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COVER: We are pleased to present another of Dennis Pack's beautiful Southwestern images as our cover photo. This formation is known as "The Mittens". Despite the fact that it is located just inside Arizona, it is one of the most widely recognized features in Monument Valley. Since 2008 is the Golden Anniversary of the creation of Monument Valley Tribal Park, Dennis' article makes a timely contribution.

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Publisher's Page

Volume 38 Wrap-Up

Here we are again at the end of another year and another volume of La Posta. I believe we have some delightful and varied "sugar plums" for you in this issue. We lead off with Dennis Pack's investigation of Utah post offices located within the Navajo Tribal lands. This region includes part of the Southwest's famed Monument Valley—a remote and beautiful place often seen in movies as a backdrop for western stories—but not a place conducive to ex-

tensive settlement as evidenced by the very limited number of post offices that have ever operated there. Dan Meschter continues his chronology of Postmasters General of the US with a look at the life and activities of William Vilas who held the post from 1885-1888. Tom Clarke takes us on a timely investigation into the role of Christmas Cards in communicating holiday messages from their mid-19th century inception to recent times. Kirk Andrews with assistance from Chester Masters continues our look at the postal history of Sequim, Washington, begun in the last issue by Cath Clark. The subject this time is a mysterious Doane cancel from the town that read "Sequin".



*To All of You
Dear Readers We Send Our
Sincere Wishes for
a Very Happy Holiday Season,
and May 2008 Bring Us All
Health, Well-being and Respite
From War & Fear*

Bill & Cath



DANGER **Look out for dingoes**

These wild animals roam this area and can be dangerous.

Stay with
children.
Do not
attack,
teach people.
Groups.

Dingoes
their attention.

All food,
iceboxes
trash.
Tools and utensils.

Stay calm
Do not
arms, keep eye contact
Do not
stand back to back
Do not
run or wave your arms
Move
back away
Call for help.

**Feeding animals or leaving food
or rubbish available is prohibited.**
Penalties up to \$1500 and on-the-spot fines apply.

Queensland
Government
Conservation Parks
and Wildlife Service



NOTE OF APOLOGY

It has been called to our attention that recent issues of *La Posta* in which Robert M. Rennick's series on Kentucky post offices have appeared have often failed to credit the **Postmark Collections Club (PMCC)** as the source of illustrations used. The publisher is very sorry for this unintended oversight and offers his sincere apologies to the PMCC and its members. All postmark and cover illustrations that have appeared in Robert Rennick's articles have come from the collection of the Postmark Collectors Club. Readers wishing to acquire the CD set containing the PMCC's national postmark collection should contact ajmitchell2@comcast.net or see the PMCC's advertisement on page 72 in this issue.

Richard W. Helbock

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- Ray Newburn** [CO pre-wwII Pan Am Pacific Div; 4th & 5th Bureaus (all rates) — newburn@mindspring.com]
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POSTAL HISTORY SOCIETIES (Listed by request)

(For a Listing of **ALL U.S. State Postal History Societies** see the Empire State Postal History Society) — <http://www.esphs.org/usphs.html>

Michigan [Peninsular State Philatelic Society, Michigan's Postal History Society] — <http://home.earthlink.net/~efisherco/>

Mobile Post Office Society — <http://www.eskimo.com/~rkunz/mposhome.html>

Postal History Society — <http://www.stampclubs.com/phs/index.htm>



Utah Post Offices of Navajo Tribal Lands



Figure 1 Monument Valley photographed along Highway 163 in Utah.

by Dennis H. Pack

Monument Valley, a special place known for its rugged beauty and remoteness, is an inspiration to visitors. Its mention brings to mind images of towering red buttes and vast distances. *Figure 1* shows a typical Monument Valley scene in Utah. Each year, thousands of tourists are lured by the beauty, variety and solitude of Monument Valley Tribal Park, which celebrates its Golden Anniversary in 2008.

Monument Valley is only one part of southeastern Utah and northeastern Arizona, and a much smaller part of the Navajo Indian Reservation, most of which lies in Arizona and New Mexico. Only 1,800 of the 24,000 square miles of the Navajo Indian Reservation are located in Utah.¹

This article focuses on the history and postmarks of post offices located on or adjacent to the Navajo Indian Reservation in Utah.

The Navajo Nation

A brief history of the Navajo Nation helps set the stage. The Navajos refer to themselves as the Diné, meaning the People. Scholars believe that they were a semi-nomadic people who, over time, migrated from northwestern Canada to the southwestern United States, arriving there by the end of the 16th century. Navajo oral tradition does not include the migration, but states that the Diné traveled through three lower worlds before emerging into this world, which they call Disoos.

The Navajos learned weaving from the Pueblo Indians, and obtained firearms, tools, and horses from the Spaniards in the mid-1700s. They started raising goats and sheep, and became excellent silversmiths. They farmed where there was moisture, but did not live in villages. Their hogans or dwellings were sometimes located in clusters, but their summer homes were scattered because of the needs of their flocks. *Figure 2* shows an abandoned Navajo rock dwelling located on the reservation near Lake Powell.



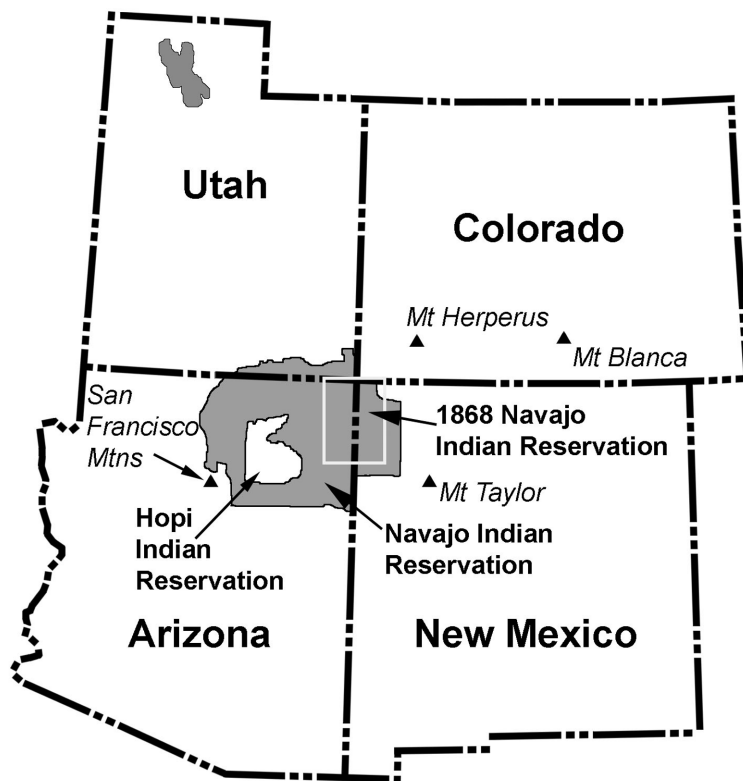
Figure 2 Abandoned rock Navajo dwelling located in Utah on the Navajo Indian Reservation near Lake Powell, 1968.

The Navajos raided and fought against those who occupied their lands. By the mid-1800s, clashes between the Navajos and other Native Americans, Mexicans and US troops had destroyed the Navajos' homes, crops and livestock. Most of the remaining Navajos were rounded up and forced to walk 300 miles to Bosque Redondo, near Fort Sumner, New Mexico, where many died. In 1868, after spending four years in horrible conditions, the Navajos signed a treaty that created the Navajo Indian Reservation and required them to live there. They were to be provided sheep and cattle, but had to promise, among other things, that they would not molest travelers or interfere with the construction of railroads, and they had to renounce claim to all lands outside of the reservation. *Map 1* shows the size and location of the original Navajo Indian Reservation and its current boundaries.

The bounds of the traditional Navajo lands include four sacred mountains: Mount Blanca near Alamosa in San Luis Valley, Colorado; Mount Taylor north of Laguna, New Mexico; the San Francisco Peaks near Flagstaff, Arizona; and Mount Hesperus in the La Plata Mountains, Colorado. These are also shown on *map 1*.

The Navajo Nation is more than just the Navajo Indian Reservation. Its territory includes other non-contiguous smaller reservations in Arizona and New Mexico, but it is also a way of life. The total area encompassed by the Navajo Nation is larger than ten of the 50 US states.² Not all lands located inside the reservation belong to the Navajo. A Hopi Indian Reservation was created inside the Navajo Indian Reservation in 1962, some lands are jointly used by the Hopi and Navajo, and other lands, especially in the eastern portion of the reservation, are privately owned or administered by state or Federal governments.

Much more could be written about the Navajo people, their rich history and traditions, but this introduction is sufficient for this study.



Map 1 The size and location of the original Navajo Indian Reservation and its current boundaries.

The Navajo Indian Reservation in Utah

The Navajo Indian Reservation didn't extend into Utah until May 17, 1884, when President Chester A. Arthur added all lands in Utah south of the San Juan and Colorado Rivers to the reservation along with lands in Arizona and New Mexico. In 1892, pressure from mining interests and homesteaders resulted in some of these lands being placed back in the public domain, but in 1908 they were returned to the reservation. Indian agents petitioned to have lands on the north side of the San Juan River added to the reservation to enable the Navajo to become more self-sufficient. President Theodore Roosevelt added lands between the San Juan River and the Colorado border in 1905. Lands previously settled or claimed there were excluded. The number of Navajos was increasing, and they needed additional grasslands to support their flocks and herds. Other parcels of land were added to the reservation over the years, including one by the US Congress in 1958 to replace land covered by Lake Powell.

The Navajos are not the first native peoples to live in this area. Remains of ancient dwellings and irrigation works constructed by the Anasazi are found along the drainage of the San Juan and Colorado Rivers. *Figure 3* shows the ruins of a cliff dweller house photographed in Butler Wash west of Bluff in 1921. The Ute tribes also occupied the land before the Navajos.

In the late 1880s, the US Senate passed a bill that would have set aside much of San Juan County as a reservation for the Ute Indians, but opposition by non-Indian groups kept this from happening. The fight over the land and who had the right to use it continued well into the 1900s.

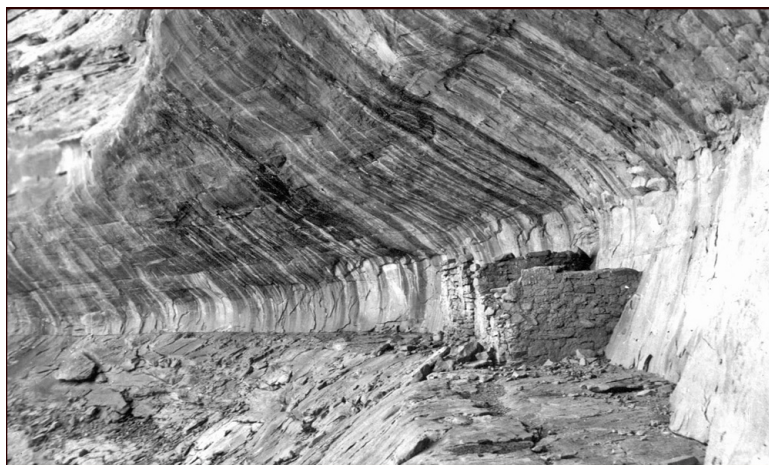


Figure 3 Ancient cliff dwelling in Butler Wash, west of Bluff, 1927. Photograph courtesy of the U.S. Geological Survey.

Where people can live on the reservation is determined to a large extent by the availability of water. But water alone is not enough. Most of the Navajo Indian Reservation land in Utah is rock or rough broken land that is not irrigable. Only part of the land is even 25% irrigable.³ The best place for farming on the reservation in Utah was along the San Juan River.

Explorers, Travelers, Settlers

The first white men to enter what is now the Navajo Indian Reservation in Utah were probably Spanish traders and explorers. They were followed by mountain men, who trapped the San Juan and Colorado Rivers. Other travelers and explorers entered the area to trade or journeyed through on their way somewhere else. Their history includes many fascinating stories. This study is limited to those communities where US post offices were located.

The first white settler in this area is said to be Peter Shirts, who moved from Colorado in 1877 and settled where Montezuma Creek meets the San Juan River. Two years later, a scouting party from the LDS Church traveled through the area seeking a suitable location for a settlement in southeastern Utah. They built Fort Montezuma on the San Juan River two miles above the mouth of Montezuma Creek. Two families remained, and the rest of the group returned to Cedar City in southwestern Utah to bring other settlers.

In October of 1879, a larger group of 230 men, women and children left Cedar City for Fort Montezuma. They hacked and blasted their way through Hole-in-the-Rock down to the Colorado River, then climbed the other side over very difficult terrain before stopping at Bluff, Utah, 18 miles short of their goal. After traveling six months, their supplies were gone and they were exhausted. Some time later, part of the group continued to Montezuma Creek. They dug ditches and built waterwheels to divert the river to their crops.

Post Offices were established at Bluff and Montezuma December 13, 1880, the first post offices in this remote corner of the state. Chas. E. Walton was the first postmaster at Bluff, and James Davis was the first postmaster at Montezuma. The Bluff Post Office was discontinued May 31, 1881, but re-established March 22, 1882,



Figure 4 Bluff Post Office buildings as they appeared in 1976 and 2006.

with Joseph A. Lyman as postmaster. It is still in operation. *Figure 4* shows the Bluff Post Office as it appeared in 1976 and 2006.

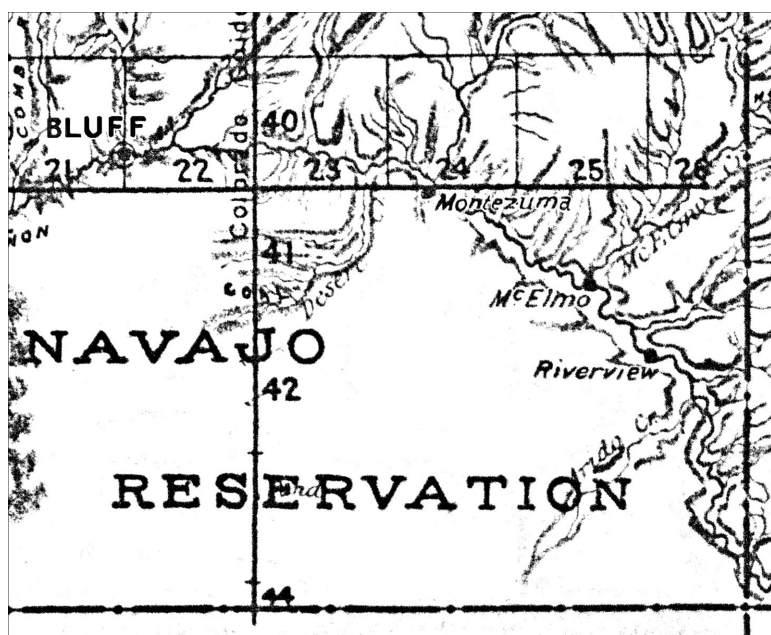
A spring flood in 1884 destroyed the waterwheels, filled the ditches with sand, and washed away the homes at Montezuma. The discouraged settlers moved on. The Montezuma Post Office was discontinued August 21, 1884.

McElmo Canyon was a major route for Indians traveling between Colorado and the San Juan River in Utah. When white settlers moved into the canyon in 1878 and blocked its narrow walls with brush or pole fences, the Indians felt justified in tearing them down

or leaving gates open as they traveled through. The result was conflict in which both sides felt they were right. Eighteen non-LDS families lived there by 1880.

The McElmo Post Office was established March 3, 1884. The first postmaster was Joseph F. Daugherty. It was discontinued December 18, 1888.

Information about Riverview, Utah, is scarce. A scientific expedition under the auspices of *Illustrated American* magazine collected specimens of mammals at Riverview in 1892, placing it 40 miles upstream on the San Juan River from Bluff.⁴ One study places it at the Mitchell ranch,⁵ and another says it was located at the same site occupied later by Holyoak, Guillette and Aneth.⁶



Map 2 The locations of Bluff, Montezuma, McElmo and Riverview in the southeastern corner of Utah and shown on an 1893 US Department of Interior land use map.

The Riverview Post Office was established May 26, 1887, with James Carroll as postmaster. It was discontinued April 18, 1895.

Map 2 shows the location of Bluff, Montezuma, McElmo and Riverview in the far southeastern corner of Utah on an 1893 US Department of Interior land use map.

Holyoak was settled in 1882 by John Holyoak. The town consisted of a home and a store that contained the post office. Two additional families built homes, but they eventually moved on, as did Holyoak. Some time later, a passerby observed, "Its lonesome cabins and rude chimneys became the doleful abode of rats and chipmunks, until the pestulent [*sic*] river whittled the sand from under them and scattered their logs along winding banks."⁷

The Holyoake Post Office was established March 3, 1896. Mary A. Tozer was the first postmaster. The *Postal Bulletin* places it ten miles south of the old site of Riverview⁸ [author: probably downstream].

The *Record of Appointment of Postmasters* for Utah reports that the Holyoake Post Office was renamed Anseth January 12, 1900, that this was rescinded January 17, 1901, and that Holyoak was renamed Aneth January 26, 1901. Howard R. Antes was postmaster when the name was changed. In April 1901, he reported to the Post Office Department that the post office was located at the Faith Hope Mission one-fourth mile north of the San Juan River and one-and-a-half miles west of McElmo Creek.

The San Juan River flooded in 1884, 1905 and 1911, washing away crops, irrigation ditches and homes. Many settlers came to the conclusion that farming in this part of the country was better suited to raising livestock than crops.

Prospectors

Others came into the area to search for mineral wealth. Prospecting started by the 1880s; first, gold, then oil, and, later, uranium. In 1879-80, E.L. Goodridge traveled the length of the San Juan River and beyond by boat, searching for gold. He found only small amounts of fine-grain gold, but it was enough to spark a gold rush in 1892. Very little gold was mined, and the rush was over in a year.

Evidence of oil was more abundant. The first oil seep was staked out in 1882, and Goodridge also found oil from seeps floating on the river during his trip. In 1908, Goodridge brought in a gusher, and by the next year the oil boom was well under way. The site of Goodridge's home and claim became a freighting center for activity in the area.

The Goodridge Post Office was established September 19, 1908, with Emery L. Goodridge at postmaster. *Figure 5* shows both sides of an envelope used by a

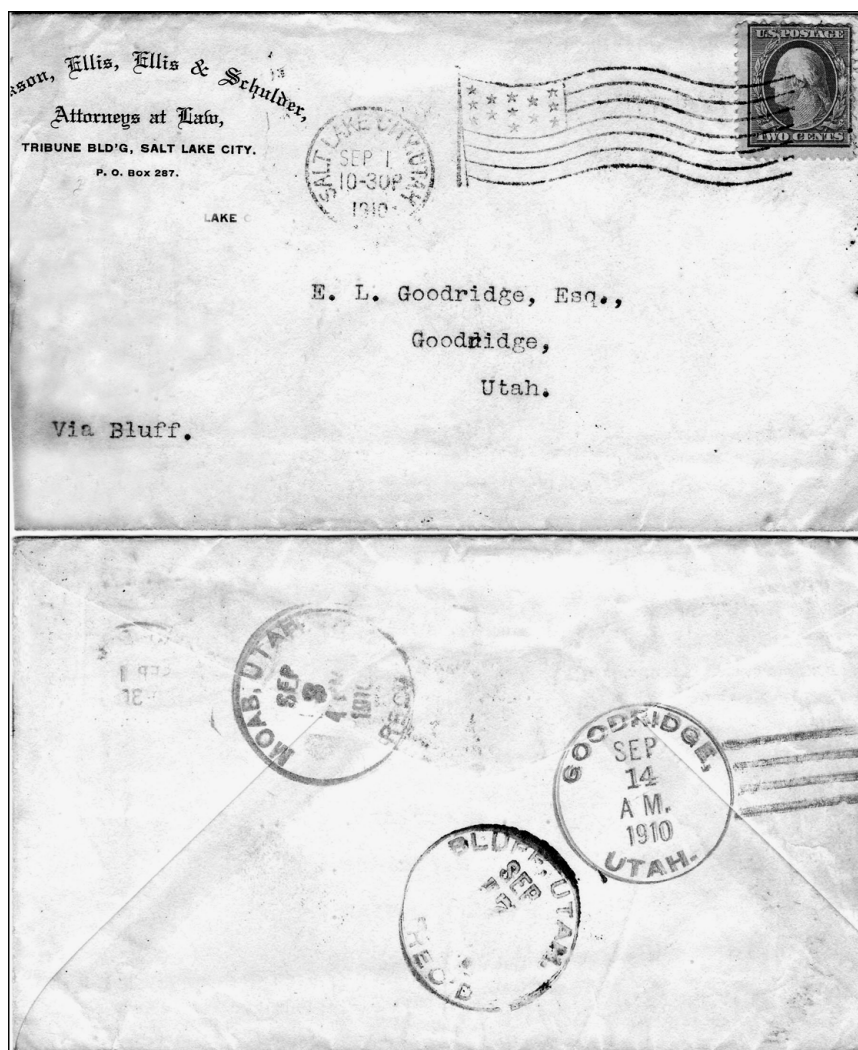


Figure 5 Cover mailed from Salt Lake City to E. L. Goodridge at Goodridge that took 13 days to reach its destination.

law firm for a letter mailed to E.L. Goodridge. It is postmarked September 1, 1910, at Salt Lake City, and marked "Via Bluff". The back bears a Moab received marking dated September 3, 1910, a Bluff received marking dated September 7, 1910, and a Goodridge 4-bar cancel dated September 14, 1910. Mail service between Bluff and Goodridge, a distance of about 25 miles, took a week.

The Goodridge Post Office was discontinued April 15, 1912.

Mexican Hat, located two-and-a-half miles north of Goodridge and three-quarters of a mile from the San Juan River, was also the center of much drilling activity. Mexican Hat is named for a nearby sombrero-shaped rock, shown in *figure 6* in a 1930 photograph by the author's grandfather.



Figure 6 The Mexican Hat rock formation for which the town is named, about 1930. Photograph by Frederick J. Pack.

In 1910, Mexican Hat was described as “a ‘thriving village’ that boasted a platted townsite; a telephone line that would soon connect through Bluff, Blanding, and Monticello to Thompson with its Western Union terminal; a water system with eight hundred feet of pressure; a hotel and restaurant; and a ‘goodly number of citizens who propose to make their residence permanent.’”⁹

A post office was established at Mexican Hat November 4, 1910. Ezekiel Johnson was the first postmaster.

The quantity of oil produced during the boom was relatively small. Most of the producing wells were located within a mile-and-a-half radius around Goodridge and Mexican Hat. The costs of finding and drilling for the oil, then transporting it to market were extremely high. The oil boom ended in 1912, although some companies continued to drill.



Figure 7 San Juan River with Goodridge bridge, 1927. Photograph courtesy of the U.S. Geological Survey

Benefits of the oil boom include improved roads in the area and a bridge over the San Juan River at Goodridge. As the boom ended, many people left Mexican Hat, and the post office was discontinued July 15, 1913. *Figure 7* shows the bridge over the San Juan River just south of Goodridge in 1927. By 1930, Mexican Hat was abandoned, and Goodridge had been renamed Mexican Hat.¹⁰

The Aneth Post Office was re-established September 4, 1923, with Anna I. Ross as postmaster. It was discontinued May 31, 1924.

Uranium had few industrial uses before the development of the atomic bomb and atomic energy. It was used as a pigment and to make watch faces glow in the dark, among other things. The demand for uranium started during and after World War II. In 1944, the first uranium claim on the reservation in Utah was leased by the Office of Indian Affairs near Oljato. A boom developed that lasted throughout the 1950s. Navajos were encouraged to look for the mineral, and several rich deposits were found by them.

The boom also brought economic development as roads were built throughout the reservation. Navajos worked in many of the mines. The Atomic Energy Commission purchased all of the high grade uranium produced until 1970. A uranium processing plant was built near Mexican Hat in 1957.

The Mexican Hat Post Office was re-established March 9, 1957. James E. Hunt was the first postmaster. On January 31, 1976, it was made a CPO with Blanding as its supervising post office. *Figure 8* shows the Mexican Hat CPO located in the Mexican Hat Trading Post in 1976 and in the Shell Food Mart in 2006.

In 1988, production of uranium in the US became uneconomical when the US Supreme Court ruled that foreign produced uranium could be imported into the US.¹¹



Figure 8 The Mexican Hat Community Post Office sites, photographed in 1976 and 2006.

At the same time that uranium prospecting and mining was most intense on the reservation, interest in oil production bloomed. In 1956, 20 wells were sunk in the Aneth-Montezuma Creek area, each producing an average of 800 barrels of crude a day.¹² The Navajo Nation was paid millions of dollars in royalties for the oil, but most of the benefits were felt in the central part of the reservation, rather than in Utah.¹³



Figure 9 The Montezuma Creek Post Office, photographed in 2006.

The Montezuma Creek Post Office was established July 1, 1959, with Larry R. Fuller as acting postmaster. *Figure 9* shows the Montezuma Creek Post Office in 2006.

The Aneth Post Office was re-established June 1, 1960, with Mrs. Claudia M. Blair as postmaster. Aneth became a rural branch of the Montezuma Creek Post Office June 17, 1966. The parent post office of the Aneth CPO was changed to Blanding August 4, 1980. *Figure 10* shows the Aneth CPO in 2006.



Figure 10 The Aneth CPO in 2006.

Traders

Trading between cultures predates the reservation, but trading posts did not appear on the Navajo Indian Reser-

vation in Utah until 1885. They became widespread starting about 1900. Trading posts fostered cultural exchange and made new goods available to the Navajos that would alter their lifestyle, not always for the better. Over the years, more than a dozen trading posts in Utah served the Navajo Indian Reser-

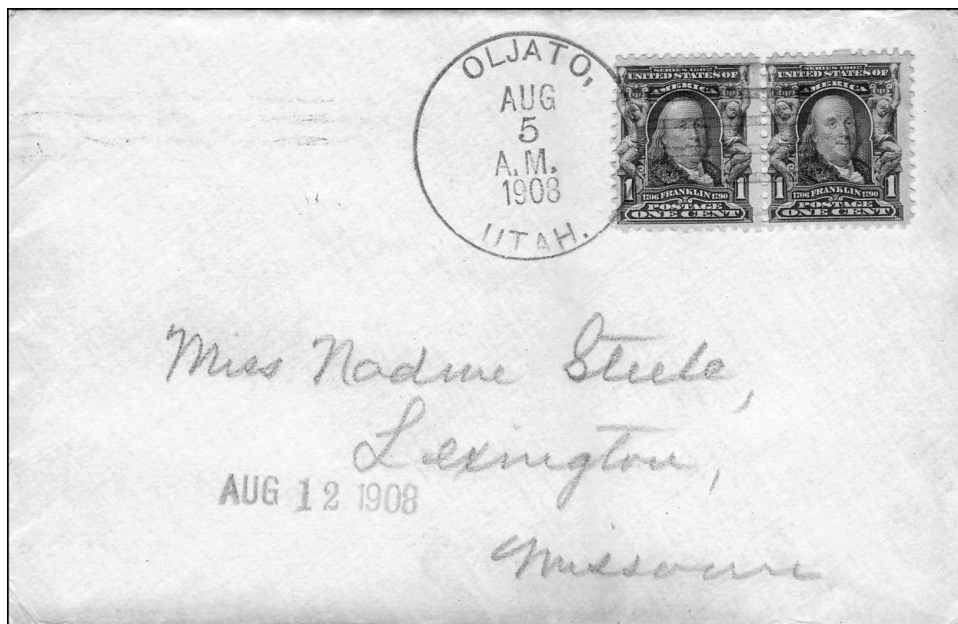


Figure 11 Cover postmarked Oljato August 5, 1908.

vation. This study is limited to those communities where a US post office was also located, including Aneth, Bluff, Goulding, Mexican Hat, Montezuma Creek, and Oljato. The Navajos could establish trading posts wherever they wanted on the reservation; white traders had to trade at sites approved by the government.

