal stationery cards (figures 4 & 5). The stamp is commonly observed with two-cent stamps to complete the 5-cent overseas rate for half-ounce letters (figures 6 & 7).

While the four-cent red brown #296's intended use was to pay the double rate for letters weighing one ounce, it is also seen on overseas letters although less frequently. The stamp was most often affixed with a one-cent stamp on letters to pay the half-

ounce letter overseas rate (figure 8). It was applied to one-cent stationery envelopes to complete the 5-cent letter rate (figure 9) and, used with other stamps, completed the double (one ounce) overseas letter rate of 10 cents (figure 10).

The five-cent ultramarine #297 was created for the 5-cent overseas rate for half-ounce letters. Hence, most regular overseas letters on which Pan-American stamps were affixed feature a single copy of this stamp (figure 11-13). Perhaps the most interesting usages of the #297 are pairs used to pay the double rate, and the stamp's usage on registered overseas mail.

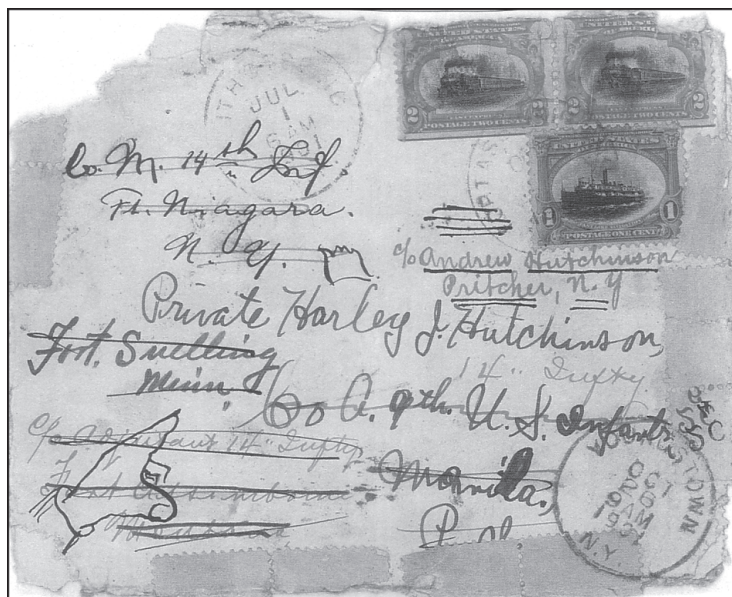


Figure 7 Well-travelled cover mailed from New York to the Philippine Islands on Monday, July 1, 1901. A single #294 and a pair of 2-cent #295s paid the five-cent overseas postal rate. The letter was undeliverable in the Philippines and was returned to the United States. A Fort Assiniboine, Montana cancel ties the stamps. The letter was finally received by the sender in October, 1901.

Figure 8 Letter mailed from Newport, Rhode Island on Tuesday, September 24, 1901, to England. The overseas five-cent rate was paid with a single #294 and 4-cent #296.

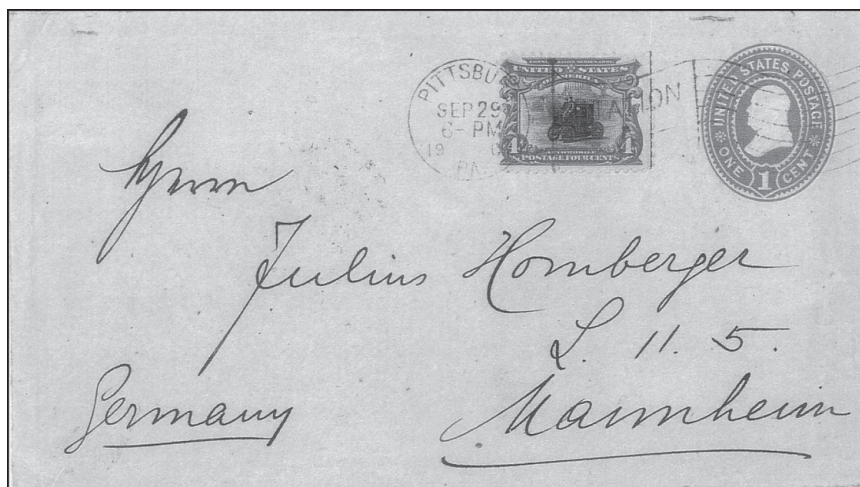
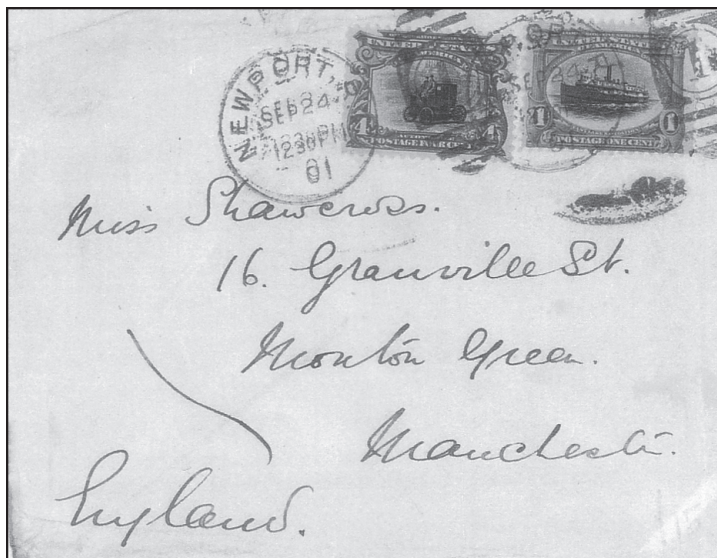


Figure 9 Letter mailed from Pittsburgh, Pennsylvania to Germany on Sunday, September 29, 1901. The one-cent #U352 envelope is accompanied by a single #296 stamp to pay the half-ounce overseas rate.

Figure 10 Letter mailed from Baltimore, Maryland to Germany on Monday, December 16, 1901. The letter required ten cents of postage because it weighed one ounce, making the sender pay twice the overseas rate. The five-cent #U377 envelope is accompanied by a single #294 and a #296 stamp to make up the needed ten cents of postage.

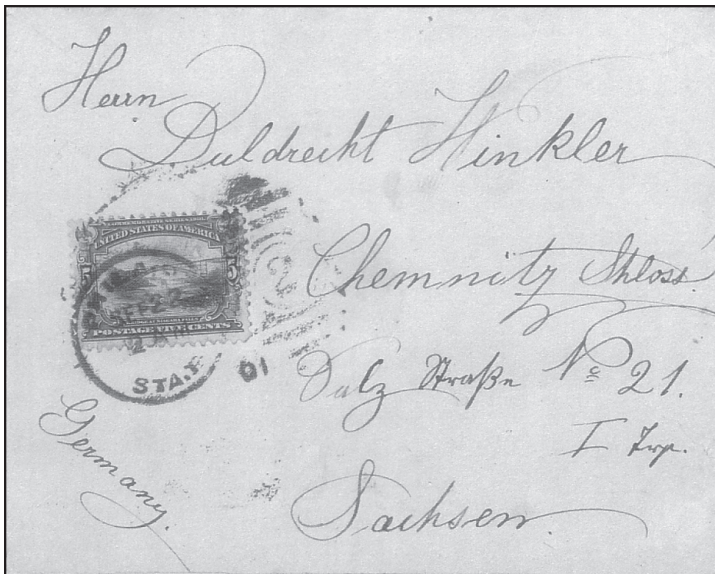
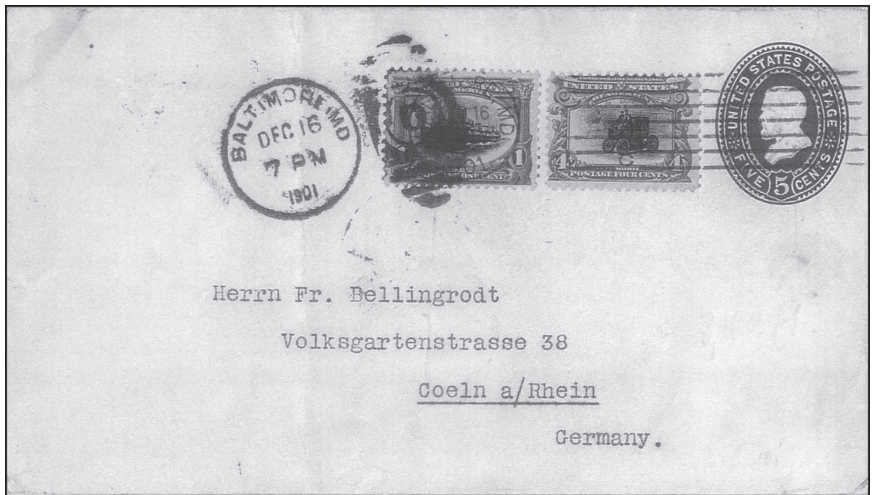


Figure 11 Letter mailed from Philadelphia to Germany on Sunday, September 22, 1901. A single copy of #297 paid the overseas rate of five cents for a half-ounce letter.

