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COVER: Our cover shows three envelopes bearing provisionally used Spanish postmarks on mail from Puerto Rico during the Spanish-American war against a backdrop photograph by Rafael Ríos Carrero of the entrance to San Juan Bay from the inside. The beautiful building at right is the governor's mansion built around 1530. It is the only example of medieval architecture in America.

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IN THIS ISSUE:

U.S. Military Provisional Usages of Spanish Censors in Puerto Rico as a Result of the Spanish American War (1898-99)

by Jorge Vega-Rivera 9

The Post Offices of Knox County, Kentucky Part 2

By Robert M. Rennick 19

Different Handling of Two Postal Cards Returned as Unclaimed to the Minneapolis Public Library in 1892

By H. J. Berthelot 30

The Postmasters General of the United States XXIII. John A.J. Creswell, 1869-1874 and Part XXIV. James William Marshall, 1874

by Daniel Y. Meschter 34

An Iwo Jima Chaplain's Mail

By Michael Dattolico 40

An Eyewitness to History – The Battleship *Missouri* and the Formal Japanese Surrender in Tokyo Bay Ending World War II

By Randy Stehle 43

Philadelphia's Double Dot Balloon Postmark

By Tom Clarke 50

The Mendenhall That Wasn't

By Jesse I. Spector..... 56

Owyhee County, Idaho, Post Offices

By Richard Helbock 60

History of the Fort Wilkins and Copper Harbor Post Offices

By Paul E. Petosky 66

MODERN Alaska Collectable Covers, Part 2

By Bob Collins 68

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Book Review – Colombian Exposition Postal Card Book is a Beaut

by Cath Clark

Handbook of the Postal Cards of the World's Columbian Exposition

Author: Kenneth C. Wukasch, Hardbound, 176 pages

United Postal Stationery Society, Norfolk, VA (2005)

As a collector-turned-dealer of the World's Columbian Exposition postal cards, I originally met the author of the *Handbook of the Postal Cards of the World's Columbian Exposition*, Ken Wukasch, by selling him cards on eBay. Had I known then what I know now from reading his book, I'd have opened a couple of those cards a lot higher! But, financial considerations aside, they couldn't have gone to a more deserving collector. I've learned a great deal from Ken over the Internet, from articles he's written for *La Posta*, and now through his beaut of a book that is chock-full of previously untold expo lore and a valuable reference.

The author is imminently qualified to write a book on Columbians. Wukasch is one of the leading authorities on the postal cards of the Columbian Expo and a distinguished researcher who is the author of the 2000 World's Columbian chapter of the United States Postal Card Catalog put out by the UPSS. This chapter is included in his book's appendix.

Wukasch's handsome new book "... attempts to answer many of the questions that have been raised regarding the printing, distribution, and mailing of the (World's Columbian postal) cards." It is both a history of the souvenir cards of the Expo and of the postal facilities on-site. More than just carefully researched, it is imaginatively written, bringing the Fair to life through the author's well-crafted words.

"Attending the World's Columbian Exposition was a sensual experience. Visitors were transfixed by a view of bright white buildings and statuary, shimmering lagoons and artificial lakes, dazzling exhibits and strangely dressed people speaking in strange languages... Indeed for many, a visit to Chicago and its great 'White City' would be the most memorable event of their lives and they wanted a record of these experiences."

The official Expo postals produced by Goldsmith came in sets of 10 or 12, and were so exquisite that hundreds and thousands of visitors bought them as mementos, both for keeping and for sending to friends, luckily for the postal historians of today. In addition to full explanations and images of the Goldsmiths, Wukasch covers the Koehlers, ESMC cards, Pucks, and various and sundry others who got in on the action. One of the handiest features of the book, coming from someone who has struggled to find her own system for identifying which Official set a loose card may have come

from, is a friendly chart for how to identify Goldsmith sets. This was not an item included in the 2005 USPCC catalog, something that it would benefit from.

Not satisfied with just the fronts of the cards, Wukasch also delves thoroughly into the postal history of the Columbian cards. Once most collectors have filled their Columbian set needs, and probably obtained a fair number of stamps and of course a set of fair tickets, they look for more unusual items such as foreign destinations and advertising postals, areas that aren't well covered by the USPC Catalog. This book fills that vacuum, starting with a full discussion on rate changes due to UPU regulations of S10 Postal Cards that affected overseas postage rates. It includes numerous illustrations of cards going to foreign destinations, identifying those that are less common. Best of all, there is a table of all known foreign destinations recorded on Goldsmith postals!

Chapter 3, "The World's Fair Station Post Office", is reason enough to buy this book, not just for the history lesson, but for the lavish map, photo, and cover illustrations. It describes publicity and planning, mail processing, postcard vending machines, and the shiny new American and International machines brought in to cancel the cards. The very rare "Not There/S.1602 W.F." carrier mark is fully explained, as are the various machine cancels and handstamps. The discussion of collecting strategies is excellent, and a full page illustration of World's Fair Station machine cancels allows for easy comparisons.

The most fascinating aspect of this chapter is a discussion of the challenges and logistics of providing a sophisticated mail delivery system by horse and wagon in the midst of a pedestrian-choked midway. The Columbian was a triumph of good planning on many levels, and the postal service was no exception. The mail service—not just for the Government Building—but for all of the State buildings, was speedy, accessible, and a shining example of how to do it right.

Advertising postals is another compelling reason to get this book, especially for more advanced Columbian collectors. In the 1970 USPC catalog, there had been a listing of collateral and advertising postals that has since been dropped. The Wukasch book brings this back and lists known advertising uses on both Goldsmith and Koehlers along with a price guide.



Last but not least is the inclusion of the complete USPCC 2005 excerpt on the postals of the World's Columbian Exposition. Wukasch has rewritten the introduction and parts of the text. The USPCC discusses but doesn't picture the artist essays discovered by the author, but these are shown elsewhere in the book (see also the cover of the Nov 2004 *La Posta* to see all three of these rarities in color!) The most useful aspect of the revised USPCC chapter is that both card and cancel rarity scales have been made more readable, and the expo station postmarks and rarity scale is now part of this chapter instead of being hidden in a separate appendix.

What is special about Wukasch's book is that it truly can be used as a collector's "handbook." It provides a comprehensive framework by which any Columbian card can be evaluated. When one looks at a Columbian postal and tries to guess its significance, there are numerous considerations beyond just the postmark and stamp. One needs to consider set numbers and print runs, opening/closing dates, special fair days, ancillary and auxiliary markings, foreign destinations, advertising, and other variations. This book allows you to do all of that in one handy location. My only criticism is that it would have benefited by having more than two pages of color plates, especially for the advertising cards and off-brand postals.

One question that expo collectors may ask is, "will I still need William Bomar's *Postal Markings of United States Expositions* since this book covers so much on the Columbian?" I would say yes, remembering that Wukasch's book is strictly on the postal cards, and doesn't picture markings usually found on cover such as pointing hands and registration markings. However, you may not need the USPC Catalog if all you collect is Columbians, since the excerpt from the 2005 edition is included in the appendix.

Whether you are a die-hard Columbian collector, a dealer, or just like exhibitions, Wukasch's handbook would be a valuable addition to your postal history library. *Order from: Central Office, US Postal Stationery Society, PO Box 2578, Chester, VA 23831 (\$50 + \$4.00 S/H).*

A Request for Research Assistance

Due to increased collector interest in the availability of World's Fair Station Post Office markings, I am asking *La Posta* readers to participate in a "census" gathering of known dates that these rarer markings was used.

If you have an example in your collection of the WORLD'S FAIR STATION "REC'D" (backstamp only), POINTING-FINGER OR DUPLEX "1" HANDSTAMP marking properly used during the operation of the World's Fair Station Post Office (May - December, 1893), I would appreciate a clear photocopy or scan of BOTH SIDES of the cover or card.

In a future issue of this journal, I will report to readers the results of this census including dates used and whether the



marking is reported on cover or card. Your contribution will allow today's collectors to better evaluate the number of existing examples and establish rarity.

You may email me at kenwukasch@yahoo.com or mail photocopies to my address: Ken Wukasch, 300 Alpine Trail, San Marcos, TX, 78666.

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U.S. Military Provisional Usages of Spanish Cancels in Puerto Rico as a Result of the Spanish American War (1898-99)

By Jorge Vega-Rivera

Historical Background

The Spanish monarchy had ruled Puerto Rico with a prejudiced, bureaucratic and authoritarian grip that virtually strangled Puerto Rican society both economically and politically for over 400 years. In 1895, following a new outbreak of the *Guerra Grande* between Cuba and Spain, Cuban and Puerto Rican statesmen lobbied in Washington and New York in favor of a military intervention in the Caribbean. Spain reacted in 1897 by passing a new constitutional bill for both islands that was quickly rejected by Cuba, but carefully studied by Puerto Rican self-government advocates.

In the States, the pressure put on Congress by the press and public opinion was too strong to have the matter appeased by diplomatic means. With a historical background strengthened by geopolitical and economic policies such as the Monroe Doctrine and capitalism, an

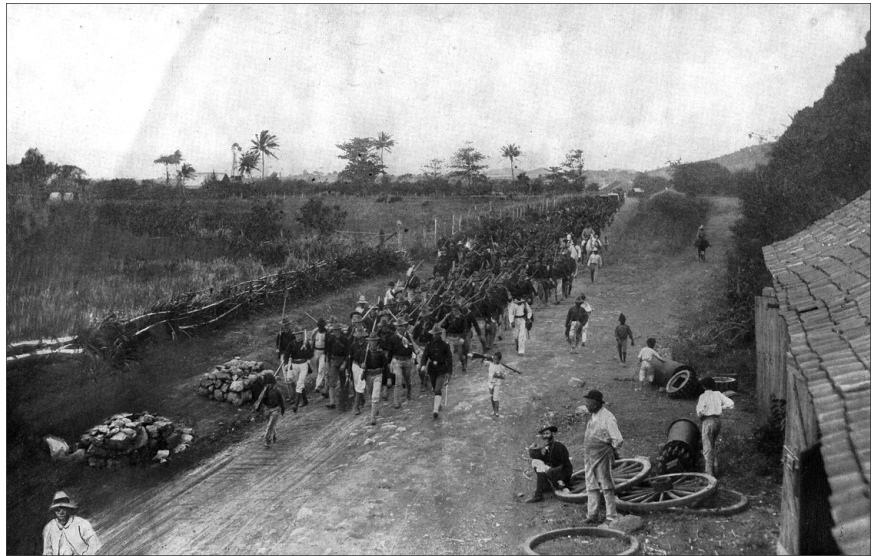


Figure 2 American troops march from Arroyo to Ponce along the southern coast.

American show of force was imminent. Soon, the winds of war swept hundreds of volunteers from the eastern seaboard, ready to defend either their American brothers and sisters, or American supremacy in the hemisphere.

The Spanish-American War and the subsequent U.S. occupation of Puerto Rico were triggered by the accidental explosion of the state-of-the-art battleship U.S.S. *Maine*, on the Cuban harbor of Havana on February 15, 1898. After accusations, official inquiries, bad press, and military actions by American forces, Spain declared war on the United States on April 24, 1898. The next day, the U.S. declared war on Spain, but made it retroactive to the 21st.

As a result, American forces fought Spain on three insular fronts: Cuba, Puerto Rico, and the Philippines. The first offensive directed at Puerto Rico took place on the early morning of May 12, 1898, when William T. Sampson's ships bombarded the capital city of San Juan

to test Spanish defenses, which had not fired a single shot since 1797, when Sir Ralph Abercromby's attack



Figure 1 The 2nd Massachusetts Regiment prepares to board transports at Tampa.



Figure 3 A partial view of Ponce's busy market square in late 1898.

The Establishment of the Military Postal System

On June 6, 1898, prior to the occupation of Puerto Rico an Act of Congress provided for the establishment of post offices at military posts and camps on the island. Between June 29 and July 23, 1898 instructions were given to assign three postal officers to Puerto Rico, along with an authorization to open a military postal station at Ponce as a branch of the Washington, D.C. post office. Consequently, the army established military bases along the southern and central invasion routes of the island. These military stations also acted as agents for the post office in Washington, D.C. for the benefit of the officers and the troops of the U.S. army.

on the island was successfully repelled. However, it wasn't until July 25, 1898 that U.S. troops landed on Puerto Rican soil.

Upon landing on the southern town of Guánica, an isolated and poorly guarded seaport, U.S. troops proceeded to steadily march across the island during the next couple of weeks. Shortly thereafter, the "Splendid Little War" came to a halt when the Peace Protocol was signed by Spain and the U.S.



Figure 4 The road leading from Ponce in the south to the central highlands of Adjuntas.

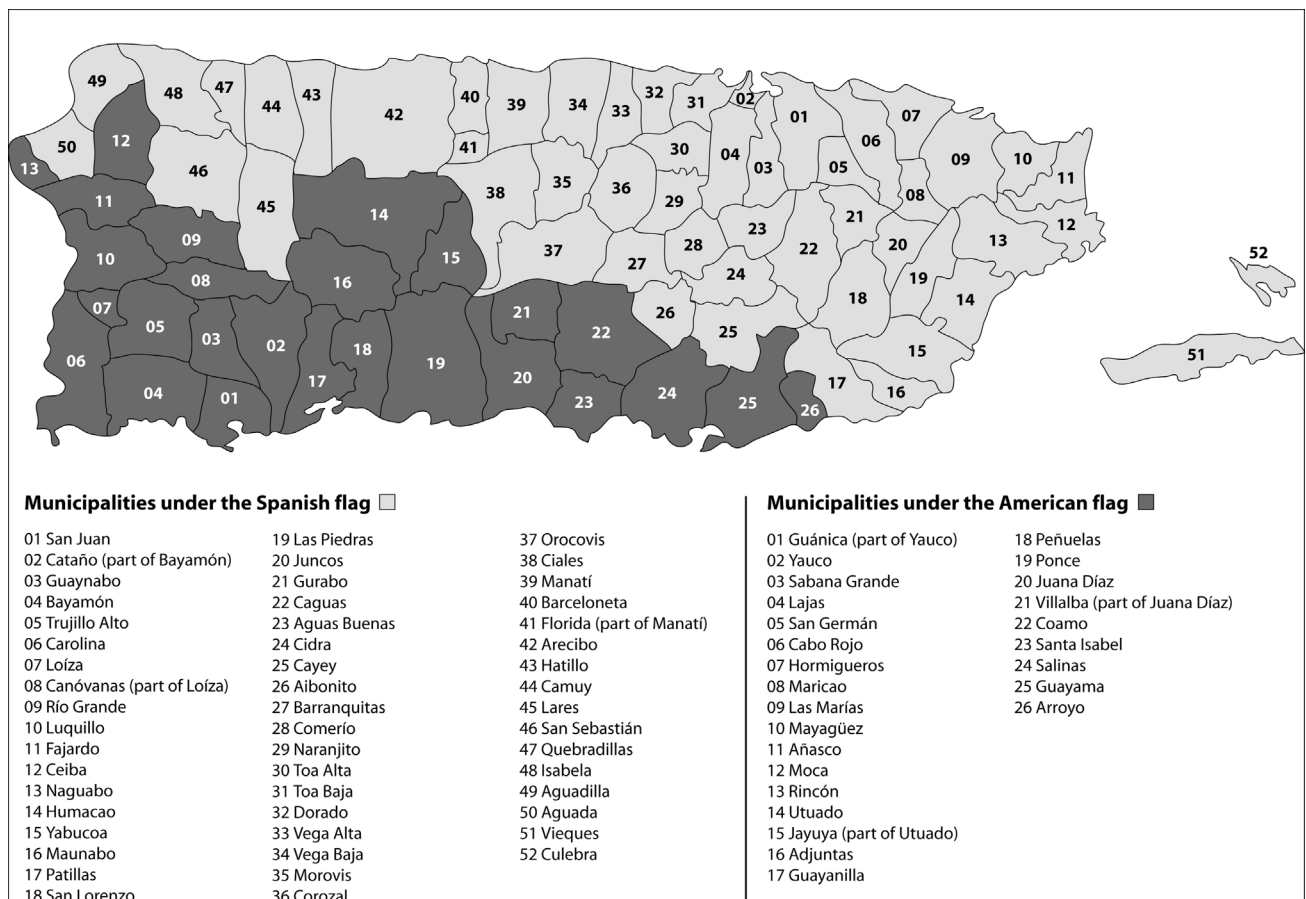
on August 12, 1898. The fighting, however, ceased the next day following the arrival of the news. The island's sovereignty was then divided between the two powers from that point on until October 18, 1898, known as "Transfer Day". The conclusion of the war was made official when both countries ratified the Treaty of Paris, on December 10, 1898.

Figure 5 Onlookers gather at the docks of the San Juan marina and business quarter.





Figure 6 The detention area at Camp Wikoff, in New York. Troops arrived and departed daily from Camp Wikoff during the Spanish American War.



Map 1 The territory of Puerto Rico on September 19, 1898 when the gradual surrender of non-occupied towns began.

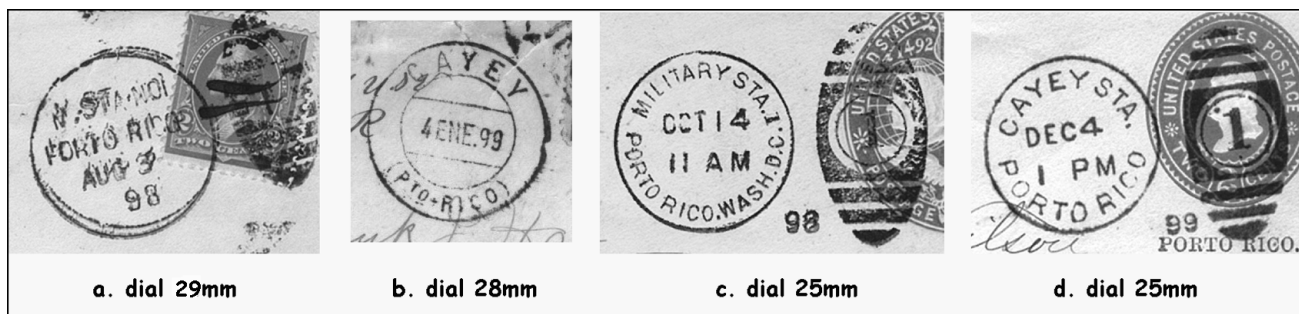


Figure 7 At left, (a) the railway type duplex postmark initially used by U.S. numbered military stations (Aug. 3-Oct '98); (b) the 28mm Spanish dated postmark (1881-1900); (c) the official duplex device later assigned to the eight numbered military stations (Aug. 15 '98-1900); (d) the official duplex device assigned to the thirteen unnumbered military stations (1899-1901).

Established by Henry M. Robinson, a postal agent of the Railway Mail Service, the military postal service was inaugurated on August 3, 1898, at 1:00pm, on the beach at Ponce, operating from what became known as Military Station No. 1 (Ponce and its vicinity). This station was to be the center of the island's military postal administration until November 15, 1898, when it was moved to San Juan. Initially, Military Station No. 1 had been issued a railway-type datestamp indicating the station's number, the name of the island and the date, accompanied by an oval numbered obliterator (*Figure 7a*). As ordered by the U.S. Postmaster General in early August, domestic postal rates were applied to the mails from the armed forces, whereas UPU rates were to be applied to civilian mails.

In the following months, Robinson was in charge of establishing additional post offices throughout the occupied territories of the island. By September 9, 1898 another seven military stations had opened, for a total of eight numbered stations in the southern and central regions of Puerto Rico (*table 1*). A few of these towns had been occupied by U.S. forces long before they officially became military stations, and their post offices

were often located where their Spanish counterparts had operated before the invasion. As a result, postal clerks used Spanish datestamps, obliterations and other materials, while they waited for the official devices to arrive.

Between October 1, 1898 and January 1, 1899 thirteen secondary, unnumbered military stations were opened on key towns along the occupation route: Aguadilla, Arecibo, Humacao, Lares, Aibonito, Caguas, Cayey, Fajardo, San Germán, Bayamón, Río Piedras, Camuy, and Vieques island. By January of 1899, a total of 21 military stations controlled the new military postal network, which connected all of the 91 post offices throughout Puerto Rico.

Spanish Canceling Devices: Military Provisional Usages

In postal terms, a "provisional usage" may be difficult to define, especially in the context of war. On the one hand, wartime postal regulations usually mirror standard peacetime procedure, which is not unfamiliar to postal employees out in the field. In general, stamps are either legally accepted or they are not; rates are domestic, foreign or newly instructed; and mail is delivered, forwarded or held. So, even though confusion may create anomalies, when an order has been issued and its instructions followed to the letter, there is little room for improvisation.

On the other hand, however, one could also surmise that the lack of ad-

Station Number	Location	Date Established	Notes
Military Station No. 1	Ponce	August 3-13, 1898	
Military Station No. 1		August 15, 1898	Moved to Downtown Ponce
Military Station No. 2	Guayama	August 23, 1898	
Military Station No. 3	Mayagüez	August 23, 1898	
Military Station No. 4	San Juan	August 23, 1898	Began operations Oct. 18
Military Station No. 5	Coamo	September 9, 1898	
Military Station No. 6	Utuado	September 9, 1898	
Military Station No. 7	Yauco	September 9, 1898	
Military Station No. 8	Juana Diaz	September 9, 1898	Misspelled as "Juan Diaz"

Table 1 Puerto Rico's first eight military stations and the date in which they were established.

ministrative stability in a particular region, as well as the unpredictable nature of a conflict's outcome, could greatly affect the rigor with which postal regulations are enforced and procedures observed. After all, what is instructed and what is expected of military or civilian personnel could differ significantly from what actually occurs in the battlefield.

Interestingly, upon reviewing the establishment of the military postal service in Puerto Rico, examples of both of these cases seem to unfold simultaneously in parallel scenarios. For instance, the Postmaster's General Order No. 297 of July 21, 1898 authorized the establishment of the first postal station in Puerto Rico. The order, however, did not mention the town in which this post office was to be established, presumably because it was intended as a mobile station due to the anticipated activity of the military campaign. As a result, railway-type canceling devices were issued for the purpose of properly processing armed forces' mail (*figure 7a*).

For many years, the use of these devices in U.S. military stations in Puerto Rico has been erroneously considered "provisional". But, the fact is that not only was the introduction of these cancels official, it also followed postal regulations. These postmarks, consisting of skeleton rings and movable type, were standard devices of the U.S. Railway Mail Service. They were employed in mobile post offices and in many temporary post office locations in the United States. This means that their use was *temporary*, not *provisional*, inasmuch as the military situation was transitory and military stations constituted an *ad interim* administrative network.

In contrast, none of the postal or military orders given to agents between 1898 and 1899 duly authorized the use of abandoned Spanish postmarks (*figure 7b*) on mail franked with U.S. issues and posted in U.S. occupied territory. Nevertheless, postal clerks in U.S. military stations did employ these *unofficial* Spanish devices to cancel both military and civilian mail. Therefore, these cancels represent the first provisional markings applied by U.S. military postal authorities in Puerto Rico.

By default, the Spanish cancels were also used provisionally in most of the 50+ "autonomous" civilian post offices which had been abandoned by the retreating Spanish authorities during the war. These autonomous post offices became part of a mail service, in itself *provisional*, established jointly by the mayor of Ponce

Umpierre Colom and approved by command of Major General Wilson to guarantee the exchange of mail in American occupied territory.

The focus of this study, then, is a Spanish circular postmark showing the town of origin along the top, the name of the island as "(PTO-RICO)" along the bottom and, horizontally in the center, the day, month and last two digits of the year (*figure 7b*). Its outer dial measures 28 millimeters in diameter, although a slightly wider and *scarcer* datestamp measuring 31 millimeters was also in use at this time. These cancels were used in Puerto Rico by the Spanish postal administration since 1881, and seem to have been used provisionally in U.S. occupied territory since early August 1898, just as the postal service was being officially established by the new Superintendent of Military Postal Stations Henry M. Robinson. Their usage has been documented as late as February 1900.

For the purpose of this article, Spanish cancels on official military mail, soldiers' letters and civilian mail will be considered *military* provisional markings as long as these datestamps were applied originally, in transit or as receivers in one or more of the 21 officially established military stations throughout Puerto Rico. The military postal service as a branch of the Washington D.C. post office, ceased its seven and a half month operation on March 15, 1899 in favor of a new civilian-run postal system.

Usages on Official Military Mail

From *Landing Day* on July 25, 1898 until *Transfer Day*, on October 18, military communications between the armed forces on the island and the mainland were vital in securing possession of the territory. In fact, this was the main reason for developing a postal system in the first place. On early August, after requesting the Postmaster General for specific details regarding the rates to be applied, it was instructed that U.S. domestic rates were to be applied to the armed forces mail, and UPU rates to civilian mail.

Official military mail, however, was admitted free as long as it was enclosed in a regular official penalty envelope. *Figure 8* shows a War Department official business letter sent to the Adjutant General of the U.S. Army in Washington D.C. from the town of Utuado, located in the midwestern highlands, right on the border between American and Spanish territory (*See map 1*). Utuado had been occupied by U.S. troops since August 3, 1898, and became Military Station No. 6 on September 9.

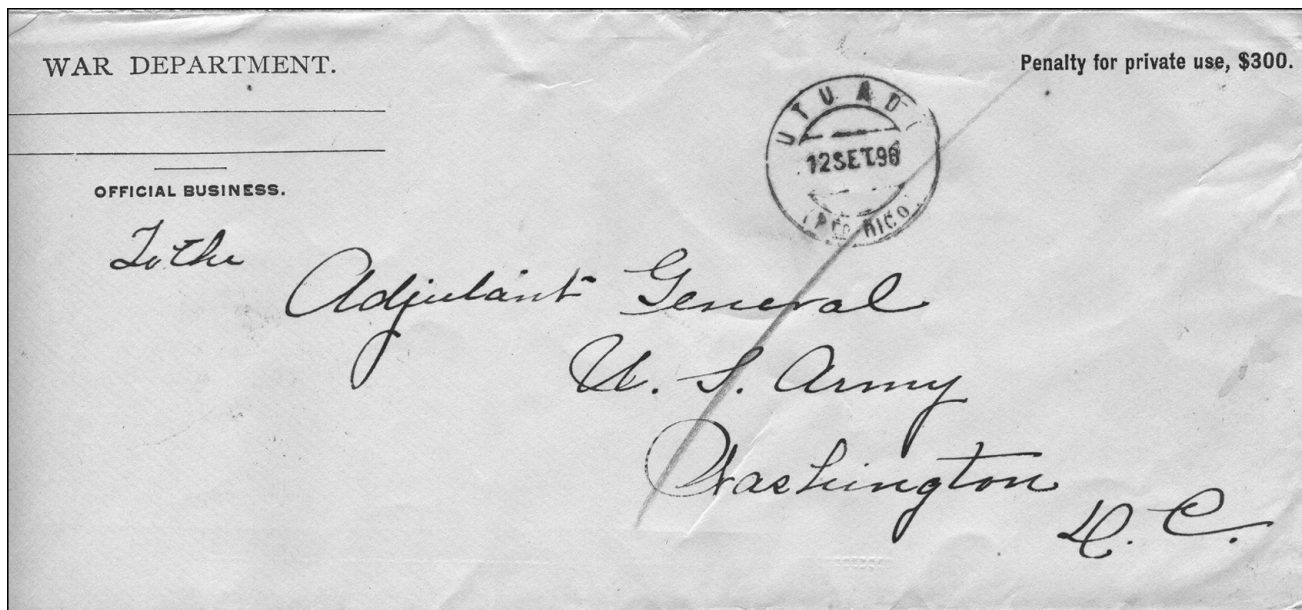


Figure 8 This official War Department penalty envelope with no stamp affixed shows a Spanish Utuado provisional marking from Military Station No.6.

Initially established in June 16th, 1775, the Adjutant General's Department officially became known as such by the act of March 3, 1813. Its mission was to train leaders and soldiers in providing personnel service support for the Army. It was also responsible for the procedures affecting personnel procurement and for the administration and preservation of records of all army personnel. This means that even though there is no information on the specific identity of the sender, it can be assumed that this communication was sent from the newly established military station concerning personnel records or recruitment.

The letter was carried on horseback inside a tropical weather-resistant, wax-sealed jute (plant fiber) bag from Utuado southbound to Adjuntas, and then on wagon down to Ponce. There it was probably put on the next vessel headed for New York, (perhaps the S.S. Evelyn which arrived with mail at Ponce on September 15th) so it could later be re-dispatched to Washington D.C.

"Through-the-lines" Usages

As a result of the signing of the Peace Protocol on August 12, 1898, there were only 20 days of actual inland troop warfare in Puerto Rico. So even though the U.S. Navy had laid a blockade to strangle Spanish defenses, inter-island commerce continued to function in a regular fashion during and af-

ter the invasion. Merchants had experienced difficult times in the 25 years that preceded the war. For this reason, most businesses based in San Juan, struggling to maintain commercial ties with far away towns, could not afford to halt operations and continued to provide services and trade merchandise.

This fact is supported by several letters sent from U.S. occupied towns to businesses located in San Juan, the last Spanish stronghold. Ironically, these covers traveled *through the lines* to the Spanish-held Capital of the island, bearing U.S. stamps that had been cancelled



Figure 9 This cover traveled through the lines from U.S. occupied territory to San Juan, on mid-September 1898.

by Spanish devices. Most of the surviving commercial correspondence belongs to San Juan merchant bankers Santisteban Chavarri & Co., a Spanish local trading firm which granted loans, sold merchandise and rented equipment to smaller merchants and farmers, and even owned silver and iron mines in different parts of the island. Other covers were sent to the world-famous Lanman & Kemp, in New York

The commercial letter shown in *figure 9* was also sent from Military Station No. 6 in Utuado. Officially, only U.S. stamps were valid for the prepayment of postage since August 2, 1898. The five cent stamp, cancelled by a mute killer, paid the Universal Postal Union foreign rate of 5 cents for non-military mail, as the letter went from U.S. territory into Spanish or *foreign* territory. The cover was dispatched by wagon operated by a native carrier from Utuado to Arecibo, a coastal town under Spanish control. From Arecibo, the cover was carried by rail eastbound along the northern coast to San Juan. No receiver was stamped on the back of the cover, which was sent to Santisteban Chavarri & Co.

Military Station Transit Markings

Under the administration of the U.S. military station network there were only 21 postal offices in Puerto Rico. The Spanish government, however, had been surrendering a much larger number of post offices as the U.S. troops gradually advanced to the east, north, and west. These post offices were *not* immediately taken over by

the American military postal system, so they operated autonomously for a short time following U.S. postal regulations, as they were in “American” soil.

These small post offices used U.S. stamps instead of Spanish issues and, of course, could only use the old Spanish devices on the mail they processed. In many cases, they dispatched local mail to military stations and even acted as exchange offices between them. It wasn’t until late November 1898 that all 91 post offices throughout the island were absorbed by the military postal system.

After Puerto Rico was officially transferred to the U.S. Department of the Interior in October 18, 1898, postal rates applied to intra-island civilian mails were lowered to account for the island’s new political status as a



Figure 11 Reverse of cover in figure 10.

territory of the United States. Accordingly, a two cent domestic fee was introduced to all towns throughout the island, as evidenced by the commercial correspondence in *figure 10*. It was sent by Juan R. Garzot, a merchant based in Naguabo, located in the southeastern coast of the island.