A trading post at Aneth opened in 1885. Aneth, said to be a Hebrew word meaning “The Answer”, was named by Howard R. Antes, who was postmaster when the name was changed from Holyoake, mentioned above.¹⁴ The Aneth Post Office was discontinued October 15, 1913, but the trading post continued.

as postmaster. It was moved 20 miles south into Navajo County, Arizona, January 31, 1911. A cover mailed at Oljato in 1910 appears in *figure 11*.

When the author visited Oljato in 1976, the Monument Valley Rural Station was located there. The Monument Valley Rural Station was established November 1, 1968, under the administration of the Mexican Hat Post Office. On January 31, 1976, Monument Valley became a Community Post Office (CPO)¹⁵ under the Blanding Post Office. When the author visited the Goulding Trading Post in 2006, the Monument Valley CPO was located nearby. Photographs of the Monument Valley CPO at Oljato in 1976 and at Goulding in 2006 are shown in *figure 12*.

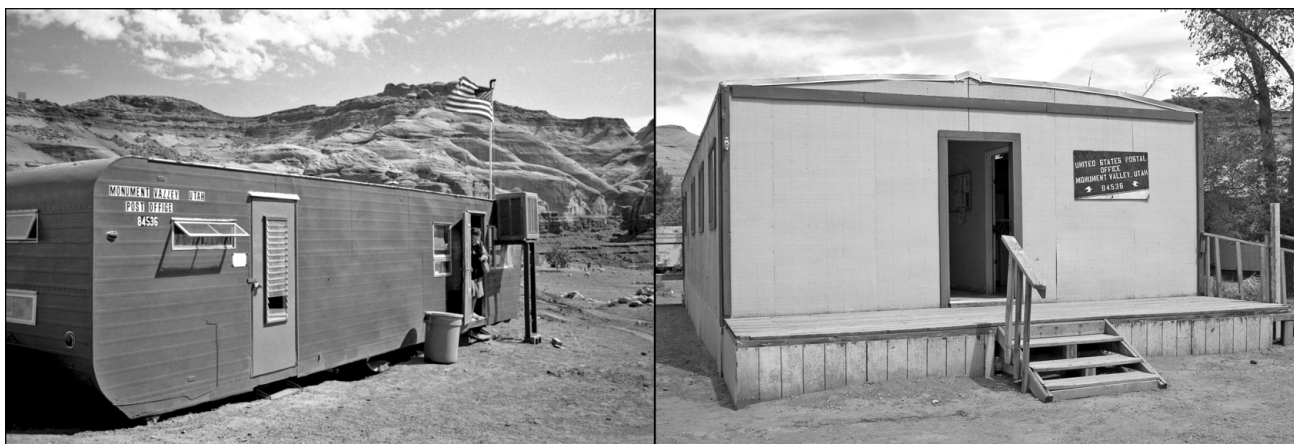


Figure 12 Monument Valley Rural Station/Community Post Offices in a trailer at Oljato in 1976 and Goulding in 2006.

In 1906, John and Louise Wertherill built a trading post at Oljato on an abandoned mining claim that was located within the Navajo Indian Reservation, but not part of it. By 1910, they decided that the main travel route of the Navajo lay further south, so they moved their trading post to Kayenta, Arizona. John Witherill traveled throughout southeastern Utah, often serving as a guide.

The Oljato Post Office was established January 27, 1908, with John Witherill



Figure 13 Looking north from the Goulding Trading Post from a memorial to its finders, Harry and Leone "Mike" Goulding

Goulding, which is just north of the Utah-Arizona border, takes its name from the Goulding Trading Post, which was established by Harry and Leone "Mike" Goulding in 1925. Goulding was instrumental in bringing Monument Valley to the attention of film director John Ford, who filmed a number of films there. The Gouldings did much to benefit the Navajo over the years. *Figure 13*, taken looking north from Goulding, shows a memorial honoring the Gouldings.

Tourism

Many visitors to the Navajo Indian Reservation in Utah have life-long memories of the exciting things they did there, which might have included photographing rock formations in Monument Valley, running the San Juan River in boats and rafts, marveling at the grandeur of Rainbow Bridge, visiting archeological sites and experiencing the Navajo culture. John Witherill, Harry Goulding and many others promoted the area as a tourist destination. It is

more accessible than it was when the first automobiles struggled into the area in the 1920s. *Figure 14* shows a party of tourists visiting the reservation in about 1930.

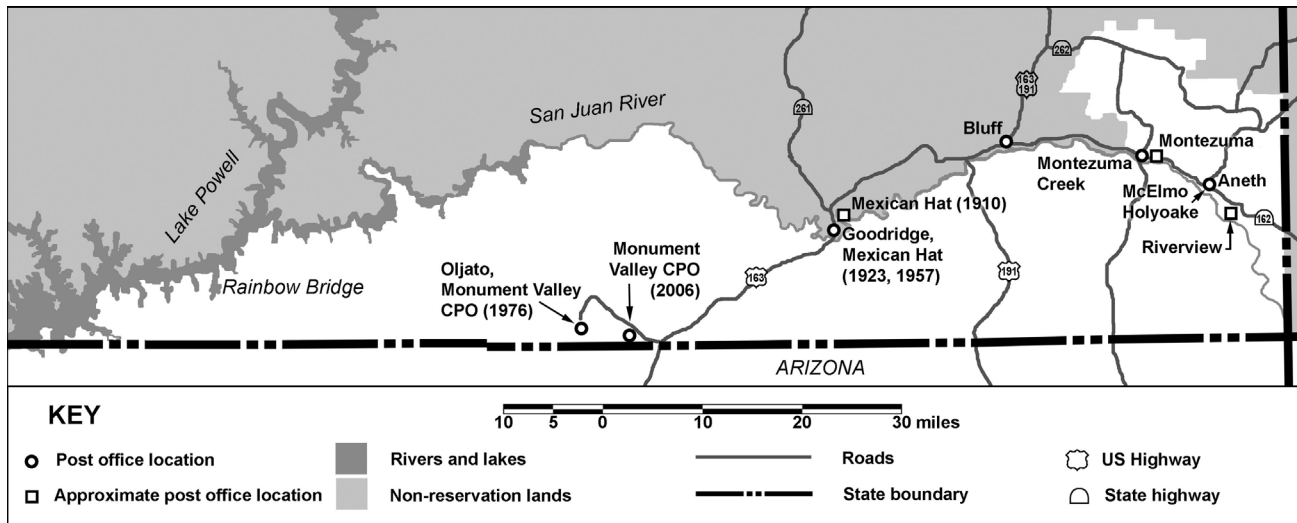
The rugged beauty of the land and its opportunities for recreation and access to the Navajo culture beckon, and tourism has become a major industry. As the Navajo Tribal Parks and Recreation Department celebrates of the Golden Anniversary of Monument Valley Tribal Park in 2008, they will offer many events and plan to open a five-star resort.

Post Offices and Postmarks

The communities that sprang up on the Navajo Indian Reservation in Utah were similar in many respects to other small communities throughout the country. They wanted a post office that would put them on the map, link them with the rest of the world through mail service, serve as a gathering-place, and foster the economy of the community. But these post offices were sometimes even more ephemeral than the communities they served. For many years, when the postmaster was changed, the post office usually moved, usually to the business or home of the new



Figure 14 Automobiles on the reservation by a party of tourists about 1930. Photograph by Frederick J. Pack.



Map 3 Location of post offices in and adjacent to Navajo Tribal Lands in Utah.

postmaster. It has been difficult to pinpoint the exact location of some of the post offices because the reservation had not been surveyed, so reference points and distances were often imprecise. *Map 3* shows the author's best estimate of where the post offices in this study were located.

The Official Register of the United States, which was published by various government agencies in the odd-numbered years 1816-1911, provides some information about post offices and their postmasters. Among other things, it lists the compensation paid postmasters the year of publication. Postmasters not appointed

by the President were paid according to how much business their office did. This was measured in part by the sale of stamps, stamped envelopes and other postal supplies. The more business conducted at an office, the more money the postmaster was paid.

Table 1 shows the postmaster compensation recorded for the post offices in this study between 1883 and 1911. The pattern of office payments in the table is as interesting as the amounts. With the exception of Bluff, which appears every year, offices were only open for short periods of time. For the most part, the earlier offices had less compensation than the more recent ones.

	Bluff	Montezuma	McElmo	Riverview	Holyoake	Aneth	Oljato	Goodridge	Mexican Hat
1883	33.60	14.34							
1885	37.12		23.34						
1887	68.59		16.89						
1889	64.69			18.77					
1891	96.84			24.14					
1893	175.57			18.80					
1895	135.09			20.23					
1897	114.77				53.93				
1899	103.17				42.88				
1901	145.45				44.37				
1903	145.97					46.51			
1905	170.74					35.33			
1907	277.00					45.00			
1909	464.00					44.00	35.00		
1911	320.00					20.00		10.00	100.00

Table 1 - Postmaster compensation for Utah Post Offices located on or adjacent to Navajo Tribal Land 1883-1911.



Figure 15 A registered cover mailed January 6, 1887, from Bluff, Utah, to New York City. From the collection of LaMar E. Peterson.

The smallest amount is \$10.00 paid the postmaster at Goodridge in 1911; the largest is \$464.00 paid the postmaster at Bluff in 1909. *Figure 15* shows a registered cover postmarked at Bluff January 6, 1887, from the collection of LaMar E. Peterson.

Postmaster compensation is often regarded as an indicator of the number of postmarks that could be available from an office. The higher the compensation, the larger the number of postmarks that could be available from that office. Postmaster compensation is only one factor in determining postmark scarcity. See *La Posta* publisher Richard W. Helbock's excellent explanation of his approach to determining the scarcity of postmarks on pp. 3-5 of the August-September 2007 issue.

The scarcity of Utah postmarks has been rated by two authors: Helbock in *Western Post Offices*,¹⁶ and Lloyd Shaw in *Utah Post Offices*.¹⁷ Both authors rate the markings from the older offices in this study as scarce to rare. This seems to agree with the postmaster compensation figures which indicate that postmarks might be available, but certainly they would not be plentiful.

The postmarks seen by the author are either 4-bar cancels or double-circle date stamps (DCDS), with the exception of a Doane cancel from Bluff. *Figure 16* shows representative cancels used by the contemporary post offices in this study.

Conclusion

The portion of the Navajo Indian Reservation that lies in Utah is a very special place. Its beauty, variety and openness invite wonder and exploration. But it was the resources in the form of land, water and minerals that brought many non-native people to the reservation or its fringes. They battled the climate and traveled great distances to build homes, farm, trade, prospect or otherwise inhabit the land. They left a mark that sometimes disappeared, but their communities live on in many ways, including through their postmarks.

The Navajo people have faced many challenges on the reservation including exploitation from some who came to use their land—land that was created for them by the Holy People. The Navajo are to protect the land, and to express gratitude for it in daily prayer. They ask the blessing below for themselves and for their visitors.

May it be beautiful before me.
 May it be beautiful behind me.
 May it be beautiful above me.
 May it be beautiful below me.
 May I walk in beauty.¹⁸

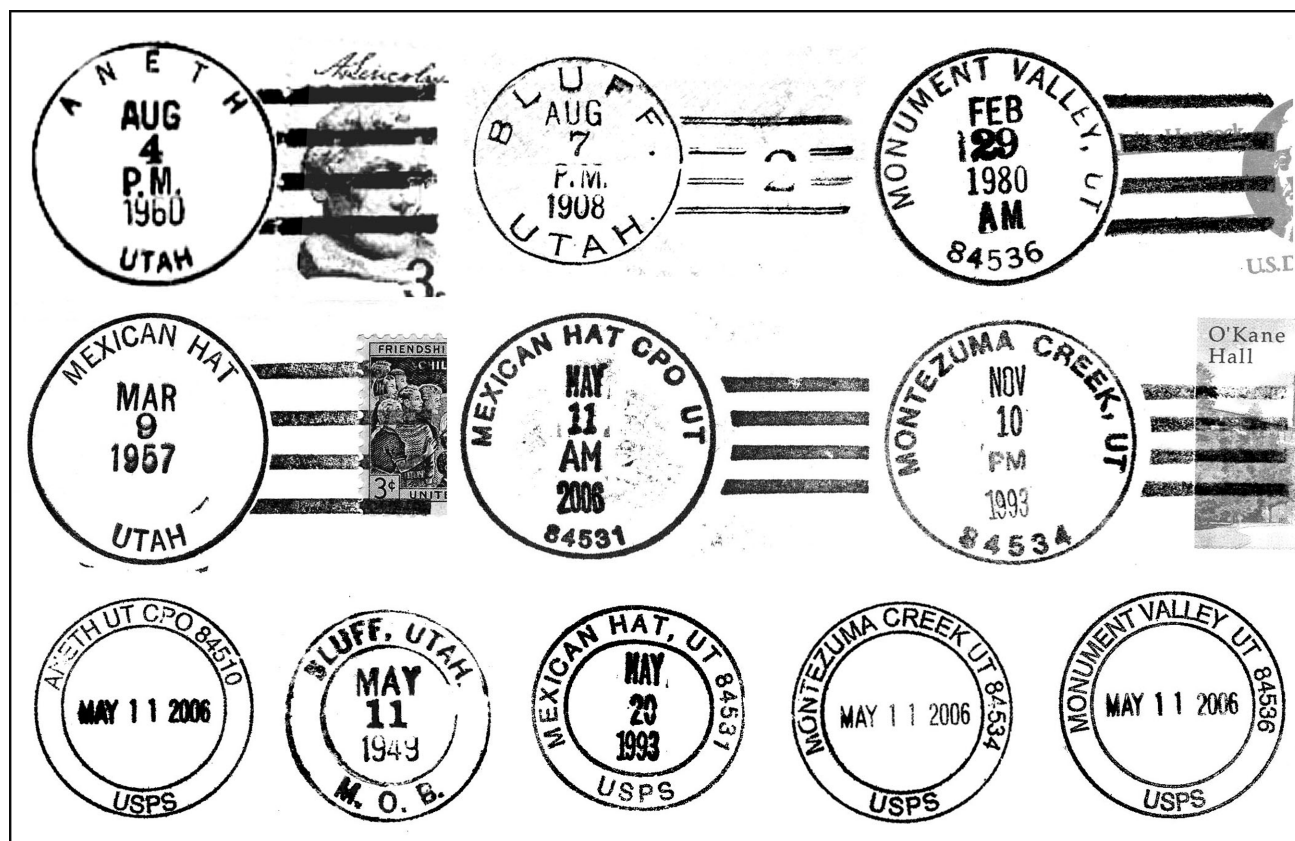


Figure 16 Representative postmarks from modern post offices covered in this study. Aneth 4-bar postmark from the Willett-Thompson collection of the Postmark Collectors Club

End Notes

¹<http://www.media.utah.edu/UHE/n/NAVAJOINDIANS.html> and http://en.wikipedia.org/wiki/Navajo_Nation

²<http://www.navajo.org/history.htm>

³ *Navajo Atlas*, Map 18, p. 37.

⁴ Quoted at digitallibrary <http://digitallibrary.amnh.org/dspace/bitstream/2246/847/1/B005a06.pdf>

⁵ Robert S. McPherson, "Navajos, Mormons and Henry L. Mitchell: Cauldron of Conflict on the San Juan River," *Utah Historical Quarterly*, Vol. 55, No. 1 (Winter 1987), pp. 50-65.

⁶ xx

⁷ P. D. Lyman, *Journal*, p. 77; A. R. Lyman *History*, p. 32 quoted in McPherson, *A History of San Juan County*, pp. 102-103.

⁸ *Postal Bulletin*, 4928, April 29, 1896, p. 1

⁹ McPherson, *A History of San Juan County*, pp. 249-250.

¹⁰ Pagosa On-line http://www.fourcornerssw.com/us_163_west.html

¹¹ Walter Jones, "The Growth of Utah's Petroleum Industry," *Beehive History* 16, p. 21.

¹² Richard A. Firmage, *A History of Grand County*, p. 352.

¹³ McPherson, pp. 208-209.

¹⁴ McPherson, p. 18.

¹⁵ The designation Community Post Office was adopted by the US Postal Service in 1973 for rural postal units.

¹⁶ See Richard W. Helbock. *Western Post Offices*. La Posta Publications: Lake Oswego, 1993.

¹⁷ See Lloyd W. Shaw. *Utah Post Offices*. Privately published, 1998.

¹⁸ Quoted by Ray Russell in Navajo Parks and Recreation Department <http://www.navajonationparks.org/>

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Wikipedia, "Navajo Nation" at http://en.wikipedia.org/wiki/Navajo_Nation

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COLORADO

- 1 CANADIAN, 1887 VG LIGHT DC ON COVER (83-91). EST. \$150
- 2 SQUIRREL CREEK, 1914 G 4-BAR ON PC W/CORNER BEND (11-16). \$20
- 3 SUGAR LOAF, 1911 VG 4-BAR REC'D ON PPC (67/44). EST. \$6
- 4 SUMMIT OF PIKES PEAK, 1924 F C/C DC ON PPC. EST. \$5
- 5 SUNSET, 1906 VG DOANE ON PPC W/CREASE (83/21). EST. \$12
- 6 TUTTLE, 1910 VG 4-BAR REC'D & O/S ON PPC (83-18). EST. \$15
- 7 VALDEZ, ca1910 VG 4-BAR ON PPC (10-62). EARLY. EST. \$5
- 8 WALDORF, 1907 VG 4-BAR ON PPC (08-12). EST. \$5
- 9 WOLFCREEK, 1911 VG 4-BAR REC'D & O/S ON PPC (10-19). EST. \$25

IDAHO

- 10 ROSSFORK, 1907 F 4-BAR ON TONED PC W/SM TEAR (96-11). E. \$20
- 11 SOUTH BOISE, ca1910 G+ 4-BAR ON PPC (07-15). EST. \$8
- 12 STARKEY, 8/12/07 F EKV DOANE REC'D ON PPC (06-43). EST. \$6
- 13 STONE, 1908 VG LIGHT SL ON PPC W/CORNER GONE (98-87). E. \$30
- 14 SUNFIELD, 12/08/05 F EKV DOANE ON REG'D REC CARD (05-11) \$20
- 15 TWIN LAKES, 1913 F 4-BAR ON PPC (10-17). EST. \$35
- 16 VOLLMER, 1910 F 4-BAR ON PPC (07-19). EST. \$5
- 17 WICKAHONEY, 1909 VG DC ON PPC (94-11). EST. \$50
- 18 WINONA, 1910 G+ DOANE REC'D & O/S ON PPC (06-45). EST. \$5

MONTANA

- 19 HOMEPARK, 1907 G+ DOANE ON PPC W/CLOSED SPINDLE HOLE. \$12
- 20 VIOLET, 1914 F 4-BAR ON PPC (08-15). EST. \$35
- 21 WACO, 1908 VG 4-BAR ON PPC (07-18). EST. \$20
- 22 WAGNER, 1909 4-BAR W/STAMP GONE (04/86). EST. \$4
- 23 WASH GULCH, 1907 VG CDS ON PPC (69/07). EST. \$35
- 24 WEST BUTTE, 1911 VG CDS ON PPC (01-25). EST. \$12
- 25 YATES, 1914 VG 4-BAR ON PPC (08-20). EST. \$20

NORTH DAKOTA

- 26 CHURCH, 1913 F 4-BAR ON PPC (12-19). EST. \$35
- 27 DEAPOLIS, 1893 VG CDS ON COVER (88-16). EST. \$20
- 28 FLAXTON, 1909 MS RFD (ROUTE, DATE & XMAS) ON PPC. EST. \$5
- 29 GRABER, 1910 VG 4-BAR REC'D ON PPC (07-14). EST. \$12
- 30 PURCELL, 1911 VG 4-BAR ON PPC (08-14). EST. \$20
- 31 RUDSER, 1908 G+ DOANE REC'D ON PPC (06-17). EST. \$6
- 32 SHERBROOKE, 1918 VG 4-BAR ON PPC (85-19). EST. \$20
- 33 TYNER, 1909 VG 4-BAR ON PPC (61-12). EST. \$20
- 34 WIRCH, 1908 VG 4-BAR ON PPC (00-34). EST. \$6

OREGON

- 35 ELSIE, 1905 VG CDS ON PPC (92-43). EST. \$6
- 36 PIONEER, 1910 G+ 4-BAR ON PPC (00-29). EST. \$12
- 37 PITNER, 1909 VG 4-BAR ON PPC (01-10). EST. \$20
- 38 POINT TERRACE, 1911 VG 4-BAR ON PPC (89-29). EST. \$12
- 39 PORTLAND/CENTRAL STA, 1924 G+ DPLX ON PC (19-42 PER). \$4
- 40 PORTLAND/ROSE CITY STA, 1910 G PARTIAL DPLX ON PC (10-14) \$6
- 41 SHERWOOD, ca1910 TYPE 11 MS RFD (SCRIBBLE ONLY) ON PPC. \$5
- 42 SINK, 1912 VG 4-BAR REC'D & O/S ON PPC (11-20). EST. \$20
- 43 STEAMBOAT, 1910 VG 4-BAR ON PPC (88-15). EST. \$35
- 44 TEMPLETON, 1910 VG DOANE ON PPC (98-17). EST. \$12
- 45 WASTINA, 1918 VG 4-BAR ON PPC (15-25). EST. \$40
- 46 WINBERRY, 1909 VG 4-BAR ON PPC (06-33). EST. \$12
- 47 WOOLEY, 1908 VG DOANE ON PPC (05-12). EST. \$25
- 48 WRENTHAM, 1914 F 4-BAR ON PPC (00-16). EST. \$6

WASHINGTON

- 49 PEOLA, 1911 VG 4-BAR ON PPC (80-34). EST. \$6
- 50 PILCHUCK, 1908 F 4-BAR ON PPC (90/22). EST. \$6
- 51 ROCK LAKE, 1910 F 4-BAR ON PPC (07-15). EST. \$35
- 52 RUBY, 1922 VG 4-BAR ON PPC (03-43). EST. \$6
- 53 SEATTLE/GREENLAKE STA, 1927 VG DPLX ON PPC (01-45). EST. \$5
- 54 SKYE, 1908 F 4-BAR REC'D ON PPC (86-11). EST. \$6
- 55 SLATER, 1911 VG 4-BAR ON PPC (06-19). EST. \$12
- 56 SOLDUC, 1915 VG 4-BAR ON PPC (11-16). EST. \$20
- 57 TAMPICO, 1906 VG CDS B/S ON COVER (84-07). EST. \$25
- 58 TEANAWAY, 1893 G+ CDS ON PSE WEDGE FAULTS (85-01). \$75
- 59 THORNWOOD, 1909 VG 4-BAR ON VERY CREASED PPC (08-12). \$5
- 60 TWEEDIE, 1912 VG SLIGHTLY DOUBLED 4-BAR (08-16). EST. \$25
- 61 VANCOUVER/MILITARY BR, 1918 G+ DPLX ON PPC (17-19). EST. \$12
- 62 WACO, 1909 VG 4-BAR REC'D ON PPC (07-10). EST. \$20
- 63 WILCOX, 1912 VG DOANE REC'D ON PPC (92-35). EST. \$6
- 64 ZINDEL, 1902 VG CDS ON PSE WEDGE FAULT (02-12). EST. \$35

WYOMING

- 65 MAMMOTH HOT SPRINGS, 1901 VG DPLX ON PPC (80-02). EST. \$20
- 66 NEIBER, 1910 VG 4-BAR ON PPC (08-38). EST. \$6
- 67 OWEN, 1911 VG 4-BAR ON PPC (97-29). EST. \$12
- 68 RAWHIDE BUTTES, 1907 VG CDS ON PPC (78/10). EST. \$20
- 69 SWEETWATER, 1910 G+ LIGHT 4-BAR ON PPC (96-14). EST. \$12
- 70 TOWER, 1910 F 4-BAR ON PPC (08-19). EST. \$25
- 71 WALSH, 1910 F 4-BAR ON PPC (09-11). EST. \$75
- 72 WARREN, 1910 VG CDS ON PPC (00-32). EST. \$6
- 73 WILEY, 1907 F 4-BAR ON CREASED PPC (06-16). EST. \$20
- 74 WOODROCK, 1910 VG DOANE ON PPC (05-13). EST. \$35

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POSTMASTERS GENERAL OF THE UNITED STATES

XXXIII. William F. Vilas, 1885-1888

by Daniel Y. Meschter

The election of Grover Cleveland in November 1884 was a turning point in post-Civil War America. He was the first Democrat elected President after twenty-four years of something less than tranquil Republican administrations beginning with Lincoln. The campaign, arguably the nastiest and certainly the most colorful up to that time, was fought more on personalities than issues¹. James Blaine, the Republican nominee, was charged with having profited from his associations with the railroads while Cleveland admitted to a son born out of wedlock during a premarital affair that led to the campaign song: "Ma, Ma, where's my Pa? Gone to the White House, ha, ha, ha!" The star route fraud trials and Arthur's rejection by his own party's convention probably were enough to swing the very close election to Cleveland by 62,700 votes out of a little less than ten million cast.



William F. Vilas, 1885

A difference from Lincoln's experience was that Cleveland benefited from early compliance with the Pendleton Civil Service Reform Act of January 1883². Under the patronage system, Washington would have been flooded with office seekers of doubtful qualifications expecting to replace the incumbent Republican appointees as they had sought to replace Democrats in office at the time of Lincoln's first inauguration. It wasn't just during a change of parties, either. Garfield best described the office seekers as "lying in wait," for him, "like vultures for a wounded bison."