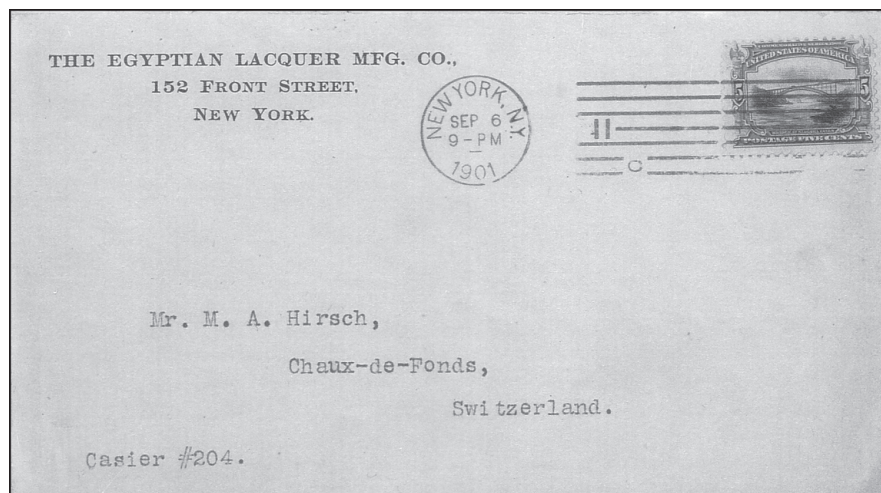


Figure 12 Letter mailed from New York to Switzerland on Saturday, September 6, 1901. A #297 paid the overseas rate. Within the Pan-American issue set, the #297 stamp's primary purpose was to pay the overseas postal rate for half-ounce letters.

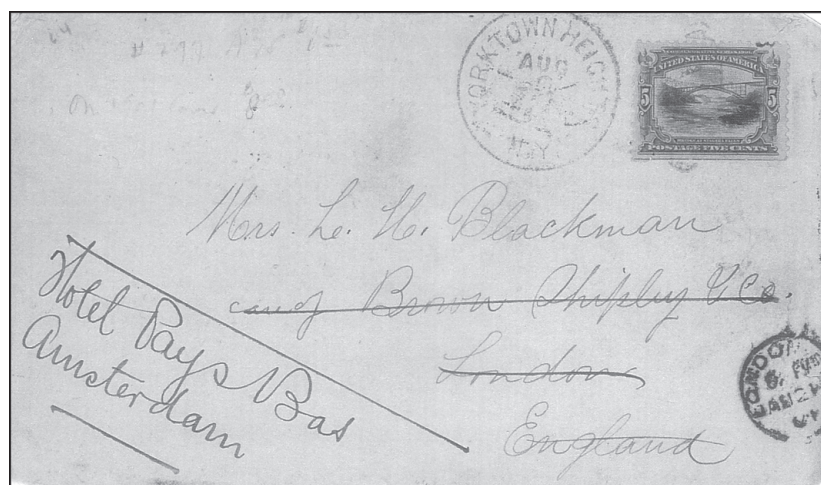


Figure 13 Letter mailed from Yorktown Heights, New York to England on Thursday, August 8, 1901. It was forwarded to the Netherlands.

The eight-cent brown violet #298 was printed primarily for registry mail. It was quite adept, however, for use on two-cent postal stationery envelopes to complete the 10-cent double overseas postage rate. Considered by many to be the most elusive of the Pan-American stamps on any mail, the eight-cent stamp is often featured on registered mail going to overseas destinations (figures 14 and 15).

The ten-cent yellow brown #299 was intended for double weight (one ounce) overseas mail, and that is the usage that collectors most often encounter. It is routinely seen on registered overseas mail (figure 17).

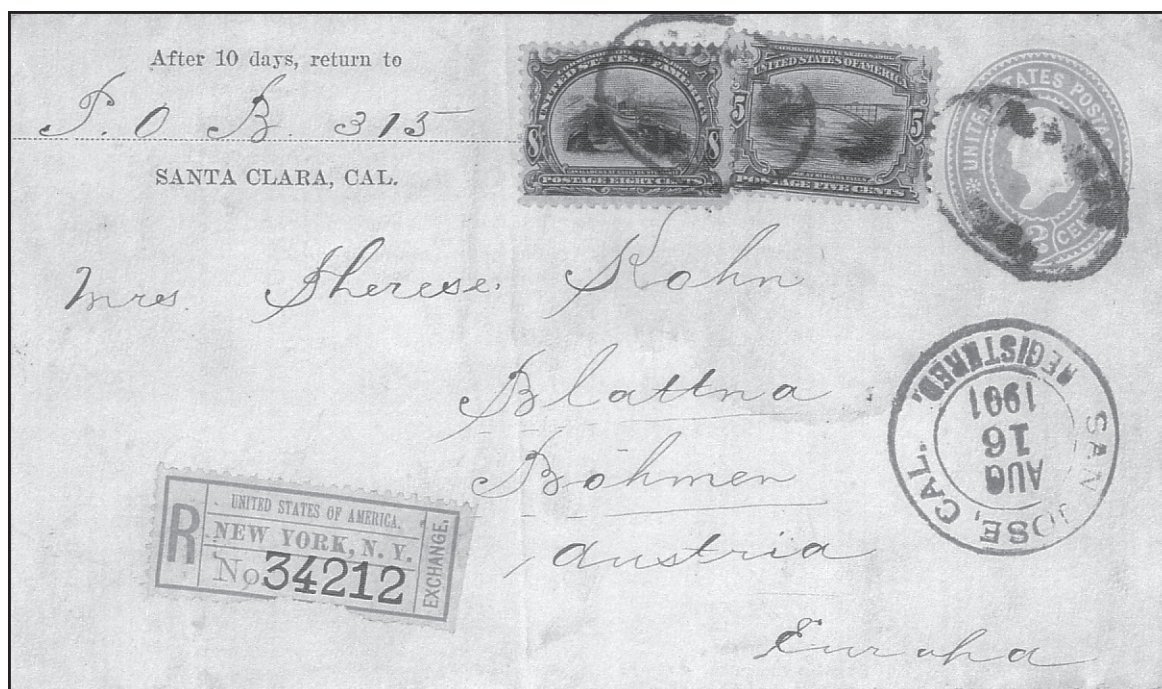


Figure 14 Registered letter mailed from San Jose, California to Austria on Friday, August 16, 1901. The letter was carried in a 2-cent #U358 stationery envelope on which a #297 and an 8-cent #298 completed the payment of postal fees.

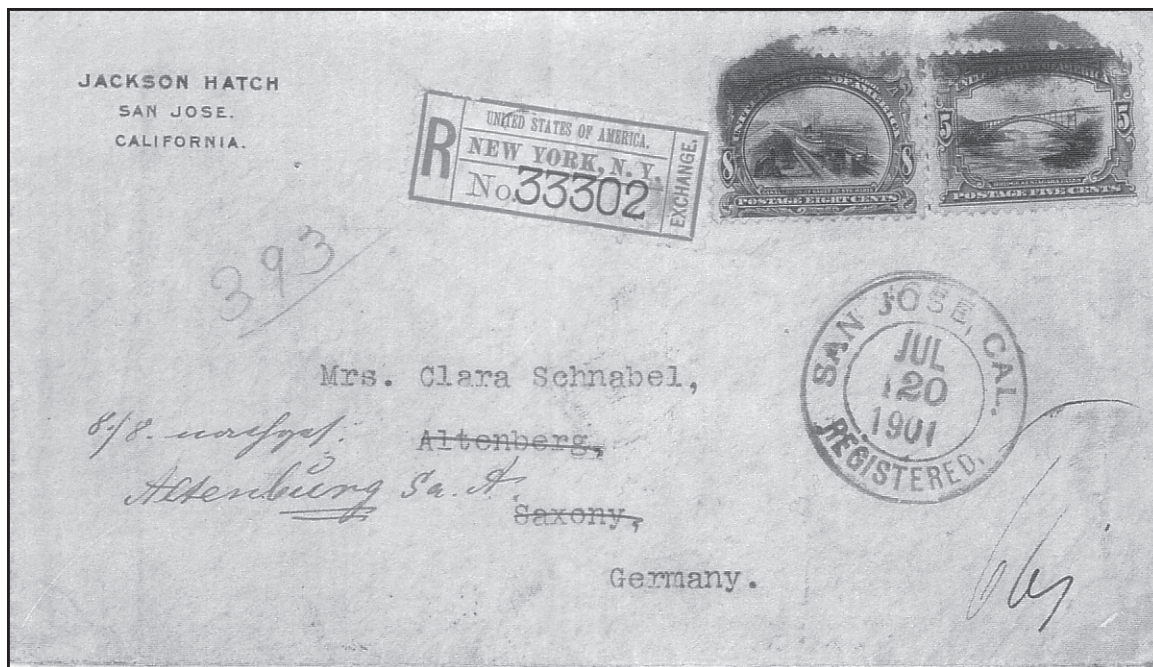


Figure 15 Registered letter mailed from San Jose, California to Germany on July 20, 1901. Copies of #297 and #298 paid the postage.