In this case, the two cent stamp was cancelled by a provisional NAGUABO. (PTO.-RICO). / -1DIC.98. datestamp. Sent from an autonomous civilian post office, the letter was carried on horseback the same day to Fajardo, which became an unnumbered military station precisely on December 1, 1898. Curiously, the reverse shows this Fajardo Spanish provisional *transit* marking with the wrong month, apparently due



Figure 10 This commercial cover was mailed to San Juan from an “autonomous” post office outside the military command, through Fajardo on the day this town became a military station.

to an oversight by the clerk as it was the 1st of the month (figure 11). The letter was then carried on horseback along the northern coast to San Juan, where it was backstamped with an official Military Station No. 4 duplex receiver.

This cover clearly illustrates the transitional process of the U.S. military postal service in Puerto Rico. On the one hand, the letter was posted in an independent post office, recently abandoned by Spanish government officials but not yet taken over by the U.S. military postal system. It was then re-dispatched through a brand new unnumbered military station which had not received its official devices at that point, and was finally delivered at a properly established numbered military station with official devices of all kinds.



Figure 12 This 1899 soldier's letter shows an unusual combination of a Cayey Spanish provisional datestamp and an American circled "1" oval killer.

Provisional Usage on Soldier's Mail

The U.S. army landed at Guánica on July 25, 1898, and then marched along a northwestern route through Yauco, San Germán and Hormigueros. However, at least three other landings were timely executed between late July and early August. On July 28, U.S. troops landed at Ponce and spread from there in separate routes that led into the interior. Later, on August 1st, two simultaneous landings took place: one at Arroyo in the southeastern coast, and also at Fajardo in the western tip of the island. As the military advance continued, military sta-

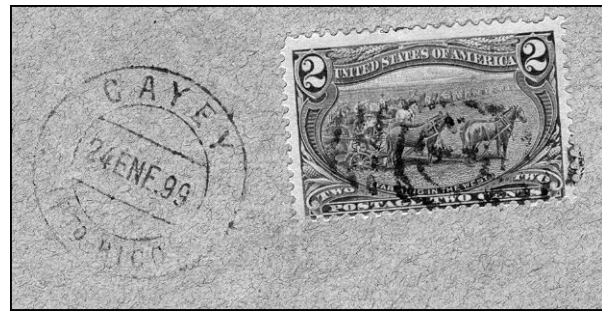


Figure 13 Here's a detail of a commercial letter confirming that the oval killer was a separate handstamp used in combination with the provisional datestamp.

tions were established in the main occupied towns. These stations, as expected, processed many letters sent by the soldiers to their families in the mainland.

As American troops of the 1st and 4th Ohio battalions advanced from Arroyo, they made their way into Guayama where they met Spanish troops in combat for several hours. After making them retreat, American soldiers followed them north into the town of Cayey, at the base of the island's central mountain range. The cover in Figure 12 was sent four months later by a lieutenant in Company H of the 47th Regiment stationed in this unnumbered military station, established on December 1, 1898. Interestingly, the stamp was cancelled with an American obliterator used in official duplex devices issued for military stations later on (figure 7c)—a rare combination of Spanish and American markings on a cover.

Military Station to Military Station Usages

The establishment of military stations on the island was achieved in six separate stages between August 1898 and January 1899. The first eight (numbered) military stations were established during the three initial stages, from August 3 until September 9, 1898. But, to satisfy the postal demand of the expanding American territory on the island, thirteen unnumbered military stations were opened in three final stages.

One group of four was established on October 1, 1898, and then another four stations opened on December 1, 1898. The cover in Figure 14 belongs to this group, showing a Spanish cancel provisionally used from



Figure 14 The Caguas Spanish cancel on this commercial cover is the latest known usage of this provisional marking.

Caguas unnumbered military station, almost two months after it became a military post. It was sent to Military Station No. 4, in San Juan.

The last five unnumbered military stations, however, were established as late as January 1, 1899, which means they were in operation for only two and a half months, as the military postal system came to an end on March 15, 1899. One of these was located in the small island of Vieques, nine miles off the eastern coast of Puerto

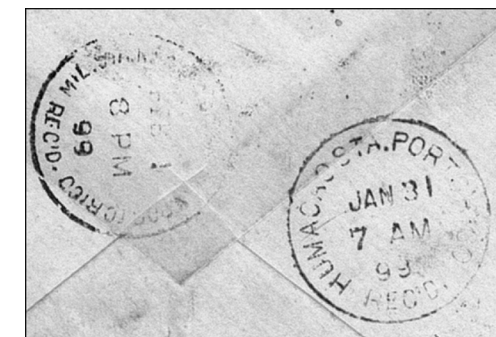


Figure 16 Backstamp transit and receiving marks on the cover in figure 15.

Rico. The station was established three and a half months after Vieques itself was occupied and garrisoned by the U.S. Infantry, on September 19, 1898.

The commercial cover in Figure 15 was franked with the two cent Trans-Mississippi issue, to pay for the domestic rate introduced after the official transfer of Puerto Rico. The stamp is tied by a Spanish datestamp provisionally used from the short-lived Vieques Station. It was sent to San Juan, so it was carried by sailing schooner to Punta Santiago (Humacao's seaport linking office) and then briefly on horseback to Humacao Station, on the eastern coast of Puerto Rico. From there, it was carried to San Juan by way of Caguas on horseback and coach (figure 16).

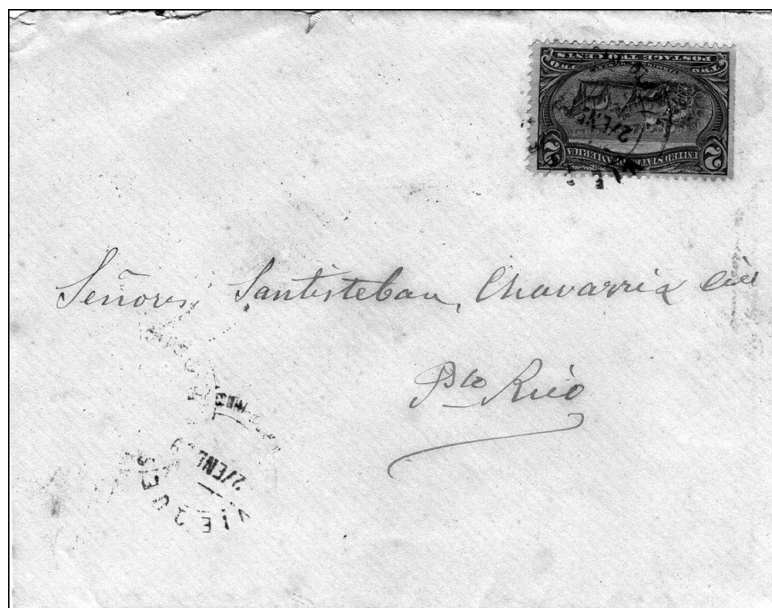


Figure 15 This cover was stamped with no less than three different types of military station datestamps: a Vieques Spanish provisional, an Humacao unnumbered station transit cds, and a San Juan Military Station No. 4 receiver.

Conclusion

A survey of 61 covers franked with United States issues bearing Spanish cancels reveals that 42% of this mail was sent from military stations across the island. Roughly 75% of this portion was sent by local merchants from different municipalities of Puerto Rico. This indicates that no matter how uncertain or unstable the times may have seemed to the average Puerto Rican between 1898 and 1899, the Spanish American War hardly interrupted normal daily activities on the island. Life in most towns was unaffected by the presence of U.S. soldiers marching through the streets, as most citizens regarded the occupation positively as a long-awaited "rescue operation" in which their lives were not at risk.



Figure 17 This Spanish provisional cancel usage predates the establishment of Río Piedras as an unnumbered military station on Jan. 1, 1899.

On the other hand, official military letters and soldiers' mail accounted for 15% of this military station correspondence, whereas only 10% of the recorded covers seem to have been sent by the civilian population. Spanish-canceled commercial mail *may* have been larger than any other type of mail with provisional Spanish markings between 1898 and 1899. Nevertheless, because these letters became part of well kept company archives that withstood the test of time, a larger volume of this mail has survived. Most civilian mail did not enjoy the privileges of preservation once the letters reached their intended destinations!

From the census, however, we *can* identify patterns that enable us to understand the scope of this military provisional usage. For instance, even though it was not expressly authorized, we have confirmed that provisionally canceling mail with Spanish datestamps was widely accepted in military stations throughout the island during the transitional period of the postal administration. Also, we've discovered that this usage extends along the entire period of the military postal system from August 3, 1898 until March 15, 1899, especially in the case of unnumbered military stations.

Finally, the geographical data associated with the usage of Spanish provisional datestamps reveals that, although it was almost entirely defined by the invasion routes, it was conditioned by the pace at which the military postal system developed during its seven and a half month operation, before the new Independent Department of Posts of Porto Rico took over.

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The Post Offices of Knox County, Kentucky

Part 2

By Robert M. Rennick

(Continued from Vol. 37, No. 4)

on April 6, 1905 to serve a locality called **Hemlock**, was named for the Knox County Sprule or Sproul family (perhaps for James Sproul [1853-1930]). It closed in 1983.

William **Martin** proposed his family name for a post office on some unidentified Collins Fork tributary, but as it was then in use in Lewis County he called his office **Dallas**. According to his two Site Location Reports, it was five miles northeast of Hopper and two road miles from the Clay County Line. It operated from May 5, 1909 through November 1912. Its name derivation remains unknown.

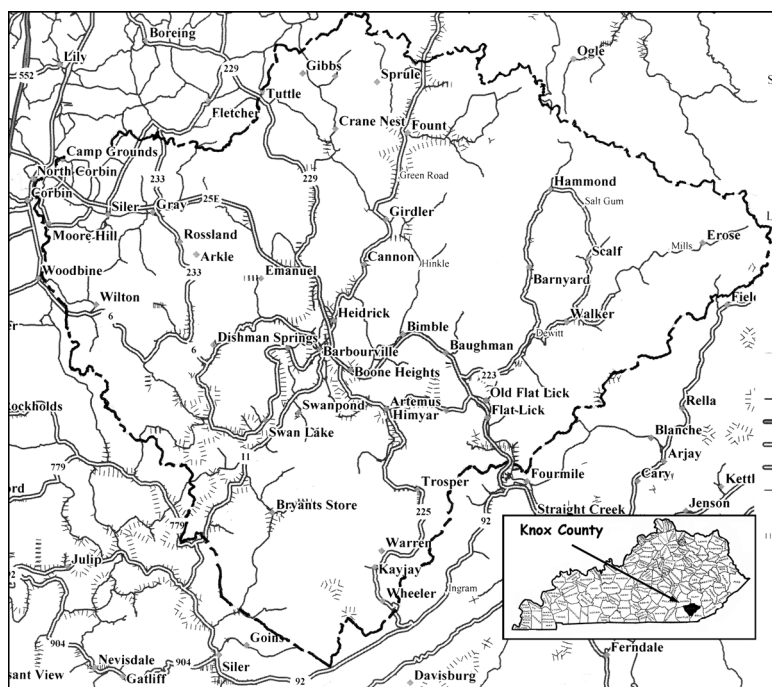
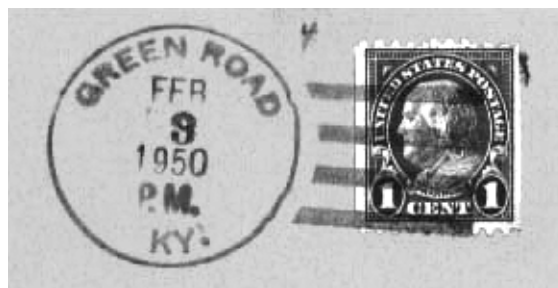
The **Criss** post office, established on July 20, 1917 by John M. Cole, was on Collins, one mile south of the Clay County line, and two miles north of Fount. It operated till mid September 1925. It's said to have been given the first name of a prominent local person, not otherwise identified.

Woollum, one of several Kentucky post offices that operated in two counties and served residents of both, was named by and probably for its first postmaster Samuel J. Woollum. He established it on Collins a



Note: All postmark illustrations in this article are courtesy of the PMCC Collection.

couple of miles within Clay County on March 5, 1900. **Cotton** was his first name choice. By early 1909 the office, with S.A. Blevins, postmaster, was a mere 700 feet from the Knox County Line. It was moved again, on October 6, 1924, by Henry W. Cobb, an earlier Sprule postmaster, to a site 500 feet within Knox County, one mile north of Criss. Several more short distance moves along the Fork within the next thirty years brought it half a mile up Collins and Ky 11 from the Clay County line where it still operates.



Knox County, Kentucky

To serve the C&M Branch's **Green Road Station**, midway between Fount and Girdler, the **Green Road** post office was opened on November 30, 1927, with Mrs. Alice Hammons, its first postmaster. It still operates, on Ky 11, at the mouth of Bunker Branch, half a mile south of the station site. Whence the name? Half a mile below (north of) the post office lies the Greenbriar Branch of Collins, and half a mile below that is Green Branch. Otherwise, no one seems to know the name's origin.

POST OFFICES IN THE LYNN CAMP CREEK VALLEYS AND BRANCHES

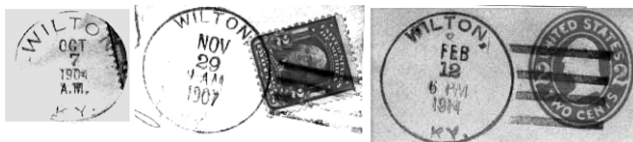
The main channel of this stream drains northwestern Knox County, eastern Whitley County, and the southern edge of Laurel County for fifteen miles to join the Laurel River (a Cumberland River branch) a little over a mile northwest of Corbin. For

at least seven miles it serves as the Knox-Whitley County line. Four post offices served this stream's Knox County section.

12

The little recalled and short lived **Steel** post office (April 13, 1881 to September 22, 1884) served postmaster Harrison H. Steel's grist mill, several other area mills, and some other businesses on the east side of Lynn Camp (or possibly its Stewart Creek branch.) It's believed to have been at or just north of the future Wilton coal camp site, and may have been its precursor.

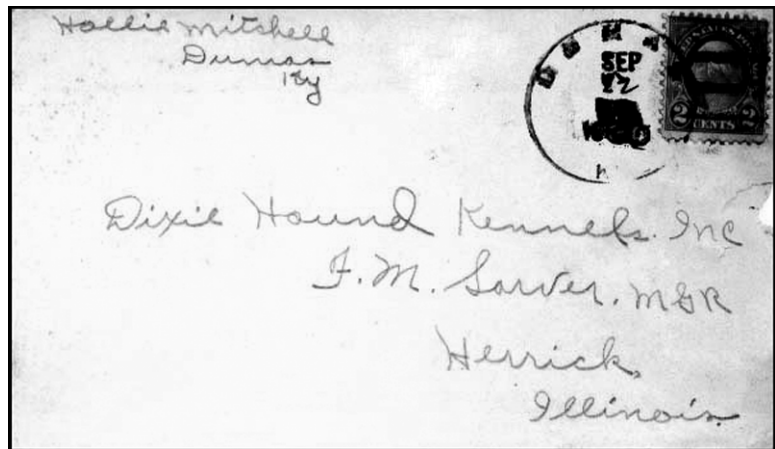
In 1900 the North Jellico Coal Company opened a mine and a camp some four miles east of Woodbine and the Lynn Camp's main channel on the Whitley County line. By December of the following year the camp, by then called **Wilton**, for reasons unknown, had been reached by the L&N's Coal Switch (later Wilton Branch) spur line from Woodbine. On August 26, 1901 the **Wilton** post office was established with Charles S. Neild of Harrodsburg, Ky., the mine superintendent, as its first postmaster. By 1910 some 1,500 residents in 391 homes were being served by the company's commissary, electric power plant, hotel, and nearby lake. The town failed to survive the decline in coal production in the 1920s, and by 1931, with the abandonment of the railroad, it was gone. But the post office remained, at several vi-



cinity locations (most recently on a branch of Stewarts Creek, less than half a mile north of Ky 6, and 132 miles north of Barbourville) till 1948.

Stephen Dowis would open a post office in his store on Lynn Camp, two miles below its head and perhaps 12 miles above (southeast of) the site of the future Wilton Camp. **Dowis Store**, his first name preference, gave way to **Do** and Stephen operated his office from May 26, 1881 through 1885.

The derivation of **Dumas**, applied to an office on Lynn Camp, half a mile from Whitley County and 1 ½ miles southeast of Corbin, is also unknown. Jacob Watson and Henry Fuson ran the office between January 3, 1923 and 1934.



POST OFFICES ON THE EAST FORK OF LYNN CAMP CREEK

Lynn Camp's East Fork heads one mile south of Brafford Store (Rossland) and extends for ten miles west to join the main channel just east of downtown Corbin.

Somewhere in the East Fork watershed was the **Singleton** post office which George R. Barton operated from October 2, 1882 to mid April 1883. According to his Site Location Report he first proposed his own family name for the office that would be three miles sse of the Lynn Camp post office (then at the junction of the present Ky 830 and 233, at the southern edge of **Laurel** County), and eleven miles from Barbourville. It may have been named though for A.R. and Mariah L. Singleton of whom nothing is known.

Around 1890 the North Jellico Coal Company established the **Bertha** Mine, one of the county's earliest coal operations, about a mile up what became the Bertha Hollow of Lynn Camp's East Fork. Bertha is believed to have been the daughter (nee March 1883) of George Darby who established there the **Bertha** post office on January 4, 1899. By that time the community that had developed around the mine had a population of some 1,200. The post office closed in late February 1915, but by then a **Bertha Station** had opened on the L&N tracks, one mile north, at the mouth of the Hollow, and midway between Gray and Rossland.



Robert Martin's proposed **Cupid** post office opened as **Baden** [bay/duhn] somewhere on or near the Hazel Fork of Lynn Camp's East Fork. According to his Site Location Report it would be 3 ½ miles north of Gray and three miles southeast of the Lynn Camp post office in **Laurel** County. He alone operated it from June 22, 1905 through August 1914. The source of neither name is known. In Germany, Austria, and Switzerland, **Baden**, alone or in combination with something else, denotes a spa or watering place. This, though, doesn't seem to be the case in Knox County. Another post office whose name source and precise location are not known was **Watch**. This was opened on September 27, 1916 by Abijah P. Hopper somewhere 3 ½ miles east of Corbin and 22 miles north of Lynn Camp's East Fork and the L&N's tracks. His first proposed name was **Sturgill** for a local family. In 1926 it was moved three fourths of a mile southwest to a point one mile north of the tracks and the then route of US 25E, and one fourth of a mile west of Stony Fork of East Fork where it closed in 1951.



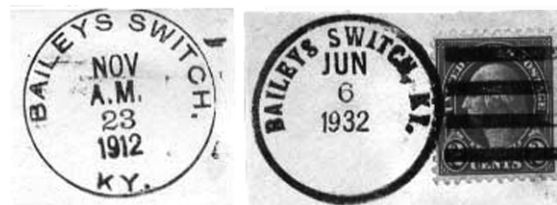
According to Mrs. Bertha J. Vaughn's Site Location Report, the Locality of **Vaughn**, somewhere between Corbin and Watch, and probably on the road that became US 25E, would be served by a post office called Abiff. It lasted all of six months (July 8, 1922 to mid January 1923). Whence **Abiff** is not known.

OTHER POST OFFICES ON THE L&N'S CUMBERLAND VALLEY LINE AND IN LYNN CAMP'S EAST FORK WATERSHED

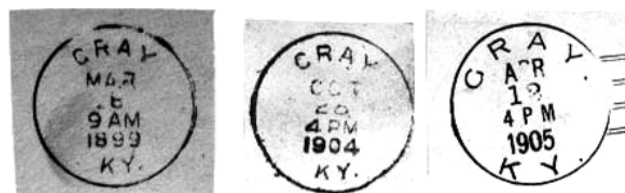
A Stokes County, North Carolina native Emanuel Pfaff (1826-1909) settled with his parents Peter and Leah in Knox County before 1830. To serve the community of **Stonecoal** at the mouth of Stonecoal Branch of Richland Creek's Middle Fork,¹³ four miles northwest of Barbourville, James Bowlin, on September 14, 1886, opened the **Emanuel** post office. Shortly thereafter, at several sites, the office was serving several stores, a grist mill, and the area's L&N shipping point **Lovell**. By the turn of the century the station too was called



Emanuel. When it closed in 1937 the office was at the mouth of Poplar Branch of Stonecoal, one rail mile west of its first site.



The hamlet, rail station, and post office of **Baileys Switch**, just below the mouth of Middle Fork, four miles north of Barbourville, developed near the site of a camp occupied by Daniel Boone in 1769, and again in 1775 when he was laying out a trail to the newly settled Bluegrass. The post office was established on September 15, 1890 shortly after the L&N erected a switch on storekeeper and lumberman John R. Bailey's Land, and Bailey was appointed its first postmaster. By the time the office was suspended on June 23, 1937 it was at the junction of US 25E and Ky 229. Since the switch too is gone the local community is now simply **Baileys**.



The village of **Gray** with an active post office is on Ky 1232 (old US 25E), on the north side of Lynn Camp's East Fork, just south of the new (four lane) US 25E, and some ten miles northwest of Barbourville. While some county historians believe its name identified a small crossroads settlement there before the L&N arrived in 1887, others trace it to the establishment of its station that year and the post office on January 25, 1888. They attribute it to Calvin C. Gray, a local farmer, merchant, and mill owner who gave the railroad its right-of-way through his farm. He was the first postmaster and station agent, though he was shortly succeeded in both roles by his brother Ben T., a storekeeper and coal mine operator. For some reason the post office name was spelled without the terminal "s" and this spelling has been preserved on all maps and records since. The "s", however, has always been sounded locally.

One or more **Campbell** families gave their name to a post office established on July 14, 1893 to serve an L&N station 22 miles southeast of Gray and three miles northwest of Emanuel. Sarah F. Campbell was its first postmaster.¹⁴ It closed at the end of October 1902.

Another office, at or near the Campbell site, was established on May 6, 1911 as **Charlton** to serve the L&N's **Charlton Station**. William H. Lee was its only postmaster, and the office closed in late July 1912. This vicinity is identified on current published maps as **Arkle**. Neither **Charlton** nor **Arkle** have been name derived.

Just before the turn of the twentieth century, to serve the L&N's **Dewey Station**, three miles east of Corbin and 22 miles west of Gray, a post office of this name would be established. Shortly thereafter the station was named **Siler** [sa/luhr] for a local family.¹⁵ Since this name was already in use by a Whitley County post office, the office to be established here would be called **Peace** for the local family of Simon (ne ca. 1861) and Sarah Peace.¹⁶ But on its application this was misread as **Place** by postal clerks and the office was opened in this name on May 15, 1899 with Mary B. Hodge, postmaster. While the post office was **Place** till it closed in November 1963, local people have preferred the name **Siler** for the station and community around it, and this name was officially retained by a BGN decision in 1970.



Today the **Siler** community centers on two stores at the junction of Rtes. 1232 (old US 23E) and 830, just north of the tracks.

TWO CUMBERLAND VALLEY POST OFFICES THAT SERVED THE WHITLEY-KNOX COUNTIES BORDER AREA

Isaac Bryant established and named the **Isaac** post office on May 17, 1883 within Whitley County to serve the folks on Goodin Creek, an east-side branch of the Cumberland River ten miles below Barbourville. The following year Josiah Smith moved it half a mile or so up the creek to a site just over the Knox County Line. On closing in February 1886 its vicinity was served by the **Dishman** post office till that was moved back to

Whitley County two years later. Still later the first **Isaac** site was served by the **Gausdale** post office (see below).

At three sites between the river and the Whitley County line, most recently on (the present) Rte. 1530, some eight miles below (southwest of) Barbourville, John V. Cloyd, et al. maintained the **Clate** post office. Cloyd's first proposed name was Bon (something), but neither that nor **Clate**, by which it operated from September LL, 1888 through August 1917, has been explained.

Post Offices in the Stinking Creek Watershed

Stinking Creek heads at its head forks—Alex Creek and Pigeon Fork, one mile above (northeast of) the Mills post office. It extends for about nineteen miles to join the Cumberland River one mile below Himyar and two miles above Artemus. In use by 1784, as it was so identified on John Filson's Kentucky map of that year, the name was given by early hunters for the odor of rotting animal carcasses thrown in the creek after the removal of their hides. Twelve post offices served the Stinking watershed.

THE FIVE POST OFFICES ON STINKING'S MAIN CHANNEL AND KY 718

On January 10, 1890, to serve the neighborhood around the mouth of the Roaring Fork of Stinking, an area settled in the 1830s by Knox pioneer John Walker's son Brice,¹⁷ Augustus "Gus" Walker established the **Walkers** post office. It was discontinued in March 1895, but was re-established by "Gus" as simply **Walker** on April 7, 1899. Several moves progressively down the creek brought it to its present location half a mile below the mouth of Stinking's Middle Fork, and 12 miles above (east of) DeWitt (and 132 miles east of Barbourville via the four lane US 25E and Ky 718.)



Also on January 10, 1890 Allen Messer of another pioneer Knox family established the **Messer** post office to serve a village of some 300 residents four miles above Walkers. Other Messers—John W., Anthony, and Champ(ion)—followed Allen till the office closed in mid June 1905. The Messer School and Community Center at the mouth of Laurel Creek survived till recent years along with the Messers Store on Buckeye Fork.

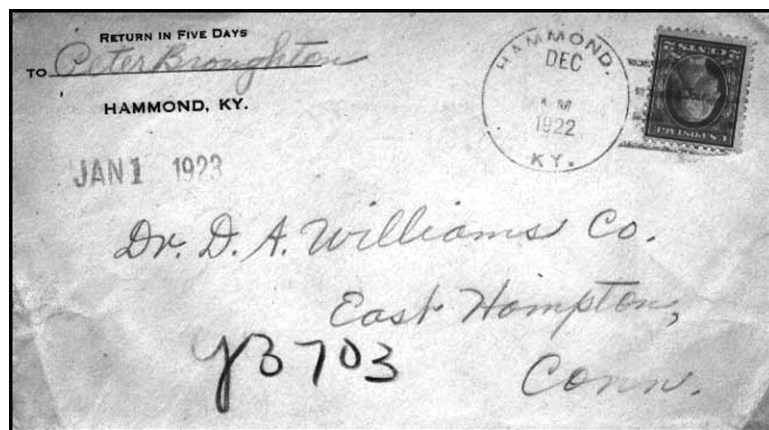
Three years after **Messer's** closing its vicinity was again served by a post office called **Caverock** for a large jutting rock there used as a travelers' shelter. It was operated from May 9, 1908 through May 1910 by William Smith and James Keningham.

Somewhere above the head forks of Stinking another of the county's several Isaac Mills established the **Mills** post office on May 27, 1891 to serve a key timbering area which produced logs for shipment down the creek to the loading depot at Flat Lick. After several moves on Stinking it ended its days in October 1993 at the late Nasby B. Mills' store at the mouth of Acorn Creek, 6 1/2 road miles above Walker.

The **Dewitt** [dee/wiht] post office, long at the mouth of Stinking Creek's Road Fork, roughly midway between Flat Lick and Walker(s), was established at Lewis Campbell's store on April 26, 1894. As there was already a **Campbell** post office in Knox County (see above) Jesse Campbell, Lewis' father and the postmaster-designate, named it, it's said, for an old man who lived in that vicinity in the mid nineteenth century but about whom nothing else is known. The office continues to serve this crossroads hamlet with store and school at the junction of Ky 223 and 718.

THREE POST OFFICES UP THE ROAD FORK CREEK

Through the nineteenth century this stream was known as Trace Fork for the route along it traveled by eighteenth century Indians and white hunters, the so-called "Warriors' Path" that led ultimately to the Ohio River. The stream heads just south of the Clay County line and, paralleled by Ky 223, extends for

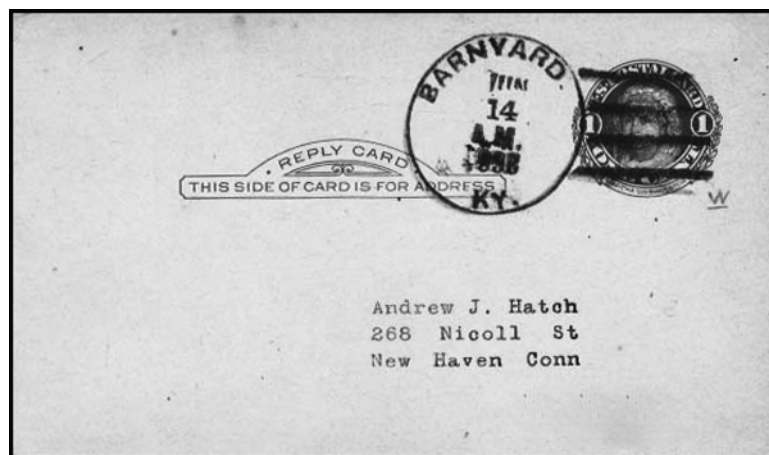


about 9 1/2 miles to Stinking Creek, some 8 and 3/4 miles above the latter's Cumberland River confluence.

On the same day (January 10, 1890) that the Walkers and Messer post offices were established, C.E. Hammons opened the **Hammons** post office some six or so miles up the then Trace Fork. Inexplicably, the Post Office Department saw fit, two years later, to re-spell the name **Hammond** and this meaningless name has since been perpetuated on all maps and records.¹⁸ The office closed in 1975.

Just below the head of Road Fork, a little over a mile from the Clay County line, and 3 1/2 miles above Hammond, William C. Warren's **Caudill** post office operated between October 24, 1916 and mid November 1917. Caudill is an old eastern Kentucky family name.

Since **Road Fork** was already in use by a Pike County post office, Andrew J. Carnes chose the unexplained **Barnyard** for his Knox office roughly midway between Hammond and Dewitt. He, Pearl Carnes, and others operated it between November 15, 1926 and 1950.





POST OFFICES ON STINKING'S MIDDLE FORK

Heading at its head forks—Jeff and Salt Gum—Middle Fork extends for slightly over four miles south to Stinking Creek at Walkers' first site.

The first of Middle Fork's two offices was **Scalfton** [skaef/tuhn. This was operated between July 13, 1883 and January 14, 1884 by Peter Scalf. It was re-established as **Scalf** on December 23, 1897 by James Matison Scalf probably at or near its first site. This is believed to have been at the Hubbard Branch, 22 miles up the Fork, for it's known to have served Hubbard's Mill in the 1880s. It's still here.

On Jeff Creek, just above its Salt Gum confluence, two miles above (north of) Scalf, was the **Salt Gum** post office. This was established on January 7, 1926 by Obie Bargo, a sawmill operator, whose large family has lived on the 3 ½ mile long Salt Gum. His first name choice was **Bargo**, but whence **Salt Gum**, even for the creek, remains an enigma. What's a "salt gum"? Anyway, in 1930 storekeeper Victor Bingham moved the office one fourth of a mile up Jeff where it was suspended on March 31, 1989.



OTHER STINKING POST OFFICES

For three years from September 1899 an **Eros** post office operated just north of Paint Gap (on the Clay County line) and just south of the head of (main) Goose Creek. Could this have been a forerunner of Knox County's **Erose** post office which was established in May 1909 somewhere on Pigeon Fork (one of Stinking's



head branches)? Joseph and Henry Slusher, of one of the area's dominant families, were its first postmasters. After at least seven known moves up and down Pigeon Fork, it closed in 1951 just below the mouth of Low Gap Branch, 1 ½ miles above (east of) Mills (then at the mouth of Acorn). Neither **Eros** nor **Erose** has been explained.