The Pendleton Act specifically required the Postmaster General to arrange in classes certain clerks and other lower echelon employees where they numbered as many as fifty. It is probable only the Postmaster General's office and the Washington and New York post offices employed as many as fifty eligible clerks and other employees. New appointees or "hires" were required to be selected from rosters of the highest scores from competitive examinations for the class of clerk or employee to be appointed. While the Act did not specifically protect incumbents from removal, competitive examination tended to screen out incompetent job seekers and thus shield incumbents from summary removal for political reasons.

The classification process was completed under Timothy Howe's direction. Actually, clerks in the Washington office had long since been divided into five classes by salary and gender even before Creswell's 1872 revision of the postal laws³. Ovington Weller of Maryland was the first

person appointed to a government job under the Pendleton Act on August 20, 1883 when Walter Gresham appointed him to a clerkship in the Post Office Department at \$1,000 a year⁴.

As it happened, Grover Cleveland was a strong advocate of the Civil Service system and increased the number of civil service or "classified" positions whenever he could. He added 5,320 positions to the Railway Mail Service during his first term, increasing the classified service by a third⁵.

Postmasters, however, were a different matter. During his first full fiscal year in office, Cleveland removed or suspended 247 postmasters or about 11% of the postmasters in first, second, and third class post offices subject to presidential appointment⁶. At the same time, the Postmaster General (Vilas) removed approximately 9,300 fourth class postmasters or about 18% of fourth class postmasters subject to his appointment.

William Freeman Vilas was born on July 9, 1840 at Chelsea, Vermont to sturdy Green Mountain stock⁷. His father, Levi Vilas, left the family farm at sixteen to work his way through Randolph Academy after which he studied law and was admitted to the bar. Five of his sons also earned baccalaureate degrees at a time when advanced education was far from common. Levi Vilas, now wealthy from astute investments, a respected attorney, and an active Democrat, moved his family to Madison, Wisconsin when William was eleven to take advantage of the opportunities that vibrant new state offered professionally trained men.

Upon their arrival in Madison, William enrolled in the preparatory department of the newly opened State University where he completed his secondary education. He then entered the University and graduated with a degree in the classics in 1858. He completed his formal education in law at the Albany (New York) Law School. Returning to Wisconsin in 1860 he was admitted to the bar and opened a practice by the time he was twenty.

During the next two years he drilled with a company of militia, preparing for military service when it came time to enlist. Finally, at the suggestion of Gov. Salomon, he raised Company A of the 23rd Wisconsin Infantry. He naturally became its captain a stepping stone to promotion to higher rank as the war progressed. The 23rd was assigned to Sherman's army during the Vicksburg Campaign. After being promoted first to major and then lieutenant-colonel, he commanded the 23rd during a half dozen battles and in the final assault on Vicksburg itself. Afflicted by illness

while on duty near New Orleans and his father's call for assistance in several legal matters, he resigned his commission in 1865 and returned to Wisconsin to resume his legal career.

Three passions dominated William Vilas's professional life: the law, the University of Wisconsin, and the Democratic Party. As an attorney he was esteemed both for his rhetorical skills as a trial lawyer and as a legal scholar. In 1868 after only three years practice following the war, he was appointed a professor of law in the University's new law school, a position he held for seventeen years until he answered his party's call to Washington. Early in his academic career the state supreme court assigned him to prepare a new edition of the "Wisconsin [law] Reports" and in 1875 one of a team of distinguished attorneys to prepare and publish the "Revised Statutes of Wisconsin." He further demonstrated his devotion to scholarship and the University by serving on the Board of Regents from 1881 to 1885 and appearing at public meetings where he urged recognition of Wisconsin's need to develop a great University, including the establishment of a College of Agriculture to serve Wisconsin's emerging general agriculture and dairy industries.

Vilas began his active interest in Democratic politics upon his return to Wisconsin from Albany and opening his law practice. Except during his war years, he regularly attended county meetings and state conventions. He willingly stumped for Democratic candidates during which he polished his natural oratorical skills.

His personal disposition was toward the party's northern or "bourbon" wing that believed government should encourage business leaders whose ability and enterprise it thought would benefit all the people. Vilas believed the ideas of the Bourbon Democrats would do as much to promote economic expansion as the policies of the Republicans. For himself he became a "railroad lawyer" representing the rapidly expanding Chicago and Northwestern Railroad and joined the board of directors of a regional insurance company.

Vilas was chosen a delegate to the 1876, 1880, and 1884 Democratic National Conventions and in 1876 was named Wisconsin's representative on the National Committee. He impressed a number of party leaders for his grasp of national issues and his oratorical skills. He was elected the permanent chairman of the 1884 convention in Chicago and delivered the keynote address. He realized the necessity of cooperating with eastern Democrats whose candidate, Grover Cleveland of New York, was the odds-on favorite to win the nomination for president. Vilas favored Cleveland for his honesty and abilities, but understood that Cleveland had limited interests in McKinley's tariff proposals that Vilas opposed as a matter of principle believing, as he did, in free trade.

Upon taking office, Cleveland appointed William F. Vilas at Postmaster General; John S. Crosby, First Assistant, Leo Knott, Second Assistant; and Abraham Hazen, Third Assistant. Among these, Crosby was a longtime friend of Chester Arthur who appointed him Governor of Montana Territory in 1882. According to Merrill's biography in *American National Biography*, Crosby succeeded Frank Hatton as First Assistant from November 1884 through February 1885. Leo Knott was a Democratic loyalist from Baltimore while Hazen was a holdover from Hayes' original appointment in March 1877.

As a lawyer, politician, and intellectual with broad business experience, Vilas focused his management of the Post Office Department on administration and organization rather than innovation. In fact, the Post Office had reached such a level of efficiency few of its staff could imagine any innovations or technological developments that might significantly improve the processing, transportation, or delivery of the mails. Yet the next twenty years would do exactly that.

Vilas was noted for introducing improved business methods that succeeded in reducing costs in proportion to improved service. Based on prior experience he personally took charge of a complete revision of the postal laws and regulations. By the addition of fast mail trains on key routes and the cooperation of the railroads, he continued reducing the transit time of overland mails. A new treaty with Mexico and an arrangement with Canada opened all of North America to U.S. citizens at domestic rates and parcel post service under conventions with foreign countries was inaugurated to a maximum of eleven pounds

In his 1887 and last annual report, Vilas reviewed the workings of the Post Office in considerable detail⁸ Among other topics in which he expressed particular personal interest, he discussed the salaries of postmasters at length and stressed his view that the salaries of many of the officers in the Department "are grossly inadequate and unfair." In this connection he continued to plead for a Fourth Assistant Postmaster General to take over some of the burdens of the First Assistant. He reported the expansion of the carrier service, but did not yet visualize it extending beyond cities with 10,000 population or \$10,000 in postal revenues per annum.

More importantly, describing the methods Third and Fourth Class Postmasters used to keep their accounts and file their quarterly returns as "irrational and cumbersome" and a burden on both the Department and the Auditor, Vilas had new account books prepared and issued to every Third and Fourth Class Post Office together with new forms and instructions for

submitting their quarterly returns. These steps, he was assured, would improve the reporting system and reduce costs.

Perhaps the longest lasting of his accomplishments was the organization of a library out of a mass of books stored haphazardly in an out-of-the-way room. This appears to have been the foundation of today's Postal Service's library and Office of the Historian.

Vilas and Cleveland became close friends in cabinet meetings as a result of which Vilas was able to persuade Cleveland to abandon his indifference to the tariff issue in favor of low tariff rates. Cleveland also respected Vilas's administrative and legal skills so much that when he appointed Interior Secretary Lucius Lamar to the Supreme Court, he chose Vilas to replace him as of January 16, 1888. Vilas's principal assignment was to reform the Secretary's judicial functions, especially appeals from the decisions of the General Land Office in which every western settler had a vital interest. Unfortunately, time did not allow him to complete his proposals. Cleveland won the popular vote in 1888 by a hundred thousand votes, but Harrison won in the electoral college by carrying the larger states.

Vilas left office on Marcy 6, 1889. He returned to Wisconsin where he resumed his law practice and rejoined the faculty of the University's Law School. He also resumed stumping for Democratic candidates and appeared almost daily throughout Wisconsin during the campaign of 1890. It was agreed he played a major role sweeping a Democratic majority into the state legislature for the first time in many years. The legislature in turn obliged by electing him to a six-year term in the U.S. Senate beginning March 4, 1891. Thus he was in a position to support Cleveland in Congress after Cleveland won a second term in 1892 in a three-way race with Benjamin Harrison and James B. Weaver representing the recently founded People's or Populist Party. Although the tariff was the dominant issue in the campaign and Weaver won only about 9% of the popular vote, his campaign was a harbinger of the future.⁹ Weaver advocated nationalization of the telegraph, telephone and railroad companies; "free silver;" a graduated income tax; and creation of a postal savings bank.

The 1896 campaign brought Vilas's political career to a close. He was disillusioned by the stampede to Bryan at the national convention and the emergence of monetary policy as a national issue. Perhaps worse for someone who had long supported business and the railroads, populist reform was sweeping the upper mid-west where freight rates were viewed as a form of economic oppression and free silver as a way of putting money in the pockets of working men. The movement in Wisconsin was led by the Republican, Robert M. LaFollette whom Vilas helped oust from Congress in the Democratic landslide of 1890. Finally, the legislature denied Vilas reelection to the Senate.

William Vilas quietly retired to his law practice, served another term on the University's Board of Regents, and served the University in every other way he could. When he died in Madison on August 27, 1908, he left a substantial bequest to the University he continued to love until the end.

(Endnotes)

Portrait of William F. Vilas courtesy *National Directory of the United States Congress*.

1 DeGregorio, Wm. A. *The Complete Book of U.S. Presidents*, Fifth Edition, New York, 2002, p. 325ff.

2 22 Stat 4031

3 17 Stat 253.

4 U.S. Government, Office of Personnel Management. *Our History*, Washington, DC, nd.

5 *Id.*

6 Annual Report of the Post Master General, November 18, 1886, Serial 2466, pp. 4-6.

7 Se Vexler; *National Cyclopedia*; *Biographical Directory*; and Horace Samuel Merrill, article in *American National Biography*, New York, 1999 for biographical sketches of William F. Vilas.

8 Annual Report of the Postmaster General, November 26, 1887, Serial 2540, pp. 12, 30, 37, 83, 84.

9 DeGregorio, *op cit*, p. 346.



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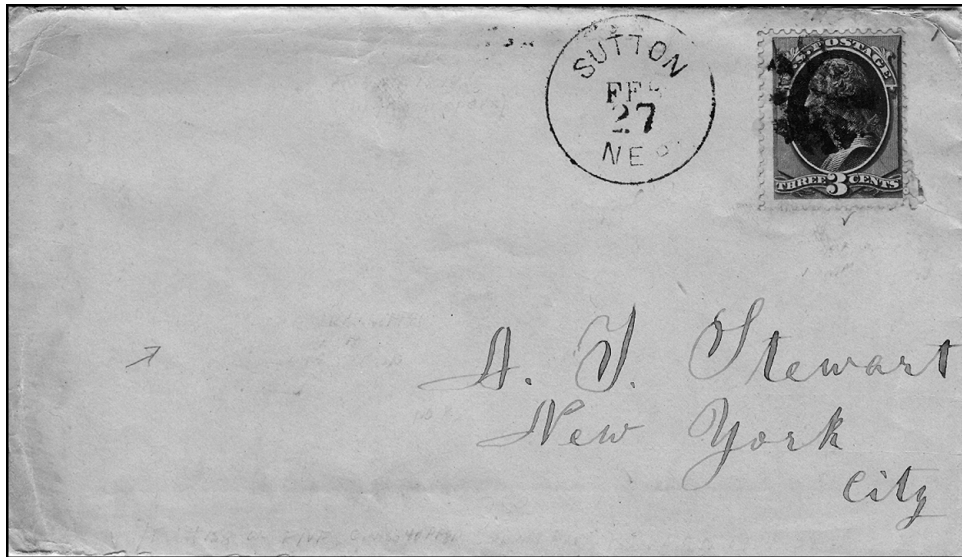
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GRASSHOPPERS



This plain looking cover postmarked Sutton, Nebraska, in the mid-1870s carried a letter that cried out for assistance from a national disaster that was sweeping America's Great Plains.

By Michael P. Corriss

It's just a plain cover, franked with a common Scott's 158 green three cent Washington, addressed simply to an A.T. Stewart New York City. The geometric duplex of Sutton Neb. is dated Feb 27. (Most likely 1875.) Fortunately the original letter is still enclosed.

Sutton Clay Co Nebr

A T Stewart

sir

I hope you will pardon me for addressing you the way I am about to do. I have read in the papers that you wer very wealthy, and I thought that perhaps you would lend me and my family some asistance towards living. I tell you nothing but the truth when I say we have got nothing to help our selves with the grasshoppers left us only thirty six bushels of wheat and that is all we have had for our bread and to feed our team this winter and we have had no vegatables of any kind we have sixty

acres of land ready for seed this spring, but no seed. and no way that I can see of getting any unless you will be kind enough to lend us some help. it is the first aid that I have ever asked from any one and I hope it will be the last time we shall be compelled to ask aid.

I will send you my address so that if you should feel disposed to help us you can do so

Sutton Clay Co.

Mrs Phebe J Tepier Nebr

Luther French and seven children were the first permanent settlers in 1870. The next year his homestead was platted as a townsite, named after Sutton, Massachusetts. Tragedies beset the area around the Clay County town. November 1871, a heavy snow storm with massive drifts rapidly fell. A Mr. McGoon and his son, living south of nearby Harvard, set out for town, but bewildered and disoriented by the blowing snow, the elder man became exhausted, beyond assistance from his son, who pressed on and made it into town. After the storm the old man was found at the edge of town frozen stiff. November 14, 1872 fire escaped from a homesteaders dugout and spread over a large area, burning the grasses, some livestock, farm tools, and a barn. Not long after another fire got out of control when section men were burning a fire brake

Tullon Clay co
Nebr

A T Stewart
sir

I hope you will pardon me for addressin^g you the way I am about to do. I have read in the papers that you wer very wealthy, and I thought that perhaps you would lend me and my family some asistance towards living. I tell you nothing but the truth when I say we have got nothing to help our selves with the grasshoppers left us onley thirty six bushels of wheat and that is all we have had for our bread and to feed

our team this winter and we have had no vegetables of any kind we have sixty acres of land ready for seed this spring, but no seed, and no way that I can see of getting any unless you will be kind enough to lend us some help, it is the first aid that I have ever asked from any one and I hope it will be the last time we shall be compelled to ask aid. I will send you my address so that if you should feel disposed to help us you can do so

Tullon Clay co.
Mrs Phebe J Depier Nebr

A two page letter delivers a heart-felt plea from a Nebraska farmer's wife for assistance in surviving a devastating plague of grasshoppers on the Great Plains in the mid-1870s.

along the Burlington & Missouri River Rail Road. Strong winds caused the fire to jump the tracks and spread through the thick mat of dry grasses burning many houses and reaching almost to the Platte River. Sunday, April 13, 1873, a driving rain turnind into a gale sleet storm. Most of the county's livestock perished as well as a mother and child who sought refuge at a neighbor's house they never reached. Then the grasshoppers arrived.

Quoting Alfred T. Andreas' 1882 book, History of the State of Nebraska:

In July, 1874, swarms of grasshoppers came from the northeast in such countless numbers as to make the sunlight dim. So swiftly did they destroy the crops, that a forty or an eighty-acre corn-field would not last them more than two hours. The rank growing corn would literally bend over to the ground by the weight of grasshoppers. Potatoes, garden vegetables, and crops of all kinds, excepting wheat and barley already harvested, sugar-cane and broom-corn,

were swept out of existence in every part of the county in the short space of two days. Not a bushel of corn was raised in the county. The year before, settlers burned corn—it being only 15 cents a bushel. The grasshopper year it was shipped from Iowa and brought \$1 per bushel. The people had nothing but wheat and barley to eat and feed their stock. When winter set in, many of the settlers had no money, no fuel, and scarcely anything to eat. Want and starvation was upon them...

The grasshopper famine was covered in the papers across the country and a national relief effort was launched.

I'm sure the mail was delivered to an A.T. Stewart at 34th Street and Fifth avenue. Alexander Turney Stewart was called "one of the richest merchants of the world" by The New York Times. Born in Lisburn, Ireland October 12, 1803, he came to New York in 1820. A year later he received a \$10,000 inheritance. He set up a small dry-goods store, A T Stewart's, on

lower Broadway. He soon married Cornelia Mitchell Clinch October 16, 1823. His stock was mostly imported European laces, ribbons, trimmings, and linen. Dealing on a "strictly cash" basis and using innovative selling techniques such as the fire and remnant sales, his business expanded rapidly. In 1846 he opened a larger store at Broadway and City Hall Park - the first department store. It had oversized French plateglass windows on the ground floor to showcase his wares and a marble exterior. 1862 he expanded to a new cast iron building on Tenth Street, known as the Great Iron Store (later it became John Wanamaker's). In 1869 he became interested in the treeless Hempstead Plains about twenty miles from New York City. He wished to erect a model community, a place that would be exclusive and refined, a little republic, a veritable Eden. 7,170 acres were purchased for \$394,350. The sale was recorded at the office of the County Clerk in Jamaica and the tax stamps which cost \$3,944 nearly covered the entire contract. Beautiful Garden City would be built on the barren plain. Thousands of trees and bushes from Prince's Nursery in Flushing were planted to make it a real "garden" city. Stewart Avenue, Garden City, is now lined with enormous and stately black and pin oaks. Mr. Stewart died April 10, 1876 in his Fifth Avenue home.

Half the letter sheet is missing. It likely had Mrs Phebe J Tepier's address as stated in the letter and leads me to believe that despite the numerous requests Mr. Stewart probably received, I don't doubt he was moved by the letter and rendered assistance.

References:

Sutton, Nebraska

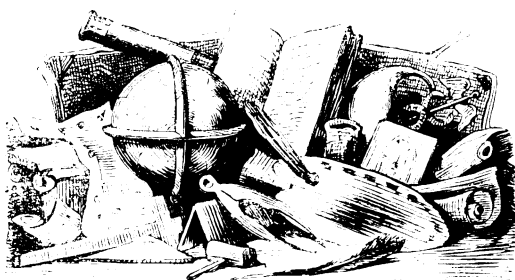
On-line transcription of Alfred T. Andreas History of the State of Nebraska 1882

http://www.kancoll.org/books/andreas_ne/clay/clay-p1.html

accessed October 28, 2007

Alexander Turney Stuart

M.H.Smith History of Garden City revised edition
1980 Garden City Historical Society



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Christmas Cards and Communication

by Tom Clarke

Some say Christmas is year-round, accordingly, though we're already past New Years, we'll take a look at 150 years of Christmas cards as communication anyway. Hidden here, is the gentle and entertaining story of the favorite, humbling, and all-loving season, and the season wherein business makes a good third of its yearly profits! So, lacking the raw rates-and-markings that *La Posta* readers expect, here is nonetheless a review of Christmas card use in and out of the mails.

The postal history connection to Christmas cards is tentative since almost no one has kept the envelopes that cards arrived in—if in fact they came in an envelope at all. But since Christmas *cards* are at least partly an outgrowth of the adoption of US government postal cards in 1873, and the concession to commerce of post cards in 1898, and were born in the shadow of Britain's and our own 'cheap postage' drives of the 1840's, we're still on fairly safe ground.

It is difficult to find any type of early, pre-1898 greeting card, let alone Christmas cards that arrive during the holiday madness, with its proper mailing envelope. Christmas *cards* were just that from the begin-

ning, they weren't envisioned as today's colorful little folded paper booklets, to be opened so as to read the sentiment and the signature.

Colorful, they were, but they were single thickness flat, and definitely a card, as in post-card. Though the father of Christmas cards attended the birth of England's penny postage, it is questionable whether his were mailed, or simply handed around in good fellowship, in person.

The first Christmas card said "A Merry Christmas and a Happy New Year to You". They could have been but were probably not mailed, only sold for a shilling in 1843 in a London shop and carried home or dropped off, after inscribing, at a friend's. Interestingly, Sir Henry Cole, who ordered this first printing, had also been instrumental in developing England's penny post and first postage stamps.

Cole hired artist John Calcott Horsley to design the card: a happy family gathering. Unfortunately for some at the time it included a child imbibing a bit of wine along with the rest. With that came controversy and an embarrassing end to Cole's experiment.

Here is an interesting news note about one of the few remaining 1843 cards:



Figure 1 Sir Henry Cole ordered the printing of this first Christmas card in 1843. They sold for a shilling in a London shop, but were probably not mailed.

A Christmas card sent 162 years ago as one of the first seasonal greeting cards has been sold for £8,469 [\$13,000] at a Wiltshire auction.

The hand-colored novelty is one of an estimated 10 cards remaining from an original batch of 1,000 printed in London in 1843.

A buyer from the greeting card industry purchased the card at Henry Aldridge & Son's Saturday auction in Devizes. — *BBC News*, 3 Dec. 2005

By 1845, other Christmas cards were being printed and perhaps sent in those new-fangled envelopes via the Royal Mail for a penny or two. Or did they? Were they mainly hand carried? Their size differences (above) seem to dispute the mailing theory.



Figure 2 A 1910 odd shape “postcard” allowed through the mails at just 3” square. What’s more it left at 7 AM and arrived at 7 AM. Some sort of record, eh? There’s a bluebird in flight on the reverse, “To my Sweetheart”.

Scholars report that Americans saw their first Christmas card in 1846, shortly after our 1845 gamble with sharply lowered postage rates. They, and Valentine cards and the sending of letters in general, caught the fancy of the poorly paid working class too, in addition to the well to do, who were previously mail-challenged. Now, their letters began to fill post office bags, along with holiday cards (*maybe!*), and their five-cent pieces the PO cash drawers.

Probably since hand delivery and hand-holding are branches on the same tree, Valentine greetings are much older than Christmas cards. They occur in the 1400s(!), and were penned and/or drawn by hand. By the 1500s, they were being printed with wood blocks, not long after Gutenberg’s moveable type had created the first print shop book.

The holidays’ Academics claim that by the 1770’s school children were drawing the first “Christmas cards” for their friend’s and parent’s on decorated paper.

The Business Angle

A line of confluence in the development of the Christmas card industry somewhat before but definitely after the 1870’s was business. Businessmen (and really everyone, including children) left name cards with clients wherever they went and, just like today, made sure their were enough on the countertop of their establishment. Knowing that Christmas gift giving had begun to infuse American society in the 1840’s and ‘50’s, at first a handful, then a deluge of these men of affairs realized that a seasonally *decorated* card should help drum up added business and move customers toward the holiday buying mood. Enter the combination business/Christmas card. They added influence to the way people saw the holiday, any holiday, though Christmas, to be sure, was quickly becoming the goose that laid the golden egg.

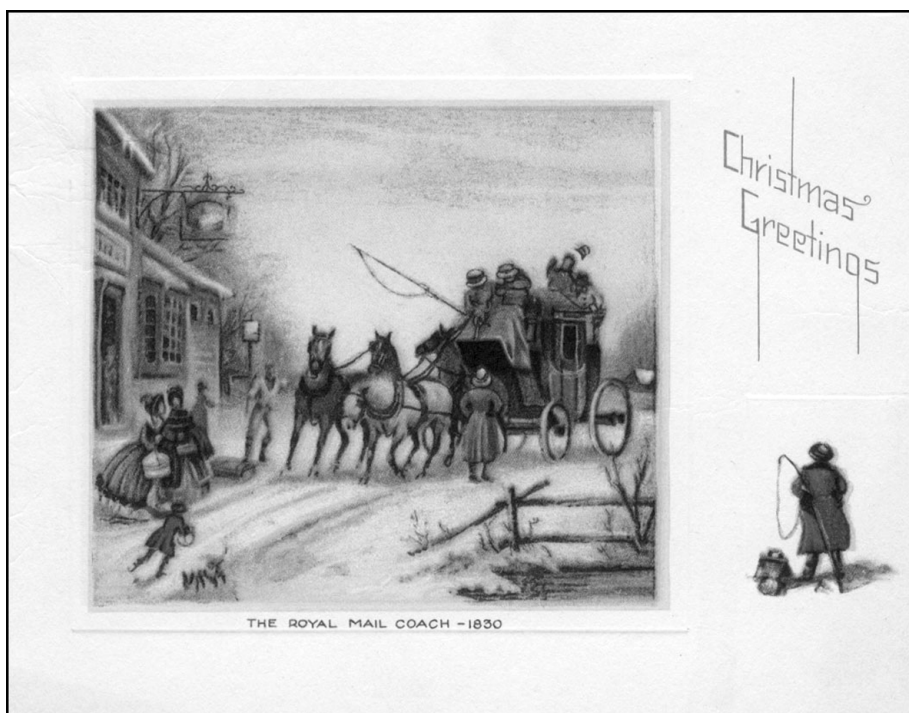


Figure 3 The lettering suggests the ‘teens, but it is a folder, so probably the ‘twenties; appropriately a Royal Mail coach, but there was no envelope accompanying.

Mailed or not?

Occasionally they just might be sent inside an envelope or a packaged gift, if one were to be sent to a distant relative. But remember that life and death and face-to-face celebrations occurred in the vast majority of cases locally, within twenty miles of one's birthplace through about 1890. So for greeting cards, the mails really weren't necessary. Hand delivery would suffice.

From 1843 to about 1900, Christmas cards came in every size: 1½ x 2½ inch business card to almost 7x9 inches, though 2x3 and 3½ x 5½ (regular postcard size) seem something of a standard. Some were odd shaped, too, for hanging as tree ornaments. Some came with attachment strings. Surely not all of these could even be mailed, certainly not the padded type. And what of the miniature sizes? Were they merely an after thought stuffed into a envelope along with a standard letter? That would seem a bit callous, given the sensitivity infused in the meaning of Christmas earlier in the century by Clement Clarke Moore's *A Visit From St. Nicholas* (1823), and Charles Dickens' *Scrooge* (1843).

When was mailing of Christmas cards, and other greeting cards, feasible? Perhaps after the Civil War, in the 1870's, since that was the heyday for card designers and a more-or-less regulated size had been adopted (about 3½ x 5½, the size of a postcard).

But has anyone ever found a greeting card of any sort from that period with its original envelope? Valentines, yes, because they tended to be ornate, flowery, showy, and not usually the thing a person wanted to hand to someone face to face.