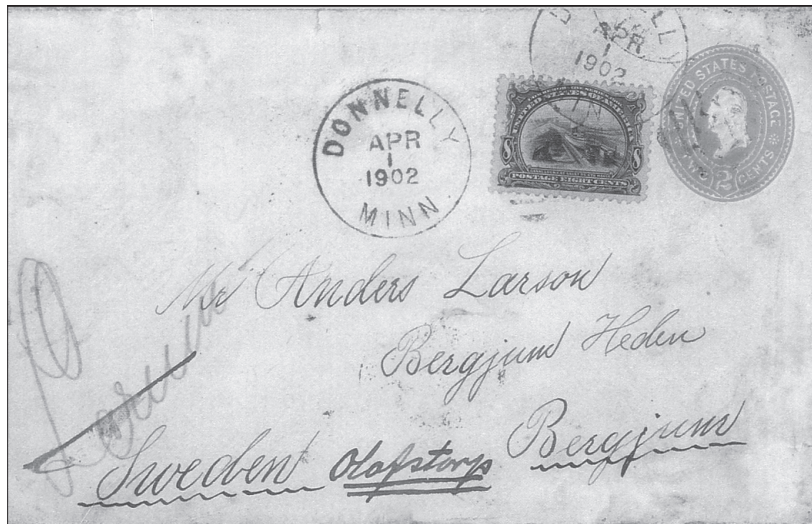
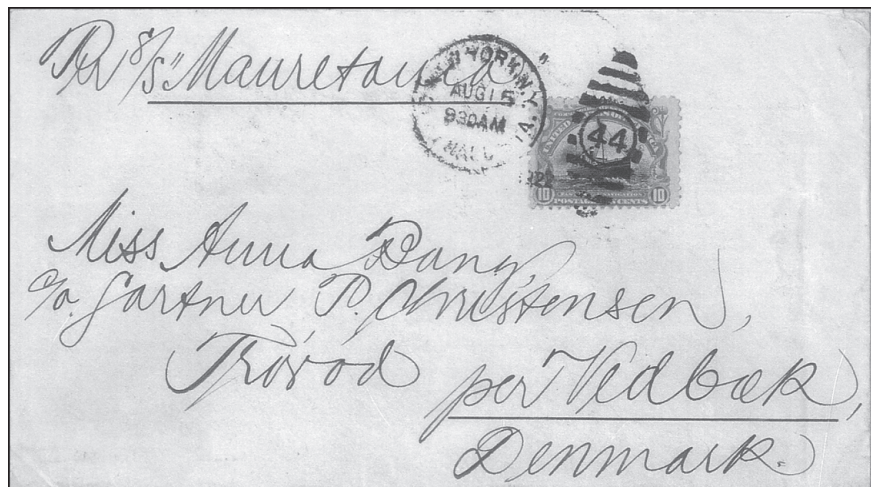


Figure 16 Letter mailed from Donnelly, Minnesota to Belgium on Tuesday, April 1, 1902. The #298 was affixed to the #U358 envelope to pay the double overseas rate for the heavy letter.

Figure 17 Letter mailed from New York on Thursday, August 15, 1901, to Denmark. A 10-cent #299 stamp paid the double overseas rate for an ounce letter.



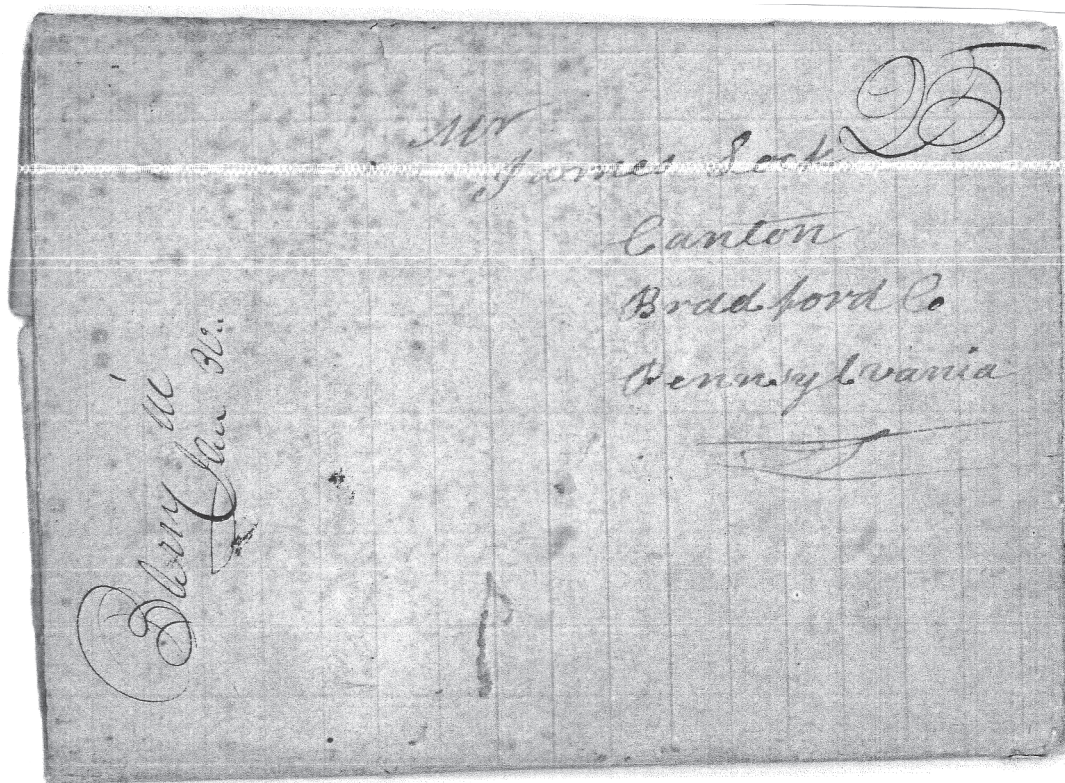


Figure 1 This letter was datelined January 27, 1841, addressed to James Locke, Canton, Bradford Co. Pennsylvania, it bears a black Barry, Illinois manuscript postmark.

The [Other] Mormon Letters

By Marge Faber

When Joseph Smith saw his first vision in 1820, near Palmyra, New York, he was inspired to tell others about it. By 1827, when he took possession of the “Golden Bible”, he had established the Mormon Church, also known as The Church of Jesus Christ of the Latter Day Saints. The Mormons, as members of the church are known, were driven out of the Palmyra area and settled around Kirtland, Ohio. Between 1820 and 1841, when the first of the two Mormon letters discussed here were written, the Mormons had settled in and left several locations. They abandoned Kirtland, settled in Missouri briefly but were driven out in bloody confrontations, and had settled in and around Nauvoo, Illinois. The governor promised them freedom of religion and from harassment and they hoped to build the ultimate temple at this location.

While most of the Mormons settled around Nauvoo, a few settled further south in Illinois. One of these was Phillip Packard, a Mormon who left Bradford County, Pennsylvania to follow Joseph Smith to Illinois. In 1841 and 1842 he wrote to James Lock, who

still lived in Pennsylvania. These two letters survive today. They were purchased from another dealer in September of 2000. By the stiffness of the paper it was apparent that the letters had not been read for many years. These two obviously original letters fascinated me with the history in them. Because of the forgeries of Mormon letters in the 1970s and 1880s, I knew these letters would be suspect. In support of the originality of these letters, along with the stiffness of the paper, is the writing—every square inch of paper on both these letters has been covered in miniscule writing. A search of both the Mormon records and the Federal censuses of the defined years showed the presence of both families and individuals mentioned in the letters in the appropriate places. The land records of Pike County, Illinois reveal that Phillip Packard bought land there on October 12, 1840, the same location from which he wrote the letters.