About a mile up Stinking's four mile long Turkey Creek branch, 2 ½ miles from Flat Lick and Himyar on the L&N, William S. Woodson established, on May 25, 1916, the **Baughman** [bahf/muhn] post office. The Baughmans (whose name was also sometimes pronounced **bahk/muhn**) were another old Knox County family. For some time in the 1920s and 30s, the neighborhood served by this office was also known as **Turkey Creek**. In 1966 the office became a rural branch of Barbourville, six miles west, via the new US 25E.



POST OFFICES SERVING BRUSH CREEK, KY. 225, AND THE OLD CUMBERLAND AND ARTEMUS-JELICO RAILROADS' COAL TOWNS AND STATIONS

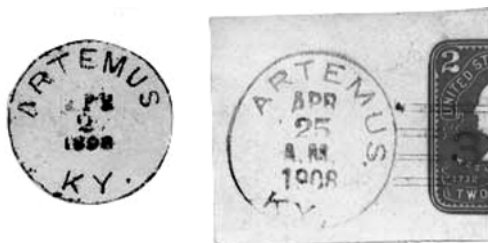
Brush Creek heads just south of the Bell County line and the Brush Creek Gap and extends for nearly thirteen miles to the Cumberland River, half a mile south of Artemus, and three fourths of a mile south of the L&N's Cumberland Valley Line. Nine post offices served the coal mines, camps, and rail stations in its valleys.

A coal field developed a mile up Owens Branch of (the lower end of) Brush Creek prompted the East Jellico Coal Company in 1894 to build a three mile spur to bring its coal to the L&N's Cumberland Valley's loading station at Artemus. In 1905 the Warren, Pennsylvania-based Cumberland Coal Company, having acquired coal lands some eight miles up Brush, completed a line called the Cumberland Railroad to its holdings. Financial overextension allowed the railroad to go into receivership and in 1924 it was purchased at public auction and renamed the Artemus-Jellico Railroad to reflect its then route between Artemus and the Kentucky-Jellico mines at the upper end of the valley. By 1939, with the closing of the mines in the valley and the

completion of a highway (now Ky 225), the railroad began to be phased out and was eventually abandoned.
19

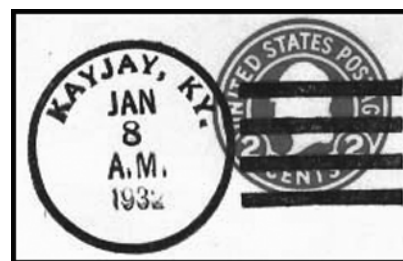
To serve the new **Keel Station** on the L&N's Cumberland Valley Railroad, just above the mouth of Stinking Creek and three miles below (northeast of) Flat Lick, James M. Durham, on September 8, 1888, opened the **Elon** [ee/luhn] post office. But on March 18th of the following year storekeeper and new postmaster John W. Hemphill had the office moved 1 ½ miles down the tracks and the river to a point one mile north of the mouth of Brush Creek and four miles above (southeast of) Barbourville. It would serve another newly opened station called **Artemus** [ahr/teem/uhs], named in 1888 for Artemus Ward Herndon (ne August 1863) who had donated the right-of-way and depot site for the loading of area coal.

The office was renamed **Brush Creek** but, on June 1, 1891, it became **Artemus**. In 1894 and 1905 the **Artemus Station** became the junction point for the independent Brush Creek rail lines. Some coal lading and several small businesses continue to support a fairly thriving community centering at the junction of Ky 225 and 930, though it's nothing to what it had been in the coal boom of the early 1900s.



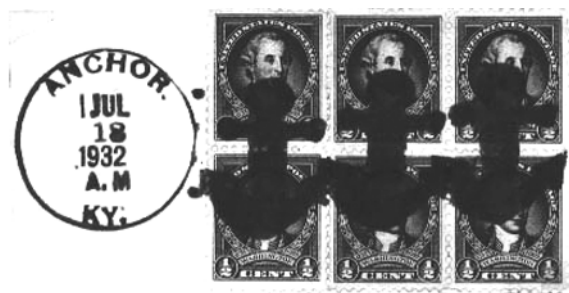
Where the East Jellico Coal Company loaded the products of its two Ovens Branch mines onto its rail cars it established a town it called **East Jellico** and a station aptly named **Coalport**. To serve them the **Jellico** post office opened on November 10, 1897, with Fred G. Tice, postmaster, but by the end of that year the office had also become **Coalport**. All was gone by the end of 1910.

At the mouth of Brush Creek's Tye Fork, ten miles south of Artemus, Nimrod Lunsford, on November 2, 1898, established the **Lunsford** post office [Luhn/z/fuhrd]. His first proposed name was **Bear** for the one mile long stream that joins Brush Creek from the east. Shortly after the office closed in July 1908, the Cumberland Railroad reached this site and opened its **Lunsford Station** as a freight shipping point. In 1930 the Bryan W. Whitfields (Sr. and Jr.) developed here the holdings of



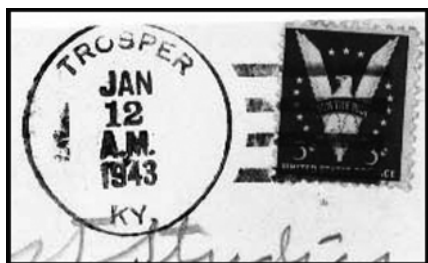
their Kentucky-Jellico Coal Company and re-established the post office as **Kayjay** on April 9, 1931. Claudius D. Silvers was its first postmaster. In 1952 Kentucky-Jellico discontinued its operations and the (by then) Artemus-Jellico Railroad shut down. From 1960 to 1975 the post office was a rural branch of Barbourville's.

Meanwhile, the Anchor Block Coal Company of Knoxville, Tennessee was developing its holdings at the head of Tye Fork to which a 2.7 mile Cumberland Railroad spur was being laid from Lunsford to serve this unfolding operation. The **Anchor** post office was established on March 31, 1908 with Hugh W. Smith, postmaster, and soon the **Anchor Station** and nearly 300 residents were in the coal business. But in 1942 the mine and community were abandoned and the post office was closed.



Anchor, KY, fancy cancel

On May 20, 1900 John R. **Trosper** (ne November 1860) opened a post office in his family's name at (or near) the mouth of Brush Creek's Powers Branch, 4 ½ road miles south of the river. By 1906, when storekeeper-blacksmith James B. (Jim) Trosper (1858-1931) became postmaster, the office was serving the new Cumberland Railroad's **Bennett Switch** or **Bennettsville Station** and the area's Bennettsville-Jellico Coal Mines developed by and named for Dr. Samuel Bennett. Thence came some moves up and down the creek and tracks till, in 1933, the office was serving the **Rock Cliff Station** and the Franklin Coal Company's holdings just below Powers. It still operates at the mouth of Powers.



From July 10, 1913 to mid July 1919, when Trosper was three fourths of a mile above the **Bennettsville Station** and mine, another post office, called **Bradel** [probably braed/uh1] was serving the Bennett Coal interests. This name is believed to be a combination of the names of W.D. Ellison, who applied for the office, and John Bradley, the first postmaster. Shortly after its closing, the **Trosper** office was moved back to the **Bennettsville** site.



The **Lay** post office was established at the mouth of Lay Branch of Little Brush Creek, on September 27, 1905 with James Hampton, postmaster. It was named for an area lumberman Lewis J. Lay (1860-1943) and his wife Jane who had acquired land on this west-side-of-Brush branch in the 1880s. In 1907, however, the office was moved 1 ½ miles east to the Little Brush's mouth, two miles south of the river, where it was soon serving the **Myrick Station**, the R. Dean Collieries, and the Slick Lizzard Mines. **Myrick** was named for the Tennessee-born Francis Myrick, who was living with the Lays. The office closed in 1936.

The Cumberland Coal Company of Warren, Pennsylvania was incorporated in 1902 to develop coal lands some eight miles up Brush. To ship its products to the L&N station at Artemus it built its Cumberland Railroad in 1905 and, at the mouth of Chestnut Branch of Brush, a mile north of Lunsford, located its **Cumberland Station**. Here a community called **Warren** was established and, on April



4, 1906, the **Warren** post office was opened with James Whitcomb Owens, postmaster.²⁰ The office was discontinued in 1950.

In August 1911 a two mile long Cumberland Railroad extension was completed from Warren to a point near



the head of Brush Creek for the Wheeler Brothers' Brush Creek Mining and Manufacturing Company mines. Here was established the

Wheeler Station and, on January 22, 1912, the **Wheeler** post office. Robert L. Wheeler (1878-1940), the firm's president and general manager, was its first postmaster. When the mines closed in 1929 the rail extension was abandoned. But the post office survived, also to 1950.²¹

OTHER CUMBERLAND RIVER VALLEY POST OFFICES

Of the approximately 700 mile long main Cumberland River channel some thirty three miles are in Knox County.

The post office of **Holden** (name also underived) operated from October 1, 1900 through April 1914. It was some three miles east of Barbourville, halfway up the eight mile long Fighting Creek which joins the river 1 ½ miles above Barbourville and just south of Boone Heights. First postmaster Joseph H. Walton's first proposed name was **Cora**, perhaps for Cora Grindstaff who succeeded him in 1906.



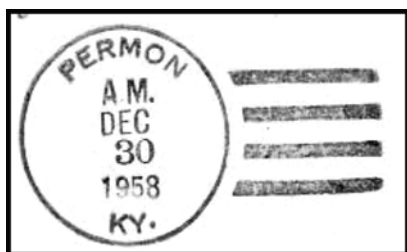
In the late 1870s, some two miles above Flat Lick, Oliver P. Ely opened a coal mine. Soon the two mile long Cumberland River branch passing through his land was known as Elys Branch or Elys Hollow. In 1889 he deeded land to the L&N's Cumberland Valley line for a right-of-way and station which also took the **Elys** name [ee/leez]. Several yards up the branch W.R. Hughes, dba the Hughes-Jellico Coal Company, opened a mine in 1904 to which a rail spur was extended and a

station called **Hujel** [hyu/djuhl] was located. In 1905 a post office to be called **Ely** was applied for but opened as **Hujel**. In September 1907 its postmaster Rufus Murphy Rice had it moved from **Hujel Station** some 400 feet to the main tracks to serve the **Elys Station** and the newly developed Ely Jellico and Matthews Jellico Companies' mines, and took



the **Elys** name. After several moves between the station and a point just short of the Bell County line, a mile or so up the river, and long after the area's coal operations had fizzled, the post office closed in 1952. By then the office was 0.3 miles above **Elys Station** and two thirds of a mile below the Belt County line, and was serving a locality also known as **Dry Hill**.

Two sites in the lower end of the Flat Creek valley, between a half and one mile up from the Cumberland River, were served, from May 3, 1907 to 1958, by the inexplicably named **Permon** post office. Its first postmaster Joseph Grant's first proposed name for it was **Logan** by which that locality was then known.



Finally, there's the hamlet, L&N station, and post office of **Himyar** [hihm/yuhr] on the Cumberland River about a mile above (east of) the mouth of Stinking Creek and 2 ½ miles from Artemus. Founded in 1898 by Stephen Watt, and with the hope that it would be one of the fastest growing towns in Kentucky, it's said to have been named for one of the state's fastest race horses. This was an English mount named Himyar whose owner may once have drilled for oil in its vicinity. At least that's one possibility.²²

Another is the local tale, a real folk etymology, recounted by the columnist Joe Creason, about the local man who had lost a promising stallion colt. A search was begun and the man who found him shouted 'him yar!' And the horse's stable became the first post office site.

But why would a race horse be called **Himyar** anyway? And what did the name mean and where did it come from?

Perhaps, for some strange reason, it referred to the ancient kingdom of the Himyars in the Yemeni Uplands of the Arabian peninsula which, in the early Christian era, is known to have achieved great wealth and power by controlling the spice trade between the Orient and the developing Mediterranean world. By the early fifth century (A.D.) its king and many of its subjects had converted to Judaeism, and to avenge the persecution of fellow Jews by the Ethiopian Christians, had allied themselves with the Persians in opposition to the emerging Christian states of Africa. They were all but destroyed in retaliation and by the mid seventh century. After their conquest by Mohammed, their remnants had been converted to Islam.²³



But this still doesn't tell us why they were honored by the name of a race horse, or, indeed, by the name of a Kentucky post office.

The **Himyar** post office was established on May 28, 1906 with Joseph Liford, the first postmaster, to serve the community and station. After a number of short distance moves it was suspended in March 1984.

Of Knox County's eighty one post offices, twenty were foci of settlements with more or less definable boundaries and concentrated populations. Many of these were coal camps with limited life spans (though several have survived as residential communities). Sixteen offices (Artemus, Barbourville, Bimble, Bryants Store, Cannon, Dewitt, Flat Lick, Girdler, Gray, Green Road, Heidrick, Hinkle, Scalf, Trosper, Walker, and Woollum) are still active. Only one, Barbourville, serves an incorporated community, the county's seat. Corbin, a city shared with neighboring Whitley County, will be considered in the chapter devoted to this county.²⁴ Most of Knox's post offices, including several extant ones, served only a local store or two, and perhaps a mill, a rail station, a school or church, and the rural families dependent on them.

Forty seven post offices bore the names of local or area persons/ families; five had geographic or descriptive names; and five were named for local or nearby features. Two offices had other name sources (local Indian-white relations and prized oxen), while two or more derivations apiece accounted for two others. Sixteen office names are as yet underived, and seven offices have not yet been precisely located.

Twenty five post offices bore names that were not the first proposed for them, while twenty two served communities, neighborhoods, or rail stations with other names, and eight had name changes.

Four offices were authorized but never operated. Somewhere in the Road Fork valley (of Stinking Creek) Sol A. Hammons (ne November 1869) would operate the **Sol** post office but his May 28, 1903 order was rescinded on July 30, 1904. Mary and Green M. Campbell's June 4, 1903 order for an **Emmet** post office (location and name derivation unknown) was also rescinded, on December 14, 1904. As was James T. Morgan's order of February 17, 1908 for the **Rossland** post office to serve the rail station of that name near the site of the Brafford Store, and A. Carnes' order of November 30, 1907 for a **Carnes** post office, half a mile up the Roaring Fork of Stinking.²⁵

End Notes

1. According to Gordon DenBoer (compiler) and John H. Long (editor)

of the *Atlas of Historical County Boundaries—Kentucky*, New York: Simon & Schuster, 1994, Pp. 246-54, Knox in 1806 lost 130 square miles toward the creation of Clay County and, in 1810, lost eighty square miles toward Rockcastle County. The new Whitley County acquired 660 square miles in 1818, and Harlan picked up 770 square miles toward the newly organized Laurel County. In 1838 it gained forty square miles from Harlan County, but in 1867 lost another 150 square miles toward (Josh) Bell County.

2. The story goes that the recently appointed county court commissioners, failing to break a three to three tie in their vote to locate the new county's seat at either the settlement of Flat Lick or the site of Ballinger's tavern, unanimously adopted Barbour's offer of thirty-eight acres. (Charles K. Steele, "First Cabin in Kentucky Was in Present Knox County" *Lexington Leader*, June 30, 1938, III, P. 41:1-8)

3. **Old Flat Lick** was given as **Pogues** on Edmund F. Lee's *New Map of Kentucky, Etc.* in 1856. The area between the mouth of Sandy Branch and Pogue Hollow, a mile above, was identified on Civil War era maps as **Pogue**. The Pogues were a pioneer family that produced a succession of county sheriffs and justices before the Civil War. Pogues Branch (or Hollow, as it's now called) was named for pioneer settler John Pogue who had a tavern on the Cumberland about 1824 and a water mill there in 1830. James Pogue later heired the mill. (According to K.S. Sol Warren's 1976 history, Pp. 66, 199.)

4. According to the late Orange Prichard of Barbourville, through a letter from K.S. Sol Warren to the author, May 6, 1987, this branch is said to have been four miles from the Mackey Bend Ferry across the Cumberland River.

5. *Ibid.*

6. John E. (ne 1865) was of a large family that had acquired considerable land in Knox and Bell Counties.

7. Indian Creek heads in Candle Ridge and extends roughly 10 ½ miles to the Cumberland opposite Mackey Bend.

8. Richland Creek was so identified by William Calk in a 1775 entry in his journal (According to H.H. Fuson's Bell County history, 1947, P. 101)

9. The terminal "s" in the family name is, curiously, crossed out in Parker's Site Location Report.

10. In 1949, according to Ernest Tuggle, Jr.'s Site Location Report, the post office was still serving the community of **Highland Park**.

11. While James' Pulaski County descendants continued as Girdler through the nineteenth and into the twentieth century, Knox Countians of that family, through Michael (1813-1888), who had settled and owned land on Little Poplar, have spelled their name Girdner. I've never learned why.

12. See Pp. for more on Lynn Camp Creek and its name derivation.

13. For some reason this stream is identified on current published maps as Stone Cover Branch; and some records give the Pfaff name as Poff.

14. The first name proposed for the **Campbell** office may have been **Clyde**.

15. For more on the Silers see below.

16. Simon was a descendant of Joseph Peace who had settled in Knox County at least by 1810. Related Peace families had extensive antebellum landholdings in Whitley and Knox Counties through the nineteenth century.

17. The Roaring Fork of Stinking Creek was named for the loud noise of its waters over the rock bed, a definite roaring sound likened by local folks to that of a lion.

18. The Hammons family can probably be traced back to Peter, a Revolutionary War veteran from North Carolina. Two later Hammond (sic) postmasters were Sol A. and Joseph Hammons.

19. Elmer Sulzer, *Ghost Railroads of Kentucky*, Indianapolis, Indiana: V.A. Jones Co., 1967, Pp. 203-10

20. It's believed by some that the **Warren** post office was also named for J.C. Warren, a local mine owner; and we know that a James M. Warren became postmaster on January 25, 1907.

21. According to Sulzer, *op.cit.*, a proposed rail extension from Wheeler to Jellico, Tennessee through a tunnel in Brush Creek Gap and along Greasy Creek never materialized. The Artemus and Jellico Railroad ceased its entire operation in 1952, and its track dismantlement was completed by the following spring.

22. Himyar, the race horse, may not have been all that fast, for he

only came in second to Day Star in the Fourth Kentucky Derby, 1878.

23. At least according to Philip K. Hitti's *History of the Arabs* (1935).

24. According to the 2000 Census, only twenty four per cent of Corbin's population resided in Knox County.

25. The county's Carnes families were descended from the brothers

Thomas and Abner who settled on Roaring Fork in the very early 1800s.

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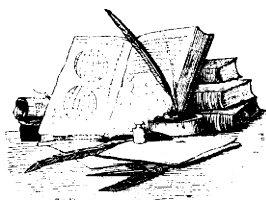
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- 61 LARDO, 1911 F LIGHT DOANE ON PPC (99-17). EST. \$12

WASHINGTON

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- 63 BRUSH PRAIRIE, ca1915 TYPE 11F MS RFD (SCRIBBLE ONLY). \$5
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Different Handling of Two Postal Cards Returned as Unclaimed to the Minneapolis Public Library in 1892

By H. J. Berthelot

My principal medium of collecting is the United States (U.S.) postal card. Among my interests are postal cards that were delivered or returned "postage due." Determining why postal officials handled a particular card in a certain manner increases my knowledge not only of the postage due system, but also of U.S. philatelic history in general. The two postal cards shown herein were acquired at different times and from different dealers. Both cards were used by the Minneapolis, Minnesota Public Library. The card in *figure 1* was mailed in November of 1891, while the card in *figure 2* was mailed in February of 1892. Comparing the two cards, I noted that they were handled differently when returned as unclaimed to the library, from the Minneapolis Post Office. This article will attempt to explain—speculate on—why the former card was returned free of additional charge and the latter card was returned postage due.

At the outset, the U.S. Post Office Department's (the POD) policy regarding the forwarding or returning of mail matter will be summarized. Between 1798 and 1866, the POD considered a letter "delivered" if it were taken to the address originally designated by the writer. If a letter could not be delivered as originally addressed, postal officials "forwarded" the letter when possible and assessed new postage from the particular post office each time the letter was forwarded. Each new charge was paid either at the post office from which the letter was forwarded, or at the post office of delivery.

The POD had no policy prior to July of 1860 for "returning" letters to their writers. If a letter could not be delivered as addressed and no longer could be forwarded, it was designated a "dead letter." As such, the letter was advertised by the POD for a fee, and if not claimed, disposed of according to postal regulation. Beginning 23 July 1860, writers were allowed to endorse their letters with a "return request." If uncalled for, letters with return requests (and the writer's return ad-

dress) were returned free of charge after thirty days, or a lesser period of time when indicated by writer in the return request.

Beginning 1 July 1866, postal regulations provided that a prepaid First-Class letter could be forwarded when requested by the addressee, or returned to the writer if it could not be delivered. If the letter did not have a return address, it was sent to the Dead Letter Office, which was authorized to open sealed letters seeking an address. The 1866 Postal Regulations allowed Second- and Third-Class mail to be forwarded or returned upon the payment of additional postage, then one cent per two ounces. Those regulations were changed in 1873. The new regulations required that a Third-Class mail item be fully prepaid, otherwise it would not be forwarded to a new address, nor returned to the writer.

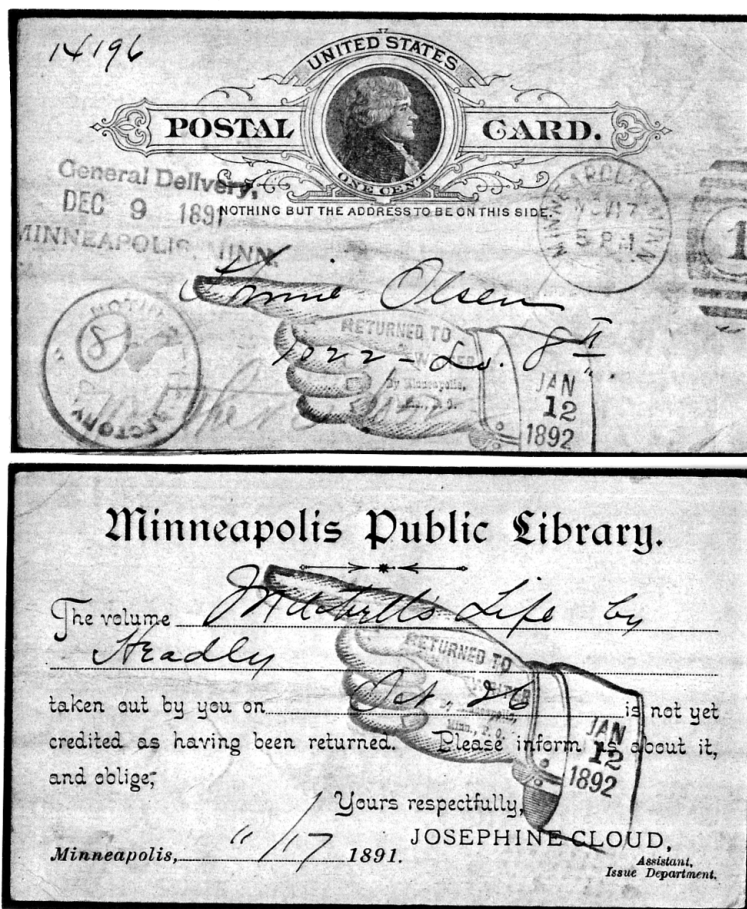


Figure 1 Address and message sides of a pre-printed Minneapolis Public Library card. Mailed on 17 November 1891 as an overdue book notice, the card was returned to the library by the post office on 12 January 1892, as undeliverable First-Class mail.

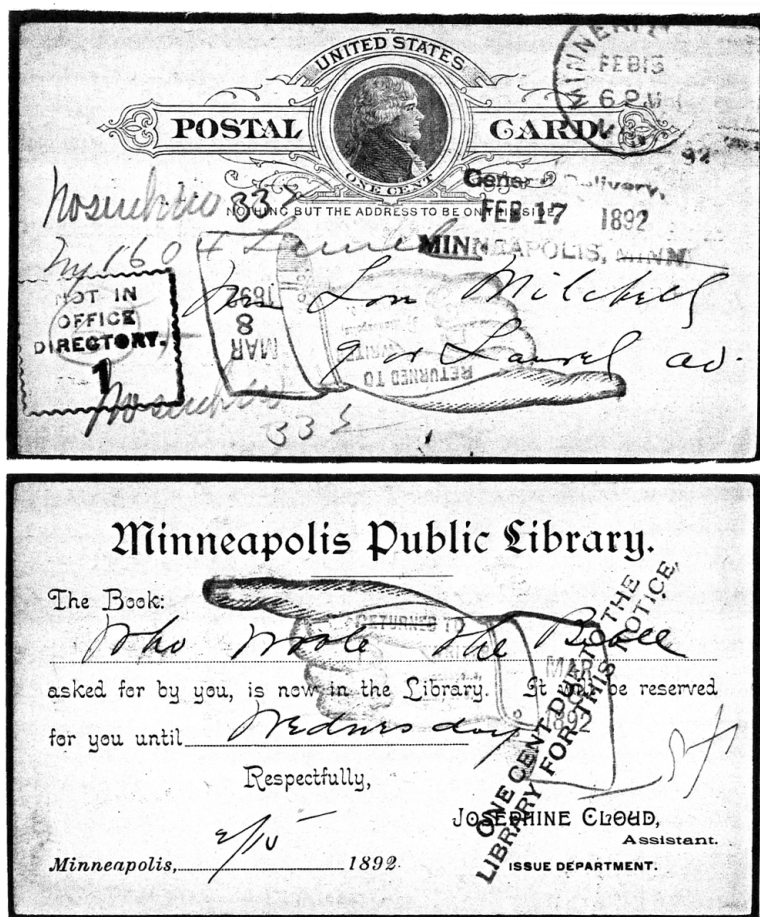


Figure 2 Address and message sides of a pre-printed Minneapolis Public Library card. Mailed on 15 February 1892 as notice that a book was being held on reserve, the card was returned to the library by the Minneapolis Post Office on 8 March 1892, as undeliverable Third-Class mail.

In May of 1873, the POD issued its first postal card. Postal regulations released in July of 1873 authorized postal cards to be handled in the same manner as prepaid First-Class letters were handled, meaning postal cards could be forwarded to a new address or returned to their writers free of additional charge.

Postal regulations published in 1879 changed the procedure for handling fully prepaid Third-Class mail. The new procedure allowed Third-Class mail, upon which one full rate of postage had been paid, to be forwarded free, at the request of the addressee. However, the return of Third-Class mail still required payment of additional postage at the one cent per two ounce rate.

As relates to postal cards, Section 481 of the 1879 Postal Regulations provided that:

unclaimed postal cards, wholly written, [were to be] sent to the Dead-Letter Office with the post offices regular return at the expiration of thirty days. Foreign postal cards [were to be] tied in a package by themselves.

Postal regulations published in 1887 once again changed the way Third-Class mail was handled. Under these regulations, Third-Class mail could not be forwarded or returned free of charge unless new postage was paid at the then current rate of one cent per four ounces. The Third-Class mail item did not have to be prepaid and there did not have to be a request to forward. Two sections in the 1887 Regulations dealt specifically with postal cards. Those sections directed postal officials as follows:

Section 324. Postal cards are first-class matter, and may be forwarded on request, and they should be returned to the writer from the office of address when unclaimed; but no request for such return should be placed on the address side.

Section 595. When the message upon an unclaimed postal card is wholly or partially written, and the name and address of the writer is disclosed the same shall be returned to writer after thirty days from date of receipt, with the words "RETURNED TO WRITER," stamped thereon, and his name and address written underneath across the face of the card. If the message be wholly printed, [the card] will be treated as printed matter.

Another section of the 1887 Regulations directed postal officials as to the disposition of domestic printed matter, including postal

cards. That section specified that:

Section 598. Domestic printed matter obviously without value, including printed postal cards, must not be sent to the Dead Letter Office when unclaimed, except that on which postage is due, but must be disposed of as waste paper, ...

At the time the cards shown herein were used, the 1887 Regulations were in effect. So we will examine the illustrated cards under the directives and guidelines stated in the above quoted sections of those regulations. [In some situations, the regulations served as guidelines, allowing clerks to be subjective in their classification of certain items. The regulations in other situations directed clerks to handle certain items in a specific manner. The reader will see this when the cards are examined.] The one-cent Jefferson postal card with portrait

at top center was issued by the POD on 1 December 1886. The Minneapolis, Minnesota Public Library printed cards from that issue for use by the library.

Referring to *figure 1*, we see from the address side of the card that it was sent locally on 17 November 1891. On the card's message side was an overdue book notice. Minneapolis postal officials were not able to deliver the card as addressed and not able to forward it, as evidenced on the address side by the manuscript "Not there" and the circular "NOT IN CITY DIRECTORY." Sent to General Delivery in Minneapolis on 9 December 1891 to await call, the card was subsequently returned to the library on 12 January 1892, with the pointed-hand marking "RETURNED TO WRITER By Minneapolis, Minn., P.O." That marking was also affixed to the message side of the card. All of the hand-stamped markings on this card were struck in magenta ink.

From the directory markings, one may assume a clerk at the Minneapolis Post Office handled the card pursuant to Sections 324 and 595 of the 1887 Regulations. Subjectively viewing the card as being "partially written," the clerk noted from the first sentence of Section 595 that when "the name and address of the writer [was] disclosed," the unclaimed card was to be returned to writer after thirty days. And, since "postal cards [were] first-class matter" under Section 324, the clerk surmised that this card "should be returned to the writer from the [post] office of address." The clerk thus applied the Minneapolis Post Office's "RETURNED TO WRITER" marking and returned the card free of charge. Now compare the handling of this card with the handling of the card seen in *figure 2*.

The Minneapolis, Minnesota Public Library mailed the card seen in *Figure 2* on 15 February 1892 to a local addressee. The card's message side advised addressee that the book he had requested would be held on reserve for a certain period of time. Minneapolis postal officials were unable to deliver the card as addressed - note on the address side the manuscript "Nosuchno" [No such number] and the "NOT IN OFFICE DIRECTORY. 1." marking. Sent to General Delivery in Minneapolis on 17 February to await call, the card was ultimately returned to the library on 8 March 1892, as evidenced by the pointed-hand marking "RETURNED TO WRITER By the Minneapolis, Minn., P.O." Referring to the message side once more, we see the pointed-hand marking was again affixed, along with the double-

line marking "ONE CENT DUE TO THE / LIBRARY FOR THIS NOTICE." All hand-stamped markings on the card were applied in magenta ink.

From the directory markings on this card, one may assume a clerk in the Minneapolis Post Office handled it pursuant to Sections 595 and 598 of the 1887 Regulations. Subjectively viewing the card as being "wholly printed," the clerk focused on the second sentence of Section 595, which mandated that such cards "be treated as printed matter," that is as Third-Class mail, which could be returned only with an additional charge of one cent per four ounces, the then current printed matter/Third-Class rate. The clerk then considered Section 598, which addressed the disposition of printed matter that was "obviously without value." Since this card had been sent by the Minneapolis Public Library, the clerk decided—again subjectively—that the information gleaned from the card upon its return would be "of value" to the library. The clerk thus affixed the "RETURNED TO WRITER" marking, but in this instance also included the one cent due marking required for the return of a Third-Class mail item that weighed four ounces or less.