Christmas is a different story. No secret admirer involved here, the entire family, children are participants in Christmas. It's unquestionably a face-to-face occasion, so why waste postage and, much more im-

portantly, precious sentiment —unless at great distance— sending a Christmas card in that era? We speak of the pre-automobile/ bus/ inter-urban commuter train, and telephone period. It was a much more personal life style earlier, the kind of thing that Samuel Clemens/Mark Twain so sorely missed when he said he had lived too long, that the 20th century was not for him. It brought with it increased population and a much more strident 'hum' to society. During the hustle-bustle 20th century, mailing cards would make sense, whereas in the 1870's, it was quality over quantity, not the other way around. Quality is what Clemens missed.



Figure 4 A company card printed in 1881 by the Christmas Card Company (!) measuring 7 x 9 inches, and the tiny one sent privately from Mrs Reeb to Edna, maybe 1880/90 is only 1-1/2 x 3 inches. What would the Union Clothing Company expect a family to do with something so large (and a child so unbecoming).

Also, only one-cent postage was needed for postcards (except from about 1902 to 1905, if the card had glitter, you had to pay an extra cent). Thus, it was three cents in pre-1883 times for a hypothetically mailed greeting card, and two cents thereafter. But find a manufacturer who sold pre-1898 Christmas cards along with appropriate envelopes, as they do today. Surely one won't be found, which indicates 19th century greetings were surely hand carried.

In Britain by the 1860's, the holiday card business was brisk, and firms employed prominent artists such as Kate Greenaway, the beloved writer and illustrator of children's books. Others include Frances Brundage and Ellen H. Clapsaddle, more of



Figure 6 A late 1870's fringe card with string for hanging on a tree. This is a small card, about 2x3, unlike the many large fringed cards of about 4x6, less the fringe. Why fringe? Just another fad, no doubt.



Figure 5 Blue and white pansies for Christmas? It was the style in England and America before about 1890. Surely this type card, like a delicate Valentine, would have to be sent—or carried—in an envelope.

the public's favorites of the 1880's and early 1900's. Their cards were elaborate, some shaped liked fans, circles or crescents, some die cut in irregular shapes to match trees and roofs.

We can't forget the homemade type of Christmas card made before the holiday card got off the ground. These were assembled from stock background paper (maybe with a die-cut doily-like edge, then joined by someone's vision of beauty by a piece of 'scrap' or two. These are bare, simple mementoes, certainly not mailed, except as forwarded maybe to a bother or sister at boarding school. They certainly look like the work of children at home or school kids as gifts for parents and siblings. Most collectible are those with a contemporary date handwritten on the back along with a short sentiment, as with all early, even manufactured, cards.

Many, but certainly not all, late 19th century Christmas cards are miniature masterpieces, produced in not so large quantities by the printing industry. Small wonder that there are posh sales of the very best of these cards in New York and London every few years.

In 1873, a printed in Boston, a German immigrant names Louis Prang, reproduced a holiday card autographed by *A Christmas Carol's* author, Charles Dickens. Continuing to develop his skills, in 1875 he produced the first true Prang Christmas card, recognized by the USPS on the stamp above. He was a watershed in greeting card history. He employed the

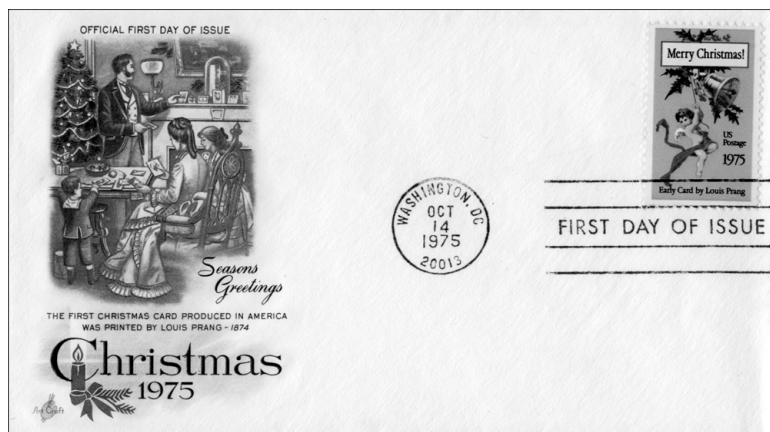


Figure 7 Louis Prang's first chromolith Christmas card, so little on this 1975 centenary stamp, knocked the socks off 1875 holiday patrons. Until cheap German cards forced him from business in the '90s, he was the undisputed Champion of greeting cards.

finest design artists of his day. Card painters included Frederick S. Church, Arthur F. Tait, and Winslow Homer. Poets like Longfellow, Tennyson, and William Cullen Bryant were hired to write card verses.

In the early '80s he was producing more than five million Christmas cards each year. To promote original themes, in 1880 Prang began holding Christmas card

design contests, really media events. By 1885 he was handing out prizes for essays on Christmas cards written by women. Prang played to the feminine side by the sense and touch that women like: sometimes employing silk fringe, tassels, satin backgrounds with cotton fill, and gold metallic paint.

Unlike some other manufacturers, Prang's cards were not cheap. When a day's laboring wage was about one dollar, his card prices ranged from 50 cents to \$15 each (about \$800 in today's dollars).

Unfortunately, similar to the fate of American made tree ornaments of the day, when inexpensive German cards and decor flooded the market, American industries suffered. As for Prang, rather than lower his standards to cut costs, he simply quit the business. The company continued in crayon and other art supplies up to today.

The Germanic massage

Particularly in England during the 1860-1890 period, common design themes on Christmas cards were taken mostly from nature: sprigs of spring and summer flowers, robins and blue birds, glamorized, wistful children (that look like no child who has ever lived), and sometimes snowbound winter scenes. This is not what we'd expect today. There were very few Santas, few happy families bonding about table or tree, and very few Madonna and Child tableaus.

As for Santa Claus, during the Civil War, Lincoln requested Thomas Nast (political cartoonist, whose name was the origin of the word 'nasty') to illustrate Santa Claus mixing with Union troops, to bolster their spirits. Nast in 1870 refined him to include the now-traditional red suit and large black belt.

Prang in the 1880s began to feature snow scenes, fir trees, glowing fireplaces and children playing with toys. But after 1890, and until the ill-will developed by World War I, German cards and the European view of Christmas took hold on cards. Featured were Santa Clauses (in blue, green, brown or red gown), wreathed or hooded, normal size or sometimes elf sized. Others showed old-time hearth and snowy cottages too, with ample holly, decorated trees, kids with toys, and Nativity scenes.



Figure 8 A sadly stained booklet card, with Shakespeare quote inside, and a colorful "cc" of Christmas / 1910. It was sent one town over, from Chalfont to Doyleston PA.



Figure 9 A silver swastika, a symbol of good luck and prosperity till Adolf came along and twisted things around. This card sent from Turner's Falls MA to Towanda PA, from loving cousin Aurthur G to Miss Anna Gibson.



Figure 10 An up to date, telephonic Santa on a 1925 Edmonton Alberta card, sent to Ontario between two misses, maybe school chums home for the holidays. It is interesting to trace achievements in contemporary technology through these cards. Others show Santa in biplanes, monoplanes, driving Model T's, etc.

These won the American market and became the standard for the 20th century long after WWI had concluded.

It is generally accepted that Valentine and Christmas cards were the most popular cards during this period, followed by St. Patrick's Day cards, and Easter, Halloween, and Thanksgiving cards. An interesting mix that shows ethnic pride as well as religious and traditional themes. So you see, current emphasis on Halloween as a 'holiday' is nothing new. What's new is Christmas decorations at WalMart before Halloween arrives!

Scrapbooks

Postal history collectors run across valentine cards sometimes with envelopes, and occasionally other greeting cards too, but invariably without envelopes. They may also come upon the Big Banana, an entire untouched late 19th century, early 20th century scrapbook—they're not expensive. What were they and why were they?

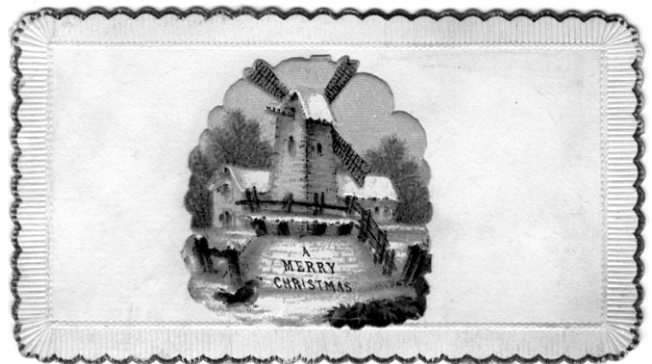


Figure 11 An 1860 era handmade card with a scrap center. The back says "for Sam with / Mrs. Brooke's love", so maybe it was made in class by the teacher for each of her students?

They were personalized hand made books and were extremely popular with the homebound parlor set of ladies in Victorian and Edwardian times, every home had at least one. What is curious is the word itself. 'Scraps', in addition to meaning leftovers given to pets, were at the time small, attractively and purposefully printed, colorful paper illustrations that bore the likenesses of royalty, historic places, human hands, hats, cats and rabbits, flowers, about anything that can be imagined. A scrapbook was a mélange of these pieces pasted every which way to pass the time.



Figure 12 Mom, Dad, and the six children, a Christmas day portrait taken in 1895 at Leon & Company's Studio. Surely the Mom kept a well-ordered scrapbook of the well to do family's experiences. The name Eugene G. Rountree on the back may be the father's.

Nineteenth century ladies and children did with these bits and pieces just what their counterparts today do with them. More than one *La Posta* reader has a wife or child that is into 'scrapbooking' as the current term is used. There is a cable TV program that instructs ladies how to adorn pages with 'scraps' and ink-stamped lettering, which will eventually show off family photos and anything else. Does this penchant have to do with a strong mothering and family-bond instinct? The intent is to cement together the whole crew and create a family heirloom. Ebay devotes space to 'scraps' devotees.

Before the advent of commercial picture postcards (1898), scrapbooks were almost entirely self-conceived, that is, the creator designed page after page with pretty scraps taken from sheets, purchased from a stationers, that had a theme of some sort, like animals, Pittsburgh, whatever. Usually, they would add must-keep letters they had received, along with interesting magazine ads, newspaper clippings, obituaries, and ticket stubs. Interestingly, much of this material had once traveled within the envelopes that postal historians today covet.

However, after 1898, scrapbooks came to be primarily a home for picture postcards —plus holiday greetings of course, assuming they had passed muster and were sufficiently attractive. Unfortunately, most scrapbook items, whether pre-1898 or post-, were pasted down, and what's worse, onto very acidic black pages. This makes salvaging the collectible items tricky to impossible today.

Picture postcards raged during the 1900-20's and had to compete with scraps for space. The cards stuffed this new generation of scrapbooks with geography and architecture from near and far, interspersed with attractive holiday cards.

Postcards and Postmarks

A major effect on communication developed out of Congress's 1898 postcard ruling. If Christmas cards had been routinely mailed in envelopes across America prior to 1898, now there was no need to do so any longer. As it had been in 1873 with the businessman's penny postal card, the yardstick of rapid personal communication would hereafter be measured with the inexpensive ppc. With such a cheap and attractive, and unendingly variable alternative, envelope sales during the period must surely have suffered a severe blow.

Most postal historians have a few elusive postmarks from this period, which are otherwise unobtainable. They came from tiny towns whose shining glory stems from the 3, 6 or 12 years they possessed a name-sake post office, beginning with PMG Wanamaker in the early 1890's. It is disheartening to realize how many near-unique small town cancels on the backs of picture postcards of the period are hopelessly lost to glue, and further deteriorating in the acid flux created by the acidic pages.

Aside from the very popular Christmas and other holiday cards, some picture postcards merely said 'Hello from Chicago' (the 'large letter' type), others were birthday postcards, still others showed actual photos of the street and house where you lived, taken by no-



Figure 13 A sickly little “Campbell kid” adorns this 1915 card, sent from Centrailia IL to Los Angeles, complaining of the cold and need to move back to CA.

mad photographers (“real photo” type), while others showed patriotic themes, after all, Teddy Roosevelt was President and America was on the march. Scrapbooks with many dozens of cards into the hundreds continue to appear at garage sales and eBay; they were everywhere!

Some collectors condemn picture postcards (and thus holiday greeting cards), yet accept postal cards bearing the same markings. Is this not strange discrimination, since both types were processed together, and are the identical class of postal matter?

Hallmark, Agent of Change

In 1910, Joyce Clyde Hall, an 18-year old went to Kansas City MO with only two shoe boxes of postcards under his arm. He was determined to make some money, but could only afford the YMCA. He spent time having some invoices printed and sent packets of a hundred postcards to shops throughout the Midwest. Some, quite legally, kept his unsolicited cards without paying. Others angrily returned them, but about a third sent a check. Within months, the teenager had cleared \$200 and opened a business account as a card sales middleman.

After brother Rollie joined the business in 1915, they felt high-quality valentines and Christmas cards — mailed in envelopes— was the way so they began creating and printing their own cards.

Hall Brothers greeting cards added their newly invented gift wrapping in 1917.

A “hall mark” originally meant the distinct stamping silver and goldsmiths, members at the Guild Hall, stamped on their work. In 1928 the brothers began to use the word Hallmark on the back of their cards.

The ‘Twenties and later

During the Roaring ‘Twenties, thanks to JC Hall and others, “cards with envelopes had returned” (This according to Wikipedia, but still the question: Where is the proof that envelopes ever existed for greeting cards

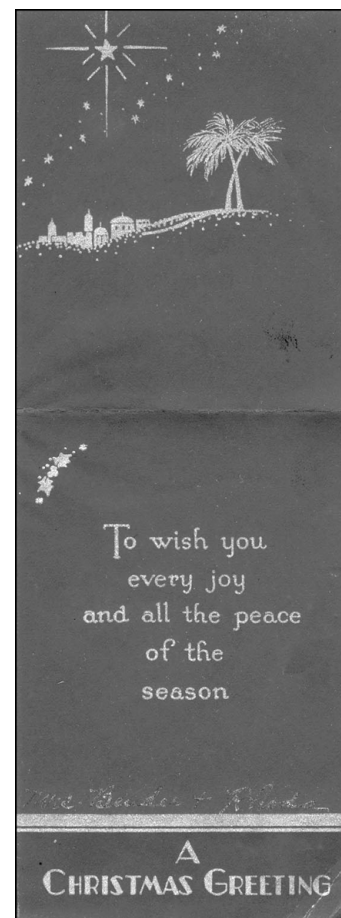


Figure 14 An early Hallmark card from about 1928, silver ink on deep blue, with the tell-tale HALLMARK / CARD in a crown?, over HALL BROTHERS, on the back at the bottom.



Figure 15 An art Deco style card from 1934, maybe a leftover from the 20's actually, from Talimina OK. The message reflects Dust Bowl times: "...next year that your ups and downs come out even." One and a half cents paid the local unsealed second-class rate.

in the past?) From then and into the 1930's Depression years, greeting cards did take on today's format, look and feel. They had become a large colorfully printed sheet folded twice into a small booklet, with two or three faces decorated and the last face, perhaps bearing the manufacturer's logo at the bottom.

The clothing, hats, shoes and hairstyles on these cards give a hint as to decade they were sold, and very many are indeed accompanied by 1½ cent or 2 cent stamps with cancels. The difference is a new and more sophisticated view of cards—odd to still call them 'cards'. No longer can the mailman read your greeting on the backside after admiring the taste of Aunt Sally in choosing this particular card. Postcard greetings were warm expressions of friendship but we had moved on.

We had lived life as a lark during the 'twenties, bought a car on time, a refrigerator and wash machine too, and were shocked at the extent of the Stock Market Crash of 1929. We had bit the bullet through the worst of the 'thirties and still had maintained (at least most had) a home, a town, state, and country in spite of it.

Christmas cards didn't show the bad, only the good. A bit polyantha-ish perhaps, but those small paper tokens that arrived around the 24th of December helped pick up our spirits. The cars and planes shown, and the cute, respectful kiddies romping around a Coca Cola-styled Santa (1930's vintage), the decorated trees and stockings, even the sparse but pretty lit candle type card still gives a warm feeling through chilly nights for many days after the big day.

Christmas and other types of holiday and celebratory cards through the 1930's had turned modern. They wouldn't change much in the 'forties, 'fifties and 'sixties, except to look sleeker, a bit more garish and glitzy. We look at

them, regardless of the decade, with a reverie for childhood past, for what is gone, but they nevertheless bring a gleam to our mind's eye and a smile to our face.

Some interesting facts about Hallmark: they were the first to advertise nationally in magazines (1928), and on radio in 1938. In 1944 they added the slogan, "When You Care Enough to Send the Very Best."

Then they sponsored the first hour-long TV program on Christmas Eve, 1951: the *Hallmark Hall of Fame*, featured a made for TV opera, *Amahl and the Night Visitors*. Thousands of letters, cards, and telegrams followed thanking Hallmark for presenting it.

Eventually the Hall of Fame productions won 79 Emmys. In 1961, the only Emmy ever given to a sponsor went to J. C. Hall at age 69, "... for caring enough to send the very best in television."

Another interesting note: President Eisenhower issued the first official White House Christmas card in 1953. Such cards usually depict White House scenes drawn

by American artists. The number requesting these has grown dramatically, from just 2,000 sent by JFK in 1961, to 1,400,000 by George Bush in 2005.

Some modern Christmas cards, just like those of the 'Twenties, which are still sent by the postal service —no eMail infringement here— feature comic characters, jokes, and smart-alecky verses at times. But the ones that picture simple settings with excited children around a Christmas tree, traditional Nativity scenes, lit candles amidst holly, snowy vistas, carolers singing in the snow; these sorts of designs continue to fulfill most people's emotions and are still the highest in demand.

And now 99% of all cards sent arrive at homes with digitized straight-line cancels. With holiday cards in the future? They still seem safe in the hands of Christmas-loving traditionalists, and in today's hassled world, that's not a bad prospect.

Merry Christmas ... every day.

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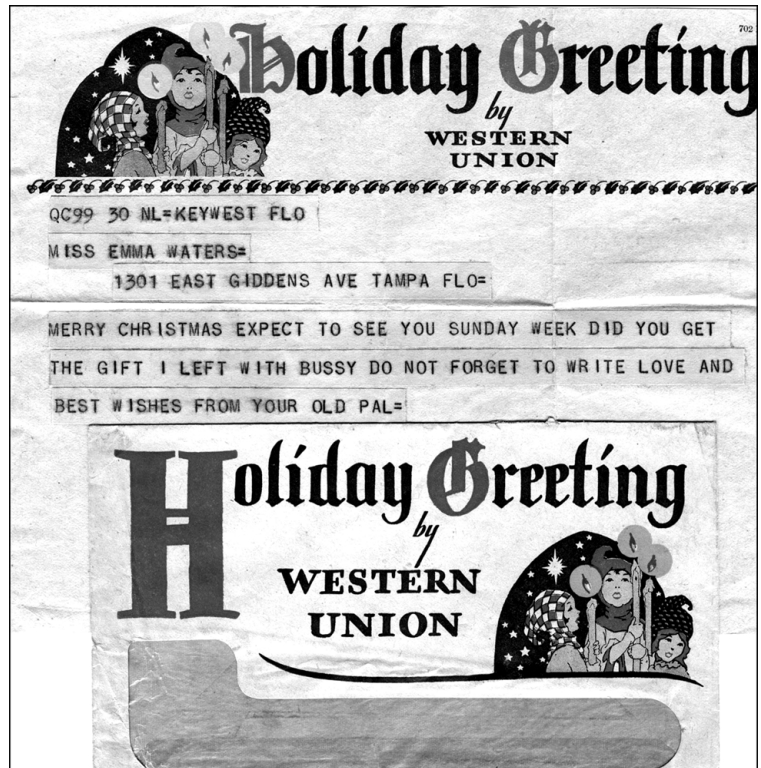
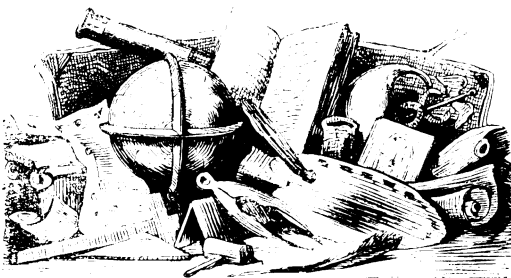


Figure 16 An undated, mostly green red and yellow designed Holiday Gram from maybe the 1950 era, from Key West to Tampa; not even a month and day shown.



Figure 17 Presidents sent cards and also high profile personalities like the 1983 Jim and Tammy Faye Bakker family sent cards; this one wishes good tidings but also enclosed is an unstamped envelope and pledge card for \$20 or more.

Restored Railway Post Office Car Dedicated



Figure 1 Interior view of the restored Southern Pacific Post Office car #5132 recently dedicated by the Yaquina Pacific Railroad Historical Society and now available for public viewing at Toledo, Oregon.

YPRHS Press Release

For those of you who enjoy visiting the Pacific Northwest, consider a stop at Toledo, Oregon, to see a real Railway Post Office car. The Yaquina Pacific Railroad Historical Society (YPRHS) dedicated restored Southern Pacific Railway Post Office car #5132 on 4 August 2007 in Toledo.

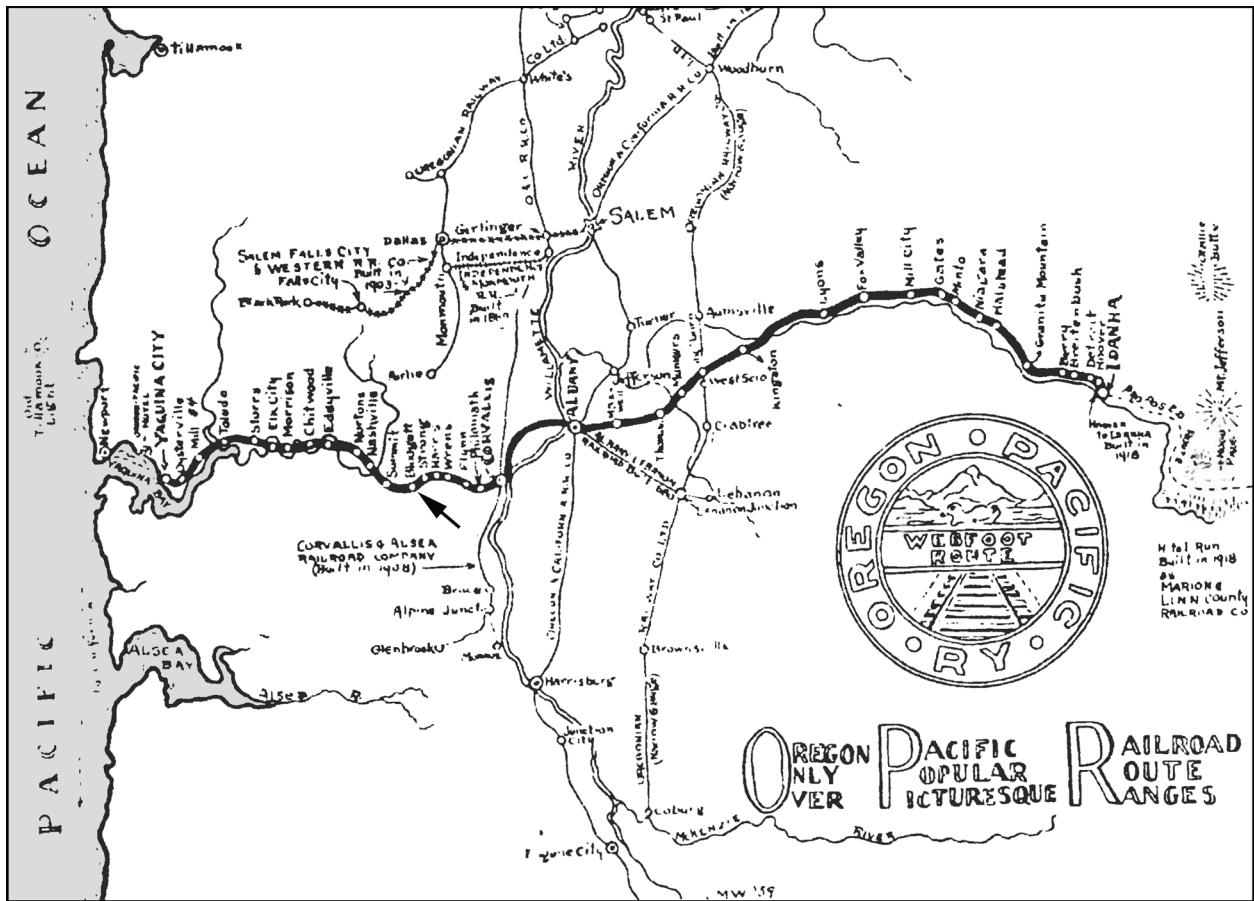
Given to YPRHS several years ago by the then Willamette & Pacific Railroad (now the Portland & Western), it was built in 1923 and is a combination railway post office and baggage car. It is one of about 6,000 RPOs that sorted mail enroute that operated on 600 railroads starting during the Civil War. The last car was retired from service in 1979. RPO car #5132 ran from Portland to Oakland and often carried iced-down fish in the baggage end.

A one time postage cancel was available on 5 August from YPRHS to commemorate the event. For more information, contact the YPRHS at yprhs@casco.net or check out the website at yaquinapacificrr.org.

The Oregon Pacific Railroad

The Oregon Pacific Railroad (OPR) was the brain-child of Colonel Thomas E. Hogg. Hogg and many other residents of the central Willamette Valley saw an immense advantage in building a railroad that would link the central Oregon coast with towns such as Albany and Corvallis and then cross the Cascades by way of the North Santiam Valley. Such a railroad would not only bring Oregon's agricultural, fishing and forestry products closer to San Francisco through a major port on Yaquina Bay, but would also improve the central Willamette Valley's access to eastern markets by allowing them to bypass Portland's transcontinental line.

The OPR was headquartered in Corvallis and grading began on the western section from Albany to Yaquina Bay in 1887. Consideration had previously been given to selecting Newport on Alsea Bay as the western terminus, but that town's community leaders were not willing to grant the railroad and land concessions so



Map 1 The Oregon Pacific Railroad operated between Yaquina Bay through Albany and east along the North Santiam River to Idanha.

OPR decided to follow the Yaquina Valley through Toledo and then onward to build a new port at Yaquina City (map 1).

Construction of the western section proceeded rapidly and trains began operating between Albany and Yaquina Bay in 1888. The Albany & Yaquina Railway Post Office was established October 25, 1888 (figure 2). It remained operating with the same name until it was discontinued April 3, 1933.