The first letter, written January 27, 1841 to James Locke, Canton Bradford Co. Pennsylvania bears a black Barry, Illinois manuscript postmark as well as a black manuscript 25 rate, the correct rate for the dis-

tance at the time. The paper is faintly lined with no watermarks. There are several file fold tears and slight foxing. The Barry post office opened in Pike County Illinois in 1839. Excerpts from the letters are included with original spelling and punctuation.

Philip and his family endured some hardship on his way from Pennsylvania to Illinois, yet "we Injoyed good health on the Road although it was very fateaguing to us, as well as our Beasts, our Horses stood the Journey Better than I expected....although they had faln away some....I drove my team all the way my self; we never overset our lode although the roads were in a Bad state for traveling, especially when I came to Michigan state until I arrived here: the were gulllied very Bad, whenever there is hils there, you may expect Deep gullies; all the laines are loose soil and the water following in the rut ware fast."

He settled in Washington Township, Illinois, near "Worchester." "... Worchester is one and a half miles from me that is the villedge; Washington and Worchester Joins." Instead of staying with other Mormons near Nauvoo he chose to move on because of friction between several factions in the area closer to Nauvoo. By the time he wrote, however "the Church is Doing Better, ...their Difficulties have been dijested" It is clear from the contents of the letter that Phillip is also doing a bit of proselytizing, attempting to convince his friend to both emigrate and become a Mormon.

He recounts good works done by the Brothers despite their obvious wealth. "Br. Corkings ... tells me that Br. Allread ... had more silver and gold than one man could lift. He has some Widdow woman and 2 children on his hands or her husband was killed at Home Mill in Missouri..." "... they have here the gift of tongues, and those who have the gift of the interpretation of tongues, & also the gift of Deserning and the gift of prophecying. Br. Bulkley, just after I came here Prophecyd that the Queen and King of England would come into this Church; the work of the Lord is takeing a powerfull stand in England thousands have embraced the truth of the fullness of gospel and have Ben Baptised ... it has taken such a March that the Elders have entered London ... Br. P.P. Pratt established a printing press there and the Mob arose and Destroyed the printing press: the Preasts then went to the queen to move her to Banish these Elders from the Island of great Brittan Br. Pratt then went to the queen requesting her that if she would let him ... preach 2 hours in her presence then if she said go, he

would go, she consented and he preached after which she said that he might stay and preach; Broth. Joseph has sent for the twelve to come home all but Br. Pratt he has his family there with him...some of the Elders have gone to one of the Isliauds, and some into Ashia to preach the gospel...to gather them from the East to the west: this I think wood fulfill the Prophecy to perfection"

The Mormons published a newspaper in Nauvoo, giving the latest count of converts. The paper was published twice a month, costing \$2.00 a year. According to Phillip Packard, the latest count as of his writing was "two hundered of the Latter Day saints lately came from England 100 stoped at Kirtland, 100 come to Nauvoo, ...they are imployed in quaring stone every tenth day." He goes on to describe the temple which the stone will be used for "ithink it is to be one hundred and twenty feet square, ...to be built of hewn stone." He gives the reason for the temple "The authorities of the state of Illinios Declare positively that no Mob shall never rise to Disturbe the peace nor take away any right or privelege belonging to the Mormons; and that the Legislature has granted to the Mormons the Right for incorporating a city...four miles square on the Bank of the Missiippy River...there is already ... 3000 and they are coming in Dailey." He continues "I write these things Because you have not the means for ...information."

He was convinced the end was soon "there should be heard of wars and famins pestilence Eathquakes, and fire, and smoke in forren lands and so it is: I have seen the account; Spain is Destroying her self being invelloped sivil was at home with her self; France and England are arayed in war preparations against each other; the Rushans are at active war with a nother Nation I have forgotten what Nation it is, and in the year 1840 in scotland there were about 140 shocks in the space of about three months ... In Belgium ain the Duch Dominions: there was a smoke appeared and it grew Dark and continued for some time when of a suden it pored forth its lava and stones were seen to assend great height above the Crater the stones and lava fell upon the cities and spread Destruction ... and laid the whole Island in utter ruins ... Ireland is suffering by reason of a Dreadfull famin...this is a plain fulfillment..." He is sure "we all live right at the Door of the great Milenium crest...when the Savior should come with ten thousand of his angels with him..." and tried hard to convince his friend.

Phillip Packard had a number of visitors. "Br. Eleaser Miller and Br. Joel Shearer with their wives came to my house on a visit ... they were Driven out of Missouri and suffered the loss of all But life But they have ben Blessed of Heaven since they came out ..." "George Allen and James Horton was here week before last and they told us of a Murder that had Ben committed Two Days before on Monday night the 11 of January 5 men had been gamblin and fel into a quarrel and two of the company fled for home, one of the three was armed with a Double Barril Rifle the first one they over took they knocked him Down with a club; and the other they all persued, the man got home went in and got his Rifle stepped out of the Door when he was met By the three, the one with his double Barril Rifle rushed upon him the man stepped Back two or three steps into a Ditch and fell back as he fell his antagoness fired and shot him in the arm he fired the other Barril the Ball entered his Brest and Died instantly ..."

Life was dangerous along the Mississippi in 1841. Phillip wrote "I will now relate another home Murder By a Man who stayed at my house short time Before he had ben a tyrant in his house his wife had been obleaged to apply to the authorities on account of his abuse the officer called on one of his neighbors to assist him in tak(ing him?) they did not succeed in taking him Williams took (aim at?) Delehigh and swore he would shoot Delehigh. Shortly after took his rifle and went over in the Dusk of evening when he came to his house he saw him eating supper ... he fired through the window the Ball entered his head and he fell into the flower and expired. Williams gave himself up to the Sherrif he was committed to Jail and after more than a month had gone he sent for his wife and three of his children to come and see him and he under took to Murder her he cut her throat Bad she cried for help and the sherriff ran in, when Williams said if he made alarm he would serve him just so his wife broke loose from him ran out Williams then cut his own throat and Died ..."

The letter is signed by Phillip Packard Eleanor Packard George and William and the girl. There are three prayers ending the letter.

The second letter written to James Lock, addressed to Canton, Bradford County Pennsylvania also bears a black manuscript Barry, Ill postmark and a black manuscript 25 rate. As with the first letter, this too is covered by small, very readable writing. The cover has file folds and tears.

This letter was written on October 13, 1843. Phillip is enjoying life, but the church continues to have problems with the "Canaanites". He writes "Some time last August when Br Joseph went over the River into Ionia as he often had Done accompanied By other Elders from Nauvoo to Preach to that people who were of the same craft of the Sectarian world, Properly called Babylon: and of the faith of Nahov Br. Joseph's wife's Brother lived there ... he requested Br. Joseph to make another appointment and he would be Re Baptised he did so ... he went ... there were some ... Cananites there ... of the faith of Nahov, who were ever ready to Destroy all that is of God

... they notified the Missourians of Br Joseph's appointment and where they might find him Governor Pennells son; and one other Man with him and an officer with them, so after meeting unsuspected they took him and after totoring him all night with loaded pistils all night he in the morning opened the window in sight of which was a house he gave signs of Distress, the Neighbors ran to his releaf, Joseph sent for 2 lawyers who ... granted him a writ of Habeas Corpus By which he could have a trial By law there, the writ Broat out of Missouri charged him with stealing a hors when he came a way or out of Missouri Br. Joseph proved By a bundance of witnesses that he satisfied the man the owner of the hors ... before he took the hors into his hands: The Missourians never have laid no such thing to his charge until this late hours; (when they want to vamp up something to go a Broad to the world that could be the most Disgracefull to impeach the carracter of a man of God) ... Br Joseph ... took them for false imprisonment, and Bail, of the sum of one thousand Dollars; their trial is yet pending to be had in Hancock Co.

Governor Pennells was not a little shegrined, at the unexpected misfortune to his son; he shortly after writes to governor Forde of Illinois ... a short sketch; he says ... Why do you suffer Joe Smith that Base and fowel imposter and Deceaver to go unpunished and prospering through ... his cunning and Deceiving why do you not take him and Bring him to Justice and arise and Drive the mormons out of your state..."