There are other possibilities regarding the different way the two cards were handled: (1) that the Minneapolis clerk who handled the card in *Figure 1* did not know or forgot to return it as Third-Class—and thus postage due—mail, or; (2) that some time between 12 January and 8 March of 1892 the Minneapolis Post Office stopped returning cards to the library as First-Class mail and began returning cards as Third-Class mail. Whatever scenario transpired, I do not believe the unusual, hand-stamped due marking struck on the card in *Figure 2* was prepared for a "one-time" use.

More printed cards from the Minneapolis Public Library are needed! Does any reader have an 1886-issued card that was sent out by the Minneapolis Public Library and returned by the Minneapolis Post Office during the months of January, February and March of 1892? If so, I would appreciate receiving information: about the auxiliary markings affixed to the card; if postage due was assessed for returning the card; if the due marking illustrated herein, or any other due marking, was used on the card; and if a postage due adhesive was utilized to account for the amount collected. Any new information gathered on the subject will be shared in an addendum to this article. I would also appreciate comments from any reader on this subject.

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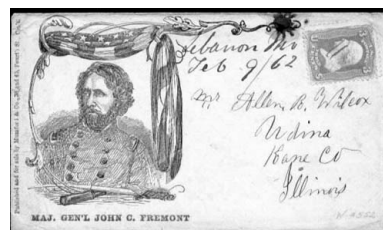
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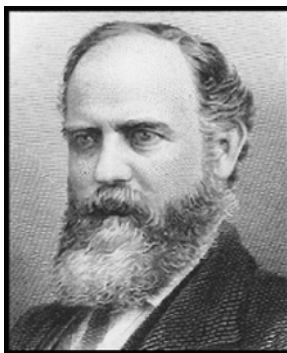
XXIII. John A.J. Creswell, 1869-1874

by Daniel Y. Meschter

John Creswell was usually known as John Angel James Creswell from about the time he entered Congress. His twentieth century biographers regularly accepted this form although at least one substituted "Angle" for "Angel" and the *New York Times* gave his surname as "Cresswell" in announcing Grant's cabinet appointments¹. Contemporary evidence, however, is that Creswell's birth name was John Andrew Jackson, a form popular in his day honoring Andrew Jackson frontiersman, war hero, Democratic icon, and President. It is the version used in the *Encyclopedia Dickinsonia*, derived from Dickinson College's records² and in the *Biographical Directory of the American Congress*. It appears, therefore, that he changed his middle name following his election to the House of Representatives as a Republican, contriving the awkward "Angel James" in order to eliminate his Andrew Jackson association and still retain his "A.J." middle initials.

He was born in November 1828 to wealthy parents at Port Deposit, Maryland, then called Creswell's Ferry on the Susquehanna River³. He was well educated in preparation for entering Dickinson College from which he graduated in 1848 at the head of his class. He was admitted to the Maryland bar in 1850 and opened a law practice in Elkton where he became ranked as one of the foremost attorneys and political leaders in Maryland within just a few years. He entered politics as a Whig; but upon the demise of the Whig Party changed to the Democrats in time to become a delegate to the 1856 Democratic Convention in Cincinnati that nominated Buchanan for president. Troubled by the controversy within the party over the slavery issue and declaring himself in support of the Union, he shifted again to the Republicans in 1861. As a Republican he supported the enlistment of black soldiers in the Union Army and eloquently affirmed Lincoln's Emancipation Proclamation. In the meantime he won election to the Maryland House of Delegates in which he was influential in keeping Maryland from seceding. He was elected to Congress on the Republican ticket in 1862, but failed in his bid for reelection. He then was chosen to fill a

vacancy in the U.S. Senate from 1865 to 1867. He sided with the Radical Republicans and supported the impeachment of Andrew Johnson, although he did not take part in Johnson's trial. He supported Grant for president at the 1868 National Republican Convention; but declined his own nomination for vice president.



John A.J. Creswell

Grant's appointment of Creswell for Postmaster General on March 5, 1869 was widely endorsed because of his loyalty to both to the Civil War hero personally and the radical wing of the party to which both he and Grant subscribed. He had experience in both houses of Congress and, not least, satisfied southern Republicans urging the appointment of a representative from a southern state to the Cabinet. Perhaps even more importantly, he and the General were close enough for Grant

to write him a letter of apology for having to cancel a social visit and for him and his wife to be at Grant's bedside when he died in 1884⁴.

The America Creswell faced in the spring of 1869 was the advent of a new era. The ravages of war the Johnson Administration failed to ameliorate still were everywhere. Southern planters struggled to find ways to work what was left of their plantations without slave labor. The government's huge debt, inflated currency, and high unemployment impeded economic recovery. Northern industries were seeking new products and wider markets to utilize their excess capacities. Meanwhile, a million war veterans unwilling to go back to the farm after they had seen "Paree" and a flood of foreign immigrants were looking to the newly-opened west for opportunities in agriculture and mining, if they could only reach it. Still there was promise of a more vibrant future in the air.

Not least among the harbingers of better things to come was the completion of the transcontinental railroad on May 10, 1869, only two months after Creswell took office, that reduced the mail transit time from the Missouri River to Sacramento from more than sixty days by pack train in 1851 to four days by rail and from New York to San Francisco from twenty-five to thirty days via the Isthmus to a week. Daily mails to New Orleans now took less than four days by two all-rail routes. Furthermore, the Overland Route opened the Orient to American commerce and the western plains

to settlement by homesteaders seeking land they could call their own, while New Orleans provided an outlet from mid American farms and factories to world markets. The impact on postal service reaching out from the railroads to newly settled communities was obvious to all.

Creswell defined his goals as Postmaster General in two questions he propounded in his first annual report⁵. First, "How can the postal service of the country be made most efficient?" and second, "How can it be relieved from the heavy deficiencies annually charged against it?" He could not have been unaware that to make the post office at least break even had been an ideal for many years achieved by only a few Postmasters General and never for long. Accordingly, he went on to refer to the President's goals for a sound economy: "Knowing it to be your desire that the department should be restored to a self-sustaining condition as rapidly as a faithful discharge of its duties would permit, I have diligently sought the true answers to the above questions."

In his analyses of the annual deficits, Creswell added depreciation of the paper currency to inadequate postage on printed matter and the franking privilege as the principal causes preventing the post office from becoming self-sustaining. Inflation, of course, was a national policy issue which he expected, correctly as it turned out, would be of temporary duration. The other two would require congressional action for which he tirelessly lobbied. Although he was never able to generate a surplus, Creswell took pride in reducing the annual deficits during his first three years in office which he achieved more by holding the annual increases in expenditures to less than the corresponding increases in revenues rather than through a retrenchment policy such as Joseph Holt had attempted. But he was unable to control costs in his fourth and fifth years when they spiraled out of control.

Alexander Randall, Creswell's predecessor, gave it as his opinion that it was unreasonable to expect the Post Office to pay its way during postwar recovery and decided that the rapid growth of the postal service justified a new plan of organization which he said he intended to prepare and submit to Congress. However, it fell to Creswell, as a gifted attorney and former member of Congress, to develop and submit the bill Congress passed as *An Act to revise, consolidate and amend the Statutes relating to the Post Office Department*⁶. Rather than restructuring the Post Office, this act consolidated existing legislation into what lawyers call a

revised statute comprising 327 sections in the *Statutes at Large* that became known in the Post Office Department as "the postal code" or simply, "the code." The sections of especial interest to Creswell relating to inadequate and unpaid postage on second and third class printed matter, the franking privilege and free mail matter, and readjustment of railroad pay were scarcely more than restatements of existing law that did little to achieve his goals to reduce the Post Office's annual deficits. Section 265, however, addressed the problem of railroad pay to the extent of permitting him to allow increases up to 50% to railroads furnishing railway post office cars. It was in approaching Congress for remedial actions on these issues that he achieved his greatest successes.

Provisions relating to the exercise of the franking privilege by public officials (§180) and to mail matter allowed to pass free through the mails (§184) were treated separately to distinguish official mail originating in the executive departments and Congress from free mail matter not on public business. In the case of free mail matter, the Act of March 3, 1873 repealed all laws permitting the transmission by mail of any free matter "whatever be" from June 30, 1873⁷. This included newspapers within the county where printed and exchanges, but this privilege was reinstated a year later by the Act of June 23, 1874, except for newspapers deposited in carrier offices or delivered by carriers on which postage was required⁸. This 1874 Act also contained a novel provision that only took effect on January 1, 1875 after Creswell and his successor, James W. Marshall, left office requiring publishers to weigh newspapers and periodicals in bulk and prepay postage at a rate per pound by a special newspaper/periodical stamp affixed to a receipt book retained in the post office, instead of charging postage on each newspaper or magazine individually as had previously been the case. In this manner, through a number of adjustments that taken one at a time appeared minor, Creswell obtained improvements on rates on printed matter and the very important requirement for prepayment that did much to solve the problem of transmitting free matter through the mails.

The franking privilege was a different matter. Postmasters General had complained of it as a costly burden and a major cause of persistent deficits since George Plitt, Kendall's special agent, returned from his year-long survey of European postal systems in 1840 and recommended its abolishment. It was, however, a perquisite Congress was loath to give up.

Abolishment of the franking privilege was little less than an obsession with Creswell. In his first Annual Report (1869, pp. 23-29), he pointed to both unpaid postages on printed matter and the franking privilege as major causes of the annual deficits. He called the franking privilege “an abuse so monstrous that it now threatens the very life of the [postal] service” and estimated the loss due to unpaid postage on printed matter at more than two and a half million dollars a year, enough to eliminate the annual deficit. He was disappointed in his 1871 Report (p. 19) that although the bill “to revise, consolidate, and amend the statutes relating to the Post Office Department,” into which his department had spent so much time and labor seemed to be making its way through Congress, no action was being taken on the abolition of the franking privilege.

Finally, however, he was gratified when a bill for the outright repeal of the franking privilege passed the House by a wide margin and only failed in the Senate for lack of time before the session adjourned in June 1871 (1872 Report, p. 20). His hopes were at last fulfilled when, in spite of widespread opinion it would never pass, repeal was finally enacted on January 31, 1873⁹. The Act was clear and to the point where it said: “the franking privilege . . . is abolished from and after the first day of July 1873 and thenceforth all official correspondence . . . shall be chargeable with the same rates of postage as may be lawfully imposed upon like matter sent by or addressed to other persons.” Congress implemented this provision in its 1873 appropriation act by directing the Postmaster General to prepare special stamps and stamped envelopes, known as “officials,” for use on official mail and appropriated a total of \$1,865,900 for the purchase of these stamps, creating the model for the later newspaper stamps¹⁰. Thus, Creswell accomplished the abolishment of the franking privilege that had eluded Postmasters General for more than thirty years. Unfortunately, this repeal didn’t really “stick” and neither eliminating free mail matter nor abolishing the franking privilege was enough to stem the escalation of expenditures by \$2,000,000 in 1872 and 1873 and more than \$3,000,000 in 1874.

The question of readjustment of pay for carrying the mails by rail was another problem. Based upon studies initiated by Alexander Randall in February 1869, Creswell agreed with the railroads on the basis of large increases in volume and weight of mail they were carrying, the additional numbers of trips per day needed to meet Post Office Department requirements, and the re-

quirement for more expensive mail cars to accommodate the introduction of railway post offices that an adjustment of railway pay was well justified.

When the railroads first emerged as a method of transportation nobody, least of all the railroads themselves, had the vaguest idea what terms and conditions for carrying mail were reasonable. Starting with an attempt to limit railroad pay to no more than 25% over what similar transportation would cost in post coaches¹¹, Congress eventually settled on a plan that recognized that the different railroads carried vastly different volumes of mail under conditions unique to each. It accepted the \$300 per mile per year proposed by the railroads as a maximum and devised a classification system according to the size of the mail, the speed carried, and the importance of the service¹². Compensations were set at \$50 per mile/year for the third class, \$100 for the second class, and \$300 for the first class plus 25% extra where more than half of the service was required to be performed at night, making a maximum of \$375 per mile/year.

Creswell’s approach to railroad pay readjustment was second only to his attack on the franking privilege. He continued to collect statistical data on the weight and handling of mail carried by rail every year and attached detailed tables to his annual reports to prove his point. A corollary was that some he said many railroads still refused to sign mail contracts, now alleging inadequate pay under the 1845 schedule and, of course, the endless matter of their convenience of operation with little regard for the public interest (1870 Report, p. 6). One of his most persuasive arguments was his figures for 1870 showing that three trips carrying 15,000 pounds of mail a day between Boston and New York and six trips carrying 20,000 pounds of mail a day between New York and Philadelphia were being made daily compared to one trip a day and fractions of those weights in 1845. Congress complied first in the Act of June 8, 1872 (§265) by allowing the Postmaster General to increase railroad compensations up to 50%.

Perhaps the success Creswell found most gratifying was Congress adopting his recommendation to issue penny post cards he liked to call “correspondence cards” (§170). Due to the absence of an appropriation to design and print the cards, however, their first issue was delayed until the next May. The public greeted them with enthusiasm and bought and used them by the tens of millions. Meanwhile, the public expressing its dissatisfaction with the pictorial stamps of 1869, mainly on account of their small size and uncanny form,

Creswell took advantage of a provision in the Department's contract with the National Bank Note Company that permitted him to order new issues with designs and plates to be furnished by the printer without additional cost (1870 Report, p. 26). Creswell opted for an entire new series, each stamp one-third larger in size than the 1869 issue featuring profiles of distinguished, deceased Americans taken from "marble busts of acknowledged excellence."

By the end of the Civil War, the telegraph had proven its importance as a means of rapid communication in commerce and military operations. His biographers describe how Lincoln often rode over to the War Office in the evenings to read the latest dispatches from the front. To aid in the construction of telegraph lines and to assure the government priority use for postal, military and "other purposes," Congress enacted legislation granting the telegraph companies rights of way across the public domain; free use of stone, timber, and other materials needed to build and maintain the lines; and the right to preempt public land for stations¹³. Of greatest importance to Creswell's mind, however, was Section 3 that permitted the government after five years to purchase the lines and property of any and all telegraph companies at its appraised value. It was clear from his 1871 (pp. 25-29), 1872 (pp. 25-36), and 1873 (pp. 23-33) Reports that Creswell strongly favored purchasing the telegraph system and giving it to the Post Office Department to operate as a postal telegraph as a number of European governments, including Great Britain in 1868, had already done. He went even further by proposing the establishment of a Post Office Savings Bank to pay for its acquisition. The government never purchased the telegraph companies of course and his proposal for a postal savings plan had to wait until 1911.

Finally, after years of frustration trying to reach a postal agreement with France, the United States and France finally signed a Postal Convention on April 28, 1874 to take effect August 1st. Creswell was far from satisfied with it, kowtowing to the French position as it did in so many ways. However, he was fully aware that the German Postal Administration was setting up an International Postal Congress in Berne, Switzerland on September 15th with every expectation it would supplant virtually all postal conventions then in effect among its members, including the newest one with France.

Historians are not entirely satisfied with the reason Creswell gave for his resignation from Grant's cabinet; but in lieu of anything better effect must be given to his letter of June 24, 1874 to Grant: "After more than five

years of continuous service, I am constrained by a proper regard for my private interests to resign the office of Postmaster General, and to request that I may be relieved from duty as soon as it may be convenient for you to designate my successor." Grant wrote back the same day: "As I expressed to you verbally this morning when you tendered your resignation, it is with the deepest regret to me that you should have felt such a course necessary. You are the last of the original members of the Cabinet named by me as I was entering upon my present duties . . . Your record has been satisfactory to me and I know it will so prove to the country at large¹⁴."

Even though Creswell was a close and trusted friend of the Grants, he avoided playing a meaningful political role in Grant's first term and escaped the scandals that tainted Grant's presidency. Even before his resignation, however, he accepted appointment as the American counsel for the *Alabama Claims Commission* which he served until the end of 1876 before returning to his private practice in Elkton. He died suddenly at his home a mile outside Elkton on December 23, 1891 of a heart condition exacerbated by pneumonia.

Among all postmasters general, Creswell ranks as "above average" on account of the wide variety of issues he dealt with; his accomplishments, including formulating the "postal code," virtually eliminating free mail, abolishing the franking privilege; and his length of service. Indeed, he may well rank with Amos Kendall and Montgomery Blair as the most effective postmasters general of all time. Whether any of the remaining postmasters general will equal them remains to be seen.

Endnotes

Portrait of John A.J. Creswell courtesy Library Archives, Dickinson College.

1 March 6, 1869, 1/6

2 See "Chronicles of Dickinson College," Carlisle, Pennsylvania.

3 See Vexler; *National Cyclopaedia*; *Biographical Directory*; and Simpson, Brooks D., article in *American National Biography*, New York, 1999 for biographical sketches of Creswell. Robert V. Freidenberg's, article "John A.J. Creswell of Maryland: Reformer in the Post Office" in *Maryland Historical Magazine*, v. 64, 1969, pp. 133-143 examines Creswell's term of office.

4 Letter, Grant to Creswell, May 8, 1868. Simon, John Y. ed. *The Papers of Ulysses S. Grant, Volume 18: October 1, 1867-June 30, 1868*, Carbondale, IL, 1991, p. 560; *Encyclopedia Dickinsonia*.

5 *Annual Report of the Postmaster General*, November 15, 1869, p. 23. Creswell's annual reports of November 15, 1869, Serial 1411; November 15, 1870, Serial 1448; November 18, 1871, Serial 1507; November 15, 1872, Serial 1562; and November 14, 1873, Serial 1600 are cited in the text by "(Year) [of] Report, page number.

6 Act of June 8, 1872, 17 Stat 283.

7 17 Stat 559.

8 18 Stat 233.

9 17 Stat 421.

10 17 Stat 542.

11 Act of July 7, 1838, 5 Stat 283.

12 Act of Jan 25, 1839, 5 Stat 314; Act of March 3, 1845, 5 Stat 738.

13 Act of July 24, 1866, 14 Stat 221.

14 Letter, Creswell to Grant, June 24, 1874; Grant to Creswell, June 24, 1874. Simon, *op cit*, Volume 25: 1874, 2003, pp. 136-7.

The Postmasters General of the United States

XXIV. James William Marshall, 1874

by Daniel Y. Meschter

It is arguable whether James W. Marshall was a Postmaster General in fact, albeit temporarily, or simply an acting or interim Postmaster General pending the arrival of Grant's nominee from overseas.

Grant's choice for First Assistant Postmaster General when he took office in March 1869 was George Earle whom he appointed on March 4, 1869, actually two days before he named John Creswell to be Postmaster General. Earle was a Maryland attorney with considerable experience representing claimants before the government and not likely to have been very comfortable defending one of the agencies before which he had previously appeared. The last mention of him as first assistant in the Grant papers was on July 11, 1869¹. The evidence is that he left office sometime that summer or fall and was replaced by James W. Marshall. Since Marshall was a classmate of Creswell's at Dickinson College and was already known on the diplomatic scene, it would be stretching coincidence too far to assume his appointment was other than at Creswell's behest.

On the same day Creswell submitted his resignation, June 24, 1874, Grant called a cabinet meeting to discuss his replacement, expressing a preference for a man from the South or, failing that, from New England in order to maintain the Cabinet's geographic balance². After considering a number of suggestions, Grant settled on Representative Eugene Hale of Maine. Hale initially accepted and then abruptly declined the appointment, as he said, on account of ill health, although one suspects Hale might have had an inkling of the scandals just then becoming public.



James W. Marshall

Grant wasted no time starting through another list of candidates. He never explained how, as early as the first day of July and no later than the second, Marshal Jewell occurred to him as most fitted for appointment. The problem was that Jewell was in St. Petersburg as the U.S. Minister to Russia at just that moment. Nevertheless, he enthusiastically accepted by telegram the next day and prepared to set out for America. Grant signed his commission on August 24th. He arrived in Washington on the 25th and took office on September 1st. In the meantime, the President's secretary telegraphed James Marshall early on July 3rd, "The President will be pleased to see you at the Executive Mansion this morning."

Marshall described his understanding of what they decided at that meeting in a letter he wrote to Grant on August 20th: "I learn from the papers this morning that Mr. Jewell has arrived in this country. Agreeably, therefore, to the understanding between us when you requested me to accept, *temporarily*, the position of Postmaster General, I hereby tender my resignation of that office to take effect whenever Mr. Jewell is ready to enter upon the discharge of the duties thereof (emphasis supplied)." On at least one occasion Grant addressed Marshall as "Postmaster General" in a letter datelined July 24th.

From this it can be concluded that although Marshall might have had what we would now call a recess appointment pending confirmation by the Senate when it reconvened at a later date, both Grant and Marshall understood that Grant appointed him Postmaster General *de facto* to serve at Grant's pleasure, perhaps temporary; but not interim. If this were not so, why would Marshall have gone through the charade of resigning if he had nothing to resign? This view is also supported by Grant's appointment of Chief Clerk James H. Marr to succeed Marshall as first assistant as of July 7, the same day Marshall entered on his duties as Postmaster General. Ordinarily, an assistant's staff would have been capable of filling in for an absent first, second, or third

assistant so that Marr's appointment was neither usual nor necessary. Marshall's resignation as Postmaster General took effect with Jewell's commission on August 24th and he stepped down to the position of interim Postmaster General until Jewell entered on his duties. Marshall then resumed his permanent position as first assistant and Marr went back to being Chief Clerk.

It is curious how quickly news of the vacancies in the Post Office spread. Even as early as July 2nd the Indianapolis postmaster recommended Indiana Representative James N. Tyner, half way through his third term in Congress, to replace Marshall as first assistant. Whatever his information, the Indianapolis postmaster must not have been aware Grant was considering Jewell and that Marshall's appointment was only temporary. Grant took no action on this recommendation; but he didn't forget it, either. He chose Tyner for the next vacancy in the Post Office Department hierarchy on February 26, 1875 to replace John L. Routt as second assistant. He reached for Tyner again for Postmaster General on July 13, 1876 after he forced Jewell to resign.

James William Marshall was born in Clarke County, Virginia in August 1822 and reared in Mt. Sterling, Kentucky before returning to northern Virginia for his preparatory education³. He graduated from Dickinson College in 1848, the same class John A.J. Creswell headed. A classical scholar, the College retained him as an instructor and later professor of ancient languages until 1861 when Lincoln appointed him U.S. consul at Leeds in England where he remained during the Civil War. He may either have resumed teaching or taken a position in the State Department upon his return to the United States until President Grant appointed him First Assistant Postmaster General sometime in the last half of 1869 succeeding George Earle. Except for his temporary appointment as Postmaster General, he served as first assistant to the end of Grant's second

term when Hayes' Postmaster General, David M. Key, appointed him Superintendent of the Railway Mail Service for the next year.

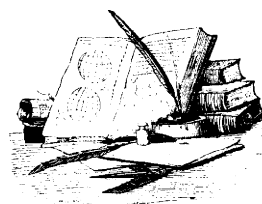
In view of his short term of only 48 days as Postmaster General, Marshall had no opportunity to make any significant changes in the postal service, introduce any innovations, or even submit an annual report. His role was simply to "stay the course" until Creswell's replacement Grant had already selected arrived from Russia and could take office. Little else is known about him following his service with the Post Office Department. He had

married early in his teaching career and had at least two sons, an architect and a physician, with whom he lived in a Washington, D.C. boarding house before he died in February 1910 at the age of 87.

Endnotes

Portrait of James William Marshall, c. 1858, courtesy of Library Archives, Dickinson College.

- 1 Simon, John Y., ed. *The Papers of Ulysses S. Grant, Volume 19: July 1, 1868-October 31, 1869*, Carbondale, IL, , 1994, p. 514.
- 2 Jewell's appointment and Marshall's status pending Jewell's arrival are from Simon, *op cit*, Volume 25:1874, 2003, pp. 137-8, 140-1, 162.
- 3 See Vexler; *National Cyclopaedia*, v. 4, 1895; and *Encyclopedia Dickinsonia*, Dickinson College, Carlisle, Pennsylvania for biographical sketches of J.S. Marshall.



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An Iwo Jima Chaplain's Mail

By Michael Dattolico

Prologue

A dealer friend, Stan Bednarczyk, recently gave me a non-descript cover for my Marine Corps cover collection. Shown as *figure 1*, its most notable aspect was the date—December 7, 1944—in the U.S. Navy postmark.

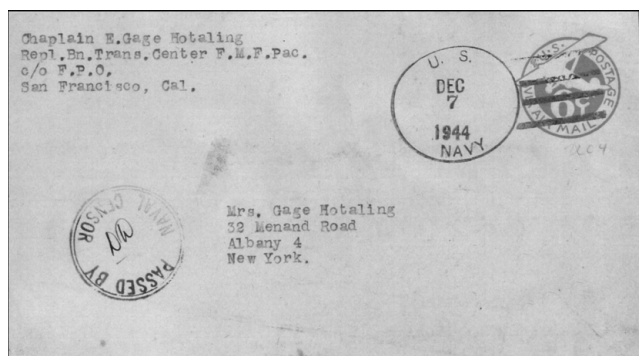


Figure 1 A cover mailed from transient replacement center in Hawaii. Chaplain E. Gage Hotaling remained there for six days, during which time he was assigned to the 4th Marine Division.

The address indicated that it was mailed by a navy chaplain attached to the Fleet Marine Force, Pacific. Nothing else seemed distinctive about it. I thanked Stan, took it home and promptly forgot about it. A week later, however, I saw it again. But this time, a cursory glance became a prolonged stare. I sensed there was a story to be told, and noted the sender's name, Rev. E. Gage Hotaling. Then I began to investigate.

A search of my library turned up nothing. Then I turned to the Internet for information and received a jolt. Prominently documented in several places was the name, E. Gage Hotaling. One source led to another, and startling facts suddenly came to light. I learned that the former chaplain was still alive. I discovered his address on a list of retired ministers living in Massachusetts. I got his telephone number and placed a call. A lady answered, and I asked if she knew Reverend E. Gage Hotaling. She replied, "Oh, sure. Gage is right here." I felt a shiver of excitement.

The clear, firm voice of a man replied, "This is Gage. How can I help you?" Somewhat nonplussed, I explained that I was a writer for a postal history journal, and I had a piece of mail he'd written over 60 years ago to his wife. The voice shot back, "You must be mistaken. My wife has every piece of mail I wrote to her during the war, and in the order that I wrote them." But after I de-

scribed the envelope, he crisply replied, "Yes, that's my letter. I wrote it just before we shipped out from Hawaii. But how on earth did you get it?" I explained how I got it, and Gage Hotaling expressed deep consternation.

I asked, "Did you serve elsewhere in the Pacific during World War II?"

"Yes," he replied. "I was the Navy chaplain on Iwo Jima. I was in charge of the dead." What followed was the first of two long conversations with a fascinating man who survived a terrible battle and left a rich postal legacy from that time and place.

Story

E. Gage Hotaling was born in New York but grew up in Providence, Rhode Island. He graduated from Brown University in 1935 with a B.A. degree in American History. His goal, however, was to become a minister. Hotaling taught school for a year before entering the seminary in 1936. He graduated in 1940 and was ordained a Baptist minister.

His first parish was at Palmer, Massachusetts, a suburb of Springfield. He remained there until the summer of 1944, at which time he applied for a commission in the Navy's chaplain corps. Gage explained to me that after watching the young men in his congregation enter military service for several years, he decided it was time he served, too. He was commissioned a lieutenant in the Navy on September 6, 1944, and departed for chaplain's school four days later. The course was offered at the College of William and Mary in Virginia. Gage graduated on November 5, 1944. He chuckled when recounting that of the 21 students in his class, he was the only one immediately sent overseas. He spent a quick leave in San Francisco before he reported to Hawaii in December.

Reverend Hotaling clearly recalled the hectic activity when he arrived in Hawaii. Originally assigned to the marine transient center, Gage became part of the 4th Marine Division. After only six days in Hawaii, the young chaplain and thousands of sailors and marines shipped out for their next combat assignment. Their destination—Iwo Jima.

Chaplain Hotaling went ashore on Iwo Jima on "D + 2", February 21, 1945, and he remained on the island during the battle for the next 26 days. His primary job was to oversee the burial of marines killed in action.

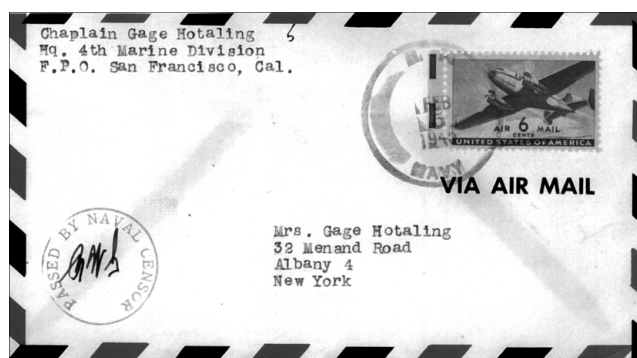


Figure 2 This letter was written aboard a troop transport carrying marines and sailors to Iwo Jima. The cover was postmarked exactly two weeks prior to the invasion.

Reverend Hotaling's main tasks were to provide an accurate twice-daily count of the bodies and supervise the burial of each marine. The first burials took place on D + 5, February 24th, and the job of burying the dead in the midst of a horrific battle was a daunting one. At one point, there were four or five hundred bodies stacked up, and the stench was terrible. Hotaling didn't smoke before the battle, but he was told that smoking was a sure way to deal with the odor of death. He jokingly stated that he became addicted to smoking for 26 days.

Gage maintained a personal record of the number of men placed in the ground on Iwo Jima. He buried 50 marines the first day, but the number quickly jumped to over 100 per day. On February 28th, 200 marines were

committed to the ground.. But the highest daily number was 247 burials on March 2, 1945.

The cemetery was formally dedicated on March 15th, and Chaplain Hotaling committed burial services for the last time on March 17th. On March 18th, he boarded the U.S.S. *Jupiter*, a cargo ship, and began the voyage back to Hawaii.

The 4th Marine Division was deactivated in the fall of 1945, and Hotaling spent his last months of active duty at the WAVE demobilization center in Washington, D.C. He left the Navy in June, 1946, and returned to Hyannis, Massachusetts where he became pastor of the First Bap-



Figure 4 Chaplain E. Gage Hotaling presiding over a marine's burial on Iwo Jima during the fighting. The cemetery was formally dedicated on March 15, 1945.

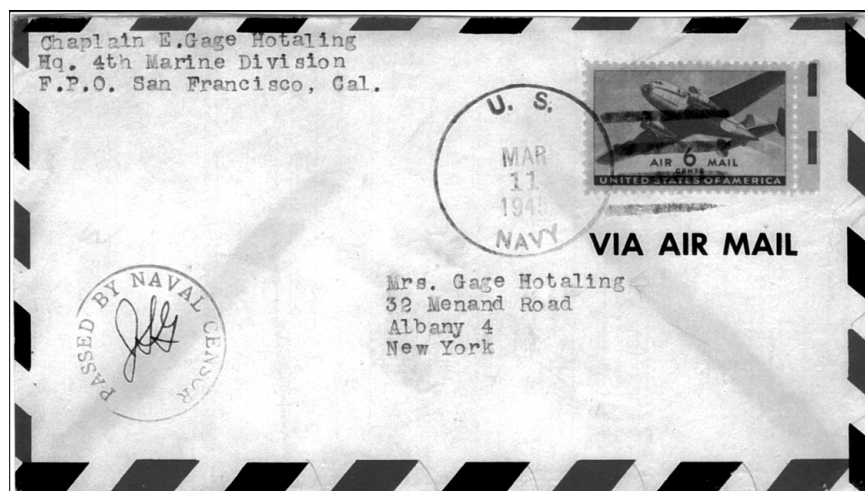


Figure 3 The envelope carried a letter written by Chaplain (Lt.) Hotaling from Iwo Jima to his wife postmarked March 11, 1945. Hotaling went ashore on February 21st (D+2) as the 4th Marine Division's chaplain in charge of the cemetery.

tist Church. His life was interrupted by the Korean War when he was called to active duty in 1952. Assigned as a chaplain at the Bainbridge, Maryland Navy Recruit Training Center, Hotaling remained there until February, 1954, when he left the Navy once again. He retired from the Navy Reserve in July, 1961, as a lieutenant commander. Reverend Hotaling formally retired from civilian ministry work in 1984 but has continued to fill in for other ministers in the area since 1990.