In the early 1890s construction began on the eastern section following the North Santiam River. Terrain was more difficult here than in the west, and

work proved more costly than anticipated. By mid-1893 track had only been laid as far as Detroit, but

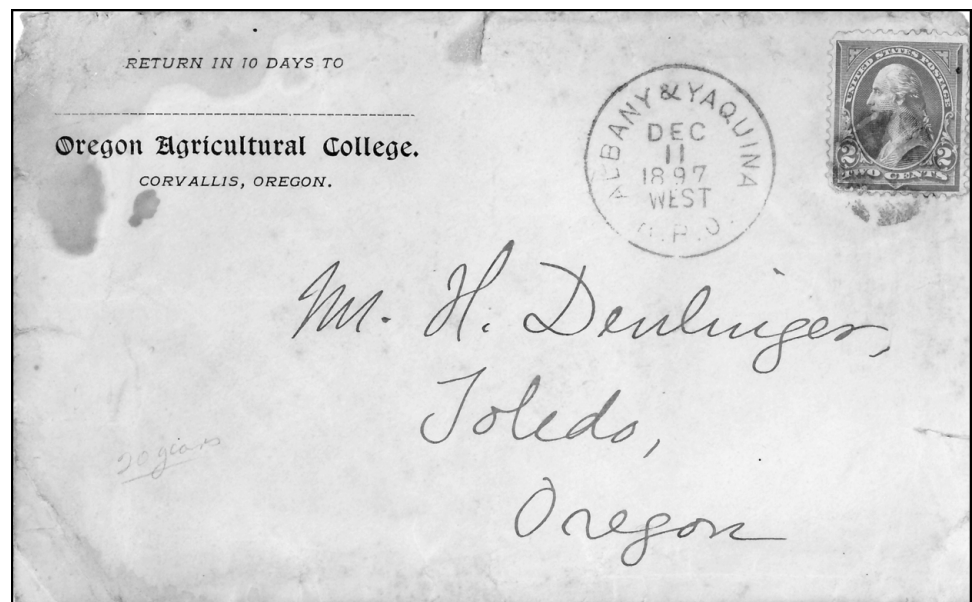


Figure 2 This 1897 cover addressed to Toledo was postmarked on the Albany & Yaquina Railway Post Office. It bears a printed corner card of Oregon Agricultural College—now Oregon State University.

the line was still 12 miles short of the summit of the Cascades and the company was facing serious financial difficulties. Unable to meet even the interest payments on its outstanding loans, OPR was forced into receivership. It was sold in a sheriff's sale to Andrew Hammond, a lumberman, who renamed the company the Corvallis & Eastern Railway.

Figure 3 illustrates an image of the Corvallis & Eastern Railway's train number one, engine 6 entering Blodgett, Oregon (arrow on map 1) in the early 1900s. Note that the Blodgett mail messenger is shown waiting next to the milk cans ready to make exchanges with the train's RPO clerk in the photo.

Hammond continued to operate the railroad for several years mainly hauling logs and passengers from his lumber interests to the Willamette Valley, but Hogg's dream of a link with the trans-continentals east of the Cascades was not on Hammond's agenda and it

was never extended beyond Idanha, a couple miles east of Detroit. Hammond eventually sold his railroad to Southern Pacific to be operated as part of their vast network.

Special thanks to Lloyd Palmer and Tom Chandler of the Yaquina Pacific Railroad Historical Society, and to Rod Crossley for information and illustrations for this article.



Figure 3 Corvallis & Eastern's Train One Engine 6 pulling into Blodgett Station in the early 1900s. Note Blodgett Post Office mail messenger near milk cans awaiting transfer of mail with the RPO clerk. (Courtesy of Rod Crossley)

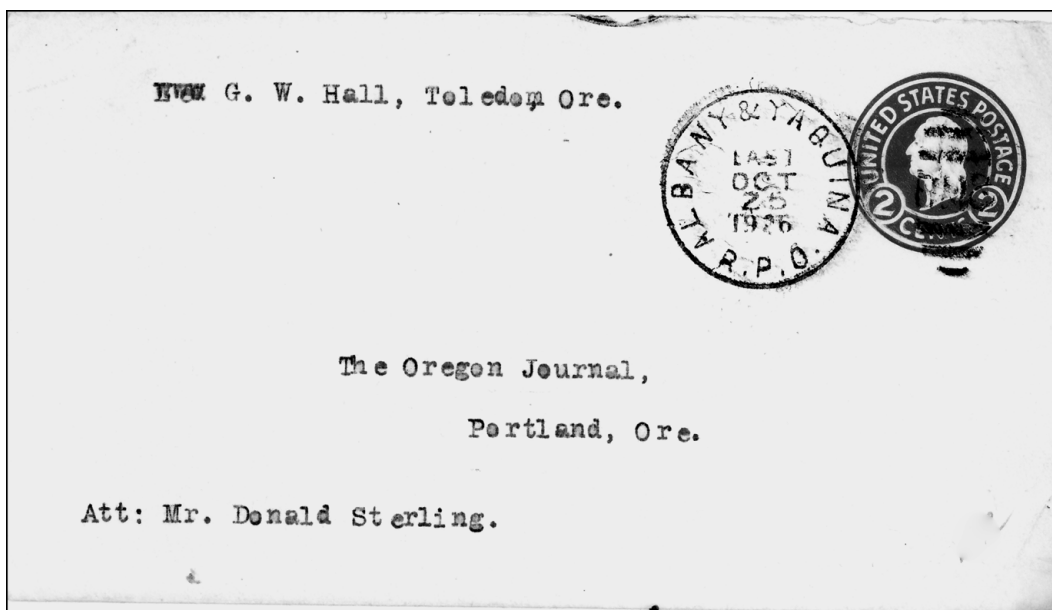


Figure 4 This cover was mailed from Toledo in October 1926 and postmarked on board the Albany & Yaquina RPO en route to Portland.

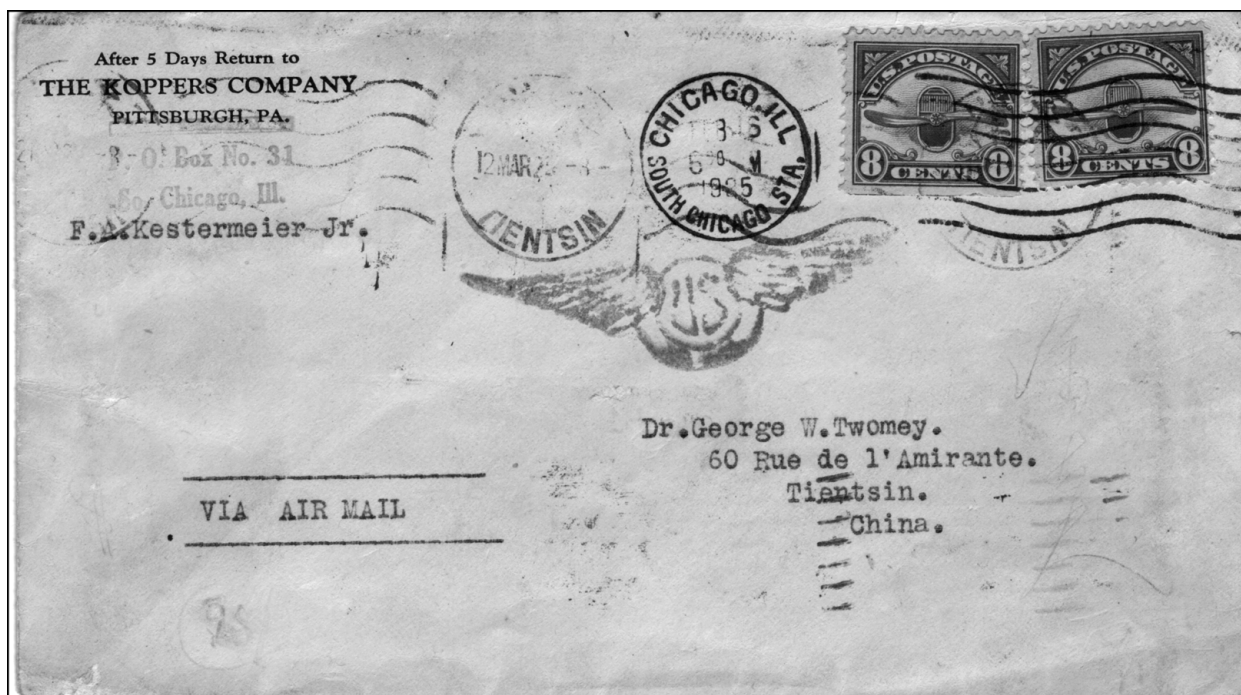


Figure 71 Postmarked February 16, 1925, in Chicago, this cover benefitted from domestic air mail service in the US to accelerate its delivery to China, but it would be another eleven years before a letter could be transported all the way to China via air mail. The cover bears transit marks from San Francisco (Feb 18th) and Shanghai (Mar 9th) on the reverse and a Tientsin arrival machine cancel of March 12th. The two 8¢ air mails paid the 2-zone rate to San Francisco, but there should have been an additional 3 cents postage required to make up the 5 cent overseas surface rate to China. As noted in an earlier article in this series, rate confusion abounded in the matter of combination air-surface international mail in the mid-1920s.

With a Little Help from Our Friends

Early Efforts by the U.S. Post Office Department to Accelerate Mail Delivery to Europe and Locations beyond Using Overseas Airmail Services

By Richard W. Helbock

Part 6 1932 The Race to Establish Air Service to China

China—then, as now—was seen as the core of Asia. Unlike India, which was an integral part of the British Empire, China was nominally independent in 1930. China's government was weak however, and it was seen by western nations as a grand competitive arena where French, British, German, American, Japanese and other commercial, religious and political interests collided to capture the riches and souls of the Orient. One aspect of this wide open forum was the competition to establish the first air link between China and the West.

The German Effort

The Germans were the first to complete an aerial expedition from Europe to China when Robert Knauss

led a flight of two Junkers-G 24 aircraft from Berlin to Peking in July and August 1926. Since southern Asia was largely divided into colonies of Britain, France and the Netherlands, it was therefore an unwelcoming area for German aviators. The Knauss expedition followed a route through central Asia that saw it pass through Moscow, Omsk and Irkutsk in the USSR before reaching Harbin in Manchuria and then turning south to Peking (*map 20*).

Buoyed by their successful expedition, representatives of Deutsche Luft Hansa (DLH)—the German national airline began negotiations with China's Kuomintang government to form a European-Asian airmail company. The result of these negotiations was Eurasia Aviation Corporation (EAC), a joint venture in which China owned two-thirds of the shares and DLH maintained control of policy and route selection. Operations were scheduled to begin in May 1931.



Map 20 The route of the 1926 Knauss Expedition through central Eurasia pioneered the airline route favored by Eurasia Aviation Corporation for its 1931 international operations.

In reality, the operations of EAC were not simply a two-party arrangement between DHL and the Chinese. Since the proposed route followed rather closely that which had been pioneered by the Knauss expedition, the greatest portion it was in air space owned by the USSR. Carrying the mail therefore, involved a complicated four-stage operation in which Deruluft—a joint German-Soviet airline flew from Berlin to Moscow. In Moscow the mail was transferred to the Russian airline Dobrolot which carried it east to Irkutsk on the Trans-Siberia Railway. The mail was then carried by rail about 300 miles east to Manchouli on the Manchurian border where it was transferred to EAC and flown south to Peiping (also known as Peking and now Beijing). This route stretched 6,000 miles across some of the most remote and environmentally hostile land in the northern hemisphere. It was probably doomed to failure from its very beginning, but one has to admire the vision and courage of those who undertook it.

In the end it wasn't the harsh weather and terrain or the remoteness that brought an end to the Europe-Asia route. It was simply man's inability to get along with his neighbours. On July 2, 1931, an EAC aircraft flying over a remote corner of Mongolia was shot down by a group of soldiers. The pilots were taken prisoner and it took ten weeks of intense negotiations to allow them to return to Peiping. EAC then decided to alter its route to fly directly across northwestern China to connect with Dobrolot at Urumchi or Chuguchak. A survey flight was made in late 1932 and a few

additional flights followed in 1933, but relations between China and Russia began to worsen until DLH decided to terminate the international program.

Loss of the international route did not end German participation in airmail transport in China. EAC decided to concentrate on developing a domestic Chinese network that allowed mail from Shanghai, Peiping and other Chinese cities to be carried to Canton in order to link up European international routes including France's Air Orient and later Britain's Imperial Airways.

Figure 72 illustrates a cover postmarked in Berlin February 9, 1934. It was carried south to Munich by train and probably onward by train to Marseille. Although it bears no routing endorsement, the cover most likely was carried by Air Orient to Saigon and thence to Hong Kong by steamer. The transit time of mail from

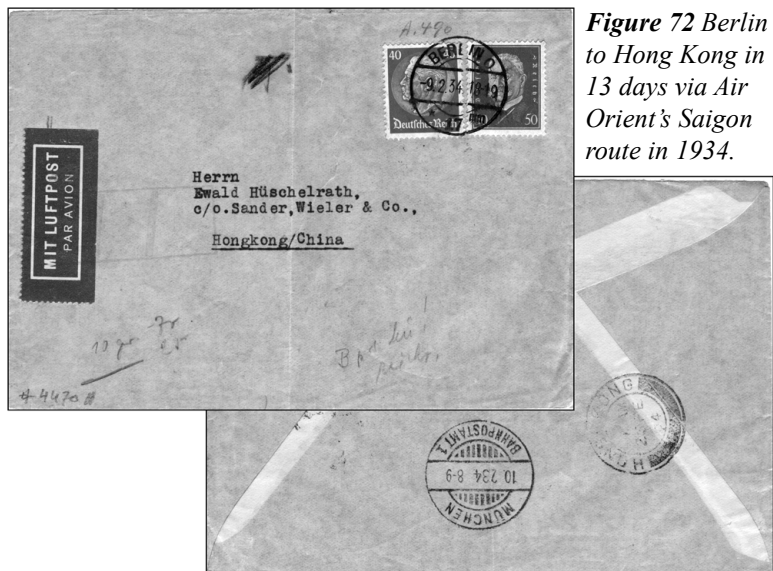


Figure 72 Berlin to Hong Kong in 13 days via Air Orient's Saigon route in 1934.

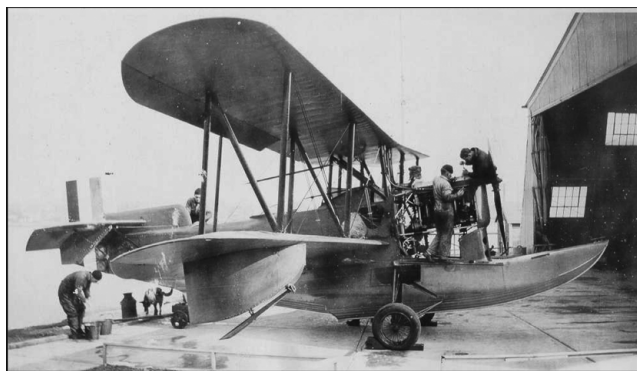


Figure 73 American pilots and crews tended CNAC's Loening amphibians flying the Yangtze River routes.

Marseille to Hong Kong via this routing was reported to be 13 days, and the Hong Kong arrival backstamp on this cover is just 13 days after the Munich transit marking.

China Domestic Routes

Experimental airmail flights began in China with a trip from Tientsin to Peking on May 7, 1920. The following year Chinese postal authorities announced a scheduled aerial mail service between Shanghai and Peking beginning July 1st. China issued a set of five stamps to pay air fees. Unfortunately the service was not successful and was suspended September 23, 1921.

Other experimental and trial flights were made during the 1920s, but it wasn't until 1929 that a company known as the China National Aviation Corporation (CNAC) began carrying mail between Shanghai and Hangkow making a daily round trip flight along the Yangtze River of 1,032 miles. Ownership of the company was a cooperative affair between the Chinese Nationalist government and the Curtiss-Wright Corporation of the United States. CNAC featured American pilots flying Loening amphibians (figure 73) with Hornet motors. (1) During the first half of the 1930s CNAC established internal airline routes connecting Shanghai with Chungking along the Yangtze River, Shanghai and Nanking north to Peiping and Shanghai south along the coast to Canton (map 21). A chronological trace of route development through 1936 is summarized in table 13.

Date Inaugurated	Map Route Number	Cities Served
1929 (Jul 8)	1	Shanghai - Nanking & return
1929 (Oct 21)	1	Shanghai - Kiukiang - Hangkow & return
1929 (Oct 22)	1	Nanking - Kiukiang - Hangkow & return
1930 (Nov 20)	1	Nanking - Anking & return
1930 (Dec 23)	1	Nanking - Wuhu & return
1931 (Mar 31)	1	Hankow - Shasi - Ichang & return
1931 (Apr 15)	2	Nanking - Suchow - Peiping & return
1931 (Oct 21)	1	Ichang - Wanhshien - Chungking
1933 (Jan 10)	3	Shanghai - Haichow - Tsingtao - Tientsin - Peiping
1933 (Jun 4)	1	Chungking - Chengtu & return
1933 (Oct 24)	4	Shanghai - Canton & return
1935 (Jul 11)	5	Chengtu - Chungking - Kweiyang - Yunnanfu
1936 (Feb 14)		Canton - Hanoi, IndoChina
1936 (Jul)		Shanghai - Peiping via Nanking, Tsingtao & Tientsin
1936 (Nov 5)		Shanghai - Hong Kong - Canton

Table 13 CNAC route development 1929-1936 (after Starr & Mills [1937])

CNAC was acquired by Pan American Airways in 1933 and the young airline benefited greatly from the acquisition of new aircraft and equipment. Japan's inva-



Map 21 CNAC routes followed the Yangtze River, extended north to Peiping and eventually south to Canton along the coast. Numbers refer to table 13.

sion and occupation of Shanghai in 1937 forced CNAC to relocate its headquarters and major terminal to Chungking. Air routes within China were reconfigured with Chungking as the hub and altered as necessary to avoid the Japanese advance. In January 1939 Japan controlled the Yangtze River as far inland as Ichang and CNAC struggled to maintain its primary route southeast to Hong Kong from Chungking.

On December 8, 1941, Japan bombed Hong Kong and CNAC began evacuating its personnel and serviceable aircraft. According to Boyle, CNAC's last air mail flight out of Hong Kong was made on Christmas Day before the Japanese occupied the city. Mail was flown to Rangoon where it linked up with BOAC's Horseshoe Route to Cairo.(2) CNAC went on flying throughout the war and pioneered the "Over the Hump" route linking Chungking with Dinjan in India—a route that proved vital to the Allies operating in Southeast Asia.

Figure 74 illustrates a cover flown by CNAC along the Yangtze River during its early developmental stage. Mailed by a French officer in Chungking, the two 15 cent airmail stamps paid the double weight for CNAC air carriage to Shanghai. At the time this was mailed on July 20, 1931, the CNAC route extended only as far west as Ichang so the cover travelled downstream from Chungking to Ichang by boat where it received and ICHANG transit marking dated July 24. The cover was then flown by CNAC onward to Shanghai—unfortunately no transit marking—and then overland or by coastal steamer north to Peiping where it was given another transit marking dated July 31. From Peiping the cover proceeded north by rail where it eventually met Russia's Tran-Siberian Railway for a very long journey west to Paris.

Eurasia Aviation Corporation (EAC)—described earlier in its efforts to establish a China-Europe air mail service—reinvented itself as a domestic carrier in 1931. Like CNAC, its routes sought to service the major cities of Shanghai, Peiping and Canton, but the network established by EAC largely avoided the Yangtze River valley (map 22). The earliest domestic routes of EAC reflect the then current desire to build feeder links with

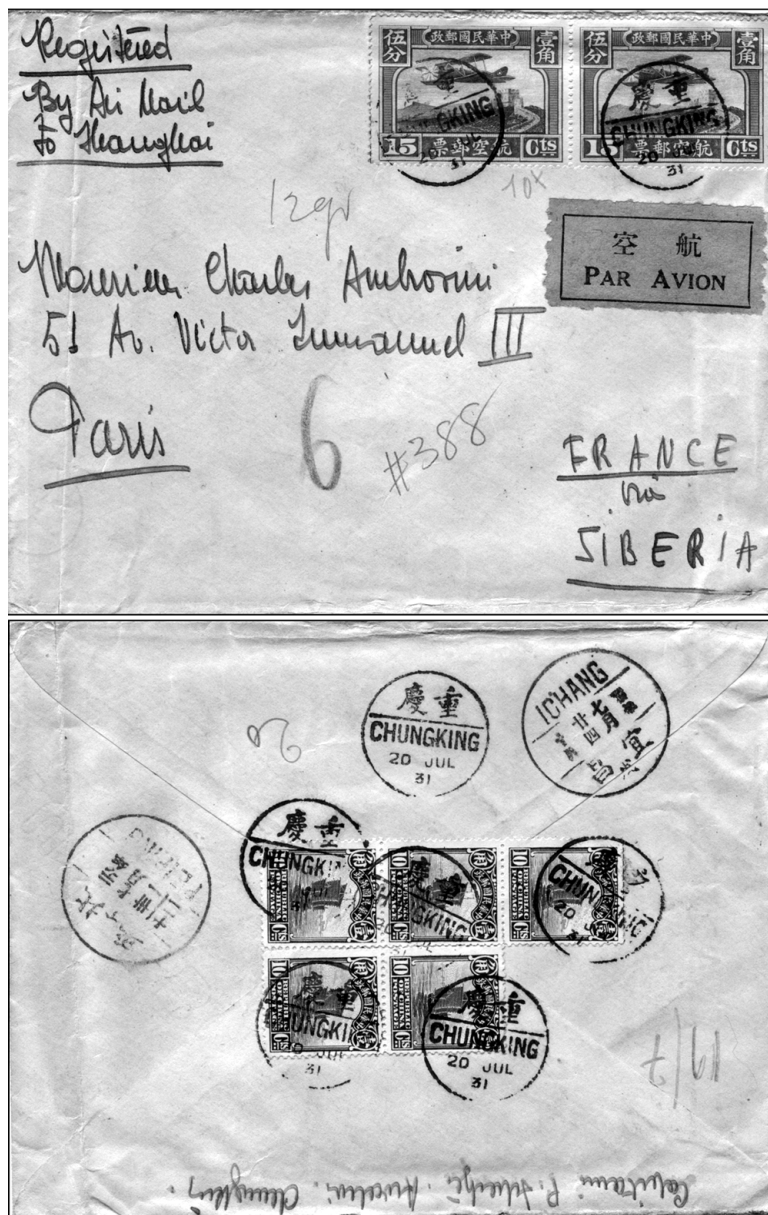
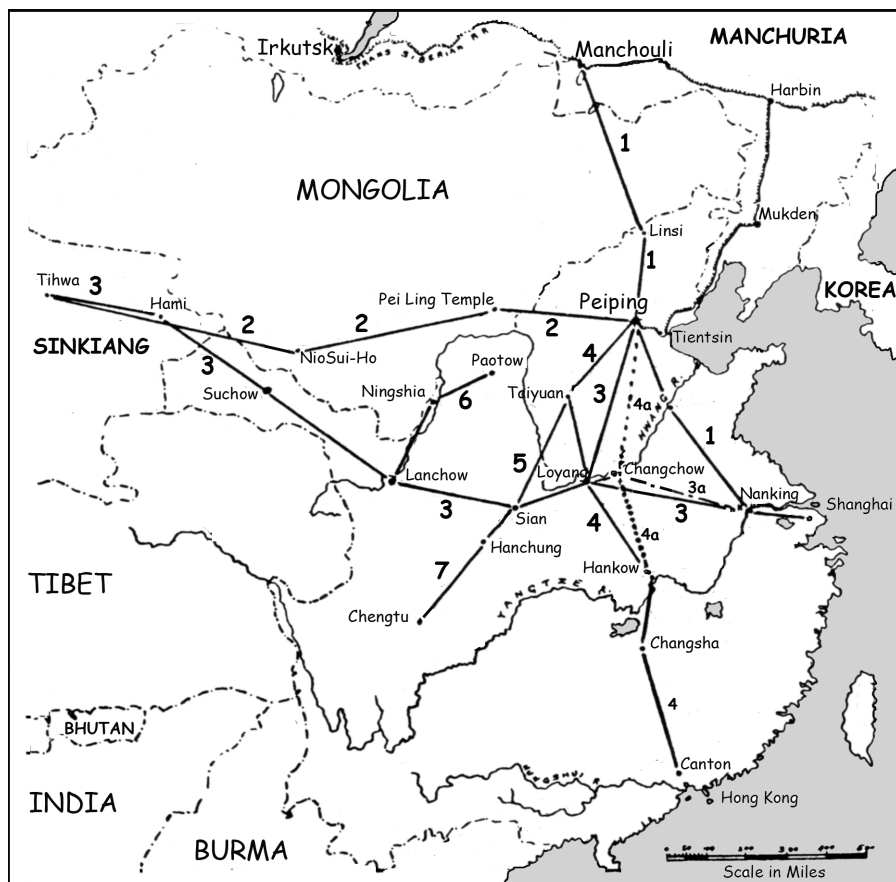


Figure 74 This cover postmarked Chungking July 20, 1931, received accelerated delivery on its long journey to France by taking advantage of CNAC's new air mail routes along the Yngtze River. It was flown from Ichang to Shanghai.

an international service across Russia, but by 1933, when it became clear that such a service was impossible, the emphasis turned to linking the domestic network with France's Orient Air to the south. Table 14 summarizes the chronological development of EAC's Chinese route network.

EAC suffered a fate similar to that of CNAC after the Japanese invasion. First they abandoned their Shanghai operations in favour of Nanking in 1938, but before long they were forced to give up almost all operations in Japanese occupied areas of eastern China. Finally, in late 1940 the National Chinese government



Map 22 Eurasia Airlines' domestic Chinese routes initially sought to connect with its planned Europe-Asia international line, but eventually focused on moving mail from central China south to Canton. Numbers refer to table 14.

seized the surviving assets of Eurasia and used them to operate a quasi-government airline called the Chinese Air Transport Service.

lar covers from other Asian nations—the Netherlands Indies, for example—given the popularity of historic collectables in China's rapidly growing economy.

Non-philatelic, commercial or personal mail flown on the domestic Chinese airlines before 1934 appears to be genuinely scarce. Beginning in 1934, when air mail service to Europe began to move through the Air Orient route to Saigon, we see more examples of mail to France, Great Britain, Germany and so forth that may have received domestic carriage in China en route to Canton or Hong Kong.