Packard goes on to write that Governor Forde answered "as to the Letter you Wrote ... in relation to the Mormons ... as yet they Do not Desturbe me I consider it will be high time for me to arise, when, insurrection Braiks out, and Mobs a rise ... since Pennells Wrote that letter there has been great excite-

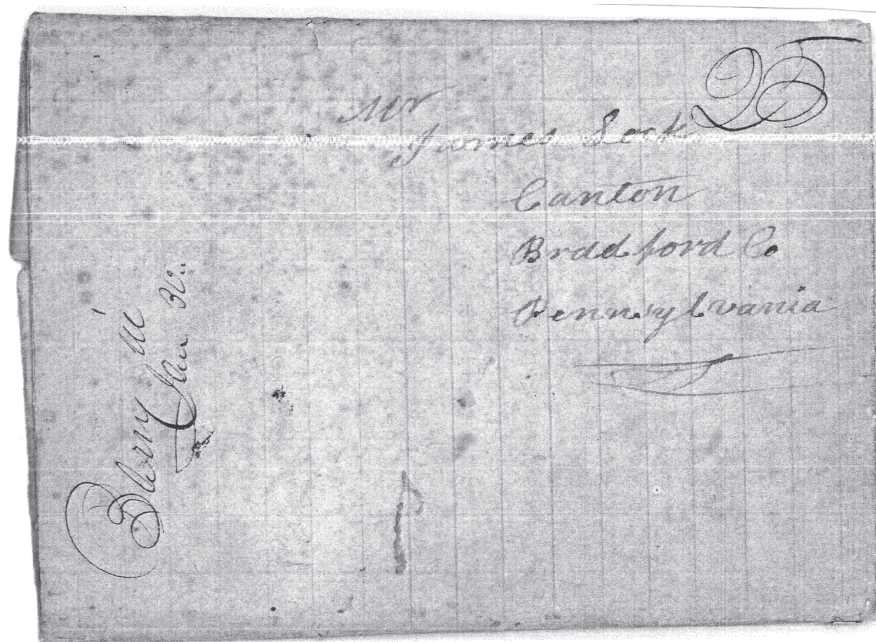


Figure 2 The second letter was datelined October 13, 1843. Addressed to James Lock, Canton, Bradford Co., Pennsylvania, it bears a black Berry, Illinois, manuscript postmark.

ment throughout the state, and the mean and Base parts of Community are guiting up Mob meetings; and Drawing up resolutions against the Mormons what to Do; and how to procede against them; ... I think it will Blow over Br Bulkley told me last Sunday ... that Br Joseph had wrote to Governor Forde for nine canon and three thousand stamd of Arms: Governor Ford wrote an answer... saying fear not keep the laws of the Land & in case the Mob Doth arise against you, I will be there my self, and I will Protect you from... the Mobs..."

Packard was skeptical. Events seemed to be building against the Mormons. He wrote "A man of the world went to market at Nauvoo, with 2 yoke of oxen he sold his provision in the City and went out he be-thought himself of something forgot; he left his team went back a mormon came a long a going to Market; he saw this team and knew one yoke of them to be his he took them & put them on his team and went on; he met the man: the man Claimed the oxen saying you have got my oxen in your team, no said he they are mine; the man followed him into the City and there took the oxen from him the Mormon with a writ of repevey took the oxen from him, a lawsuit insued and the man proved the oxsen to be his: the Mormon proved the oxen to me his by substantial evidence and kept the oxen: the man went and reported that the Mormons could prove anything, it Did no good to go to Law with them:" and again "a nother case of a man

who went into the City with a span of horses ... a Brother in the City see the hors new it to be his went and took the hors &: then a trial commenced the man proved the hors to be his By the evidence he brought; our Brother proved the hors to be his: now when things come to such a crisis as this, who ... is safe that wants to Do Justice can execute it without loosing his life ..."

After these dire stories and predictions, Packard goes on to describe the bounty of the land, the birds, the snakes. The farmers were visited by pestilence in the form of flies that destroyed their corn and wheat crops. Despite the problems he continues to exhort Mr. Lock to join him "Just as you can guit out, and not wait to take

all the vallieu of your farm with you....I want you to look at George and William, who are... With you ... soon the will be forsed into war Contrary to their wills ... you have only just time enough to guit here...." The letter ends on this note of seemingly desperate exhorting.

In 1846 Phillip Packard sold his land in Pike County to Benjamin Fugate at a loss. He had moved nearer to Nauvoo, perhaps in preparation for the final move to Salt Lake City.

[Special thanks goes to Joyce Kretz for transcribing these letters for me.]

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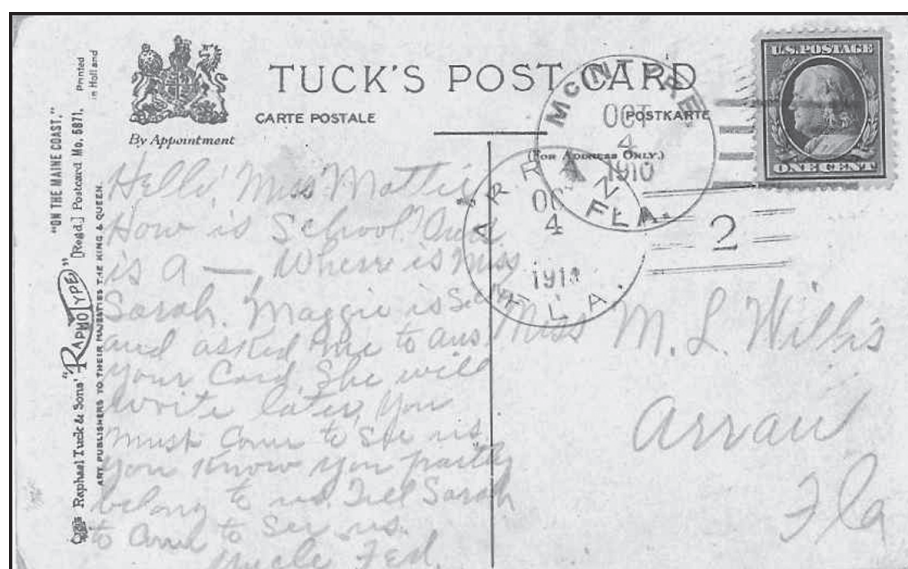


Figure 1 McIntyre / FLA. OCT 4 1910 Doane type III (1) non-standard postmark on card with ARRAN / FLA. Rec'd mark.

Florida Non-standard Doanes: A Reconsideration

By Deane R. Briggs, M.D.

As the Doane postmark co-coordinator for Florida, for the past 12 years, I have been keeping a computer listing of the EKU and LKU for all Florida Doanes. It has often been difficult to accurately place composite Doanes and non-standard ones into one of the three types. This article will record a new Florida listing (McIntyre) and discuss this Doane in context with four other Florida Doanes that were previously listed as mimics, composites, or non-standard. It is now apparent to me that these are either type III non-standard type Doanes despite the 27mm dial or a new type Doane.

Richard Helbock's book *United States Doanes*, which was originally published in 1993, and subsequently revised, discusses the various types of Doanes and their time period of issue by the USPD. A brief summary is that type I has a 27-29mm dial and 5 killer bars, and was issued from early 1903 until September 29, 1903. Type II has a 28-30mm dial and four double thin lined killer bars, and was issued from September 29, 1903 until the summer of 1905. The lettering in the dial is considered to be Romanesque. Type III has a 31-32mm dial and was issued from July 1, 1905 until the fall of 1906 when the type A 4-bar hand stamp devices were distributed. The lettering in the dial is block style, which was continued into the 4-bar period. This leads to occasional difficulty in differentiating a Doane without a clear num-

ber or space in the killer bars from a 4-bar type A when the date of use is after late 1906. With this said, the following five examples clearly don't fit any of these three types, and thus for many years were considered non-standard Doane postmarks.

The post card shown in *figure 1* has a bold strike of an unusual Doane postmark, which has been described by Randy Stehle as a Doane Mimic in a very lengthy and thorough article in the September 1996 issue of the journal *La Posta*. It consists of a 27mm dial with slightly smaller type III block lettering and classic type III killer bars. It is unlike a composite Doane, made from parts of two different hand stamps, which has been described by Richard Bergmann in the *Florida Postal History Journal*, vol. 11, no. 3, October 2004, since the dial size and lettering doesn't fit any of the other three types.

A discussion of the Florida composite and non-standard Doane postmarks was also discussed by myself in the *FPHJ*, vol. 6, no. 1, March 1999, and in that article an example of NEWTOWN / FLA was reproduced which is identical in size and lettering to this McIntyre Doane. The Newtown example (*figure 2*) and one from Pecan were classified in that article as composites, which in retrospect, was probably wrong.