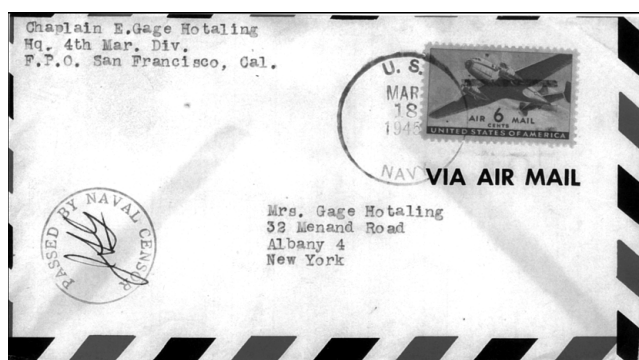


Figure 5 This cover carried the last letter written by Chaplain Hotaling from Iwo Jima. He left the island March 18, 1945.

Now 90 years old, E. Gage Hotaling has maintained his connection with the Iwo Jima battle. He is a member of the Iwo Jima Survivors Association of Connecticut, serving as the organization's chaplain, and is still called upon to speak at various functions.

Epilogue

After our initial conversation, I sent Reverend Hotaling the cover that Stan Bednarczyk had given to me. Gage said that when he checked his World War II mail, the actual letter written on December 7, 1944 was there but not the envelope. He does not know how or when he lost it, but it once again contains the letter written to his wife from Hawaii almost 62 years ago. For our readers, he sent me covers written during the voyage to Iwo Jima, the 26-day period he served on the island, and the initial period after the battle. These covers are illustrated in this article.

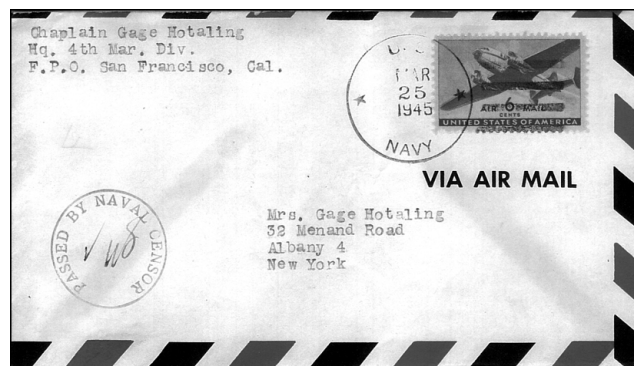
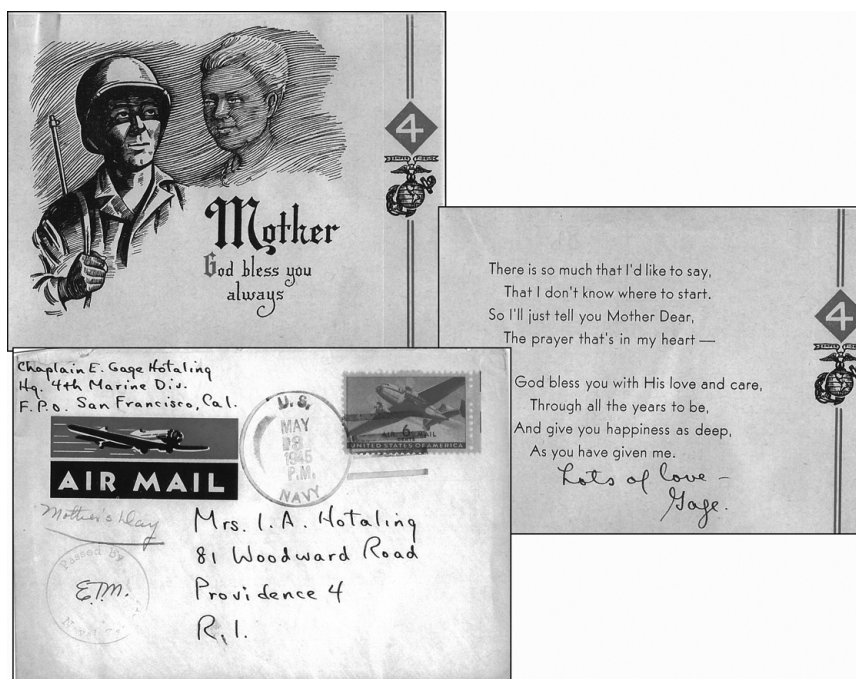


Figure 6 This cover carried a letter from Chaplain Hotaling to his wife. It was written on board USS Jupiter, a navy transport bound for Hawaii.



Figure 8 Photo card of Rev. E. Gage Hotaling during the post-war period when he was assigned to his church in Hyannis, Massachusetts. Hotaling remained in the Navy Reserve until his retirement in 1961 as a Lieutenant Commander.

Figure 7 Commemorative stationery provided by the 4th Marine Division used by Chaplain Hotaling as a Mother's Day card. It was mailed on May 3, 1945, after he had returned to Hawaii.



An Eyewitness to History – The Battleship *Missouri* and the Formal Japanese Surrender in Tokyo Bay Ending World War II

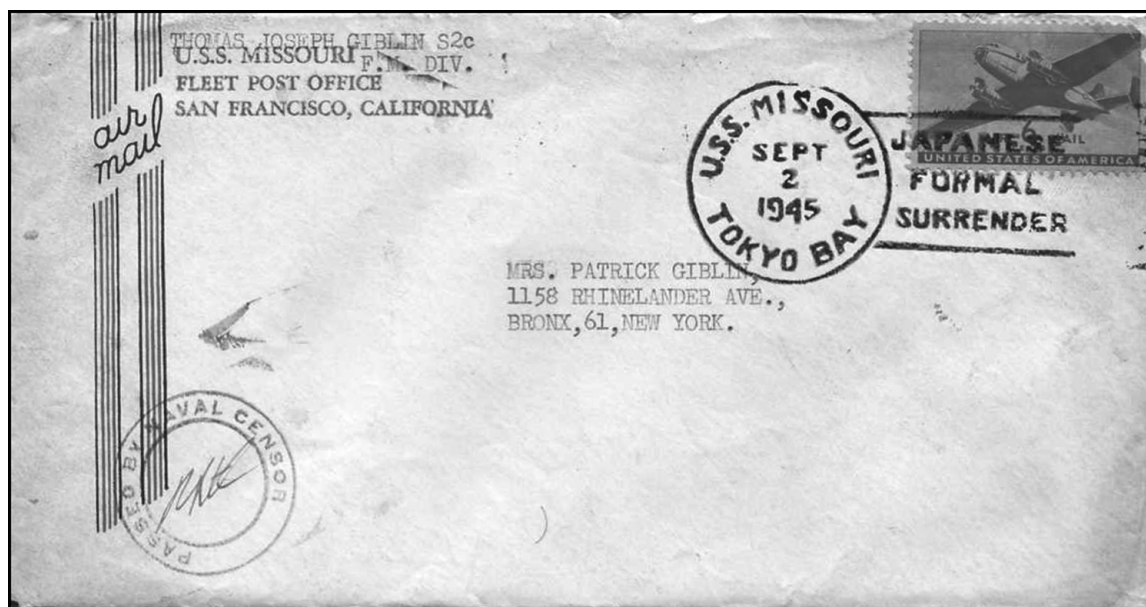


Figure 1 This cover carried a 6-page letter describing the historic events of September 2, 1945, by a eyewitness.

By Randy Stehle

This author was fortunate enough to come across a letter written by a sailor aboard the U.S.S. *Missouri* on September 2, 1945, the day Japan formally surrendered aboard that ship. The letter was written by one of my friend's uncles. It was discovered among the personal affects of his recently deceased father.

This six-page letter was mailed in the envelope shown in *figure 1*. This airmail envelope was postmarked on September 2, 1945, with a cancel that reads "U.S.S. MISSOURI TOKYO BAY/JAPANESE FORMAL SURRENDER". The cancel ties a six-cent airmail transport stamp to the cover. The words "air mail" are printed in blue in the upper left-hand portion of the cover. Two sets of three red vertical lines framed by blue lines run above and below the "air mail" nomenclature on the left side of the envelope. This letter received a double circle "PASSED BY NAVAL CENSOR" marking (along with the censor's initials inside the inner circle). The return address shows the sender's name and rank, Thomas Joseph Giblin S2c F.M. Div., in addition to a red rubber handstamp that reads "U.S.S. MISSOURI/FLEET POST OFFICE/SAN FRANCISCO, CALIFORNIA".

The back of this cover is shown in *figure 2*. A large blue-outlined rubber handstamp with the ship's name appears at the top of envelope. At the bottom the word "AIR MAIL" is printed in blue with red lines above and below it. A portion of the red and blue vertical lines used to designate that the envelope was for air mail use only appear at the upper right-hand corner of the cover.



Figure 2 Reverse of envelope shown in *figure 1*.

The contents of the cover, in addition to the six-page handwritten letter, consist of two printed letters from the Navy Department from July and August 1945, plus a prepared carbon copy of a typewritten letter, also from the Navy Department, dated the day of the formal surrender.

The U.S.S. *Missouri* was the last battleship completed by the United States. She was launched on January 29, 1944, and commissioned on June 11, 1944. The *Missouri* departed Norfolk, VA on November 11, 1944, arriving in San Francisco Bay on December 14, 1944. She made it to Ulithi, West Caroline Islands, on January 13, 1945. On February 16th on this year, planes launched from her deck carried out the first air strikes against Japan since Doolittle's famous raid back in April 1942.

She next went to Iwo Jima where she provided support for the invasion landing that occurred on February 19, 1945. The *Missouri* then joined in the bombardment of Okinawa on March 24, 1945.

The first page of the three-page Navy Department printed letter from July 1945 is shown in figure 3. It is illustrated at the upper left with a black and white image of a sailor looking out from the U.S.S. *Missouri*. There are eleven Japanese flags painted on the ship under the sailor. These represent the number of enemy planes shot down by the *Missouri*. The letter reads as follows:

U.S.S. Missouri
Fleet Post Office
San Francisco, California

At Sea
July 22, 1945.
Manuscript (July 25, 1945.)

[This date is significant, as the *Missouri* was guarding carriers until July 25th as they bombed Tokyo and conducted aerial strikes on Japan's Inland Sea.]

Dearest Mom and Dad:

It has been quite a while since I have been able to send you one of these news letters and you have probably been wondering what the *Missouri* has been doing. It has not been for lack of activity that this letter was not written but mostly because these activities tied in with bigger things that had not been completed yet. The censors have relented only enough to let us tell a little of what we have done, nothing about what we are doing.

After the Army and Marines had secured a firm hold on Okinawa, apparently, some of our naval forces could be spared to retire to one of the forward bases for replenishment and upkeep. [The *Missouri* left the carrier task force off Okinawa on May 5th and sailed for Ulithi. During the Okinawa campaign she shot down five Japanese planes.] Replenishment and upkeep means loading stores, provisions and ammunition, repairing machinery, doing a complete spring house-

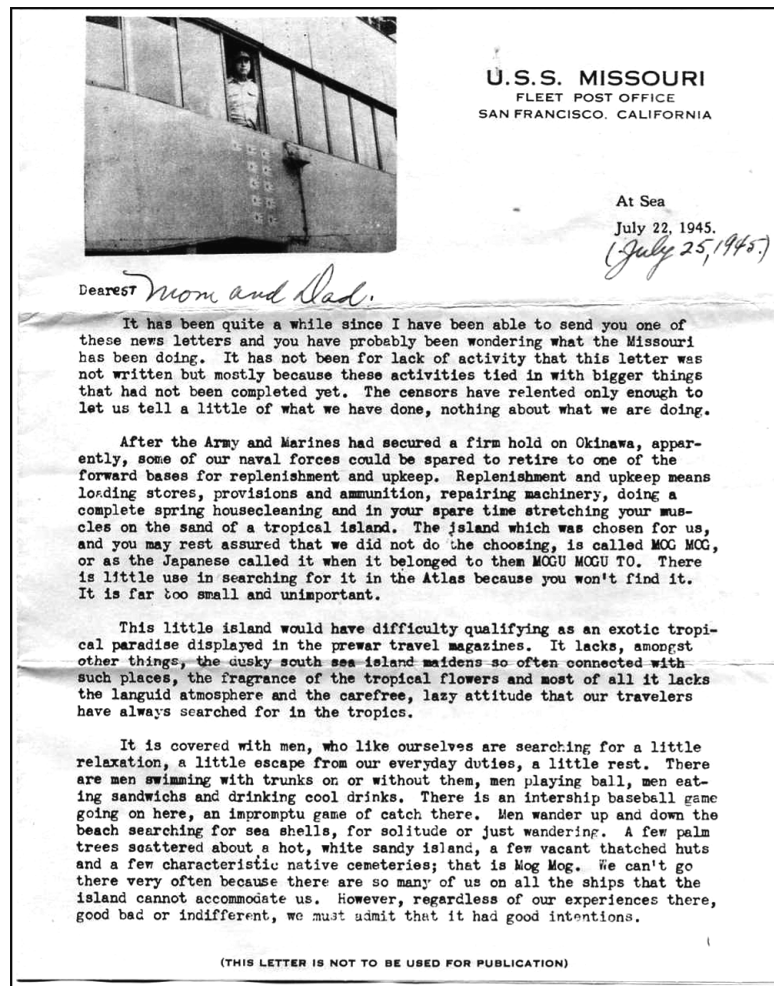


Figure 3 Page one of the July 22nd Navy Dept. ship's newsletter.

cleaning and in your spare time stretching your muscles on the sand of a tropical island. The island which was chosen for us, and you may be assured that we did not do the choosing, is called MOG MOG, or as the Japanese called it when it belonged to them MOGU MOGU TO. There is little use in searching it in the Atlas because you won't find it. It is too small and unimportant.

This little island would have difficulty qualifying as an exotic tropical paradise displayed in the prewar travel magazines. It lacks, amongst other things, the dusky south sea island maidens so often connected with such places, the fragrance of the tropical flowers and most of all it lacks the languid atmosphere and the carefree, lazy attitude that our travelers have always searched for in the tropics.

It is covered with men, who like ourselves are searching for a little relaxation, a little escape from our everyday duties, a little rest. There are men swimming with trunks on or without them, men playing ball, men eating sandwiches [sic] and drinking cool drinks. There is an intership baseball game going on here, an impromptu game of catch there. Men wander up and down the beach searching for sea shells, for solitude or just for wandering. A few palm trees scattered about a hot, white sandy island, a few vacant thatched huts and a few characteristics [sic] native cemeteries; that is Mog Mog. We can't go there very often because there as so many of us on

all the ships that the island cannot accommodate us. However, regardless of our experiences there, good bad or indifferent, we must admit that it had good intentions.

(THIS LETTER IS NOT TO BE USED FOR PUBLICATION)

The rest of the replenishment period was spent in preparing the Missouri for her next operation. The ammunition had to be replaced or changed to suit our next job, the storerooms and refrigerators had to be jammed to the bursting point and the new late developments of war equipment to be added by the repair ships. Some of us were lucky enough to be able to make trips to other ships to visit our friends and acquaintances but in many cases this was impossible as all the boats were needed to get work done in time.

As soon as we were ready, back we went to the battle area to relieve some other ships so that they could get their much needed replenishment. This time we had a new and interesting experience. We joined forces at Okinawa and anchored close to the famous Hagushi Beachs [sic] where the marines and soldiers had landed such a short time before. Heavy, thick weather kept the Jap airplanes away but we could hear the deep rumble of the battle seven short miles away to the south.

Our mission there was short and as we left we were permitted to help the marines and soldiers by knocking out some bothersome targets for them on the way. Both our large guns and our 5" anti aircraft were engaged in blasting out some Japanese emplacements. This gave us all a lot of satisfaction because in addition to smacking the Japs we were helping our friends on the beach. From that time to the end of the Okinawa operation we were in the carrier support group. Raids were made on Kyushu, Kanoya and Minami Daito Shima but the fliers were very much on their toes and no Jap planes ever got close to our ships.

For this fine work on the fliers [sic] part we were very glad but it made life extremely dull for us. In periods like these the only bright spot is when they bring us mail. This happens pretty often when you think of what an awful lot of mail there is and how far it has to go. We are always pleased to have a letter and are always looking forward to the day they bring us the mail.

We are getting to consider ourselves old hands at this game of war by now. We have been at sea for long periods on end and steamed many, many miles. We have eleven flags on our bridge for that many planes shot down. We have fired at numerous others. We have been in numerous carrier raids against the Jap cities, bases and airfields. Our big guns have reached the mainland of Japan more than once. We have ridden out one severe typhoon with no damage to ship or men.

A typhoon, as you know, is nothing but an Asiatic hurricane. It has the same features and is about as bad as an Atlantic hurricane. It follows a general course, increasing in force, size and speed as it goes along. In our typhoon, the task force that we were in was maneuvered so that we avoided the worst part and rode out the storm in relative comfort, rolling heavily from side to side. We had had advance warning and everything was lashed and battened down for rough weather. [This storm hit on June 5th and lasted until the next day. It was so severe that it wrenched the bow off the cruiser Pittsburgh.]

The terrific force, whip and majesty of a storm at sea is a very impressive sight. Equally impressive is how knowledge, preparation and intelligent seamanship can bring a frail craft through such battering force without damage. Our little escort destroyers rode out the storm without a word and only minor difficulties.

[Manuscript notation] (Late stuff) with an arrow

Since the Missouri's name has already been connected with one bombardment of an industrial target on the main land of Japan, I am able to describe this particular engagement for you. Our group was ordered to knock out the steel mills in Muroran on Hokkaido. [This bombardment occurred on July 15th, with the Nihon Steel Company and Wanishi Ironworks as their targets.]

One that day reveille was at two o'clock. We had a large breakfast at three because during the day we would be unable to cook and be required to subsist on battle rations. Nowadays battle rations are Army K rations and are not too bad. Regardless of whether we like them or not we know we can eat them and, if we do, we get enough food of various kinds to last out the day. It says so on the box.

It was a cold grey day with ominous, low hanging clouds. We expected enemy planes from those clouds at any minute. However, we were fortunate, or the Japs didn't want to fight, for none came out against us.

The bombardment began as scheduled. Most of us didn't get to see it as our jobs are behind armor or down below. We had to rely on our more fortunate shipmates up above to relay the story to us. Our big sixteen inch guns hit with deadly accuracy and we did what we came to do. It will be a long time before those mills are ready to produce war materials for the Japs again. When we had completed firing we turned and formed our disposition and departed.

There is a mix of emotion that follows such an operation. When it is going on there is excitement and power and the thrill of accomplishment. When it is over we are glad we are still here, proud that we are able to do what has to be done and grateful for the success that we have attained. Another thrill comes the next morning after the news has been flashed back home, then back out to us and we read about it in our morning press news.

This covers all we are able to tell at present. These letters will be continued from time to time as it becomes possible to tell you what we have been doing. But now we have to let something else happen before we can write any more.

Please be assured that, whatever we do and whatever happens to us, that the only medal any of us really want is the Victory Medal.

Sincerely

[Manuscript]: P.S. I guess that says about everything I could say. Hope you like it.

I am fine and in the best of health, Thank God. Please write soon.

Your loving son,

Thomas

The first page of the two-page Navy Department printed letter from August 1945 is shown in *figure 4*. It is illustrated at the upper left with a black and white image of the U.S.S. *Missouri* at sea. It reads as follows:

U.S.S. Missouri
Fleet Post Office
San Francisco, California

August 17, 1945.
Manuscript (August 25, 1945.)
At Sea

Dear Mom and Dad:

It's hard to believe, isn't it? A few days ago we were at war without much prospect of it finishing soon. Now it's over, all except the occupation.

On the day the official word was received, the Missouri, with the other ships of Task Force 38, was in position for an air strike on Tokyo. Since we have been in Task Force 38 all along, you will realize that this was nothing new to us. It was a nice sunny day, which is a rare thing in the vicinity of Japan, in the summer time. The date, for us out here, was the 15th of August. When the message came we already had air strikes on the way. Word was flashed to them to return and, after we gathered them all in, we retired to collect our wits and await any orders for our next move. [Official word was received at 0745 on this date that President Truman had announced Japan's acceptance of unconditional surrender.]

At eleven o'clock word went out to celebrate the occasion by breaking the battle flags. All the ships flew their largest ensigns and blew their whistles and sirens in honor of this great occasion. We tooted our whistle with much gusto and the Mighty Missouri added her bit by getting the whistle stuck and continuing to toot until the engineers could get the steam secured and make minor repairs.

That just about constituted our celebration. We continued in an alert status because, although the war was over, we weren't sure that the Japanese knew it. This is very necessary in the forward area for it takes time to notify all the forces and order them to stop fighting. We have been on the front lines for a long time now too.

All of us, here, are certainly glad that the war is finally over and are anxiously awaiting [sic] to get the final details cleared up so that we can be on our way home. Somehow or other the things we wanted to tell about a few days ago don't seem to be as important now as they did then.

Anyway, our last replenishment period was spent in Leyte Gulf, Phillipine [sic] Islands [arriving June 13th], where we found all our old friends, the tender and supply ships, from Ulithi Atoll. Ulithi is the atoll in which the island of Mog Mog is, that I told about in my last letter. Other than that the replenishment period was much the same. There was a recreation beach on the island of Samar which was like Mog Mog except hotter.

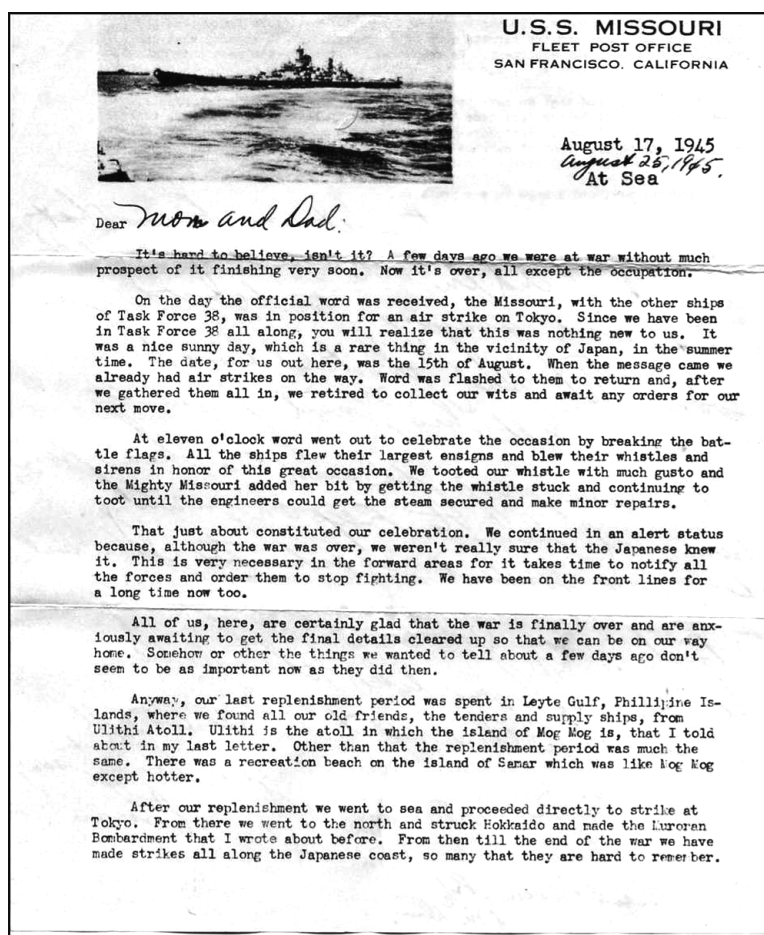


Figure 4 Page one of the August 17th Navy Dept. ship's newsletter.

After our replenishment we went to sea and proceeded directly to strike at Tokyo. From there we went to the north and struck Hokkaido and made the Muroran Bombardment that I wrote about before. From then till the end of the war we have made strikes all along the Japanese coast, so many that they are hard to remember.

Our bombardment group made a night bombardment on the Hitachi [Hichiti] Arms Factory, Engineering Works and Copper Refinery near Minato on the east coast on Honshu. [This occurred on the night of July 17th, and lasted until the next day.] This was interesting because it was done on a night so black and in weather so bad that planes could not be used to observe the fall of shot. We didn't have any idea of the damage done until it was photographed by plane the next day and they sent us the pictures. To our surprise and gratification we found that the damage was extensive and the targets were well covered. It is amazing what can be done with modern war equipment. We could hardly see the next ship in column much less the target which was fifteen miles away. [The Missouri's attacks on Honshu and Hokkaido started again on August 9th, the day the second atomic bomb was dropped on Nagasaki.]

We are all proud that we have been able to help win this war. Let us all hope that this will be the last time that a war has to be won. Many of our friends have died with that hope. That

hope has carried us through many a grinding, grueling day. Let us pray that it carries those charged with formulating and preserving the peace to a successful accomplishment of their task.

Goodbye, now, and I hope to see you soon.

THIS LETTER MAY BE PUBLISHED

[Postscript added in pen]:

Just a few lines to let you know that I am fine and in the best of health. Hoping and praying to be with you soon. Tell Dad that I have been receiving all his mail frequently. And I am very pleased to hear from him; tell him to keep on writing. Give my fondest regards to John and Patrick [his younger brothers]. Boy John is sure lucky isn't he? [John was supposed to be part of the land invasion of Japan that was made unnecessary by the dropping of the two atomic bombs.] Hoping you like this letter. So long for the present. Love to all,

Your loving son,

Thomas

The Navy Department prepared a letter for the sailors to mail home on the formal surrender day. They phrased it as if the sailor had typed it himself using carbon paper. Besides this obvious subterfuge, this letter addresses the use of the formal surrender cancellation and its value as an historic item. This letter is shown in *figure 5*. At the top of the letter is a red rubber handstamp with the return address of the U.S.S. *Missouri*. The text of the letter reads as follows:

U.S.S. Missouri
At anchor in Tokyo Bay
September 2, 1945

Dear Mom and Dad:

The event for which the Allied nations have so anxiously awaited through the trying years of World War II has taken place aboard this ship today. Japan, the last of the aggressor Axis Nations, formally surrendered unconditionally to General Douglas C. Mac Arthur, U.S.A., representing the Allied Nations.

If it were possible for me to do this, I would like to write out a long discription [sic] of the ceremony for you. However, since this has been a long and rather busy day, time does not permit me to write a long letter and still get it in the mail today. I wish to get this letter in the mail today as it shall be postmarked with the words of a Surrender Day Cancellation Stamp. I know you understand why I have turned to the typewriter and the use of carbon paper in desperation. Save this envelope, as the number similarly cancelled will be limited to the number of letters mailed on board this ship today.

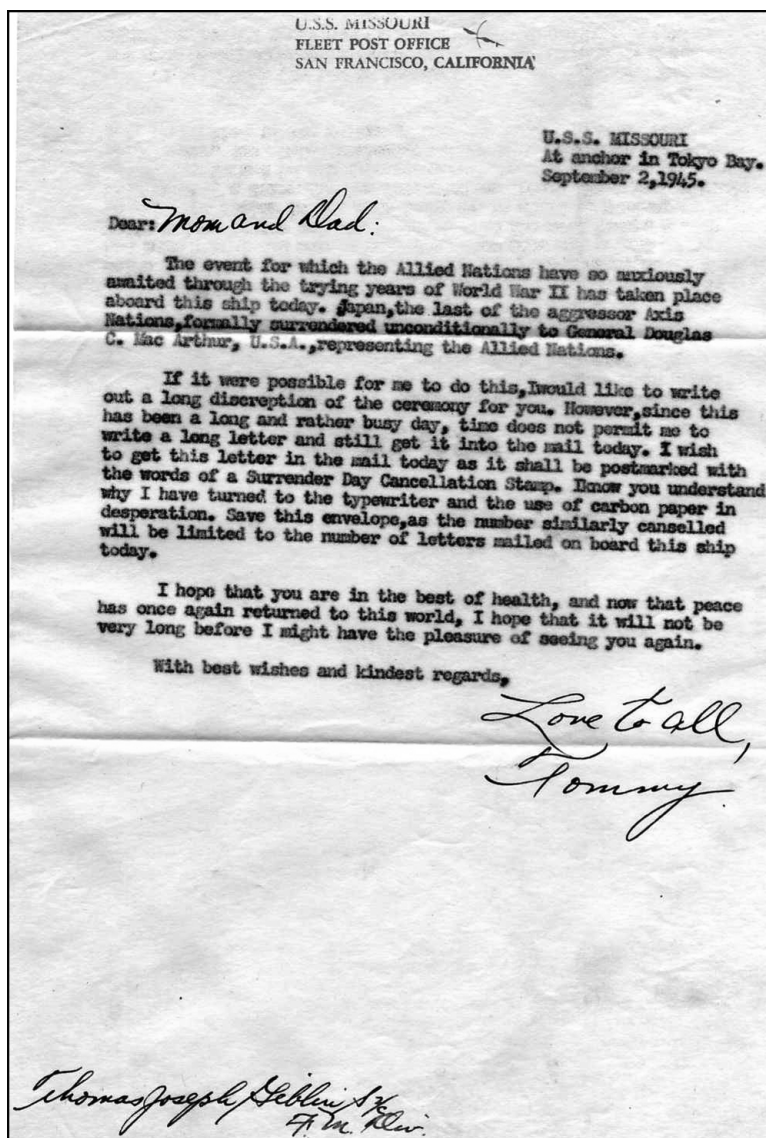


Figure 5 Navy Department ship's letter of September 2nd.

I hope that you are in the best of health, and now that peace has once again returned to this world, I hope that it will not be very long before I might have the pleasure of seeing you again.

With best wishes and kindest regards,

Love to all,

Tommy

The first page of the six-page handwritten letter is shown in *figure 6*. It was written on September 2, 1945, just after the formal surrender ceremony took place on the U.S.S. *Missouri*. At the top of the letter is the red rubber handstamp showing the return address of the U.S.S. *Missouri*. The letter reads as follows:

U.S.S. Missouri
Fleet Post Office
San Francisco, California

September 2, 1945.

Tokyo, Japan

Japanese Surrender Day

Dearest Mother and Dad:

I suppose you have been hearing all about this ship in the news and paper for the last few days. The following letter is my caption of the goings on.

The first big event was on Monday August 27th when we were the leader of the fleet into Sagami-Wan (Yokohama outer anchorage). We were met by a Japanese destroyer (probably one of their last few remaining ones), at 0800 in the morning. Four Japanese officers came on board our ship from one of our destroyers which sent a motor whaleboat along side the Jap destroyer. We then started on our long run inland along the coast. About 0900 we passed Mt. Fujiyama, the world famous Volcano of Japan. It was sure a beautiful sight. Just think a height of 12,225 ft. From where we were passing at that point it was 45 miles away but it still looked enormous. It thrilled us all.