Dating examples of mail based on Chinese postmarks can be challenging for Westerners. A variety of different postmarks styles were used in China in the 1930s. Some used western date styles with Arabic numerals indicating day, month and year—although some of these based the year date on the beginning of the Republic in 1911 rather than BC-AD. For example, a postmark in-

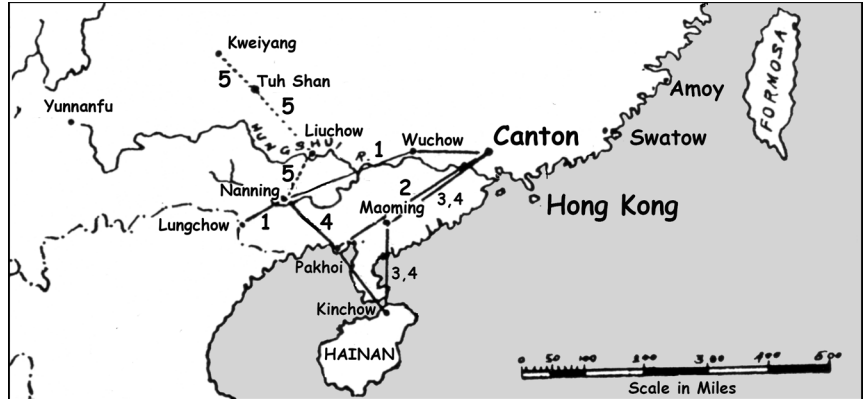
Date Inaugurated	Map Route Number	Cities Served
1931 (May 31)	1	Shanghai - Nanking - Tsinan - Peiping - Linsin - Manchouli
1931 (Dec 20)	2	Peiping - Pei Ling Temple - Nio-Sui-Ho - Tihwa
1932 (Apr 1)	3	Nanking - Loyang - Sian
1932 (Apr 5)	3	Peiping - Loyang
1932 (May 18)	3	Sian - Lanchow
1932 (Nov 13)	3	Lanchow - Suchow
1932 (Dec 15)	3	Shanghai - Tihwa
1933 (May 10)	4	Canton - Changsha - Hankow
1934 (Mar 16)	5	Taiyuan - Sian - Peiping
1934 (May 1)	4	Canton - Changsa - Hankow - Loyang - Taiyuan - Peiping
1934 (Nov 16)	4a	Canton - Changsa - Hankow - Chengchow - Peiping
1934 (Nov 1)	6	Lanchow - Ningshia - Paotow
1935 (Sep 24)	7	Sian - Hanchung - Chengtu
1936 (Apr 1)		Sian - Chengtu - Yunnanfu

Table 14 EAC's route development 1931-1936. (after Starr & Mills [1937])

Southwestern Aviation Corporation (SAC) was the third of China's major domestic air mail and passenger carriers during the 1930s. Unlike its competitors, SAC concentrated its efforts on service to south China from a base in Canton (*map 23*). Because of this regional emphasis, the airline found itself perfectly positioned to extend its network to Hanoi in northern Indo China in order to link-up with Orient Air which is exactly what they did on July 10, 1936. *Table 15* traces the development of SAC's regional air network in south China from 1934-1936.

All three of China's early domestic airlines were far more dependent on revenues raised from carrying the mails than passenger traffic. Examples of philatelic souvenir covers marking first flights appear frequently on today's market, but some appear to be commanding substantial premiums over similar

dicating a year date of “19” might indicate that it was mailed in 1930 (figure 75). Many Chinese postmarks do not use Arabic numerals to indicate the date, and these can present a real problem. Fortunately, the Chinese system of indicating day, month and year is very logical and easy to interpret with a few simple guidelines and a Chinese-Arabic table of numeral equivalents.



Map 23 Southwestern Aviation Corporation air routes were confined to the area south and west of Canton. Numbers refer to table 15.

Date Inaugurated	Map Route Number	Cities Served
1934 (May 15)	1	Canton - Wuchow - Nanning - Lungchow Free Mail Service
1934 (Aug 29)	3	Canton - Kiungchow & return
1934 (Oct 3)	1	Canton - Wuchow - Nanning - Lungchow Contract Mail Service
1935 (Jul 10)	4	Canton - Maoming - Kiungchow - Pakhoi
1936 (Jun 19)		Canton - Wuchow - Nanning - Lungchow - Hanoi - France
1936 (Nov 9)		Canton - Wuchow - Kweilin - Liuchow - Nanning

Table 15 SAC's route development 1934-1936. (after Starr & Mills [1937])

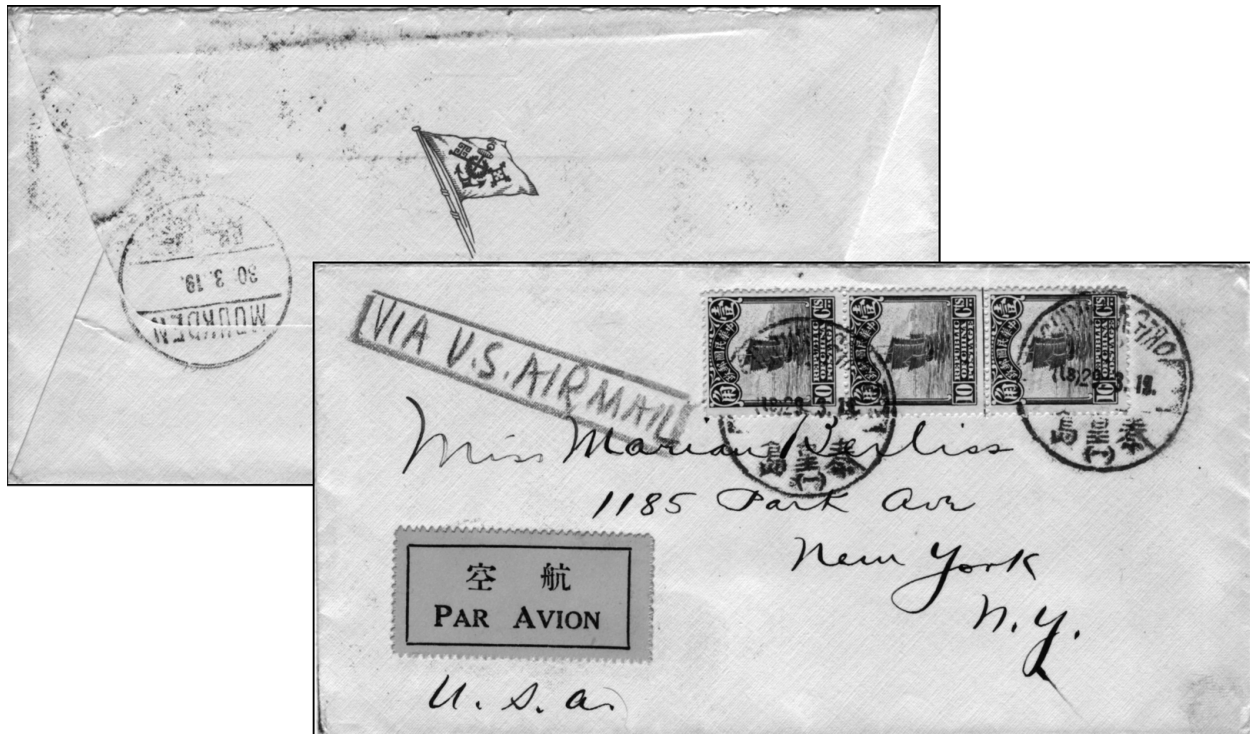


Figure 75 This cover was mailed by a traveller from Manuchuria in 1930 to New York City. There were no Chinese domestic airline services available in the region at the time, and there were no international services reaching China. In an effort to accelerate the letter to the extent possible the sender applied three 10 cent stamps. The surface rate from China to the US was 10 cents. Ten Chinese cents were equivalent to five US cents, so the additional 20 Chinese cents were intended to pay the domestic air mail rate from San Francisco to New York.

SERVICE FOR U.S. POSTAL PATRONS

The U.S. Post office Department initially announced the availability of domestic air mail service in China for American postal patrons in the *Daily Postal Bulletin* of July 9, 1931 (PB 15647). This announcement was reiterated in tabular form in the Monthly Supplement of July 1931, but it was the August edition that offered more specific information.

Under the heading "Domestic Air Mail Service of China," the POD reported that:

Routes	Transit time	Frequency of service
Shanghai:		
Nanking.....	2½ hours.....	Daily except Monday.
Kiukiang.....	5½ hours.....	Do.
Hankow.....	7½ hours.....	Do.
Ichang.....	10½ hours.....	Do.
Nanking:		
Suchow.....	2 hours.....	Do.
Tsinan.....	4 hours.....	Do.
Tientsin.....	6 hours.....	Do.
Peiping.....	7 hours.....	Do.
Shanghai:		
Nanking.....	1½ hours.....	Shanghai to Manchouli, Wednesdays and Sundays. Manchouli to Shanghai Sundays and Tuesdays.
Tsinan.....	6½ hours.....	
Peiping.....	9½ hours.....	
Linsi.....	13½ hours.....	
Manchouli.....	31 hours.....	

NOTE.—There is a daily service from Canton to Wuchow, transit time 1½ hours, which is temporarily suspended.

There are shown below the domestic air mail routes of China which are now available for the dispatch of letters and post cards, registered and unregistered, posted in this country.

The air mail fee, in addition to the regular postage, applicable for dispatch by the domestic air mail service of China is 7 cents for each half ounce or fraction.

Articles for dispatch by air in China should have affixed the blue label "Par Avion—By Air Mail" and be marked underneath "By air in China."

For dispatch by the United States domestic air routes to the Pacific coast an additional fee of 4 cents for the first ounce and 8 cents for each additional ounce or fraction must be prepaid. Articles for this dispatch should be marked "By air in U.S.A."

An announcement in the January 1932 *Monthly Supplement* noted that "China advises that the air-mail route operating between Manchouli and Shanghai has been discontinued until further notice." The August 1932 *Supplement* once again published the details of internal air mail service in China. The only changes to the original notice were the omission of the Shang-

hai-Manchouli route and a revision of the paragraph dealing with U.S. domestic service. The revised paragraph read:

"If air mail service within this country to New York is also desired, the articles should be prepaid a flat rate (including postage and the fee for United States air mail service) of 10 cents for the first ounce or fraction, and 15 cents for each additional ounce or fraction, in addition to the fee shown above [7 cents for each half ounce or fraction] and, if applicable, the special-delivery or registration fee or both."

Postal instructions regarding the provision of air mail on China's domestic routes remained unchanged throughout 1933, but in the January 1934 Monthly Supplement we find under "Air Mail Service in China" the following:

The air mail fee (in addition to the ordinary postage and special-delivery or registration fee, if ap-

plicable) which is applicable to articles in this country to be dispatched by air in China is increased to 19 cents per half ounce or fraction.

Daily except Monday		Daily except Monday
8:00 a.m.	Lv.....Shanghai.....Ar.	3:05 p.m.
10:15 a.m.	Ar.....Nanking.....Lv.	12:05 p.m.
12:15 p.m.	Ar.....Anking (Huaining).....Lv.	10:50 a.m.
1:20 p.m.	Ar.....Kiukiang.....Lv.	9:45 a.m.
3:05 p.m.	Ar.....Hankow.....Lv.	8:00 a.m.
Wednesday, Saturday		Thursday, Sunday
7:50 a.m.	Lv.....Hankow.....Ar.	3:50 p.m.
9:20 a.m.	Ar.....Shasi.....Lv.	2:20 p.m.
10:20 a.m.	Ar.....Ichang.....Lv.	1:30 p.m.
12:45 p.m.	Ar.....Wanhien.....Lv.	11:05 a.m.
2:50 p.m.	Ar.....Chungking (Pahsien).....Lv.	9:00 a.m.
Tuesday, Thursday, Saturday		Wednesday, Friday, Sunday
7:00 a.m.	Lv.....Shanghai.....Ar.	4:00 p.m.
10:00 a.m.	Ar.....Haichow.....Lv.	1:00 p.m.
11:35 a.m.	Ar.....Tsingtao.....Lv.	11:25 a.m.
3:00 p.m.	Ar.....Tientsin.....Lv.	8:00 a.m.
4:00 p.m.	Ar.....Peiping.....Lv.	7:00 a.m.

There are shown below the air mail routes in China which are available for the dispatch of articles mailed in this country:

There is also weekly service from Shanghai via Nanking, Loyang, Changan (Siam), Kaolan (Lanchow), Kiuchuen (Suchow), Hami and Tihwa (Urumchi) (total transit time 35¾ hours), and twice-

a-month service from Peking to Loyang (transit time 4½ hours), the detailed schedules of which have not yet been received.

The final paragraph repeated earlier instructions for affixing air labels, indicating air service by notation and fees for US domestic air carriage. The only change to the latter subject was to suggest that US air service should be directed to the Pacific coast instead of New York.

The author found no additional instructions to U.S. postal patrons concerning use of the Chinese domestic air mail services in subsequent editions of the *Monthly Supplement*. The 19 cent per half ounce air mail surcharge for service within China remained in effect until June 1940. Examples of mail originating in the U.S. franked with postage paying the 5 cent per ounce international surface rate to China plus 19¢ per half ounce for Chinese air service are possible until that time. However, inauguration of Pan American's China Clipper route on April 21, 1937, which offered a 70 cent per half ounce rate for air service to and within China, undoubtedly limited the number of US patrons taking advantage of the combination rate.

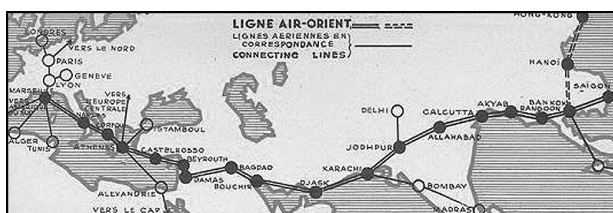
In fact, the evidence suggests that U.S. mail to China franked to pay the combination trans-Pacific surface rate plus an air mail surcharge for domestic transport in China is quite uncommon. The initial 7 cent air surcharge was only in effect from July 1931 to December 1932, and, although the practical period of the 19 cent air surcharge extended over four years, European airlines began offering advantageous competitive service to China for Americans beginning with the French Air Orient operations in February 1933.

French Air Service to Indo-China and South China

France concentrated its earliest development of international air mail and passenger service to her African colonies as described in an earlier installment of this series. But by 1932 France was ready to reach out across Asia to its distant possession of Indo China and bring that far-flung colony closer to the homeland. It was almost certainly also recognized in the power centers of Paris that an air connection to Indo

China would materially assist establishment of the first successful European air link to China.

Experimental flights between France and Indo China began in April 1929. Additional flights in 1930 allowed Air Orient to establish a 7,500-mile route running from Marseilles to Naples, Corfu, Athens, Beirut, Damascus, Baghdad, Basra, Jask, Karachi, Jodhpur, Calcutta, Rangoon, Bangkok, and Saigon. The route was—in fact—very similar to that followed by Imperial Airways and KLM (*map 24*). The initial scheduled Air Orient air mail service between Marseille and Saigon was launched in January 1931. It was operated on a weekly basis.



Map 24 France's Air Orient route from Marseilles to Saigon in 1932-33 with projected extensions to Hanoi and Hong Kong.

Figure 76 illustrates a commercial cover mailed in Saigon in October 1932 to Paris. The vast majority of mail carried by Air Orient—which was merged with four other French airlines in 1933 to form Air France—was personal and commercial correspondence between French colonials and the homeland.



Figure 76 A registered air mail cover from Saigon to Paris over France's new Air Orient line in October 1932. Delivery time to Paris via Marseilles was just 11 days according to the Paris backstamp.

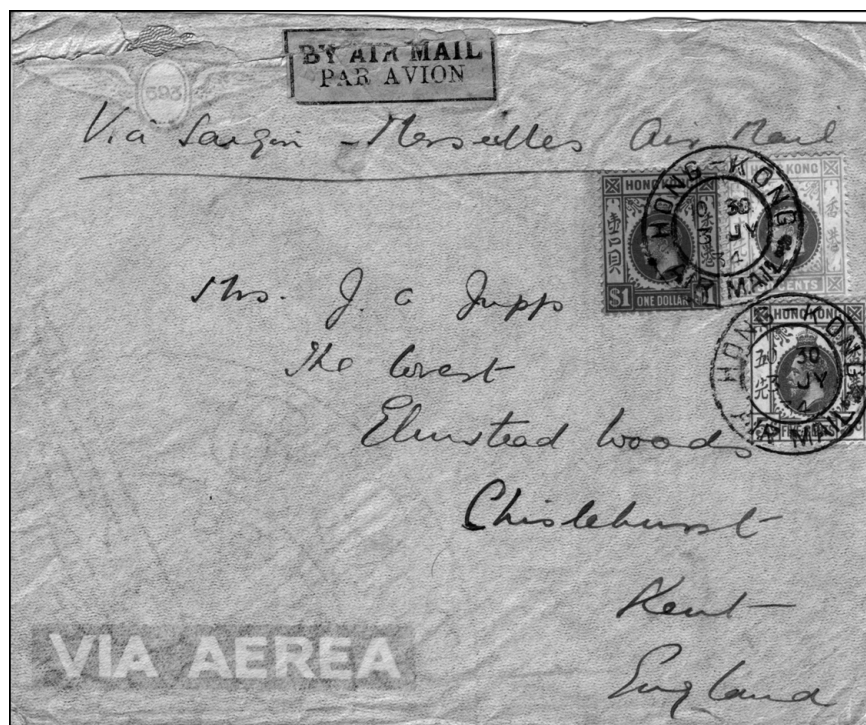


Figure 77 Postmarked Hong Kong on July 3, 1934, this cover traveled by coastal steamer in Saigon where it connected with Air orient's Marseilles service en route to England.

The first announcement that U.S. postal patrons would be able to take advantage of the new French service to accelerate their mail to Indo-China and South China including Hong Kong appeared in the *Daily Postal Bulletin* of February 27, 1933 (PB 16112). Noting that the new service would only be advantageous for sending mail to southern China, the air surcharge was given as 39 cents per half ounce.

Details of the new French service were provided in the March 1933 *Monthly Supplement* as follows:

Articles in the regular mails for French Indo-China, as well as for Hong Kong and South China, will be accepted for dispatch by the French air-mail route which leaves Marseilles every Thursday and reaches Saigon in eight days in winter and in seven days in summer. The air mail fee applicable for this dispatch will be 39 cents per half-ounce or fraction, in addition to the regular postage.

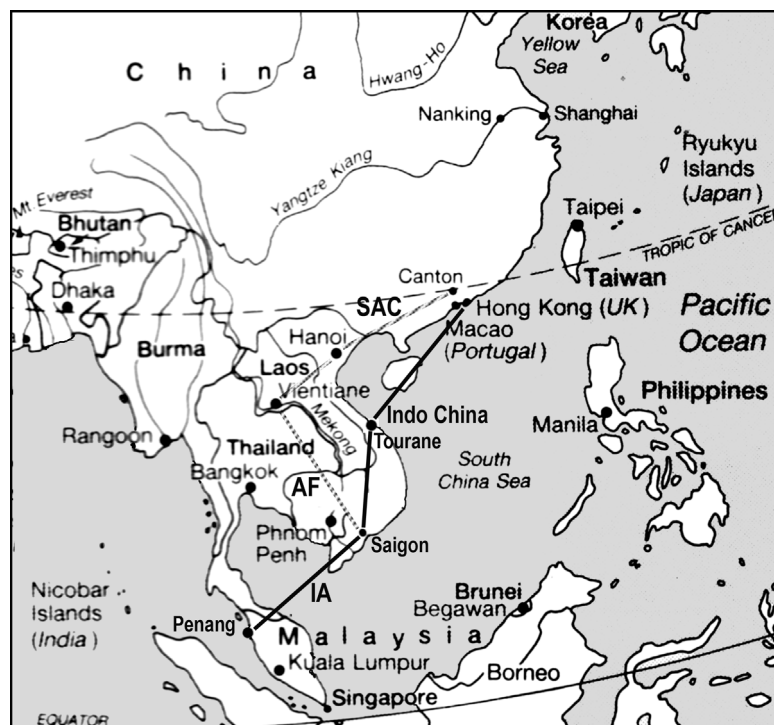
The notice went on to explain that service beyond Saigon was "by ordinary means," and that transit time by air from Marseilles to Saigon and thence by steamer to Hong Kong would be 13 days one week and 17 days the next weeks. The variation, of course, depended on how well the airline arrival matched departure of the coastal steamers.

Figure 77 shows a cover postmarked in Hong Kong on July 3, 1934, and endorsed "Via Saigon – Marseilles Air Mail" for delivery in England.

The June 1935 *Monthly Supplement* noted that the French had extended their service in Indo China to include a flight from Saigon to Vientiane and on to Hanoi. Figure 78 illustrates a registered cover postmarked at Viet-Tri, Tonkin in northern Indo-China on December 6, 1935. Bearing a hand stamp boxed "Hanoi – Marseille", the cover arrived in Vienna on December 18 indicating a transit time of 13 days as advertised.



Figure 78 Viet-Tri, Tonkin via Air Orient in December 1935 to Vienna.



Map 25 Competing European airlines launched air mail all the way service to China in 1936. Imperial Airways was first with their feeder route from Penang to Hong Kong, but Air France followed shortly

As noted earlier, China's Southwestern Airlines linked Hanoi to its Canton based network on July 10, 1936, and this new faster service was noted in the U. S. *Postal Bulletin* of July 28, 1936 (PB 16983) with an indication that the air surcharge was 51 cents per half ounce for a carriage from Marseilles via Hanoi to Canton.

Unfortunately for the French, by this date both Imperial Airways and KLM were operating competing air services to China over their routes, and their services were less expensive.

1936: Air Mail Service All the Way from Europe to China

The key link to opening a complete air service from Europe to China was Imperial Airways' Penang to Hong Kong feeder service inaugurated March 23, 1936. Imperial had hoped to establish a feeder service connecting Bangkok with Hong Kong, but ran into problems securing landing rights with the Siam government. Penang had replaced Alor Star on the London – Singapore Route in April 1934, and the route proceeded from Penang to Saigon and Tourane in French Indo China and thence on to Hong Kong (map 25).

U.S. postal authorities were quick to note the completion of IA's air network from

Britain to Hong Kong and advised postal patrons in the April 9, 1936 *Postal Bulletin* that air service was now available from London via Penang to Hong Kong. The surcharge for this service was 34 cents per half ounce, or, if additional air service within China was required, 50 cents per half ounce. Just 11 days later it

Route	Terms	Unit	Apr. 9, 1936	Apr 20, 1936	May 18, 1936	Jul. 28, 1936	Apr. 21, 1937	Jul. 22, 1937	Jan. 1, 1939	May 23, 1939	Jun 14, 1940*
a. London via Penang to Hong Kong	S	per ½ oz.	34¢	→	→						
b. London via Penang to Hong Kong and within China	S	per ½ oz.	50¢	→	→						
c. Amsterdam via Penang to Hong Kong	S	per ½ oz.		31¢	→	→	→	→			
d. Amsterdam via Penang to Hong Kong and within China	S	per ½ oz.			48¢	→	→	→			
e. France via Hanoi to Canton and within China	S	per ½ oz.				51¢	→				
f. FAM San Francisco to Hong Kong and within China	C	per ½ oz.					75¢	→	→	→	→
g. France via Hanoi to Canton	C	per ½ oz.						41¢			
h. Atlantic FAM & from Europe & within China										80¢	
i. From Europe to China	S								31¢	→	
j. From Europe and within China	S	per ½ oz.							50¢	→	

* Air services from Europe suspended.

Table 16 Air mail rate summary available to US postal patrons 1936-1940. (after Wawrukiewicz & Beecher [1996])

was announced that KLM would now provide air service over its route from Amsterdam to Hong Kong via Penang for an air surcharge of 31 cents per half ounce, or 48 cents per half ounce if additional air service was requested within China. These competing air surcharge rates are summarized in *table 16*.

Figure 79 illustrates a cover postmarked Rochester, Minnesota, January 11, 1937. Endorsed "Via Air Mail From Amsterdam" and "Via Air mail In U.S.A." the cover is franked with 39 cents postage to pay the 8

cents for air service within the US (which also included surface transport to Amsterdam) and 31 cents to pay the air surcharge from Amsterdam to Hong Kong. The cover should have travelled by surface from Hong Kong to Shanghai where it was given an arrival backstamp of February 2nd. Total delivery time was thus 23 days as compared with the option of paying 75 cents for Pan Am's trans-Pacific air service to Manila (6 days from California) and ocean steamer from Manila to China.

On April 21, 1937, Pan American Airways extended its trans-Pacific service from Manila to Hong Kong, and from that time on very little mail from U.S. postal patrons was routed through Europe to China. The French, British and Dutch serviced routes continued to operate until June 1940 when war in Europe terminated them.

Endnotes:

- (1) <http://www.cnac.org/>
- (2) Boyle (1998), page 753.

NEXT: 1934 Service to Australia and New Zealand.