The Pecan Doane (*figure 3*) is even more unusual with the same 27mm non-standard type III dial and block lettering, but a type II killer bar. What clearly makes the Pecan Doane a non-standard type III and not a

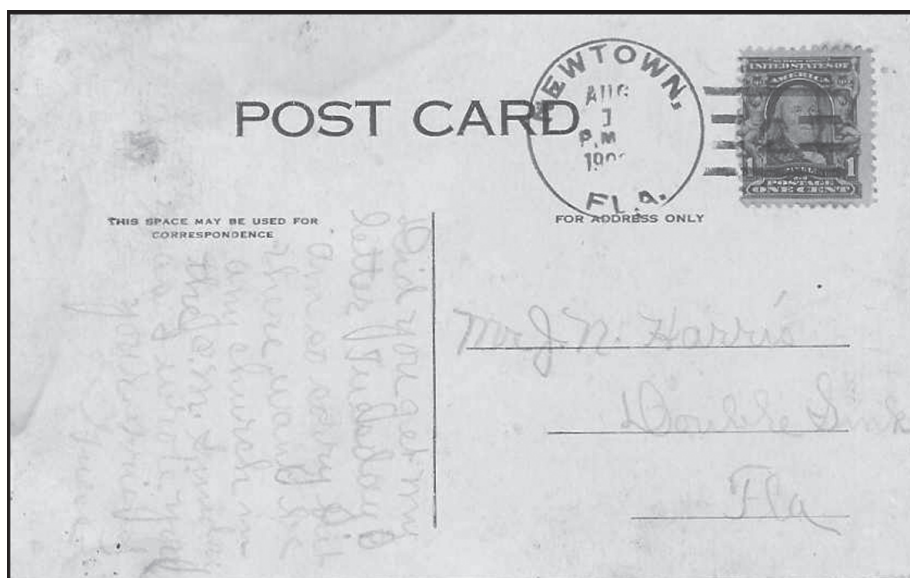


Figure 2 NEWTOWN / FLA.
AUG 1 1909 non-standard type
III (2) Doane postmark with
27mm dial.

Figure 3 PECAN / FLA.
FEB 21 1906 non-standard
Doane type III (1) postmark
with 27mm dial and type II
killer bars.

type II, despite the 27mm dial and type II killer bars, is that the post office was not established until 8 November 1905, during the period of type III distribution. Thus the Pecan post office could not have been issued a type II Doane. It is possible that the killer

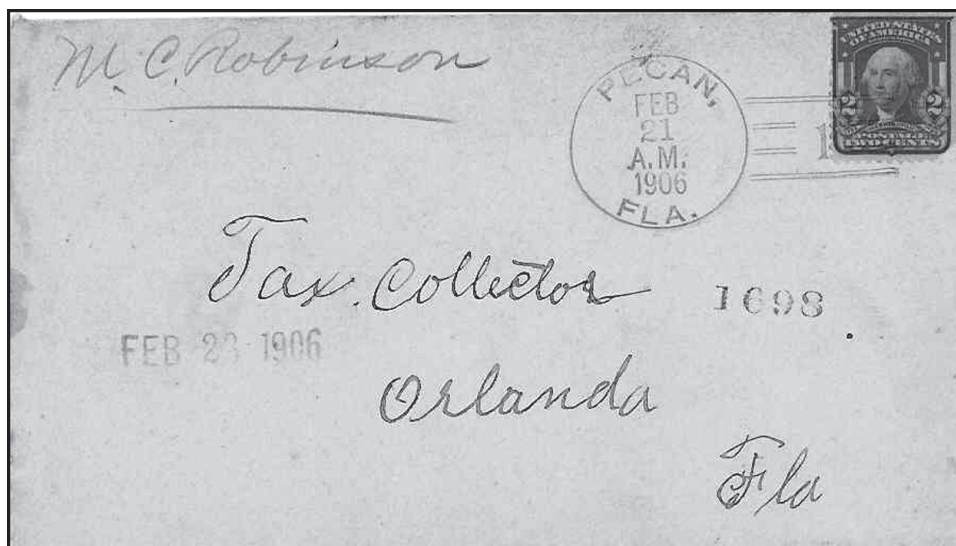


Figure 4 SAFETY HARBOR / FLA. FEB 14 1908 non-standard type III (1) Doane
“mimic” postmark with 27mm dial.

bars were under inked and thus appear to be type II. The boldness of the dial strike and the uniformity of the killer bars lines discount that possibility in my opinion.

There are two other Florida Doane non-standard postmarks which were noted as “mimics” in Stehle’s 1996 article and were the only two recorded by him at that time from Florida. The Safety Harbor example (figure 4) and the Johnson example (figure 5) are identical to the Newtown and McIntyre examples. The non-standard Johnson Doane may well have

been a re-issued device since there is known to be a Johnson standard type III Doane (*figure 6*) with period of use from 12-March-1906 to 20-November 1906. The non-standard Doane period of use is from 19-February-1908 to 27-April-1908. This might imply that the non-standard or mimic Doane postmarking devices were issued during the type III Doane period and also later, as replacements, during the early 4-bar period.

To carry this discussion further, there are 5 examples out of a total of 188 Florida type III Doanes recorded by me to date, which are non-standard or according to Stehle, "mimics". This correlates to nearly 3% of the total type III Doanes, which is much more than would be expected when compared to the 0.16% recorded nationally by Randy Stehle. All of the Florida examples are very similar in dial size and block lettering, and have accurate postal receipt numbers in the killer bars. This might be helpful in suggesting that these non-standard Doane devices may well have been "officially" issued by the USPD and are a new Doane type. It would be interesting to see how many of these specific 27mm., block lettered, non-standard type III Doanes or Doane mimics are currently known from other states. In 1996, Stehle recorded 33 non-Florida examples and concluded that these were not new type Doanes. However, if enough of an increase (150% for Florida) of examples from other states is currently recorded, a case can be made for changing this non-standard or Doane mimic classification to a type IV Doane, officially issued by the P.O.D.! It is certainly possible that unused or left over type II (27mm) dials could have been used as a money saving purpose by the P.O.D. and combined with type III killer bars during the late type III Doane period or early in the 4-bar period. Unfortunately, P.O.D. records are not available to determine this factually. However, it appears to me that there are too many of these identical type III non-standard or Doane mimic postmarks to just assume that the handstamp postmarking devices were purchased by small volume postmasters from a non-P.O.D. source.

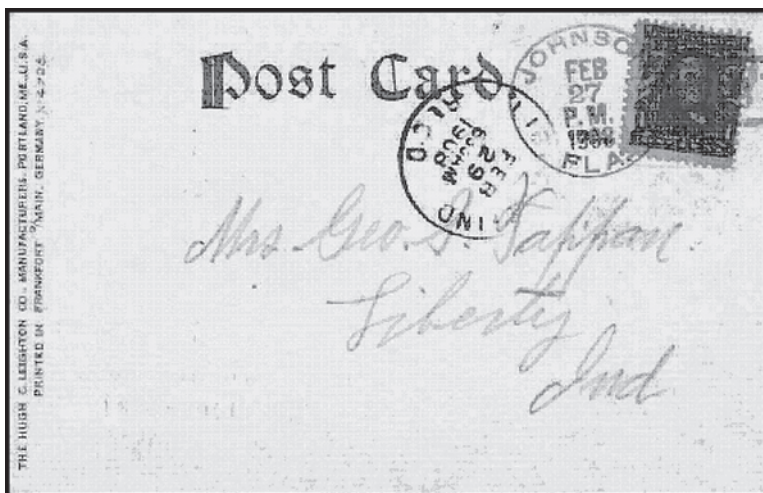


Figure 5 JOHNSON / FLA. FEB 27 1908 non-standard Doane "mimic" type III (3) variant postmark with 27mm dial.

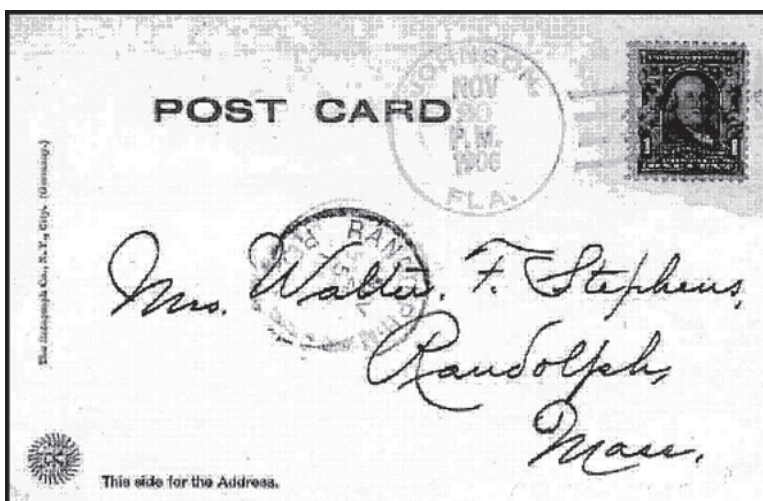


Figure 6 JOHNSON / FLA. NOV 20 1906 Doane type III (3) postmark with 31mm dial.