We thought that maybe the Japs may try something so the ship went to General Quarters. So we had all of our guns ready for any treachery, including the 16 inchers. Then finally we arrived at Sagami-Wan. After we anchored at about 0930 the King George the Fifth, and many other British ships and an Armada of our old class Battleships and Cruisers [arrived].

The biggest and the main point of interest that I could see with the aid of a pair of Field glasses was along the beach there was a huge beach club brilliantly decorated with hundreds of Japanese people bathing and swimming in very colorful gowns and suits. The whole thing reminded me an awful lot of Coney Island or Orchard Beach.

We were the very first Americans to get into Japanese waters because the Army was delayed 48 hours and this thrilled all of us all the more. There were smiling faces all over the ship.

The second big event which happened the following day was also quite interesting and educational. This day we entered Tokyo Bay. We had Reveille at 0500 and the entire ship completed eating by 0600. If you didn't you were just out of luck and chow. At 0600 they sounded General Quarters as we entered the Bay almost immediately after getting underway. As we were entering the Bay everyone and everything was so quiet you could hear a pin drop. The Japs had white flags scattered at different points along the coast. As we rounded the Peninsula we could see Tokyo; this was indeed a great feeling. It made us all feel if we were sitting on top of the world. When we saw the city it looked just as

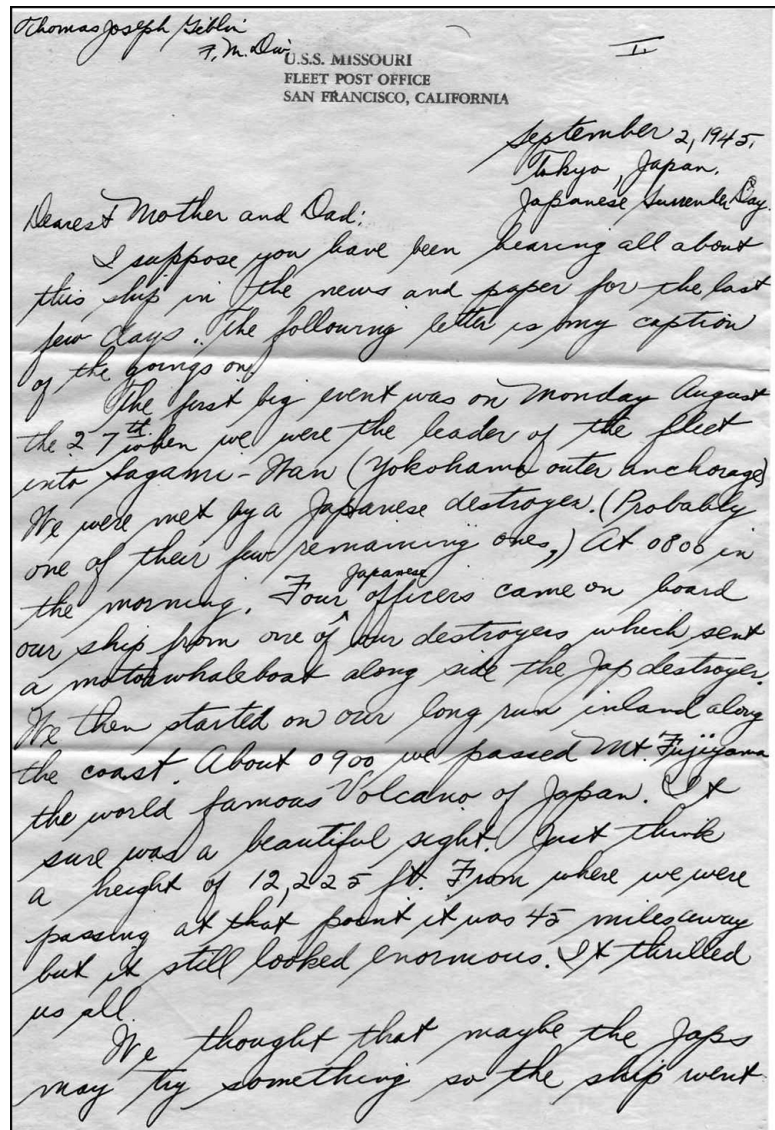


Figure 6 Page one of the personal account of the Tokyo Bay events.

it did in the papers and moving pictures. It reminded me very much of a scene from the moving picture "Destination Tokyo". Almost exactly like it.

The third and last major event and the ceremony was very simple and dignified. Admiral Chester W. Nimitz and the United States Navy officials which consisted mostly of Admirals who had been fighting the Japs nearly all through the War. They came very early (of course some of the War Correspondents and Photographers were the very first to arrive). The army officials and officers then came on board next. Following them were the British and remaining Allied delegations and representatives.

The whole ceremony was held outside the Captain's Cabin on the first superstructure deck just below the Navigation Bridge. Present at the ceremony over the Captain's Cabin door was the antique and historic battle flag which Commodore Perry flew when he entered Tokyo Bay many years ago. It was in a frame that was very plain. You will probably see it in the news-reel.



Figure 7 General Douglas MacArthur signs as Supreme Allied Commander during formal surrender ceremonies on the USS MISSOURI in Tokyo Bay. Behind Gen. MacArthur are Lt. Gen. Jonathan Wainwright and Lt. Gen. A. E. Percival, September 2, 1945 (US Dept of Defense photo)

The uniform for enlisted men was undress whites without neckerchiefs. The officers on board wore their everyday khaki.

General Douglas A. Mac Arthur, General Joseph Stilwell, Gen. Doolittle, Gen. Curtis LeMay, Gen. Geiger, Gen. Krueger, Gen. Spaatz and last but not least Gen. Jonathan Wainwright. The narrator of the broadcast was of course Gen. Mac Arthur which you probably know. The signing did not take very long. It lasted about twenty to twenty-five minutes. After it was signed a mass flight of B-29's, about seven hundred at least, roared overhead; boy what a thrilling sight.

Following them not far behind came about a thousand fighters, various types [of] all Navy planes. This did thrill us all beyond comparison.

After it was all over, as the Japs left they were sort of slouched over and looked all down and out as the saying goes. All those that were still left after the big wigs left exchanged notes and talked for awhile and had their pictures taken. There were about two hundred at least.

Well we secured from our divisional quarters at about 1100 and then we ate chow. I'll bet you can't guess what we had? Yes, it was a Turkey dinner with all the trimmings and including ice cream. Yes, it sure was a day long to be remembered.

I hope you are fine and in the best of health. Today I received a letter from Patrick but guess what the date was? – July 5, 1945. That sure was a long time ago. Now don't get me wrong. I sure was glad to hear from you Patrick. I always feel very enthusiastic when I get

mail from you. It was just that it sure took a long time to reach me. Thanks a million for the chewing gum Patrick.

I hope you are all fine and enjoying yourself before you go back to school in about a week or so.

I keep praying day and night that we will get home soon to all of our mothers, fathers, relatives and friends.

So long for now, please write soon. Love to all.

Your loving son,
Thomas

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WANTED: CALIFORNIA

Postal History by County Pre-1920

California Counties:

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Upland, CA 91786
(909) 982-9697**

Philadelphia's Double Dot Balloon Postmark

by Tom Clarke

The 'Double Dot', 33mm **PHILADELPHIA. P^a.** balloon sized cancel bridges two eras. It joins the cost-per-sheet letter rate and the flat rate system of postage. Cities besides Philadelphia used similar designs (possibly issued from Washington) but here we concentrate on Philly.

At the beginning of its use, the marking is accompanied by common domestic manuscript rates such as 6, 12½, 18½, and 25 cents, and their doubles and triples. At its end, they were part of the expansionist growth of America, both westward and upward in the social sense. Now, after the flat rate of 1845, common people could afford to send mail across country if necessary for a feasible amount of money. Instead of lawyers and business letters, common correspondence begins to gain the ascendancy.

At the same time that the Double Dot varieties were in use, three other smaller markers were used by Philadelphia clerks. All had replaced just two previous domestic canceling devices, the blue **PHILADELPHIA P^A** and the blue **PHILAD^A P^A**.

The late 1830's hubbub in Great Britain for penny (five US cents) postage, introduced in 1839-40, eventually overcame the doubting opposition on this side of the Atlantic too, five years later. The familiar Postal Act of March 3, 1845 rates, effective July 1, 1845 would be for half ounce letters under 300 miles, 5 cents, and for the same over 300 miles, 10 cents.

Happily for all concerned, the new rates were an instant success with postage volume and postal profits increasing, while customer pockets were sweetened by the jingle of excess change they did not have to spend anymore to send personal communications.

An overwhelming win-win policy.

One measure of the volume increase of mail with adoption of the 5 and 10 cent flat rate was the need for more clerks and stamping devices. We have mentioned that four distinct type replaced two in Philadelphia in 1841.

Leaving the other three styles for another day, we will see the Double Dot cancel as part of the burgeoning use of the mails even before the flat rate. Its days as an ordinary town mark will end after six years, and then be cannibalized into a time saving, modern, if temporary, value-in-dial 5 cent marker. Its service was in a sense unparalleled, but a fascinating aspect of the design is that it was really four cancels, not just one. Secret marks are the secret here, as explained below.

Two to Four Clerks (or more)

When the outmoded blue **PHILADELPHIA P^A** and the blue **PHILAD^A P^A** markers were in vogue, only two clerks were needed. Each clerk manned one of the two types and wielded them with exhaustive effect.

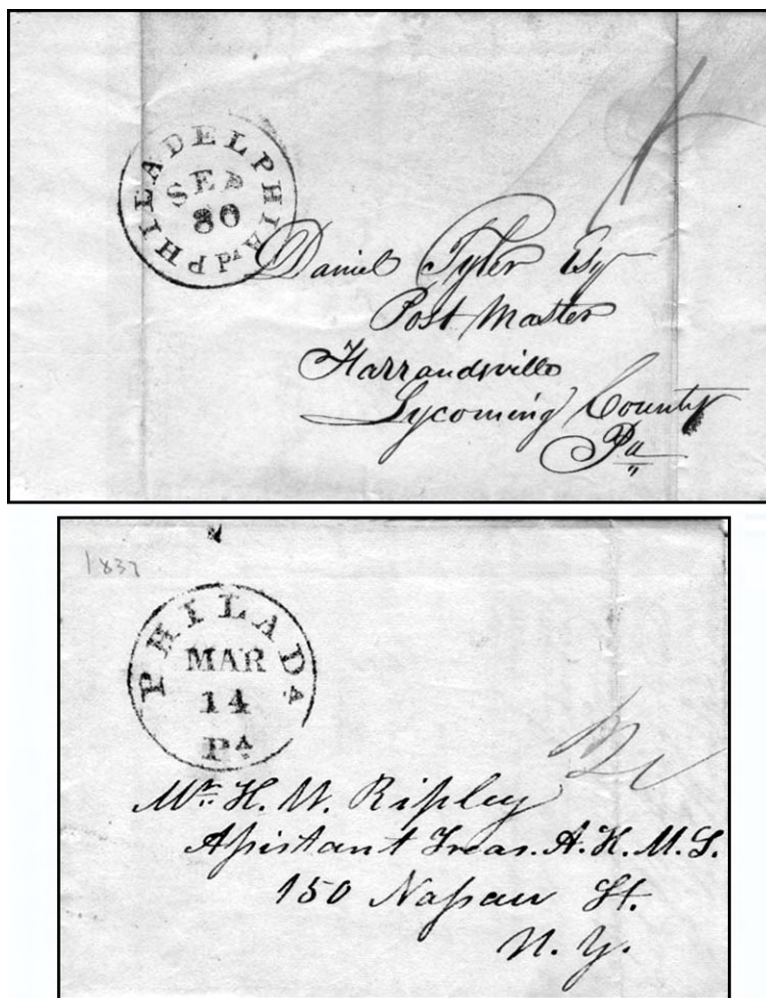


Figure 1 Two very nice examples of the two 'outmoded' styles replaced, in part, by the innovative Double Dot cancel type in June 1841.



Mail growth is the cause for the Double Dot canceler from 1841 to 1846 coming in *four* varieties, undoubtedly one for each of four clerks. There is no other explanation for the quartet of similar markers. One bore two dots under the abbreviated Pa; another no dots; the third, one dot to the left; and the last, one dot on the right.

By 1841, business in general was booming again in the growing country, following the terrible Panic of 1837, and the resulting depression which was finally over in this very year. But was postal volume *that* good as to require SEVEN devices when a few years before only two markers were necessary? Apparently so.

And remember that we have explained before in *La Posta*, how conscientious postmasters were to keep track of their clerks' output, its quality and volume. A canceler type like the Double Dot which came in four varieties would facilitate that oversight. By comparing the output by clerk (using the dots as a key to whose work was whose), postmasters could maintain needed quality control.

With respect to the other three, new, small cancel designs simultaneously introduced, the Double Dot markers seem to have outdone them as markers. The variety with two

dots showing and the no dot variety were the mainstays of the operation as the tally below will show. The single left and single right dot varieties are much less common for some reason. Perhaps they were used for especially heavy load days when a rush developed. Perhaps they were called to service and used by a 'crisis' staff of one or two.

No Novel Invention

Administrators of the realm have long been using 'secret marks' like the dots on the device in question, and have done so for

centuries. As far back a ancient Rome, coin makers or 'celators' had to specifically show their output compared to their peers, so that if testing proved any manner of fraud, authorities knew whom to visit —with a summons.

Such a process continued for 1500 years into the Middle Ages. No king or prince would allow free access to their precious metal supply without strict adherence to the rules, and a foolproof method for determining the malefactor. The French, for instance, are well know for



Figure 3 Look carefully at the reverse side (right) of this common coin of Roman Emperor Crispus (AD 317-326). At the bottom is the mintmark AQS, meaning Aquilea, Italy, the Second mint shop. Typical Roman efficiency. The secret mark denotes the actual person who made the coin, two palm branches either side of the VOT/X inscription. The mintmarks and secret marks varied all over the mostly well-controlled Empire.

their 'privvy' or secret marks on their precious metal coinage. It at least would permit authorities to identify the particular mint where coins were manufactured and ultimately the one or ones responsible.

Therefore, it is not extraordinary, in a postal system where rates must be accurate and speed and proper execution was essential to a growing population, to find someone thinking in terms of postmarks with secret distinguishing characteristics for internal efficiency use.

Unfortunately, the particular mark system used for the Double Dot markers is faulty. The dots were quite fragile in that if the pad were a bit dry, the small dots might not show. A good third of the time the dots are difficult to discern and this suggests that the experiment met with less than the success the postmaster had hoped for. In the future, better methods would be devised, ultimately individual clerk numbers by the end of the 19th century. American inventiveness has revolutionized the world, but it can also be quite fallible.

The Double Dot secret mark experiment is fascinating to consider. The number of cancels with illegible details in this study was happily reduced to about 10% with a good light source and careful magnification. Nevertheless, officials could not considered 90% an effective limit of control.



Figure 4 1500 years later, a gold ecu of King Charles VII of France shows, by way of the secret mark (a dot under the 4th letter of the circular inscription on both sides) that the mint town was Montpellier, in the year 1445. Control was essential. At times there were two dozen or more privvy marks per coin type.

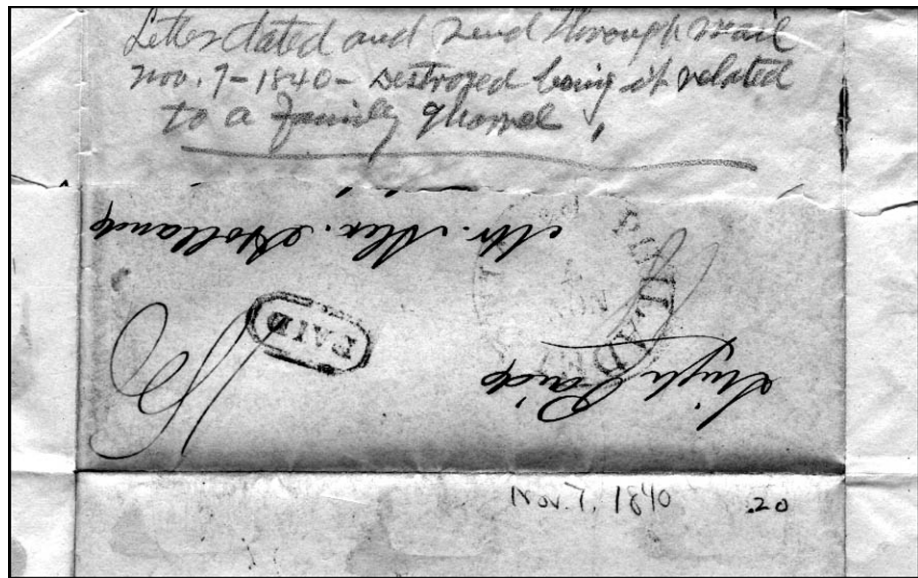


Figure 5 Though the letter was removed as admitted in the notation (folded front for this illustration), it explains why this happened and supplies us the date, but is 1840 accurate?

Earliest Known Use?

It is a conundrum easily seen on the accompanying chart that the earliest known usage date, November 7, 1840, looks very wrong. It shouldn't be there. The next earliest recorded date is many months later, and better fits the practical view that you wait for the demise of a cancel before introducing new types. The two outmoded styles previously mentioned cease use in June 1841, and the *second* 'first use' of the Double Dot is in May 1841. This is a much more reasonable transfer of styles pattern. All of this begs the question, why was the Double Dot cancel used *eight months* previous?

The devil is in the docketing, to coin a phrase. Note the two references to the cover's date (the letter is sadly missing). The short inscription looks very much like a dealer's notation of the docketed message inside:

Letter dated and sent through mail

Nov. 7 - 1840 - Destroyed being it related to a family quarrel.

On the surface, the inscription seems to be a gross error on the family member's part. Did he really mean 1840? It cries out to be, say, 1841 instead. But the original message was a family skeleton, so why would he necessarily get the date wrong? Things like that tend to be remembered vividly.

Also, November 7, 1840 was within days of a momentous presidential election ('Tippecanoe and Tyler too') so why *not* associate dirty family laundry with a popular, nationwide occasion —and a very dirty campaign at that?

Who are we to say? Maybe, just maybe, this is one of those experimental uses Philadelphia was fond of, and perhaps the postmaster, many months later, decided to go for it, use the new and much larger device for a change. It's possible. After all, being a presidential election year, there would be a new politically appointed postmaster taking office sometime after March, 1841 and placing his imprimatur on the Philadelphia post office....

Ink Changes

Red ink in Philadelphia had been the primary ink from 1798 to 1836. In 1836 blue ink was chosen, again for unknown reasons. There was another change in color during the Double Dot's lifetime. From early to mid 1843, red was back in style. Why? If it were two years later, we could understand the change as indicating the 'red-letter day' when a drastic drop in postage rates was inaugurated. But this was 1843, not 1845.

For whatever reason, red persisted until the winter of 1844-45, when blue ink returned. Again, why? All four varieties of Double Dot flip-flopped from blue to red and back again to blue ink. If nothing else, this fact is reassuring to the concept of four distinct varieties, though in the case of the left and right dot sorts, the evidence is very fragmentary as yet with very few examples reported.

Collector's letters are the bearers of witness, not government documentation, that in January 1854, perhaps on New Year's Day itself, a universal GPO instruction switched from colored ink to black ink. There will be a concrete rationale for this: postage stamps, now in use for seven years, had to be utterly obliterated and rendered totally unusable. They had to become safe from the charlatan 'stamp washers' who had heretofore been able to chemically remove blue and red ink from stamps and defraud the government by re-selling used, now 'unused,' stamps at discount.

However, the earlier ink changes, though they certainly must have been nationwide efforts also, beg similar reasoning. Without stamps to secure, what would be the function of the new (or resurrected) color?

Philadelphia's Double Dot Varieties, 1840-1847

	blue ink												red ink																											
	1840						1841						1842						1843																					
	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12		
PHILADELPHIA, / Pa () No periods	x																																							
- rate use with 18mm DC 5																																								
- rate use with 18mm DC 10																																								
PHILADELPHIA, / Pa .. Two periods																																								
- rate use with 18mm DC 2																																								
- rate use with 18mm DC 5																																								
PHILADELPHIA, / Pa .() Left period																																								
- rate use with 18mm DC 5																																								
PHILADELPHIA, / Pa () Right period																																								
- rate use with 18mm DC 5																																								
PHILADELPHIA, / 5 BOLD																																								
- rate use with 19mm DC 2																																								

	blue ink												Flat Rate												"D-Day"													
	1844						1845						1846						1847																			
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2
PHILADELPHIA, / Pa () No periods	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
- rate use with 18mm DC 5																																						
- rate use with 18mm DC 10																																						
PHILADELPHIA, / Pa .. Two periods	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
- rate use with 18mm DC 2																																						
- rate use with 18mm DC 5																																						
PHILADELPHIA, / Pa .() Left period																																						
- rate use with 18mm DC 5																																						
PHILADELPHIA, / Pa () Right period																																						
- rate use with 18mm DC 5																																						
PHILADELPHIA, / 5 BOLD																																						
- rate use with 19mm DC 2																																						

Color key

= Known Blue ink usage

= Known red ink usage

= possible usage not yet seen

= last usage of previous cancel types

The dour nature of post office business, especially in conservative, Quaker Philadelphia, would insure that principle and practicality would overcome mere whim and arbitrariness. Whether red or blue was prettier surely would never enter the equation. Or would it?

The Graph

Though the letter population for making these assessments is far from large, the following quantities will have to suffice for now:

2 dots blue	40	27.7%
2 dots red	26	18.0%
0 dots blue	15	10.3%
0 dots red	5	3.4%
1 left blue	7	4.8%
1 left red	5	3.4%
1 right blue	3	2.1%
1 right red	4	2.6%
illegible	13	9.0%
bold 5	27	18.7%
Total	145	100.0%

Categorizing the dots beneath the P^A, (when you can see them) can help show the relationships between sub types and their lengths of usage. Most early town cancel marks are imperfectly struck. Few are impressed with a precise perpendicular hit, rather they receive a glancing blow. Many more than we would like come to us incomplete and somewhat indistinct.

The Double Dot, because of its fragile baggage of dots, is certainly a frustrating case. More than a little caution and latitude in evaluating them is necessary in order to build a bona fide use chart.

Rating Accompaniment

A look at our chart for July 1845 shows there was no longer need for mileage charts and suspicious questions about how many sheets were contained within each letter. A democratic 5 or 10 cents applied to all but the heavier letters.

After a four year run of the Double Dot devices and manuscript rate notations, the Postal Act of March 3, effective July 1, 1845, called for new methods. Simple expediency, no doubt instructed from Washington, required new means to process mail faster than ever before, far beyond the manuscript phase of postmarking. Those days must have seemed ancient overnight.

How to increase efficiency? For the new, uncomplicated, effortless rate structure of 5 and 10 cents, authorities supplied 18mm circular '2', '5', and '10' auxiliary markers to accompany everyone's town marks. Tough faster than writing out a town name or calculating and writing a postal rate, one needed only to stamp each letter *two* times.

On the chart, unfortunately, there are too many 'possible usage not seen' boxes compared to the recorded usages, especially during the July 1845 through March 1846 period. These plus many more from the earlier period are necessary to create a complete picture of this interesting cancel type.

Death by Alteration

In March 1846, the Double Dot ended its 15 minutes of fame not with a whimper but by apotheosis! By now, the Double Dot devices were in very worn and blurred condition. Like the phoenix, one of them was transformed into a new image of itself, but this time as an integral (containing the rate within itself) marker. Canceling Speed could be further increased by cutting the number of handstamp operations to a single hand stroke.



The 'Pa..' in the original device was cut away and a strikingly large 5 was glued or screwed into place. Something of an indignity for distinguished service, but no doubt if it could speak, it would say, "a prideful death by alteration".

Simultaneously, the Philadelphia post office covered the other common rates of 2 and 10 cents with more innovation. We don't deal with them here, but a creative clerk or workman somehow attached the numerals in tandem outside of one of the small, current dial types, creating a duplex marker. These duplexes were used during the same time period as the Bold 5, starting in May 1846, but extending throughout almost all of 1847 until November.

The Bold 5 ceased use after 10 months, just after New Year 1847. Probably the carcass of the old Double Dot simply gave out, the proverbial worn-out shoe. It will be replaced by a new and stylish integral-5 cent town mark and manuscript rates by 1845. The attempted complexity of the Double Dot marking system between 1841 and 1846-7 suggests the fact that in years to come, in every city and town, there will be even more cancel varieties of postmarks with the aim to control post office processing, quality, and hasten the speed the mail.

Philadelphia, and most all other towns large and small, had taken permanent leave of the simple days of town mark and manuscript rates by 1845. The attempted complexity of the Double Dot marking system between 1841 and 1846-7 suggests the fact that in years to come, in every city and town, there will be even more cancel varieties of postmarks with the aim to control post office processing, quality, and hasten the speed the mail.

P.S. The envelope

In Great Britain, sometime after 1840, a new fangled thing called, from the French, 'l'envelope', to wrap around, to enclose, could be purchased. This was five years before Americans found their own need for the new concept. In England, one of them enclosed the first Christmas card greeting in 1843. In America, once the rate cut of 1845 went into effect, citizens began to adapt to this useful item.

In earlier years, an extra sheet of paper might be used to wrap mailed valuables (if one were bold enough to entrust them to the government mail service). Important documents, too, might be sent this way, for added protection against the elements.

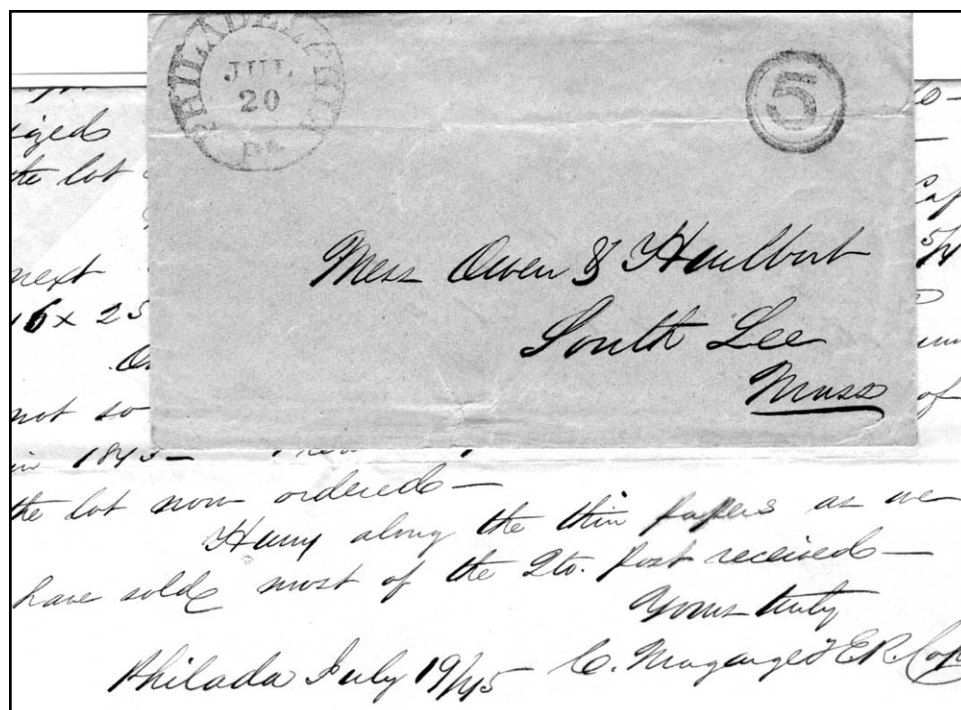
But now that postage rates tumbled, a separate lightweight sleeve of manufactured and folded paper would be a handy accessory for the writing art. No longer did the sender have to fold and re-fold his or her letter paper and melt a dab of wax to seal it.

Stationers had foresight and saw the potential inherent in envelopes and quickly stocked them. They proudly displayed them next to their best writing papers. Business houses would have been plied with special discounts for bulk purchases.

The newly pre-folded and glued innovation began to appear across postal counters, though die-hards used the old folded letter technique into the Civil War years of the 1860's.

Actually, the first envelopes probably weren't pre-glued. It has been mentioned before that early envelopes were indeed pre-cut and folded, but senders still had to wax-seal them. Pre-gluing them was another step in the envelope's revolutionary debut.

This introduction to envelope lore merely sets the scene for the final illustration, a Double Dot cancel which adorns one of the earliest envelope examples the writer has seen, within days of the new flat rate. There must be earlier examples.



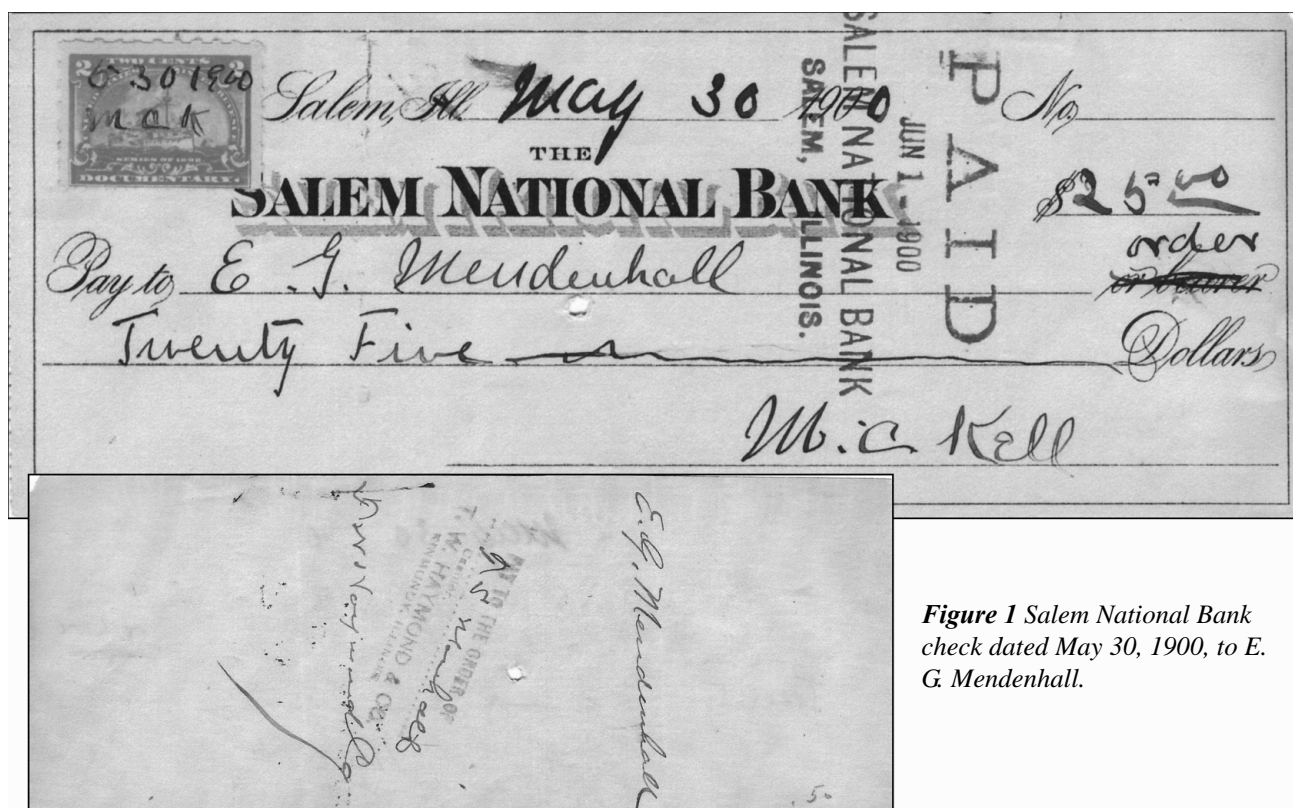


Figure 1 Salem National Bank check dated May 30, 1900, to E. G. Mendenhall.