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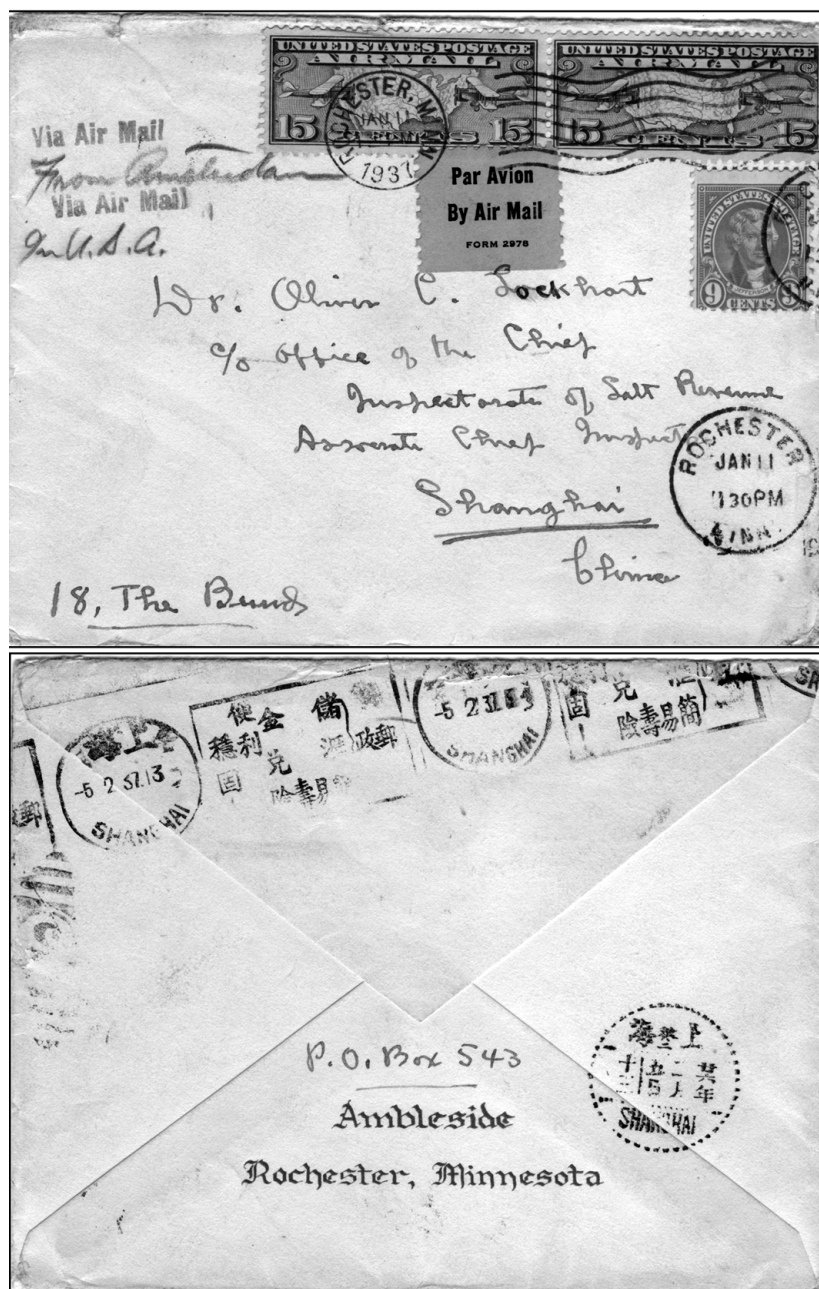
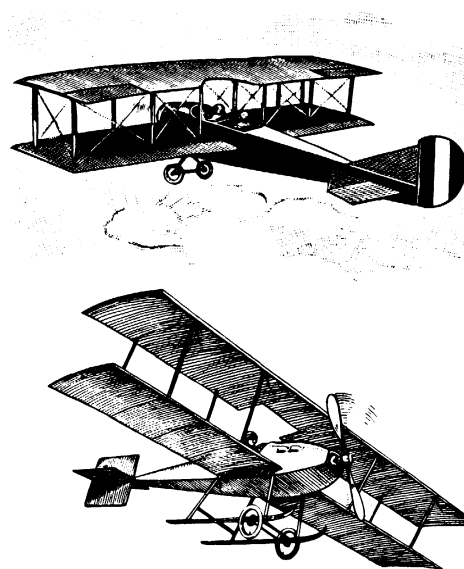


Figure 79 Postmarked Rochester, Minnesota, January 11, 1937, this postal patron chose to send their air mail letter to Shanghai by way of KLM's Amsterdam-Hong Kong service which used Imperial's Penang-Hong Kong feeder route. It was the least expensive European rate available.



The Postal History of Sequim, Washington Part 2 – That Mysterious “Sequin” Doane

by Kirk Andrews with Chester Masters

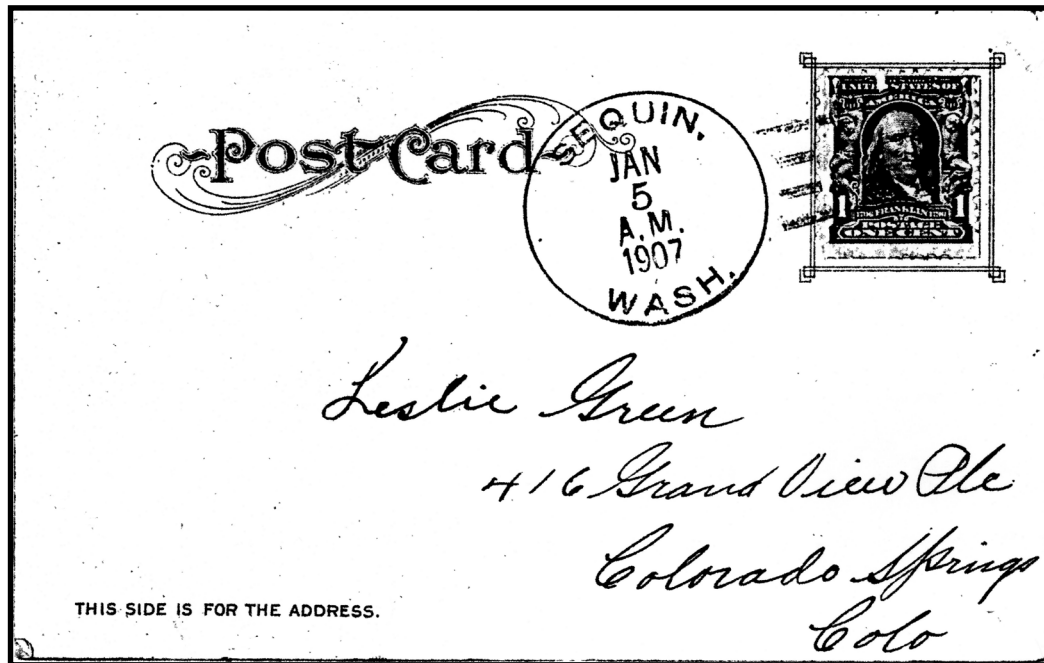


Figure 1 One of nine known examples of the SEQUIN Doane, dated 5 Jan 1907 Ty 3 / 4.

In our last issue of *La Posta*, the early postal history of Sequim, Washington, was discussed. This article discusses a special variant from the norm—the “SEQUIN” Type 3 Doane postmark, with examples found between 4 Jun 1906 and 25 Dec 1907. The text of the article is taken in large part from “Sequim’s Third Name Mystery,” originally published in the Winter 2006/2007 *Oregon Country Postal History Journal*.

The previous *La Posta* article posed the question, “was Sequin an extremely scarce, short-lived post office, or simply a minor spelling variation of the town now known as Sequim?” Here is what our Pacific Northwest postal historians have to say about it.

The mystery began when Cliff Brehan, who has been collecting picture postcards of the north Olympic peninsula for 34 years, noticed some unusual postmarks from Sequim, Washington with the town name spelled *Sequin*. He contacted Kirk Andrews about this mystery, and included copies from his collection plus an old area map which identified the locations of Sequin, Sequim, and Sequim. Andrews contacted the grandson of an Olympic peninsula pioneer, Doug McInnes,

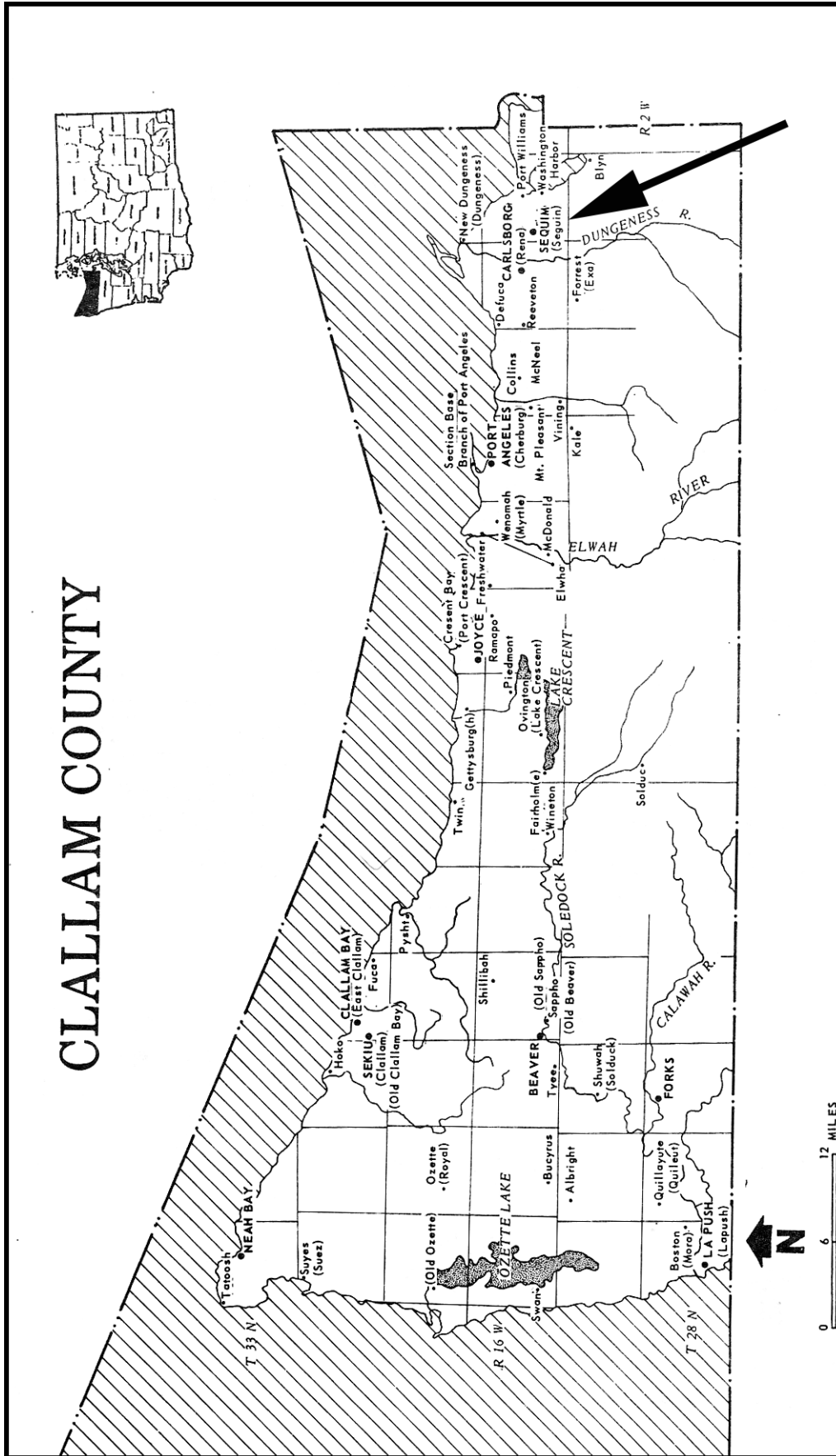
and he revealed pictures of his grandfathers’ tombstone dated October 1902 with the name Sequin engraved upon it, but he stated that the newspapers in the area were using the name Sequim at that time. Mr. McInnes also stated that groups of families in the area were going by the names Sequin, Sequin, and Sequim.

Tim Boardman and Richard Helbock’s *Washington Post Offices* lists the following dates of record for Sequin/Sequin/Sequim (with no record of Sequin):

- Sequin: 13-Aug-1879 to 21-Sept-1907 (name changed to Sequim)
- Sequim: 21-Sept-1907 – Operating (was Sequin)

Guy Reed Ramsey book *Postmark Washington* mentions the following on page 107:

“This (e.g., Sequim) location is about 6 miles away NW section 12, T29N, R3W and was the place where Benjamin F. Dean was postmaster of *Sequin* for three years 1880 to 1883.” Like Boardman, Ramsey does not list *Sequin* in his post office lists, so this [postmark spelling] could be a typo.



Map 1 Clallam County, Washington. Sequim is in far northeast corner (arrow). (Map by R.W. Helbock, Washington Post Offices)



Figure 2 The Sequim Post Office ca. 1905-1910, housed in the small building at the lower left.
(Courtesy Clifford Brehan)

Chester Masters reports that Cliff Brehan checked various vintage maps of the area, and found Seguin-Sequin Sequim listed in the following locations:

Date	Name	Location
1881	Shqueen Village	Squim Harbor
1883	Sequin	Washington Harbor
1884	Seguin	Washington Harbor
1886	Sequin	Sequin
1887	Sequin	Washington Harbor (2 diff maps)
1889	Seguin	near Washington Harbor (crude map)
1891	Seguin	Washington Harbor
1897	Seguin	Sequin
1898	Squim	Washington Harbor
1904	Seguin	Sequin
1905	Sequin	Washington Harbor
1905	Seguin	Sequin
1908	Sequin	Sequin

This data caused Chester Masters to ask, “Where was Seguin/Sequin located? And now when collectors come by cards and covers postmarked **Sequin** how

do we catalogue them?” We have to go beyond the traditional postal history library books and take a look at Doane postmarks to begin to unravel the mystery.

Per Kirk Andrews, Masters included examples of three Sequin postmarks his draft article. All of the postmarks were Type 3 Doanes with a 4 in the killer bars (see figure 1). In Helbock and Anderson’s *United States Doanes* book, Washington state coordinator Dave McCord lists this Sequin cancellation as known to be used from 08-Sept-1906 to 25-Dec-1907. In an e-mail correspondence with Andrews, Mr. McCord wrote:

The SEQUIN, WASH. Doane cancellations are a curiosity as their spelling doesn’t jive with either the old spelling of SEGUIN supposedly used through 21 Sep 1907, or the new spelling of SEQUIM, WASH. supposedly used from 21 Sep 1907 on. I (and Tim Boardman) have always presumed that the SEQUIN spelling used on the Doane cancellation was an error and one that was not corrected by the postmaster until some time between 25 Dec 1907 and Jan 1 1910.” As for other cancellations from Sequin, Sequin or Sequim from the early days I have manuscript Seguin cancellations dated Feb 26 ’89 and Mar 26 ’89 and 9 bar Seguin cancellations dated Oct 14 1901 through Jun 18 1904, and Type A four bar Sequim cancellations dated Jan 1 1910 through Jul



Figure 3 Postcard showing a parade float, with a photographic manuscript that reads “July 4th 08, Sequim Wn.” Clearly, by 1908 the townspeople had accepted the new spelling, using Sequim rather than Sequin in the photo caption.

12 1911 and what appears to be a Type B 4 bar Sequim cancellation dated Dec 6 1911. I have seen no other SEQUIN cancellations besides the Doanes.

With help from Dave McCord, Chester Masters, Cliff Brehan, Kirk Andrews created the following census of the Sequim, WA Doane cancellations:

Total number of examples: 9

Earliest Known Use: 04-June-1906 (new EKU from what is listed)

Latest Known Use: 25-Dec-1907

04-Jun-1906
08-Sep-1906
16-Oct-1906
05-Jan-1907
18-Mar-1907
29-Jun-1907
09-Aug-1907
23-Aug-1907 (est., date obscured)
25 Dec 1907

[Andrews concludes]: “Was the Sequim postmark an error as Dave McCord and Tim Boardman suggest? We may never know as even the registry receipt which holds the LKU example of the cancellation doesn’t answer the question.”

Ed – In further e-mail correspondence between Cath Clark and Clifford Brehan in September 2007, Brehan had reached similar conclusions to McCord’s. In reviewing the additional data that’s been uncovered, Brehan thinks it is safe to assume that the official name of the post office during 1906-1907 was Sequim, but when the canceller was issued, due to an error the new stamp came with a Q instead of a G. Even though the name was officially changed by the post office to Sequim on

September 21, 1907, the Sequim Doane would have remained in use until a Sequim canceller was manufactured.

At the risk of strolling in where angels fear to tread, we asked *La Posta* editor Richard Helbock his opinion about the possibility of the Sequim Doane being an error, and whether it should be considered scarce. Helbock popularized the term ‘Doane,’ and was an early proponent of the study of Doane markings. He has a broad perspective on American postmarks, having just completed his eighth installment of *U.S. Post Offices*, a listing of all of the U.S. post offices that have ever operated, including dates of operation and a rarity factor.

In listing over 166,000 post offices, Helbock had to draw up rules for listing town names when they represented the same place, but had spelling variations. When the names were substantially similar, for instance, Hillsboro and Hillsborough, there would be only one listing with the most recent spelling. Variants were considered inconsequential unless they were separated by long time gaps. In *US Post Offices Volume 1 – The West*, Helbock only gave one listing for Sequim:

“SEQUIM, Clallam, WA, 1907-Date, Scarcity Index - 0.”

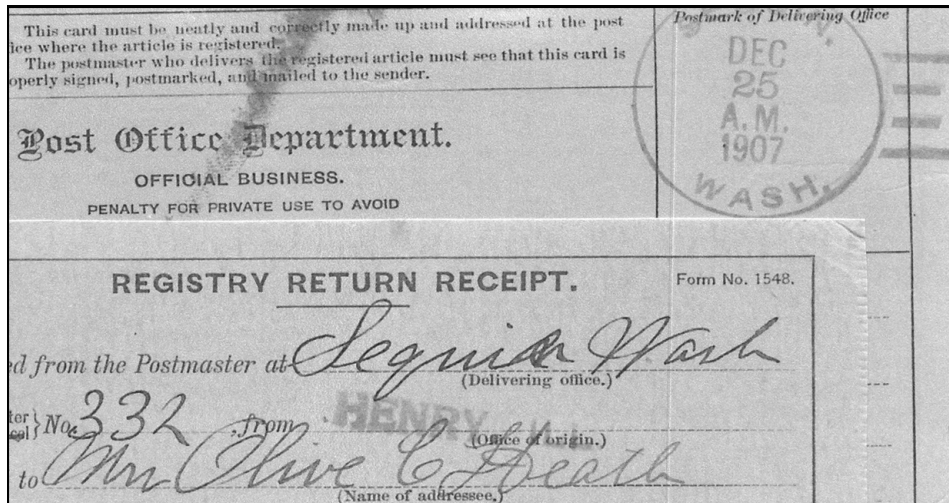


Figure 4 Registry receipt with the latest known example of the Sequin Doane, dated 25 Dec 1907. The postmaster's manuscript spelling is unclear as to whether it was 'Sequim', 'Seguin,' or 'Sequin.' (Courtesy Tim Boardman)

A scarcity rating of 0 always indicates that the post office is still operating. However, local research and additional references can often confer a higher value to a given card or cover, depending on many factors. The most basic factors that a collector should consider for spelling variants are the length of time that an office operated under a given name, and the theoretical abundance or paucity of covers that might have survived from that time. Given that the Sequin Doane was applied during the popular postcard era, Helbock believes that it is probably not terribly scarce. However, it certainly deserves a place in a town, county, or Doane collection due to its short-life as a postmark, and its novelty.

Although the town was platted in 1907, it wasn't officially incorporated until 1913, as Sequim. Clifford Brehan has already noted a variety of spellings for

the town in his map research shown at the start of the article, and Kirk Andrews has pointed to tombstones as another place to look. It would be interesting to compare other non-postal sources such as the first town plat, or newspaper articles, to watch the gradual change in spelling from Seguin to Sequim by local towns people, and its eventual acceptance as "Sequim." – C. Clark

The basic content of this article was originally published in the Oregon Country Journal, and we thank the author, Kirk Andrews, and the Editor, Alan Patera, for permission to reprint. Thank you also to Cliff Brehan and Chester Masters of Sequim, Dave McCord-Oregon Doanes Coordinator, and Tim Boardman.



Figure 5 The Sequim Trading Company with the Port Angeles Marine Band, ca. 1905-1910. Note that the Trading Co. sign at upper left uses the spelling of Sequim, not Seguin. (Courtesy Clifford Brehan)

Passed by Army Censor: Update No. 1

By Richard W. Helbock

John Pollard of Victoria and **Kurt Stauffer** of Lynnwood, WA, have provided me with what I hope will be the first of many reports of 1941-1942 censor mark information not included in *Passed by Army Censor*. It is a simple fact that no book such as this, which is merely a census of known examples, can ever be complete. There will always be the possibility of new discoveries, and these can come not only in the form of date extensions for reported markings and new numbers found in recorded handstamp types, but entirely new censor designs. This is, after all, the thrill of the hunt!

The book has been organized on a chronological and world geographical basis according to the following scheme:

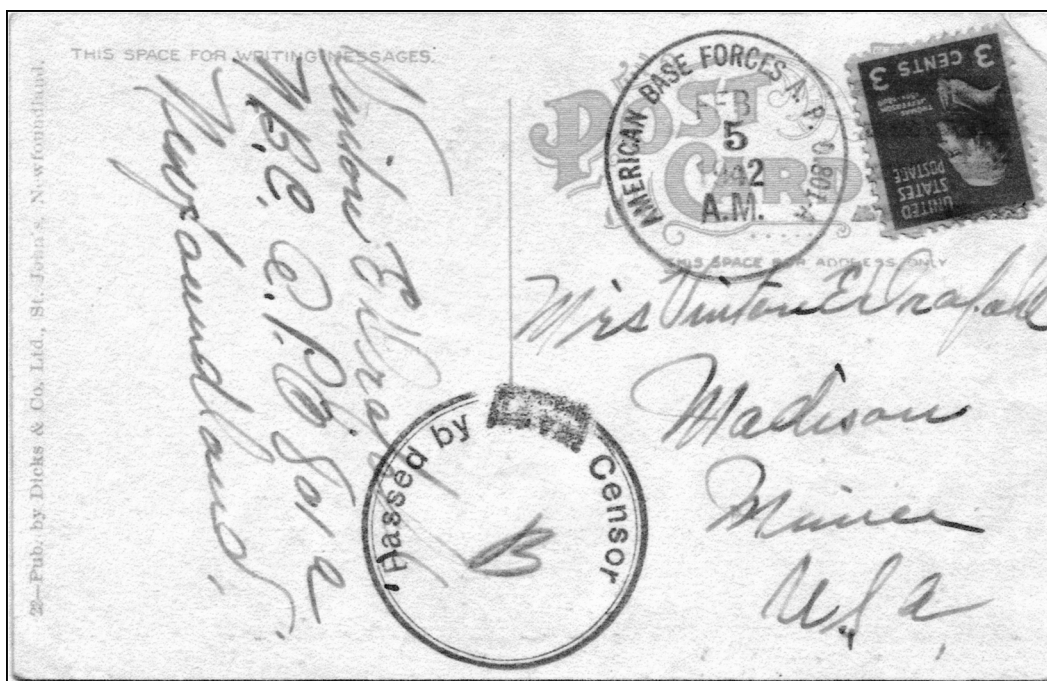
Chapter 2 Newfoundland Lend Lease
Chapter 3 Caribbean Lend Lease
Chapter 4 Iceland & Greenland
Chapter 5 Alaska
Chapter 6 Hawaii
Chapter 7 Panama Canal Zone
Chapter 8 Puerto Rico

Chapter 9 The Philippines
Chapter 10 Canada
Chapter 11 United Kingdom
Chapter 12 South Atlantic
Chapter 13 Sub-Saharan Africa
Chapter 14 The Middle East
Chapter 15 China-Burma-India Theater
Chapter 16 Australia
Chapter 17 South Pacific
Chapter 18 North Africa – Operation Torch

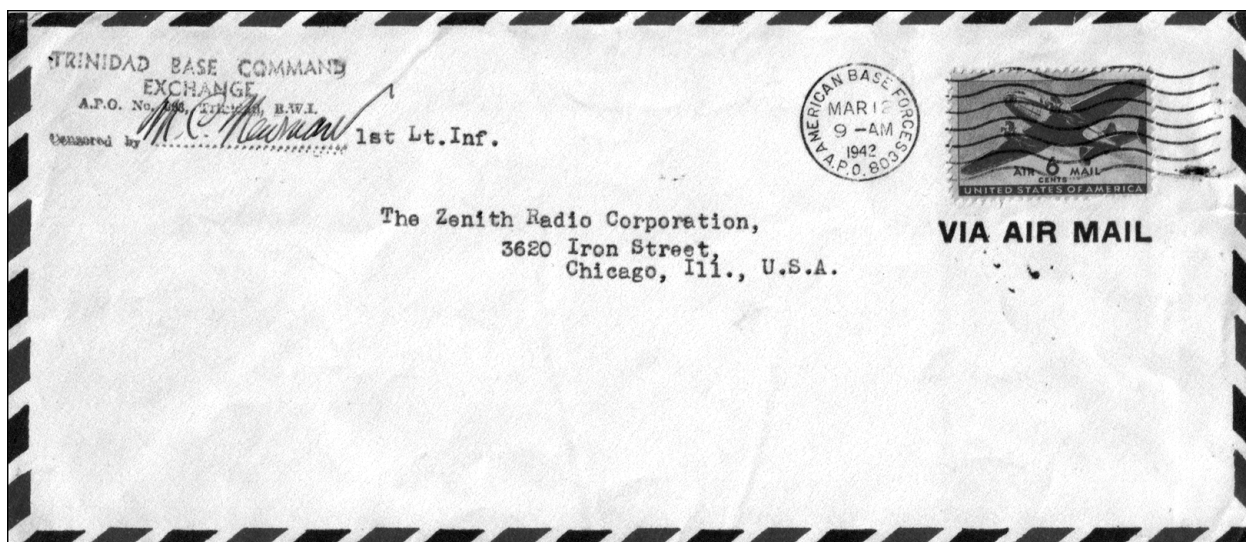
Newly reported discoveries will follow the same organization and will reference censor types, tables, charts and figures cited in the book. Reports of date range extensions and new numbers for standard censor types will be accompanied by an illustration of the standard handstamp only, but newly discovered handstamp varieties will be illustrated when possible.

CHAPTER 2 NEWFOUNDLAND LEND LEASE

No new dates or types, but a wonderful new example of type 801A.1 used at Argentina, Newfoundland.



John Pollard reports this February 5, 1942, example of type 801A.1 used on a post card from Argentina, Newfoundland.



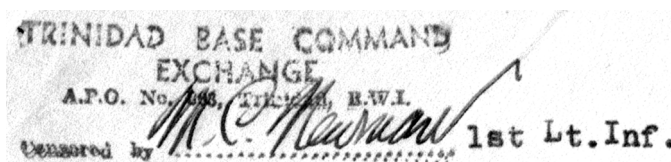
A new provisional censor handstamp reported by John Pollard. It has been designated type 803.4 and was used at the Trinidad Base Command Exchange. (Pollard)

CHAPTER 3 CARIBBEAN LEND LEASE

Provisional Censor Handstamps

Addition to Table 3-2: (Pollard)

Type 803.4



Boxed Oval Censor Handstamps

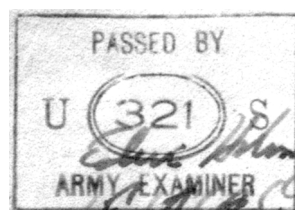
Additions to Table 3-3: (Pollard)

APO #856 New Latest Known Use: 14 Oct 1943

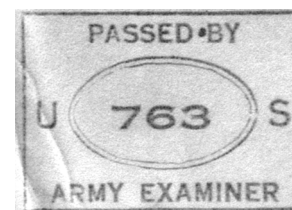
APO #803 New Censor Number: 727

Additions to Table 3-4

APO #695 New Censor Number: 763



Race Track Style



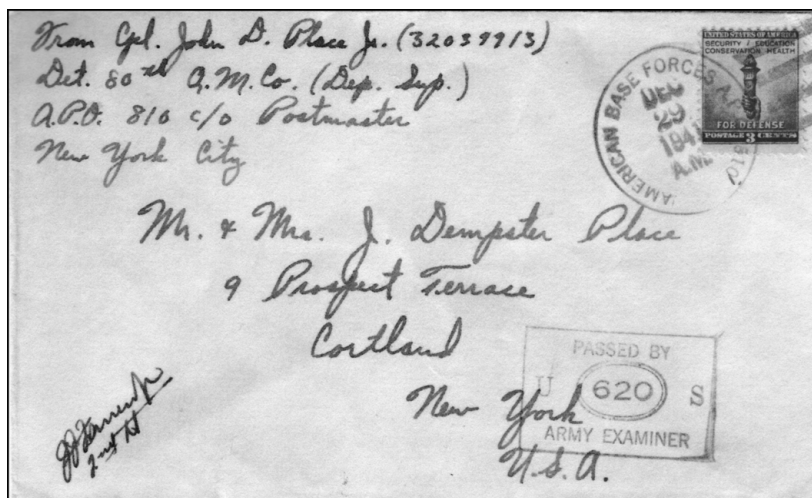
Egg Style

CHAPTER 4 GREENLAND & ICELAND

Error Note: On page 39 Table 4-1 is misnumbered. It should be Table 4-3 as referenced in the text.