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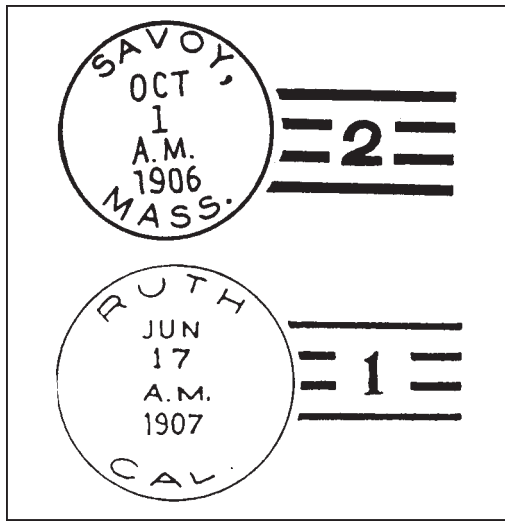
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Randy Stehle Responds



Tracings comparing the Ruth, CA, type 3 Doane with the Savoy, MA non-standard style under discussion.

Hi Deane,

I have a few comments on your article:

1) The fact that the Doane mimics in my 1996 article represent only 0.16% of the 21,291 Doane reported for the entire nation in the revised edition of *United States Doanes* is significant. What you should really be focusing on is the national distribution pattern. The

fact that FL has 15 times as many as the national average may indicate (quite strongly) that a manufacturer based in the Southeast supplied these devices. A true fourth Doane type would have a geographic distribution similar to the other three types. In the nine years since my article was published, I have recorded five more towns using this type of Doane mimic. The three new examples Deane has recorded for Florida brings the total to eight new towns, or 0.20% of the total number of Doanes recorded for the country. Two states have reports from three towns—Arkansas and Maryland.

2) The pattern of usage of the three types of Doanes correlates almost perfectly with the dates the Postal Bulletin (PB) listed the (re-)establishment or name change of an office. I would like to see such a pattern in your proposed 4th Doane type. My 1996 article shows that MANY of the usages happened at offices with name changes, and that there was no correlation between the PB dates and the period of use.

3) Without a pattern of distribution that follows the 3 known Doane types, I feel even stronger today that these were not issued by the POD.

4) There is a similar situation with this Doane mimic “controversy” among the the 4-bar mimics. One type of 4-Bar mimic kept surfacing over & over again. It looked perfectly normal, except the 4 killer bars were

CITY	STATE	OPERATING DATES	EKU	LKU	CDS	KILLER
ALVARADO	MN	1905-	12 SEP 1908	08 SEP 1910	28	14(4)
BETHANY BEACH	DE	1905-	07 AUG 1906		27.5	14(4)
BLAISDELL	ND	1905-1993	16 AUG 1906	23 JAN 1909	28	14(4)
BOOKER	AR	1906-1914	09 NOV 1907		28	14(4)
BRAINARDS	NJ	1867-1956	17 AUG 1906		28	14(4)
BROADWAY	PA	1905-1935	12 APR 1906	01 NOV 1910	28	14(4)
BUSWELL	WI	1905-1914	09 AUG 1907	30 OCT 1909	27.5	14(4)
CANNELTON	WV	1858/-	20 AUG 1906	16 MAR 1910	27.5	14(4)
DETOUR	MD	1905-	02 JAN 1907	01 MAR 1910	28	13(4)
EMMET	ND	1905-1985	12 AUG 1907		28	14(4)
FRICKS LOCK	PA	1892-1924	07 AUG 1906	01 JAN 1909	28	14(4)
GLENCOE	MD	1871-1967	19 FEB 1906	15 OCT 1907	28	14(4)
GRANT FARM	ME	1905-1910	30 DEC 1905	22 NOV 1909	28.5	13(4)
HAMTRAMCK	MI	1905-1915	17 OCT 1905	08 APR 1909	30	14(4)
HARRISON	MT	1905-	15 SEP 1906	14 JUN 1909	28	14(4)
HIGHLANDS	NC	1875-	11 NOV 1905	21 AUG 1906	28	14(4)
JOHNSON	FL	1881-1961	06 AUG 1906	25 APR 1908	28	12(4)
KUTCH	CO	1899/1971	30 MAY 1906	24 OCT 1908	29	14(4)
LAMY	NM	1881/1963	16 OCT 1905	25 AUG 1908	27	14(4)
LILLINGTON	NC	1859-	28 OCT 1905	01 SEP 1909	28	14(4)
LOCKE	AR	1895-1956	24 AUG 1908	24 JUL 1909	28	15(4)
McCALL FERRY	PA	1906-1911	14 JUL 1906	15 SEP 1909	27	13(4)
McCARLEY	MS	1890/-	28 MAR 1908		28	14(4)
MOHAWK	AZ	1905-1958	25 FEB 1909	23 DEC 1911	28	13(4)
MUSSELFORK	MO	1895-1939	20 DEC 1907	21 OCT 1908	28.5	14(4)
NATAL	MT	1905-1929	26 APR 1910		28	14(4)
NEWMAN	AR	1905-1927	17 APR 1909		28	14(4)
PANTEGO	NC	1825/-	21 FEB 1907	16 FEB 1909	27	14(4)
PRAIRIEBURG	LA	1858/1961	17 APR 1907	13 AUG 1908	27.5	14(4)
SAFETY HARBOR	FL	1892-	27 MAY 1907	20 SEP 1907	27.5	13(4)
SAVOY	MA	1816-	23 OCT 1905	20 JAN 1923	28.5	14(4)
SHOUNS	TN	1905-1973	06 APR 1910		28.5	14(4)
SPRINGTON	WV	1905-1973	20 JAN 1912	21 FEB 1912	27	14(4)
TRUDEAU	NY	1903-1956	27 SEP 1905	21 AUG 1906	28	14(4)
WIND RIVER	WY	1905-1944	13 JAN 1906	18 JAN 1906	28	14(4)

This table appeared in Randy Stehle's September 1996 article as Table 1. It listed all post offices known to have used the non-standard Doane style with a 27-28mm postmark dial at the time of publication.