The Mendenhall That Wasn't

By Jesse I. Spector

What does a 1936 postcard featuring the Mendenhall glacier in Juneau, Alaska and a May 1900 bank check from Salem, Illinois with a 2 cent battleship, revenue stamp, have in common—500 years of blood line connection or, put another way, does the historian invigorate the philatelist or does the philatelist invigorate the historian? Weeks after resolving the riddle of the post card and the check, the discovery continues to send chills up my spine.

Three years ago my family and I took an Alaskan cruise and were able to hike onto the mammoth Mendenhall glacier outside of Juneau, Alaska. A few years later while going through some revenue-stamped paper won at an auction, I came across a check with a 2 cent, Scott R164 battleship, documentary revenue stamp (*figure 1*) that sparked my subsequent search. The check issued by the Salem National Bank was dated May 30, 1900 and was a payment to E.G. Mendenhall for \$25.00 from a W. C. Kell. This being shortly after the Spanish American War the documentary revenue stamp paid the tax to assist in paying down the U.S. war debt similar to revenue stamps issued during the Civil War.

A few months after obtaining this check I attended a stamp show and while going through a box of 20th century postcards, I came across the Mendenhall glacier card (*figures 2 and 3*) mailed on August 1, 1936 with a one cent Franklin, Scott 552 from Seward, Alaska (named for William H. Seward, Secretary of State who facilitated the buying of Alaska by the United States from Russia in 1867 for 7.2 million dollars), to a Miss Mary Bolan, in Culpepper, Virginia. For several weeks the check and the postcard were strange bedfellows propped up on my desk as I continued to become more intrigued at what, if any, the connection might be. Was E. G. Mendenhall from a small town in Southeastern, Illinois related to the Mendenhall of glacier fame, or perhaps was he the Mendenhall whom this awesome glacier was named for? Thus began my inquiry to see if E. G. Mendenhall was our man. It turns out he was not, but the story of who he was and his relationship to the Mendenhall of the Alaskan glacier was so fascinating that I felt compelled to share the experience with you. This story shows how in today's wired world one can find out about people in history, even from the confines of my little study in the Berkshire Hills of West-

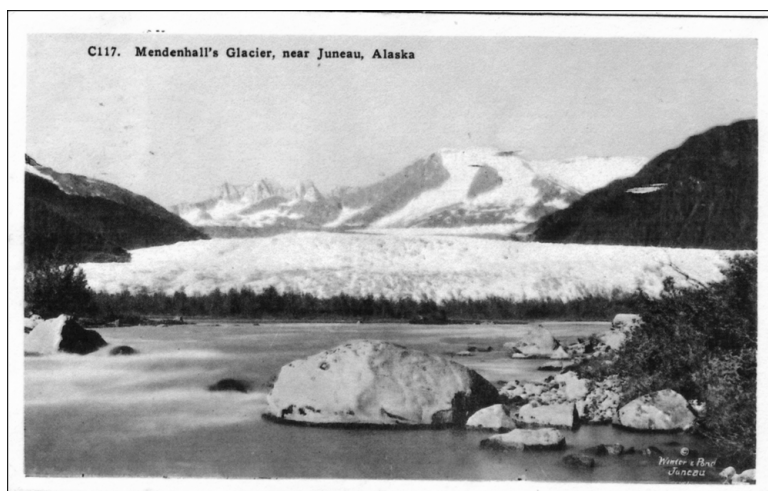


Figure 2 Winter & Pond colored post card showing Mendenhall's Glacier near Juneau, Alaska.

ern Massachusetts. Since many philatelists are also historians, the Mendenhall story should whet your appetite for what the world of Google can do for you.

As I look back on my experience I realize I truly put the cart before the horse. My initial inadequate attempts to glean who the Mendenhall of glacier fame was, resulted in my delving into who E. G. Mendenhall was, and in that endeavor I was quite successful. As it turns out, in plugging his name into Google I came across an amazing resource. Through a Herculean effort, gleanings of the *Kinmundy Express*, the local newspaper also known in its earliest days as the *Marion County Express*—and now housed at the Illinois Historical Library in Springfield, Illinois—have been abstracted by Dolores Ford Mobley of Divernon, Illinois. Gleanings do not represent entire articles, but in most cases are wonderful abstractions with special interest focused on data significant for genealogical research, births, marriages, death-notices, crimes, etc. These are exquisitely described in Victorian style consisting of life and death events, as well as other miscellaneous articles chronicled from 1883 through 1946, absent some years. The microcosm of a community in the United States in the latter 19th century alone is worth the price of admission, but not to get sidetracked it is here that I met E. G. Mendenhall, Jr.

Edward George Mendenhall, Jr. was born October 18, 1846 in Bath, England and came to this country at age 7 with his family, his father being Edward George Mendenhall. His father opened the first public library in Cincinnati, Ohio. At age 16 E. G. Mendenhall Jr.

enlisted in the 5th Ohio Cavalry, Company K, at Cincinnati, Ohio and served during the entire civil war, enduring the hardships that go with Army life. When he was discharged he was serving as Orderly Sergeant of his company, which speaks well for a boy of 19. After the War he located in Cincinnati and settled in Kinmundy, Illinois in 1869 at which time in April of that year he married Eleanora Leonard. From this marriage a son was born, Talmadge. It was never stated what caused the union to end, either death or divorce, but his second marriage occurred in 1880 to Alice Bogert and from this union a son Chester was born. E. G. Jr. was a respected member of the Kinmundy commu-

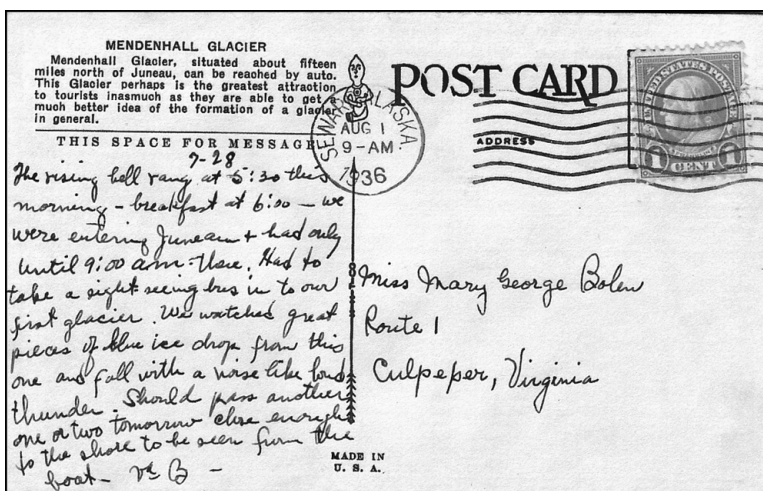


Figure 3 Reverse of card in figure 2.

nity. He was engaged in the nursery business, traveling widely, and in later years conducted a mail order business selling orchard machinery and other orchard supplies. His business flourished. He was active with the GAR throughout his life and on the 50th anniversary he invited members of his company to his home. This was duly noted in the *Kinmundy Express*.

E.G. Jr. was civic minded and in 1905 was elected as Alderman for the third Ward in Kinmundy, and in 1907 he was elected to the executive committee of the Kinmundy Poultry Association. In 1908 he lost in an election for the Alderman's seat. He served on the school executive committee in 1907, and he became Mayor of Kinmundy in 1911. He died on March 12, 1917, with a two page obituary in the *Kinmundy Express* and a picture showing a handsome dignified man with a captivatingly strong gaze. His wife survived him until her demise in December of 1926.

So you say, interesting, but what's the point—where is this going? Well, now for the rest of the story—remember, so far I have not left my study and all this information was pouring in via Google. I now was able to find on Google the *Mendenhall Family Association* web site, a forum for sharing genealogy information among the membership of the Mendenhall Family Association (MFA). As of March, 2003 there were 54,000 individuals in this data set with approximately 13,000 people with Mendenhall surnames living in the United States in the year 2000. The estimate is that approximately 25,700 Americans with this surname lived in the United States from 1690-2000. Only Mendenhalls believed to be descendants of a single person, Thomas Mendenhall born about 1500 and their spouses are included, and that now brings us to the Mendenhall glacier.

The glacier was named in honor of Thomas Corwin Mendenhall born October 4th, 1841 in Hanover, Ohio (one year after E. G. Jr.'s birth). He married Susan Allen Marple in 1870. Though he never attended college, he was teaching at Columbus Central High School by 1861, and though he lacked a conventional academic degree, he was appointed professor of physics and mechanics at Ohio State University in 1873—the first member of the original faculty. In 1878 he became Chairman of the Physics Department at the Imperial University in Tokyo, Japan where he remained for three years. While in Japan he established a meteorological observatory and was influential in organizing a seismological society. He returned to the United States in 1881 and again occupied the Chair of Physics at Ohio State University until 1884, following which he served as Professor of Electrical Science in the United States Signal Corps at Washington, DC. In 1886 he assumed the office of President of Rose Polytechnic Institute at Terre Haute, Indiana, remaining there three years during which time his book, *A Century Of Electricity*, was published.

In 1889 he was appointed Superintendent of the United States Coast and Geodetic Survey in which position he made his influence felt as scientist and administrator. He was responsible for the development of improved portable equipment for measuring gravity, which permitted the determination of relative force of gravity with greater facility and accuracy, under a plan for a trans-continental series of gravity measurements. During this period he was an active member of many important boards and commissions including the Alaska Boundary Commission.

In April of 1893 Thomas, then Superintendent of Weights and Measures, decided that the international meter and kilogram would in the future be regarded as the fundamental standards of length and mass in the United States and this decision came to be known as The Mendenhall Order.

In 1894 he accepted the Presidency of Worcester Polytechnic Institute and in 1901 due to ill health he resigned his position and traveled to Italy for recuperation and interestingly remained there for 11 years, returning to the United States in 1912 and settling in Ravenna, Ohio where he died on March 23, 1924.

Thomas Corwin Mendenhall's principle scientific contributions were to the subjects of electricity, gravity, seismology, and atmospheric electricity, but his labors covered a much wider field evidenced by numerous publications. His scientific attainments were widely recognized and despite his not being a college graduate he was awarded honorary degrees by many American universities. Indeed, he became President of the American Association for the Advancement of Science in 1889, and in view of his massive contributions to science, the huge glacier near Juneau, Alaska was named after him, despite the fact that he himself never actually visited the site.

Now here comes the punch line—what do the postcard and the revenue-stamped check have in common? An exhaustive genealogical search through the Mendenhall Family Association takes us back to a progenitor for the Mendenhall family, Thomas Mendenhall, born in England about 1500. Thomas had two sons, John Mendenhall born in Marridge Hill, England about 1536, and Robert Mendenhall born about 1540 in Wiltshire, England. E. G. Mendenhall Jr. was the fourteenth generation progeny in the family line descending from Robert Mendenhall. Thomas Corwin Mendenhall was the eleventh generation progeny of Robert's brother John Mendenhall. Thus, Edward George Mendenhall, Jr. and Thomas Corwin Mendenhall are 11th cousins 3 times removed!!

To complete the story, I then explored the issue of how these folks arrived in the United States, and again it is fascinating at how the paths merge. Of the one brother, John Mendenhall, it was an eighth generation progeny, Benjamin Mendenhall born April 14, 1662 in Wiltshire, England, who was one of the original Mendenhall emigrants to America, having arrived in Chester County Pennsylvania about 1662, where he bought 250 acres of land. He was very successful in land buying and was

a wheelwright by trade. A money box that he made shortly after his arrival is carved with the initials B. M. and the date 1684. He was a leading Quaker. The home he built in 1713 is still standing with a date stone which reads "1713 Mendenhall, Ben and Ann". Thomas Corwin Mendenhall's father Stephen emigrated in 1834 from Pennsylvania to Ohio. He was a Quaker and one of the early abolitionists of eastern Ohio, where his home served as a station on the Underground Railroad.

On the other side of the family E. G. Mendenhall, Jr.'s father taught school at Forscott, England before coming to America about 1850. He settled near Richmond, Indiana and taught school. He then moved to Cincinnati, Ohio where he entered the book and map publishing business. He co-authored and published the book *History, Correspondents, and the Pedigrees of the Mendenhalls of England, the United States, and Africa*. Edward's business was burned out and all of the surplus copies of the Mendenhall book were destroyed.

So, there you have it. An amazing story—no, a mundane story. No—rather a story like millions and millions of stories of people's lives that have been and are no more, but which have maintained fascinating trails in history to follow. Stories of the commonplace and the heroic. Historically, politically, and religiously enervating, and yet no different probably than millions of others. What is so profound and exciting though is the actual discovery of these lives—who was Thomas Corwin Mendenhall for whom a glacier is named? Who is Edward George Mendenhall, Jr. serving in the Civil War at age 16, the Mayor of Kinmundy, Illinois at the time of his death? And what of the common blood that ran through the multi-generations of the Mendenhalls that we can trace back year by year for 500 years to a common ancestor? Come on now—you can't make up a better story than this—and all sparked by a postcard and a revenue-stamped check, together with an invisible search engine with an outlandish name—Google. Try it sometime, you don't know where it will lead you.

HANDBOOK OF THE POSTAL CARDS OF THE WORLD'S COLUMBIAN EXPOSITION

BY KENNETH C. WUKASCH

and

PUBLISHED BY THE UNITED POSTAL
STATIONERY SOCIETY



176 page history of the souvenir postal cards issued for the World's Columbian Exposition held in Chicago in 1893. Includes 23 pages on the special World's Fair Station Post Office on the fairgrounds.

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Owyhee County, Idaho, Post Offices

By Richard Helbock

Owyhee County in Idaho's southwestern corner is a special place in the great American west. The county covers a huge land area—slightly larger than the State of New Jersey—but most people travelling through Idaho never see it because Interstate 80N runs north of the Snake River in this part of the state. Last year it was estimated that there were slightly over 11 thousand people living in Owyhee County. Most of these folks lived in the northeast corner of the county in Homedale and the irrigated lands along the Snake River south of Nampa and Boise. The vast heartland of Owyhee County with its mountains and canyons and sagebrush plains lies deserted and largely forgotten except by those few sensitive souls who value history and tranquil places.

Owyhee was the first county created by the Idaho Territorial Legislature meeting in Lewiston in 1863. Originally organizing all lands lying south of the Snake River, the county derived its name from the river and mountains trending northwest-southeast near the Oregon border. The geographic features were named by Hudson's Bay Company employees in honor of two Hawaiians killed by Shoshone Indians along the river in 1819. In 1863 Owyhee County was one of the most exciting places in the entire territory.

Early in May of 1863 a small group of prospectors set off from the Boise Basin in a southerly direction and crossed the Snake River to begin working streams in the Owyhee Mountains. On May 18th they were panning in the Jordan Creek valley when they chanced on a place they named Discovery Bar. Rich placer diggings were found nearby and after marking their claims touched off a gold rush that soon created a booming camp named Ruby City.

Much of the history presented in this article has been derived from Mildretta Adams' Sagebrush Post Offices, 1986. Mrs. Adams came to Owyhee County in 1911, and fell in love with the place and its history.

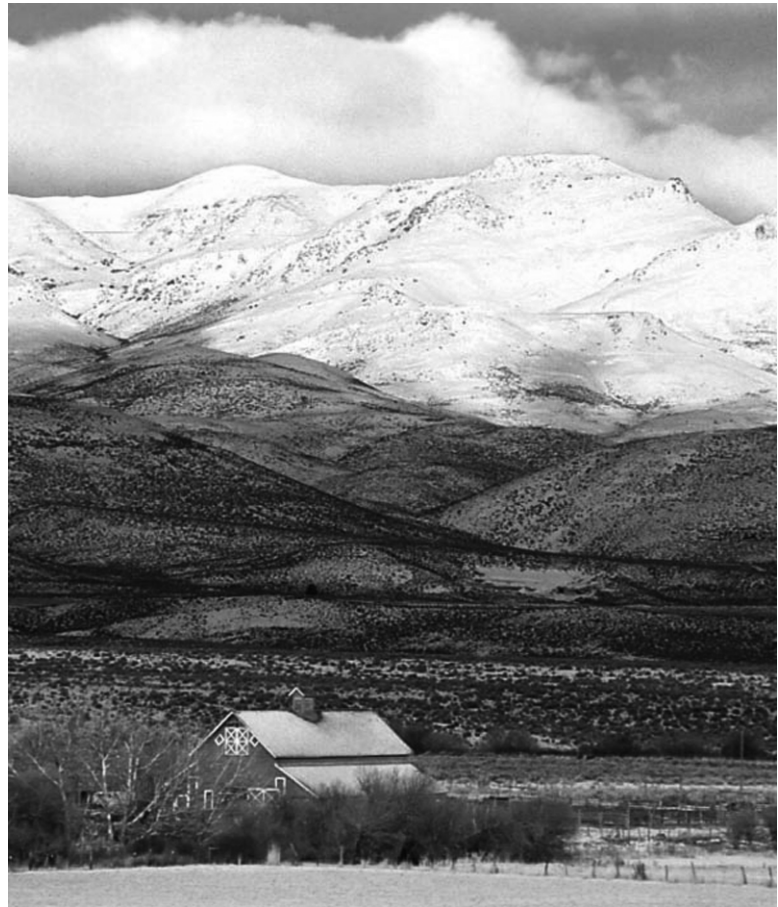


Figure 1 Owyhee Mountains about 50 miles southwest of Boise, Idaho.

Over a thousand men sailed on board the steamer *Pacific* from San Francisco on March 1, 1864, with most bound for the Idaho mines. Hundreds more set out from Denver, Saint Louis and other points within reach of overland travel. Jordan Creek was soon completely claimed by placer miners for a distance of 18 miles around the original find. Placer mining soon gave way to hard rock or quartz mining and quartz mills created jobs for hundreds of men in hauling and mining the ore. Carpenters, blacksmiths and laborers had plenty of work and the population of Ruby City swelled quickly. Some estimates claim that there were 5,000 people in the mining district at the peak, but no census was ever made and numbers fluctuated considerably with seasons and events.

On June 22, 1864, John Cummins was appointed the first postmaster of Ruby City. He was replaced less than six months later by William Clemens. Ruby City appeared to be well on its way to becoming the principal settlement of the Owyhee mining district. It had been selected as the seat of county government by the Territorial Legislature in March 1864. By 1865 it had its own newspaper and substantial commercial buildings

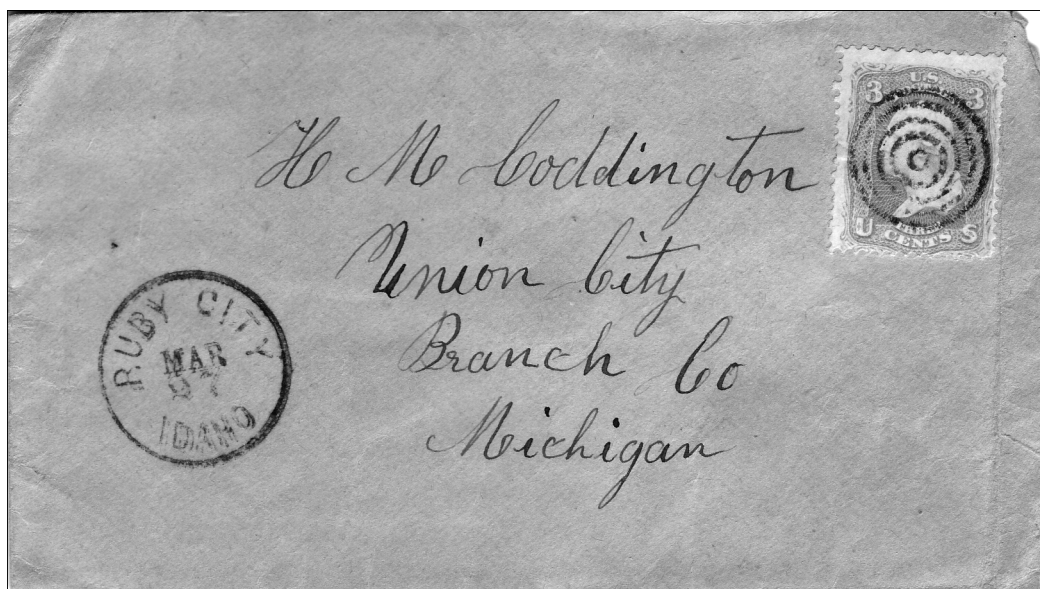


Figure 2 Ruby City, Idaho, March 27, 1865 or 1866.

were under construction. Plans were afoot to build churches, schools and other civic improvements. But all this promise soon disappeared, for Ruby City had a rival.

Silver City—located only about a mile up Jordan Creek—was surveyed in the spring of 1864 and town lots were sold at auction on July 4th of that year. Rivalry between the two camps was intense. While Ruby City had the advantage of a slight head start, Silver City had its well-connected, ambitious promoters who argued that the site of Ruby City was too “exposed”. Early rounds in terms of the county seat and the post office went to Ruby City, but by fall 1865 the citizens of Silver City began a campaign to relocate the county seat to their community.

The *Owyhee Avalanche* began publishing in August 1865 from an office in Ruby City. Initially the paper tried to remain neutral on the question of who should have the county seat—in reality an argument over which community would survive—and even proposed that the two camps be merged with the new name of Owyhee. Compromise was not in the cards, and in August 1866 the *Avalanche* relocated itself to Silver City and began advocating removal of the county seat and post office. A petition was circulated and presented to the Territorial Legislature, and in January 1867 the Legislature removed the county seat from Ruby City up the canyon to Silver City. The post office followed on February 5th moving one mile up Jordan Creek and changing its name to Silver City. Other buildings, enterprises and most of the residents followed suit and within a few

years there was virtually nothing left to indicate that Ruby City was once the pre-eminent locality in the county.

Owyhee County Post Offices

Over the years there have been about fifty different post offices that operated within the modern boundaries of Owyhee County. The actual number has

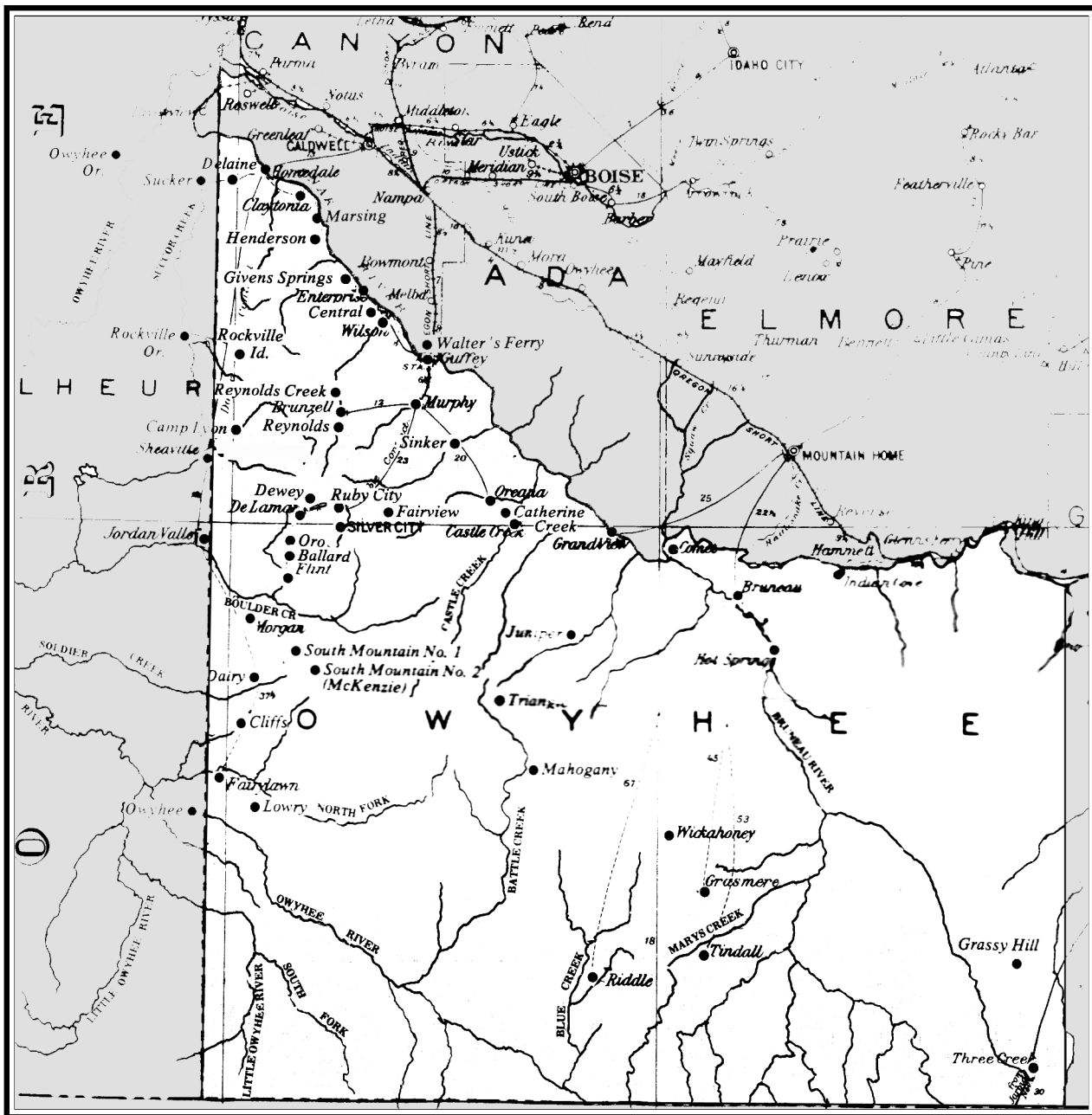
been reduced here because some offices changed their names and continued to serve the same locality and some offices relocated but kept their previous names. Today there are only five offices operating in the county.

Map 1 shows the location of Owyhee County post offices and it may be readily seen that most of them have been located on the Snake River along the county’s north border or scattered among the creek valleys in the Owyhee Mountains in the western part of the county. The remainder were widely dispersed through central and southern Owyhee County.

Our discussion of Owyhee County post offices will be organized on the basis of their geographic location, and, since Ruby City and Silver City were major places in the Owyhee Mountain valleys, we shall begin with that region.

ROCKVILLE

An application for a post office was filed by Robert Young who was then station master of The Rocks, a stage station on the Snake River-Jordan Valley road. Young claimed that his proposed office would serve about 200 residents in the area and that mail would be delivered from Caldwell some 35 miles to the northeast. The Rockville Post Office was authorized November 12, 1885, but there were initial difficulties in finding mail carriers willing to make the 70-mile round trip three times a week for the offered sum of \$35.00 a month.

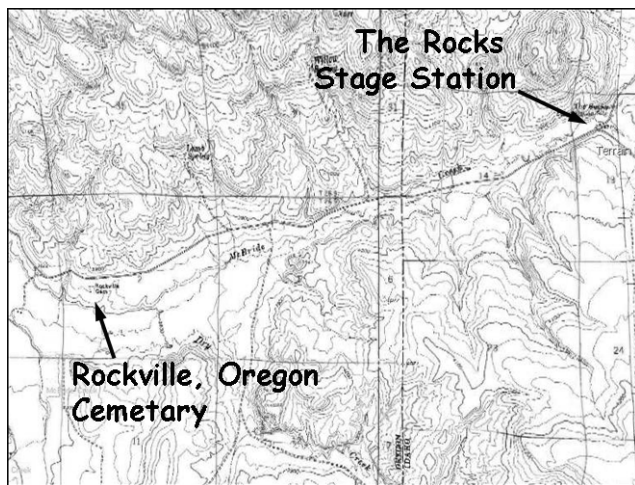


Map 1 Owyhee County, Idaho, post offices.

In 1903 work was begun on a 19-room stone structure located on McBride Creek about a quarter mile southwest of the original station. Completed in 1905, the new Rocks Stage Station housed a hotel in addition to the post office and had a large barn to accommodate stage teams and pack horses (figure 3). The new Rocks station was built by the Proud Family formerly of Michigan and construction was finally completed in 1905. Jesse Proud was serving as postmaster in 1910 and was paid \$150 for his services in that year. Later that year the Prouds' sold the Rocks and moved to nearby Poi-



Figure 3 The Rocks Station and hotel, 1910. (Adams, 1986)



Map 2 Rockville, Idaho & Oregon.

son Creek Station. In May 1912, the Rockville Post Office was relocated to Malheur County, Oregon (map 2). It operated there until 1948.

REYNOLDS CREEK

In 1877 a post office was authorized near the center of the Reynolds Creek Valley and named Reynolds Creek. George Gardner was the only postmaster, and the office was closed November 7, 1879 (map 3). Five years later, Jan Brunzell managed to acquire a new post office for the valley. It was located a few miles south of the original office and the name was shortened to Reynolds. Brunzell was paid only \$48.16 in 1885, but he continued on in the job until being replaced by his son Oscar in 1904. Oscar was still serving in 1910 and his salary had risen to \$260 for that year. On September 12, 1913, Jan Brunzell once again became postmaster and changed the name of the office to Brunzell. The reasons behind this



Figure 3 Brunzell's Hotel at Reynolds. The post office was in the smaller building to left. (Adams, 1986)

abrupt reassumption of the duty by the elder Brunzell and the name change are unknown but pose some interesting speculations.

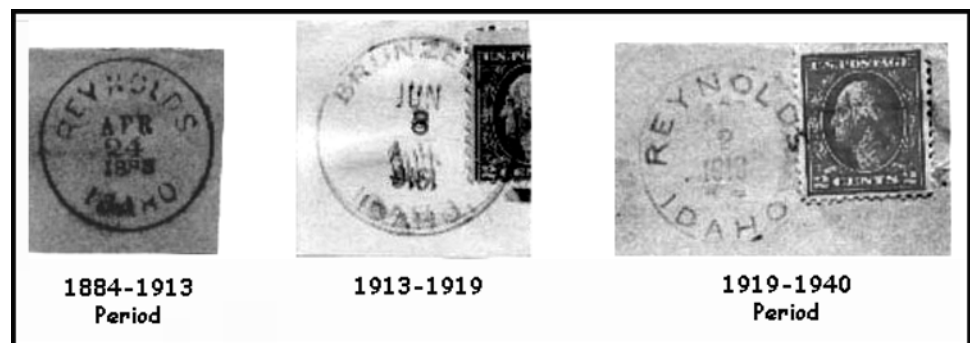
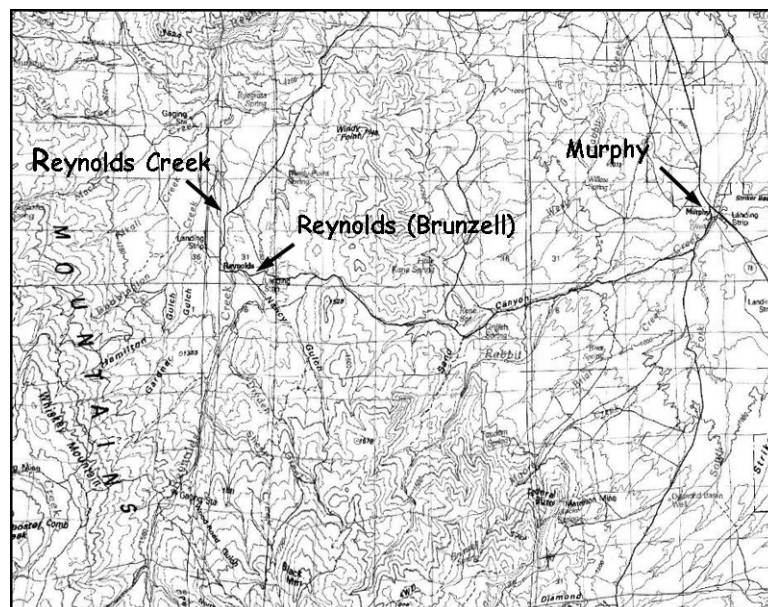


Figure 4 Reynolds and Brunzell postmarks from different eras. (PMCC Collection)



Map 3 Reynolds Creek to Murphy in Owyhee County.

Brunzell continued on as postmaster until March 1918, and in 1919 the name of the office was changed back to Reynolds. Figure 5 illustrates Reynolds postmarks from 1898 and 1918 and a Brunzell postmark from 1916. Interestingly, the postmaster in April 1918 was using a Doane style handstamp reading Reynolds that would have been issued about 1904. It would

appear that Charles Stoddard, who replaced Jan Brunzell, was in no mood to wait until Washington recognized his application for a name change. The Reynolds Post Office was discontinued July 15, 1940.

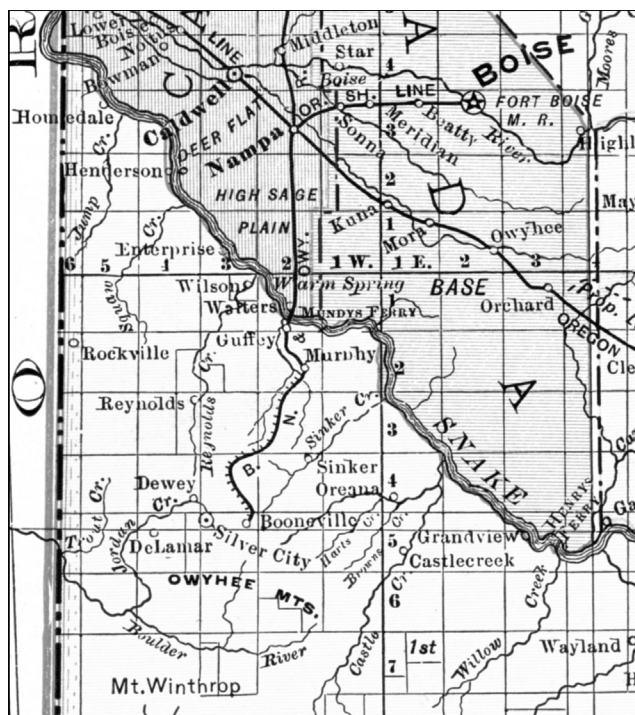
MURPHY

Murphy is presently the Owyhee County seat. With a population of around fifty, it ranks as one of the smallest communities in the entire United States to host a seat of county government. How this came to be makes an interesting story.

In the late 1890s Colonel William E. Dewey had a dream of building a railroad from the Oregon Short Line station at Nampa to his recently founded mining camp at Dewey in the Owyhee Mountains and onward to Winnemucca, Nevada. Surveys were completed for the route of the Boise-Nampa & Owyhee Railroad (B-N&O R) by 1897, and construction was begun. The line crossed the Snake River on a bridge at Walters Ferry and followed Rabbit Creek to a point just below Striker Springs where a new townsite was laid out in 1899. The town was named Murphy in honor of Pat Murphy, a mining engineer at Silver City and personal friend of Colonel Dewey.

Murphy grew quite rapidly in its early years. Alvin O. Brunzell was appointed the first postmaster on September 7, 1899, and the promise of wealth built around being the first railroad town in the county attracted numerous investors and settlers. Before long the town had two hotels, two livery stables, two grocery stores, a harness shop, a restaurant and three saloons. The 1903 Rand McNally map of the area depicts the B-N&O R passing through Murphy and travelling on to Booneville in the mountains (*map 4*). Unfortunately, advanced age and failing health forced Colonel Dewey to retreat from his original plans. The B-N&O R never proceeded beyond Murphy, and the town became locally known as the "Terminal City."

Murphy actually benefited from the truncated railroad extension. Filling the role of a classic "break-of-bulk" point, the town became a transport hub with stages meeting the trains and carrying freight and passengers onward to Reynolds, Silver City, Dewey, De Lamar and other communities of Owyhee County. Land settlement schemes were floated on the promise of irriga-



Map 4 Rand McNally's 1903 Map of Idaho showed the B-N & Owyhee RR (running all the way to Booneville

tion and rail freighting. Farms and ranches sprouted in the surrounding countryside and cattle drives along the dusty trails to the Murphy railhead became an annual event.

By the 1930s the number of Owyhee County residents living along the Snake River far outnumbered those who remained "way up yonder" in the scattered mining camps of the mountains. Silver City, at an elevation of over 6,000 feet was considered too remote and isolated to function. In 1934 an election was held over the relocation of the county seat. The voters overwhelming supported removal of the seat from Silver City, but the next question was where it should be relocated. Homedale, the largest town on the Snake in Owyhee County had a 1930 population of 225. Murphy then had a population of 310, and it was somewhat more centrally located. Murphy became the county seat in 1935.

Daily train service between Nampa and Murphy was suspended in June 1942. The railroad—now part of the Union Pacific system—relegated service to one train a

week on the line, but even this was given up in 1945. More and more people began to drift away from Murphy



Figure 6 Three Murphy postmarks used from 1904 to 1933 (PMCC Collection)

with the loss of the railroad, and like so many small towns scattered across our great nation it barely clings to life today. Without the county courthouse, it would surely soon cease to exist. *Figure 6* illustrates three different Murphy postmarks used between 1904 and 1933.



Figure 7 Sinker post office at the Joyce Ranch house circa 1909 (Adamas, 1986)

SINKER

Two post offices operated along Sinker Creek, about eight miles east of Murphy, and both bore the name of the stream that was reportedly so-named because early settlers were said to have used gold nuggets as fishing weights. The original Sinker post office was authorized in 1888 when E. H. Moore was appointed postmaster on December 16th. This office was discontinued in 1902. In July 1904, Anna Joyce applied for a new Sinker post office that was to be operated from her Ranch house (*figure 7*). It was said to provide local service for 40 nearby residents. The new Sinker post office operated from 1904 to 1909. It should have been issued a Doane style postmarker-canceller, but no examples have thus far been discovered.

CASTLE CREEK VALLEY

Several lesser streams including Catherine Creek, Hart's Creek and Pickett Creek flow into Castle Creek, which in turn flows into the Snake River. The area is reasonably well-watered and was settled by ranchers and farmers in the late 1860s. In 1876 two neighbours—Milton Presby and James W. Hart—who lived just six miles apart competed to open the first post office in the valley. Presby named his office Castle Creek and Hart called his Catherine Creek. Both offices were approved on May 17, 1876.

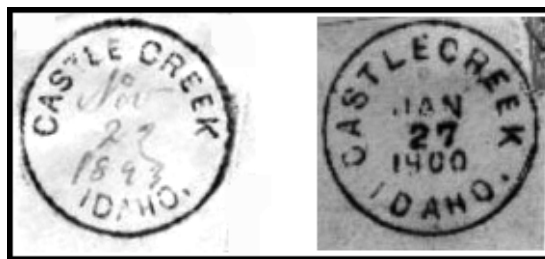


Figure 8 Castle Creek postmarks from 1893 and 1900 (PMCC Collection)

Castle Creek operated for two periods—1876 to 1902 and 1907 to 1924—in the same general vicinity but housed in several different structures. *Figure 8* illustrates two different Castle Creek postmarks dating from the earliest period of operation. Catherine Creek had a much shorter existence and was discontinued August 17, 1877, after the Post Office Department decided that only one post office in the valley was sufficient to meet local needs.

Oreana Post Office was established November 12, 1885, in response to an application filed by Michael Hyde, a local stockman. The town of Oreana—a name applied by cattlemen to yearling calves that have been ear-

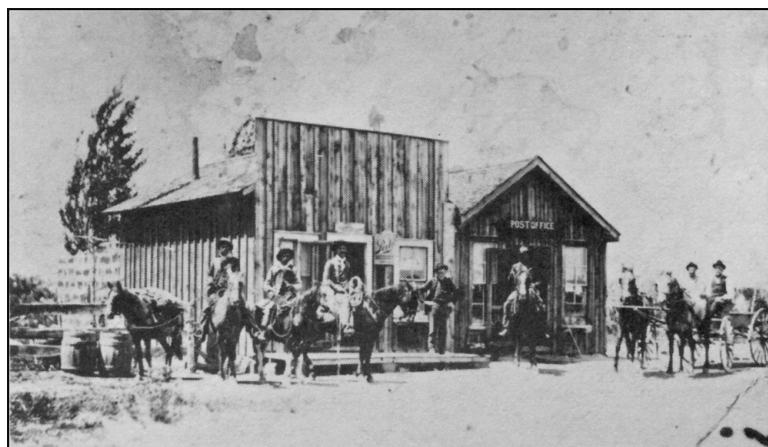


Figure 9 Oreana post office (right) and saloon: a popular watering hole. (Adamas, 1986)

marked, but not yet branded—had been laid-out a year or two earlier near the center of the valley. The post office enjoyed a long life and was finally discontinued April 21, 1878.

TO BE CONTINUED

Note: All postmarks identified as PMCC Collection have been reproduced from the Margie Pfund Memorial Postmark Museum & Research Center Collection.

A Brief History of the Fort Wilkins and Copper Harbor Post Offices

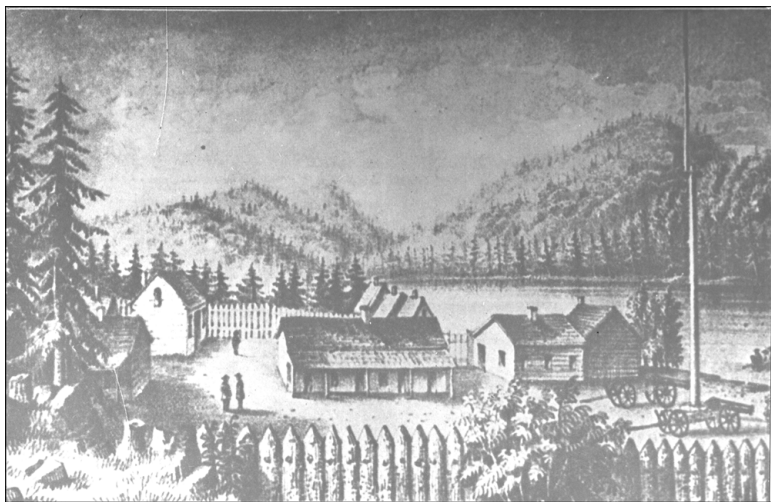


Figure 1 Fort Williams at Copper Harbor in an 1850 sketch.

By Paul E. Petosky

Once an active U.S. Army post, Fort Wilkins was named after William Wilkins (1779-1865), who served as U.S. Secretary of War under President John Tyler. The post was built on the shore of Lake Superior in 1844 to protect local government interests in the early mining period. It was abandoned in 1846, but Fort Wilkins was alternately abandoned and reoccupied several times until 1870.

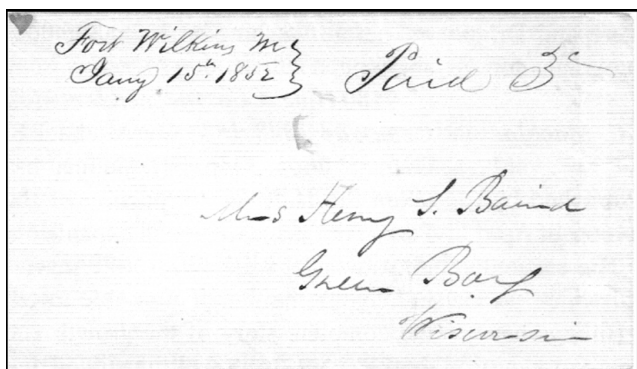


Figure 2 Fort Wilkins manuscript postmark of January 15, 1852, on stampless folded letter to Wisconsin.

Fort Wilkins became a State Park in 1923. Surrounded by water and forest, Fort Wilkins offers visitors an opportunity to explore the daily routine of military service and experience the hardships of frontier isolation. Fort Wilkins is a well preserved example of mid-19th Century Army life on the northern frontier. Nineteen buildings survived, twelve of them original structures from the 1840s. Extensive restoration work and development began in 1939-40 under the Works Projects Ad-

ministration. Within the boundaries of Fort Wilkins State Park is the historic Copper Harbor Lighthouse (new one), was built in 1866.

Fort Wilkins State Park is open from mid-May to mid-October, and is located one mile east of Copper Harbor on Highway U.S. 41. The park has two modern campgrounds with 165 campsites that feature electricity, fire pits, picnic tables, and modern restrooms with hot showers and flush toilets. Camping facilities are open from April 15th to November 15th. For further information call 1-800-44-PARKS for reservations.

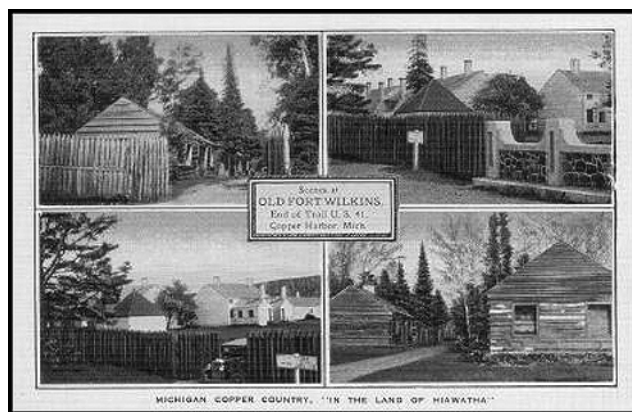


Figure 3 Views of a reconstructed Fort Wilkins on a linen-era post card.

The Fort Wilkins Post Office was originally established in Houghton County on June 4, 1845 with Charles R. Brush as its first postmaster. It discontinued operation on March 19, 1850 and was reestablished again on July 30, 1851 with Daniel D. Brockway as postmaster. The Fort Wilkins Post Office changed its name to Copper

Postmasters that served at Fort Wilkins

Charles R. Brush June 4, 1845 to June 17, 1847
 Daniel D. Brockway June 18, 1847 to March 19, 1850
 Daniel D. Brockway July 30, 1851 to June 22, 1852
 Seth Ross June 23, 1852 to October 11, 1859
 Walter A. Northrup October 12, 1859 to May 3, 1860



Map 1 Keweenaw County was established in 1861 jutting into Lake Superior



Figure 4 Copper Harbor post office at Pontiac Resort in the 1940s.

Harbor on May 4, 1860 with Walter A. Northrup as postmaster. Keweenaw County was established on March 11, 1861. The Copper Harbor Post Office discontinued operation on March 10, 1890, and after a number of years it was reestablished again on November 16, 1900.

The Copper Harbor Post Office became a Community Post Office effective August 16, 1986, and uses zip code 49918.

ACKNOWLEDGMENTS:

U.S. Postal Service

Michigan Postal History The Post Offices 1805-1986 by David M. Ellis

Michigan Place Names by Walter Romig

James E. Lee's Philately, Cary, IL

Clyde H. Wescoat II of Copper Harbor, MI



Figure 6 Copper Harbor Community post office sees its share of winter snow.



Postmasters that served at Copper Harbor

Walter A. Northrup May 4, 1860 to November 2, 1863
 Edward Guilbault November 3, 1863 to January 16, 1866
 Daniel D. Brockway January 17, 1866 to December 3, 1868
 George W. Sumner December 4, 1868 to April 9, 1869
 Edward Guilbault April 10, 1869 to February 13, 1870
 George W. Sumner February 14, 1870 to September 16, 1878
 John Twohy Jr September 17, 1878 to December 17, 1878
 John Twohy Sr December 18, 1878 to November 21, 1880
 Emile Paquet November 22, 1880 to August 14, 1881
 John F. Bennett August 15, 1881 to September 26, 1881
 Leon Lauvaux September 27, 1881 to June 25, 1883
 Charles Corgan June 26, 1883 to June 1, 1884
 Edward S. Walters June 2, 1884 to September 5, 1886
 Henry Corgan September 6, 1886 to October 11, 1889
 William Smith October 12, 1889 to March 10, 1890
 John C. McFarlane November 16, 1900 to April 12, 1938
 Elizabeth M. Matthews April 13, 1938 to October 1, 1940
 Serene D. Wescoat October 2, 1940 to July 27, 1967
 Harold J. Wescoat July 28, 1967 to May 29, 1986
 Linda J. Wanhala May 30, 1986 to June 16, 1986
 Mary L. Kauppi June 17, 1986 to August 15, 1986

MODERN Alaska Collectable Covers

Part 2

By Bob Collins

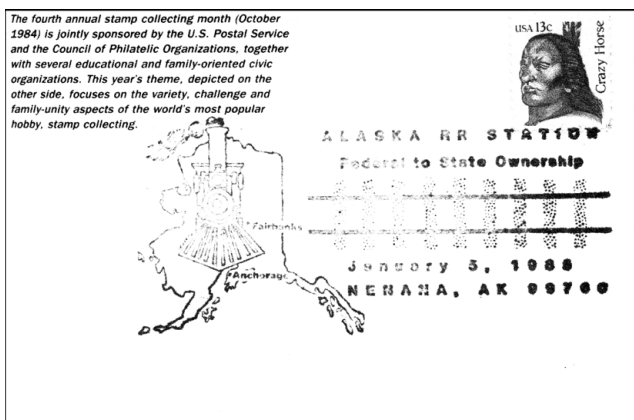
The Anchorage Philatelic Club has been producing a "club" cover every year since 1953. Here is an example:



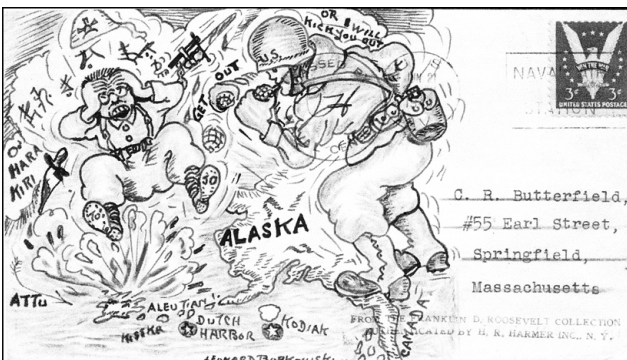
There are also series of dog race covers from the Yukon Quest and Iditarod as well as local races and events. There are many topics to get involved with to say the least.



Pictorial postmarks from Alaska are interesting, and I remember one that when used didn't make a good marking so it was just used for part of a day and was discontinued early. I would imagine this is a harder one to find than most others as a lot of collectors missed out on this one.



One cannot forget about the many military personnel stationed in Alaska during WWII. There was construction on the Alaska Highway and several military bases to collect examples from. Many of these different APO numbers are very hard to find and the prices for these locations can top a hundred dollars. There are many Navy postmarked examples to be found, including the uncommon lighthouse locations.



A hand drawn patriotic by Leonard Burkowski mailed from Kodiak Naval Air Station. (Ex-F.D. Roosevelt Collection)

In *The Alaska Philatelist (TAP)*, Carl Cammarata wrote about the WWII military postal markings in great detail in his column called "Alaska War Cover Corner" which started in 1987 (issue #123) and went on for several years. These articles, along with Bill Helbock's fine publications, are a great help in understanding the military mail from Alaska of which there is a great variety for the collector.

The Alaska Philatelist publication of the Alaska Collectors Club had ceased publication in the early 1980s, but several members were trying to get it going again. Bill Helbock agreed to print *TAP* free for a time to help the club get back on its feet. Len Persson, who was a knowledgeable and super collector of Alaska covers, phoned me and asked if I would be the editor and put together the bi-monthly issues of *TAP*. Len favored bi-monthly issues as opposed to quarterly issues because people would possibly lose interest in the lengthy time period between issues which sure is a valid point. I said no to the editorship because I am not a writer and had no experience in this sort of thing, but changed my mind when Len persisted. *TAP* appeared again in 1985 with issue #112. I served as editor until issue #140 in 1989. At that time we had a nice publication with several members doing continuing articles in each issue. In order to fill in space as

needed I could always show some early postal history items from my collection which I found out is why I was asked to do the editor's job. I think *TAP* was one of the best club publications at that time (I base this on comparisons I made of others in competition at the national stamp shows). We had a great variety of articles—from older covers to modern postmarks and many things in between. *TAP* is still being published today and anyone considering collecting Alaska material should think about joining.

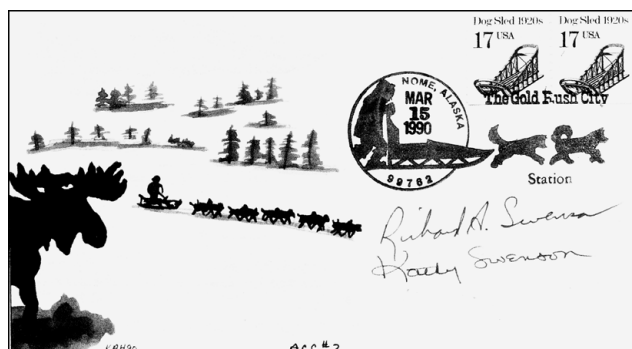
In the earlier years of operation, the Alaska Collectors Club had printed a club cover, but these were the mass produced cachets that were a dime a dozen. We started something new with high quality and very collectable *special* Alaska Collectors Club Covers in 1989. These covers were sent to each sustaining member (ten at that time) who supported the club to encourage others to upgrade their membership. Several professional cachet makers were contacted as the idea was to have a high quality, *very collectable*—not mass-produced—product. We wanted a hand-drawn and colored cachet produced in very limited numbers (20-30), done by a recognized artist with a collector following. Even some of the postmarks used on the covers were extra special and are not found on everyday mail. We wanted something far different from the normal common cachet covers floating around, and I believe we accomplished that.

Judith Fogt agreed to do our first cover. Her quality work as a cachet artist insures her a place as one of the top first day cover artists in collecting circles. Each of the following special club covers came with an insert explaining the cover theme and artist information.



ACC #1 (1989) - Needless to say this was a very special one-time undertaking for Ms. Fogt as she normally would not be involved in a project such as this. Just recently several of her covers were pictured in a well known auction, and they were not nickel-and-

dime items to say the least which is a testament to her quality work. For our club cover she did a hand-drawn and colored cachet picturing the Nome Post Office in 1907 from a photo postcard. The building was later destroyed in the fire of 1934 when three quarters of Nome burned to the ground. The Nome Postmaster at this time, Jean Silvernail, autographed the covers and applied the postmarks. The postmarks were used only by Jean Silvernail personally so they had very limited use and are special indeed.

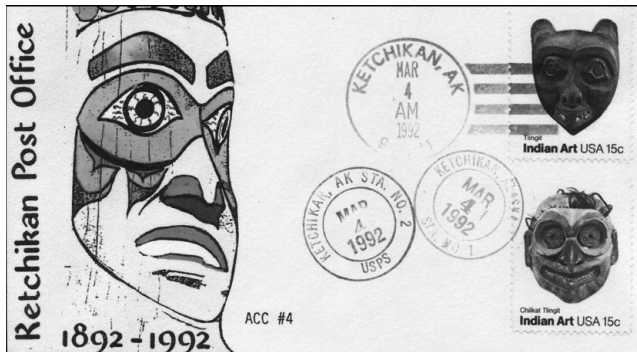


ACC #2 (1990) - This was done by Keith Harward who is also a member of the First Day Cover Society and does hand-painted covers. Mr. Harward got the idea for his cover while watching the Iditarod Dog Race which mentioned "more moose were seen this year than in the past." They can be very dangerous to the mushers and their dogs. The postmark was again applied by Jean Silvernail of Nome, Alaska, and the autographs on the front were done personally by Richard and Kathy Swenson. Both of the Swensons race dog teams, and Rick has won many races and is well known in Alaska. This postmark is only used during the Iditarod Dog Team Race and the date is the day Rick Swenson crossed the finish line in Nome

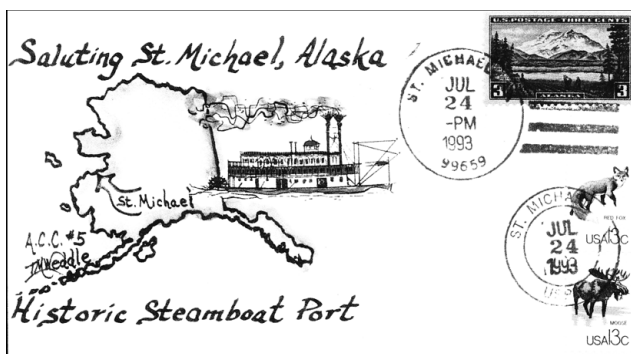


ACC #3 (1991) - This was done by Doris Gold, another well known cachet maker. The theme is Vitus Bering, an officer in the Russian Navy, who sailed through the Alaskan waters sighting Kodiak Island.

Bering died after his ship wrecked on the Commander Islands December 8, 1741. Three Kodiak Island postmarks were used.



ACC #4 (1992) - The theme is the first 100 years of the Ketchikan, Alaska, post office. Gary Hudeck is the cachet maker who has a different style than the first three so it adds diversity to the series. The totem pole face is from a totem pole in Ketchikan and the postmarks (three on the front and one on the back) were through the courtesy of the Ketchikan postmaster.



ACC #5 (1993) - This was done by Thomas Weddle who has been doing hand-colored cachets since 1959 and is in the First Day Cover Hall of Fame. The theme honors St. Michael(s), Alaska, which was a very historic steamboat port near the Yukon River, so important to Alaska in the early years. The Russians built a fort there in about 1833. The population (about 100 in 1890) was composed of mostly Eskimos but shortly thereafter the population grew greatly due to the discovery of gold and increased steamboat traffic on the Yukon River.








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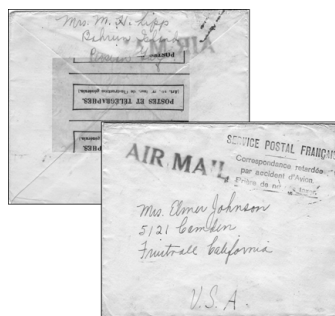
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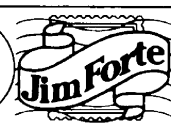
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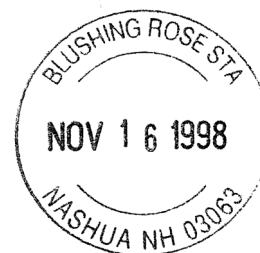
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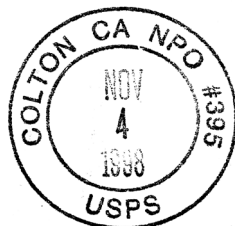


The only official source—USPS' National 5-Digit Zip Code & Post Office Directory—omits literally thousands of stations and branches, lists closed offices, and is riddled with other errors. And it is no longer published!

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

Available in handsome notebook format for \$50, or one CD for \$20.87. Payment (payable to PMCC) to Andrew Mitchell, P.O. Box 5, Tariffville, CT 06081-0005. Individual state lists also available – see order form at <http://www.postmarks.org>

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In addition to the usual operations as prescribed by the U.S.P.O.D., Chicago had its own unique experimental postal aspects, such as the short-lived 1863 postmarks containing initials or letters in addition to the city-state-date information usually found. The author researched these markings and discovered the scheme apparently used by the Chicago Post Office for applying these markings on cover. The explanation of these markings (covered in Chapter 6) was initially published in *The Chronicle of the U.S. Classic Postal Issues* in 1996.

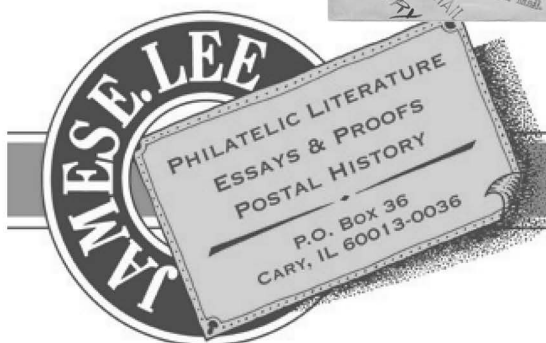


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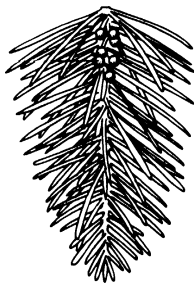
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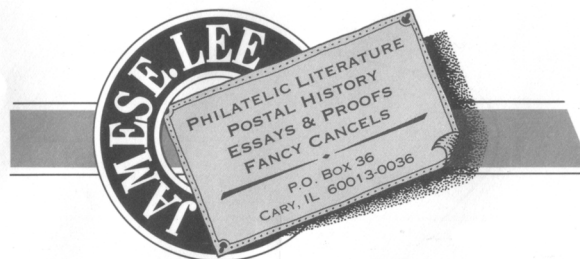
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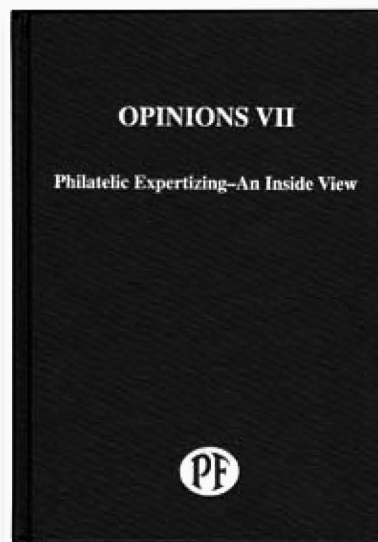
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INDEX OF ADVERTISERS

MAIL AUCTIONS

RANDY STEHLE - 29

DISPLAY ADS

ALASKA COLLECTORS CLUB - 74

ARIZONA-NEW MEXICO P. H. S. - 74

COLORADO POSTAL HIST. SOCIETY - 29

COVERCRAZY2 - 78

ROD CROSSLEY - 74

JANE DALLISON - 76

MICHAEL DATTOLICO - 76

GLENN A. ESTUS - 49

JIM FORTE - 71

FREEMAN'S - 70

JOHN M. HOTCHNER - 39

LA POSTA Backnumbers - 33

LA POSTA E-Books - 72

JAMES E. LEE - 73 & 74

JIM MILLER - 76

NEW JERSEY POSTAL HISTORY
SOCIETY - 71

BOB NICHOLS - 49

NUTMEG STAMP SALES - Backcover

DENNIS PACK - 27

THE PHILATELIC FOUNDATION - 75

POSTMARK COLLECTORS CLUB - 72

TIMOTHY R. PUSECKER - 44

SCHMITT INVESTORS LTD. - 18

STEPHEN T. TAYLOR - 71

DON TOCHER - 71

US POSTAL STATIONERY SOCIETY - 59

WESTERN EXPRESS - 76

WRECK & CRASH MAIL SOCIETY - 70