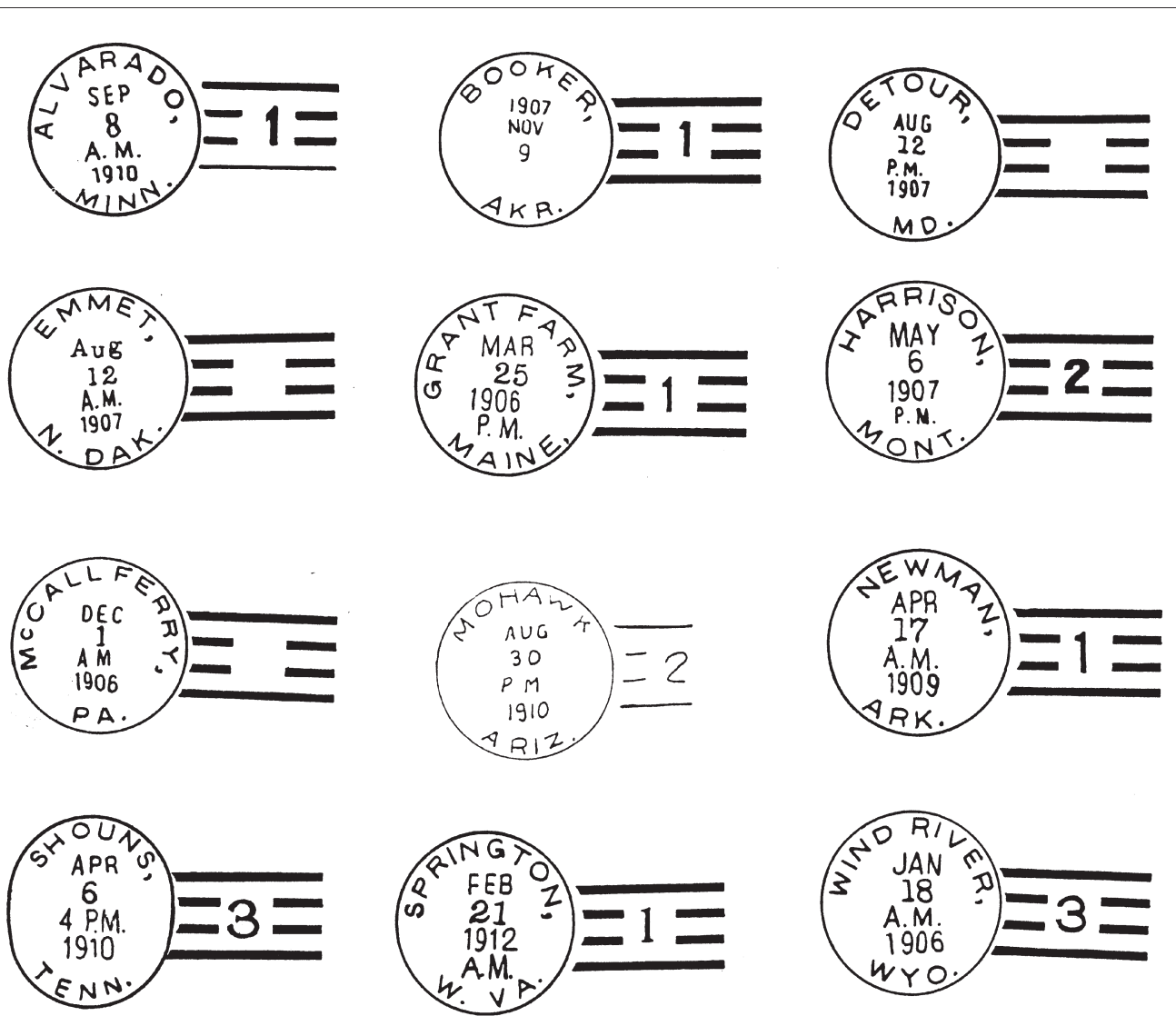
very close together (approx. 10 mm). A normal Type A 4-bar has the bars spaced further apart. I must have recorded about 100 of these mimics. I could easily take a stand that these were issued by the POD. The moral is: just because you have more than a few mimics that are the same in design does not make them POD-issued. What about the handstamp flag cancels? There are over 100 of them. Langford discovered who manufactured them, but they were not issued by the POD. In the case of 4-Bar & Doane mimics, I believe that private manufacturers sometimes wanted their products to look similar to the real thing. Period.

Regards,

Randy

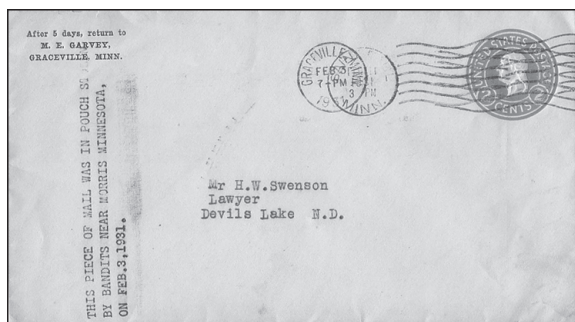
Additional remark:

Even if there is a 150% increase in the Type III Doane mimics to 80 or more, it would still not prove anything. I just looked at my nonstandard data base. I have recorded over 500 4-bar mimics where the killers bars are not as wide as the standard. Of these, probably half of them look like they are from the same source. Numbers alone does not make a device POD-issued. There has to be a direct correlation between the establishment dates of the offices and the recorded cancels.



Initial group of Doane mimics from post offices that experienced name changes in 1905 and 1906. Originally appeared as figure 3 in Stehle's September 1996 article

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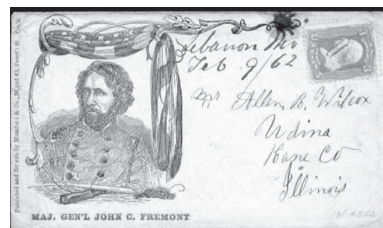
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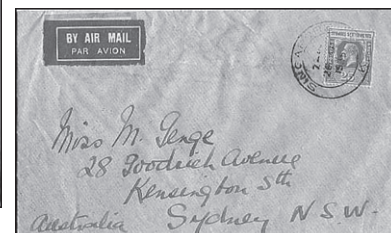
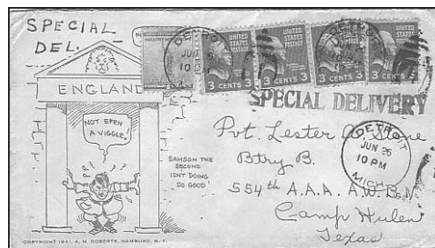
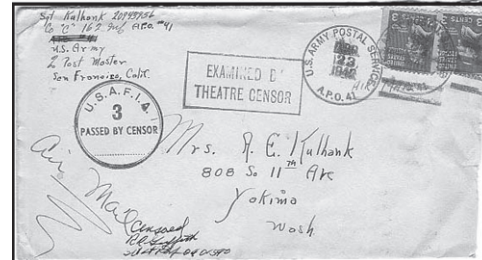
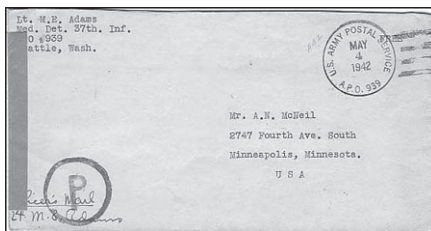
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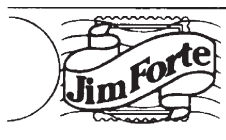
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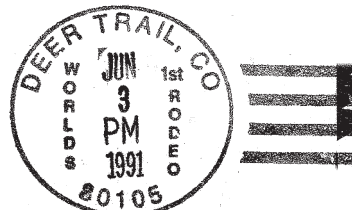
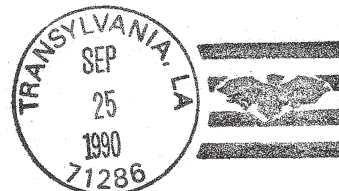
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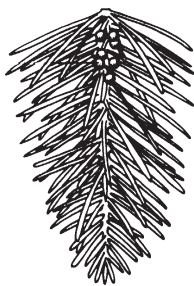
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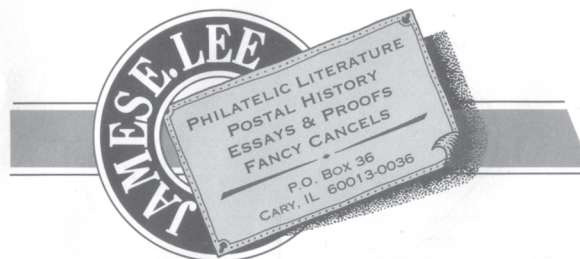
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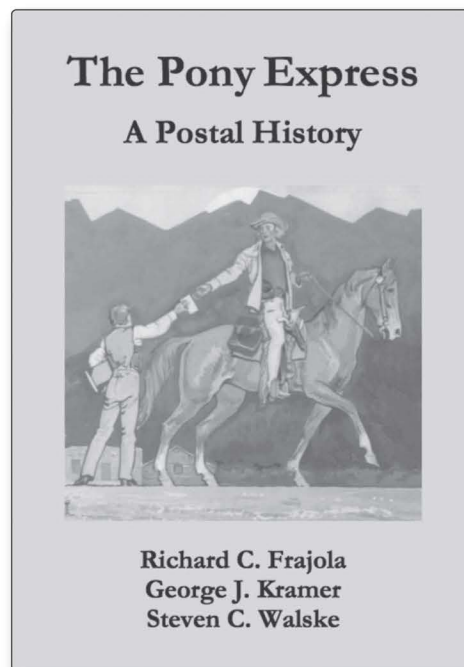
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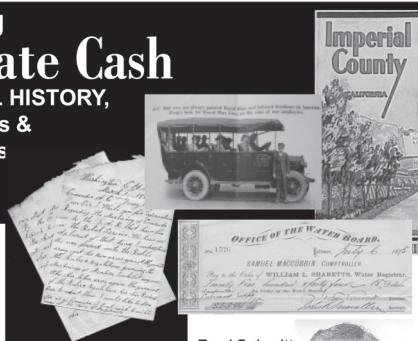
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CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [36-6]

CALIFORNIA: MONTEREY COUNTY covers, cards and any related material. Please send xerox copies to: Mike Brown, P.O. Box 5372, Carmel, CA 93921 or phone: 831-625-2299 [37-1]

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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]

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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]

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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]

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