Additions to Appendix B: (Pollard)

New Iceland 3-digit oval number: 620



APO 810 at Baldurshagi, Iceland, Dec. 29, 1941, with 3-digit oval censor number 620 is an addition to Appendix B. (Pollard)

CHAPTER 6 HAWAII

Type A Censor Marks

Additions to Table 6-2: (Pollard)

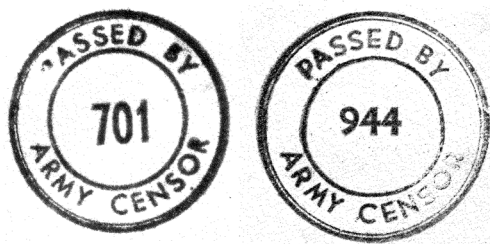
APO 958 New Censor Numbers: 782 & 802

APO 961 New Censor Number: 870

APO 962 New Censor Numbers: 607, 732 & 741

APO 24 New Censor Numbers: 289 & 291; New Latest Date: 25 Oct 1942

APO 914 New Latest Date: 16 Nov 1942



CHAPTER 8 PUERTO RICO

Type A Censor Marks

Additions to Table 8-5: (Pollard)

APO 845 Type A Censor Number 13 recorded with New Latest Date: 2 Dec 1942

Racetrack Censor Handstamps

Addition to Table 8-6: (Pollard)

APO 845 New Censor Number: 01043



CHAPTER 11 UNITED KINGDOM

Boxed Oval Censor Handstamps:

Addition to Table 11-1: (Pollard)

APO 34 New Earliest Date: 20 May 1942



John Pollard reports this new earliest date—May 20, 1942—for APO 34.

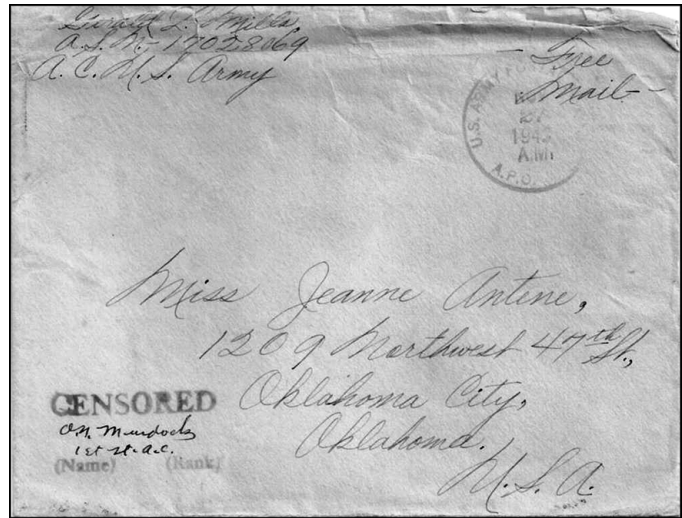
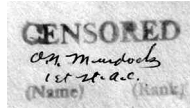
CHAPTER 15 CHINA-BURMA-INDIA THEATER

Kurt Stauffer has supplied numerous details of censor dates and types used by US Army forces in the CBI Theater that were omitted from the book. As a result, all three of the censor type tables presented in Chapter 15—table 15-2, table 15-3 and table 15-4—have been significantly revised.

CBI Provisional Censor Markings

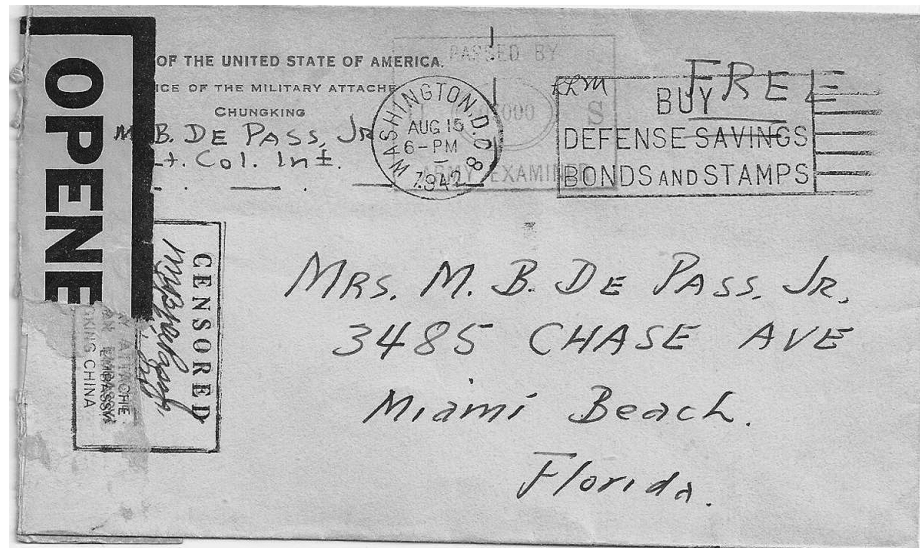
Additions to Table 15-2:

APO 629.2 is found on a cover from an airman apparently in the process of transferring from Karachi Air Base to Chabua. The censor handstamp appears identical to type 882.5 that is known to have been used at Karachi Air Base in October 1942. Thus it is possible that this is merely a letter used of type 882.5, but for now we will list it as type 629.2 as well as 882.5

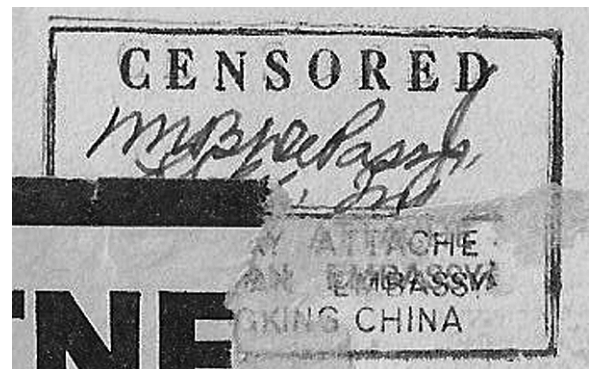


This Dec 27, 1942, cover bears a return address from an airman in the 13th Squadron, 1st Ferrying Group with his APO identified as 886, but then crossed out and replaced by 629 (on reverse)

APO 879.1 is a highly significant discovery recently made by Kurt. This is the first report of a provisional censor from APO 879 serving American Army forces in Chungking. The cover bears a printed corner card of the Embassy of the United State (sic) of America, Office of the Military Attache, Chungking, and was apparently carried by diplomatic pouch back to Washington, DC, where it entered the US mails on August 15, 1942.



The censor marking is a boxed straight-line variety that reads CENSORED in large serif letters with a signature line below and MILITARY ATTACHE / AMERICAN EMBASSY / CHUNGKING, CHINA in three lines of san-serif type. The fact that the handstamp could have been used by any number of censor officers makes it a provisional handstamp in terms of the definitions used in this census.

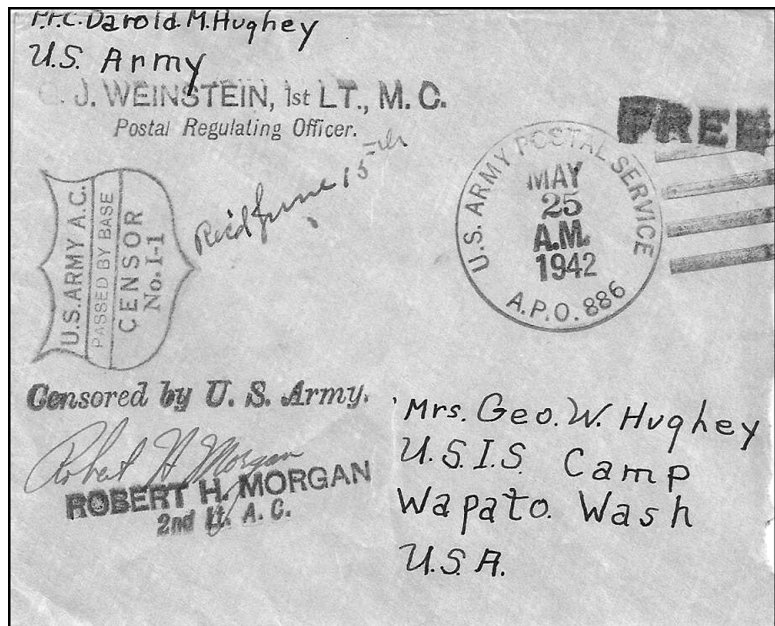


Type 879.1

APO 886.2 is found on APO 886 covers with dates ranging from May 25 to Nov. 7, 1942. The handstamp consists of a single line of type in an italic serif style that reads: "Censored by U. S. Army,"

Censored by U. S. Army.

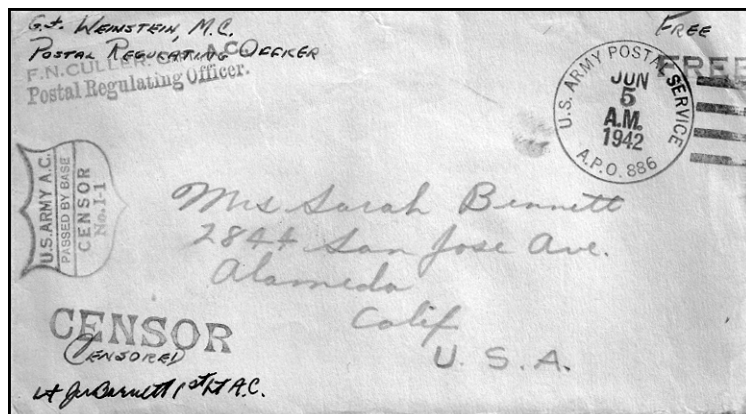
Type 886.2



APO 886.3 appears on a June 5, 1942, cover with the return address of the Postal Regulating Officer, Lt. C. J. Weinstein. This handstamp appears identical to type 882.3 that is known to have been used at Karachi Air Base in June 1942, and, since it was applied by a lieutenant in the Air Corps, it may well simply be another example of type 882.3.

CENSOR
CENSORED
Lt J. Weinstein 1st Lt A.C.

type 886.3



APO 886.4 is found on APO 886 covers dated Dec. 22, 1942. The handstamp consists of a single line of embellished serif style type that reads: "Censored". The known example also bears a Corps of Engineers officer's personal handstamp.


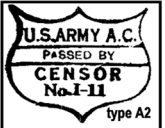
CENSORED.
Hartman Reigler
HARTMAN REIGLER
CAPT., C. E.

type 886.4

CBI Type A Shield Censor Handstamps

Thanks to Kurt's additional details, table 15-3 has been significantly revised and modified. The revised table 15-3 appears below.

Table 15-3 Revised Distribution of Type A1 and A2 Shield Censor Handstamps in CBI Theater

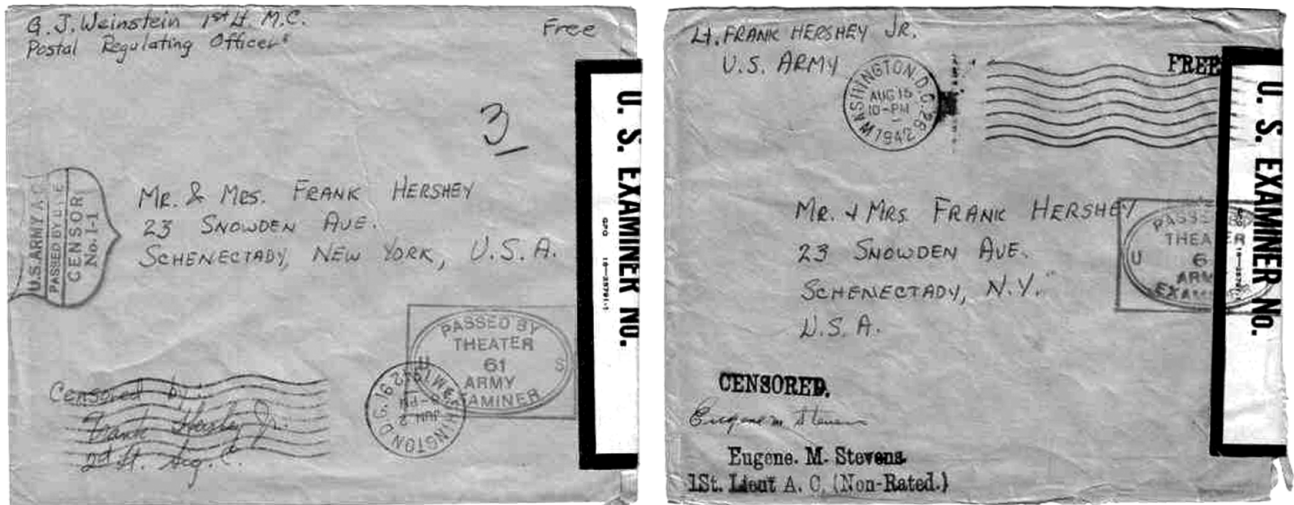
APO # Location			Earliest Recorded	Latest Recorded	S/I
627 Kunming, China					
628 Ramgarh, India					
629 Chabua, India		I-10	7 Jan 1943	10 Aug 1943	4
630 Gaya, India					
631 Chakulia, India					
879 Chunking, China					
881 Bombay, India					
882 Karachi Air Base	I-1	I-10	17 Jun 1942 17 Jun 1942	6 Jul 1942	4 4
883 Malir Cantonment, Karachi					
884 Agra, India					
885 New Delhi, India					
886 Karachi, India	I-1		21 May 1942	5 Jun 1942	3
		I-3	?		4
		I-6	23 May 1942		4
		I-11	21 May 1942	7 Aug 1942	4

CBI Type B Shield Censor Handstamps

Thanks to Kurt's additional details, table 15-4 has been significantly revised and modified. The revised table 15-4 appears below.

Table 15-4 Revised Distribution of Type B Shield Censor Handstamps in CBI Theater

APO # Location		Earliest Recorded	Latest Recorded	S/I
627 Kunming, China	9, 24	17 Sep 1942	9 Nov 1942	4
628 Ramgarh, India	9	14 Oct 1942		4
629 Chabua, India	62	13 Nov 1942		5
630 Gaya, India				
631 Chakulia, India				
879 Chungking, China	64	16 Sep 1942		5
881 Bombay, India				
882 Karachi Air Base	20, 26, 33	14 Oct 1942	27 Nov 1942	4
883 Malir Cantonment, Karachi	37, 47	16 Sep 1942	8 Oct 1942	5
884 Agra, India	4, 98	23 Sep 1942	3 Jan 1943	4
885 New Delhi, India	4, 45	7 Sep 1942	1 Jan 1943	4
886 Karachi, India	13, 25, 34, 50, 70, 88	9 Sep 1942	9 Jan 1943	3



Examples of a boxed oval theater censor handstamp with number 61 appear on these covers probably carried by diplomatic pouch to Washington before entering the mails in June and August 1942

CBI Theater Censor Handstamps

In addition to the provisional and shield censor handstamps, Kurt also reported early use of a boxed oval theater handstamp in a design similar to that shown in figure 14-2 in the Middle East chapter of my book.

Perhaps even more surprising is Kurt's report of a CBI theater censor marking in the form of a type B shield censor. An example appears on the APO 628 cover from Ramgarh, India.



Ramgarh was a training camp in India used by American forces to train Chinese infantry in the use of American weapons. This cover bears a CBI theater censor in the form of a type B shield.

CHAPTER 16 AUSTRALIA

Australia Type A Markings

Addition to Table 16-4: (Pollard)

Censor #3: APO 41 Add Company N, 162nd Infantry

Censor #5: APO 41 New Earliest Date: 25 Aug 1942

Censor #13: APO 929: New Latest Date: 21 Aug 1942 new Unit: 11th Material Squadron

Censor # 27: APO 710 use New Latest Date: 29 Jan 1943

Censor #187 New Listing Date 5 Dec 1942 Unit: 22nd Troop Carrier Squadron



We welcome additional updates and extensions to Passed By Army Censor, and will publish them space permitting in future issues of our journal.



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Figure 1 Contents of a bag of letters purportedly written by Japanese defenders of the island of Iwo Jima from the film *Letters from Iwo Jima*.

Philatelic Movie Props: *Letters from Iwo Jima*

By Dr. Thomas J. Richards

(thomasR1@ohiodominican.edu)

In the October–November 2007 issue of *La Posta*, our publisher, Richard Helbock, at the end of his Publisher's Page, commented on the recent Clint Eastwood film – *Letters from Iwo Jima*. The story revolves around a cache of letters found by modern Japanese archaeologists. They find a bag of letters (*figure 1*) written by the Japanese defenders and the story follows from their writings. As a collector, exhibitor and writer about Philatelic Movie Props (see *American Philatelist*; Oct 2002, p. 890-897 and May 2007, p. 434-441), I thought it might be interesting to show a few of the prop letters from the film.

According to the provider of these props:

In order to produce extremely accurate letters that would provide key plot devices in *Letters from Iwo Jima*, the makers of these props enlisted the help of Japanese Americans to produce extremely well made pieces. Ironically, some of these accidental prop makers were former prisoners of the War Relocation Centers (Internment Camps) set up for the detention of Japanese Americans (62% of whom were American citizens) during World War II.

Every letter is written in a very formal and period-correct Japanese style. Each one even tells an actual story explaining what's going on around the writer—describing homesickness, for example.

Some of the characters on the letters represent variations no longer used. Supposedly, this makes it somewhat difficult for a modern Japanese to read them.

Each original letter was written by hand, scanned, printed, and then replicated. Afterwards, every letter was individually aged with various toners, water, and wrinkled. Some were left in the sun to wither. Others had their edges burned. Consequently, every piece is a unique work of art. Approximately twenty five distinct designs were created. (<http://cgi.ebay.com>)

I am not a collector of Japanese WWII covers but I believe I have seen similar designs in dealers stocks. If anyone has more information about the genuine usage of items like these props or the usage of similar items during the WWII period – I would appreciate hearing from them.

Figures 2 – 6 show examples that I have been able to acquire.

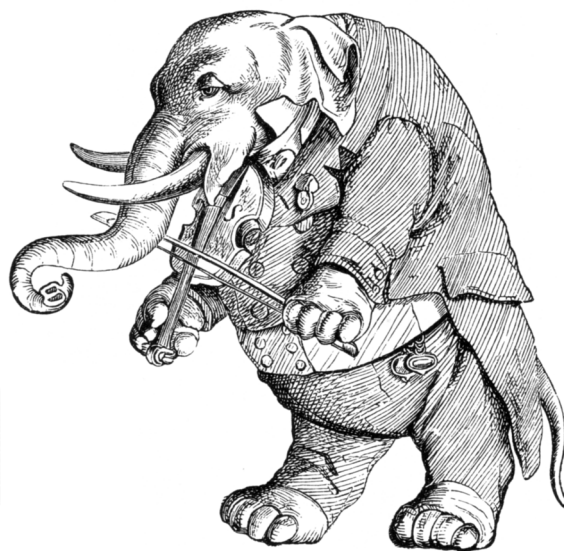




Figure 2 A post card with illustrated military motif.

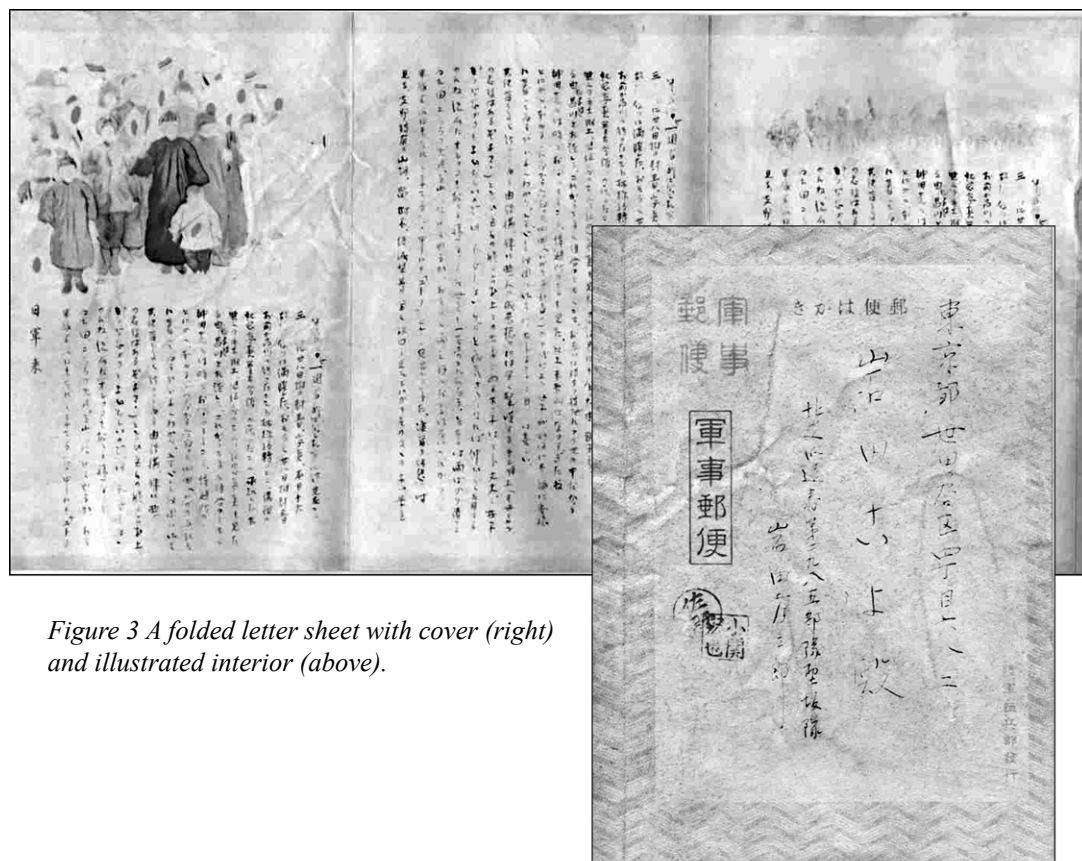


Figure 3 A folded letter sheet with cover (right) and illustrated interior (above).

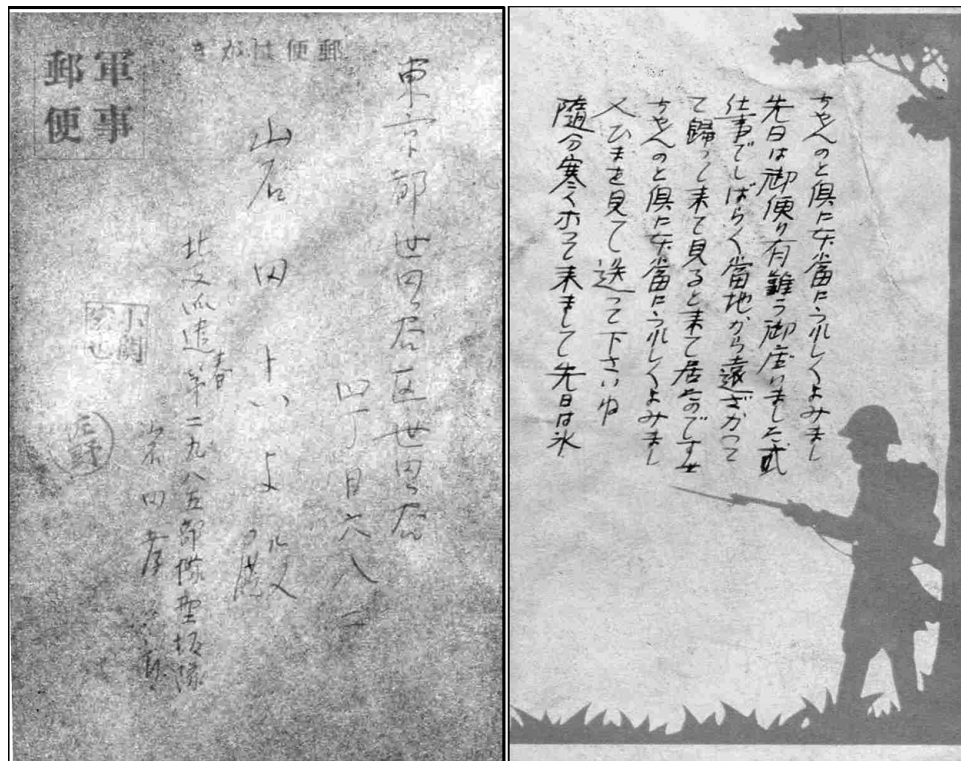


Figure 4 A post card with illustrated motif of soldier on guard.

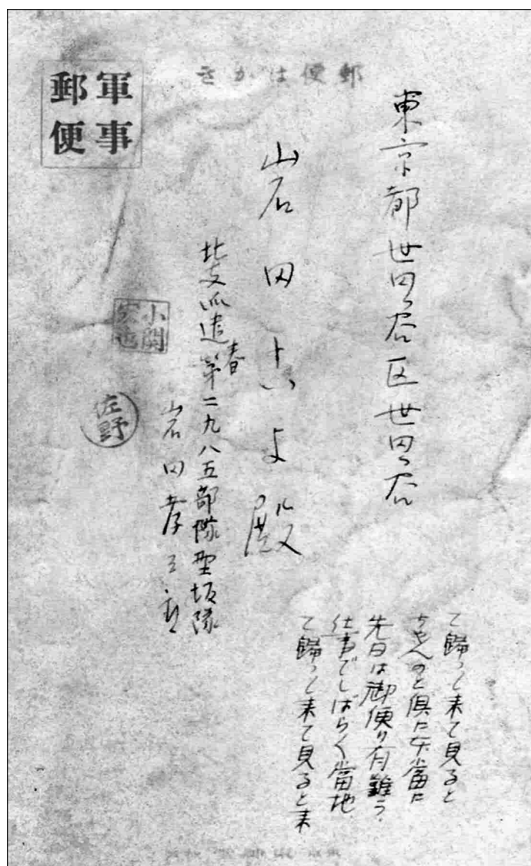


Figure 5

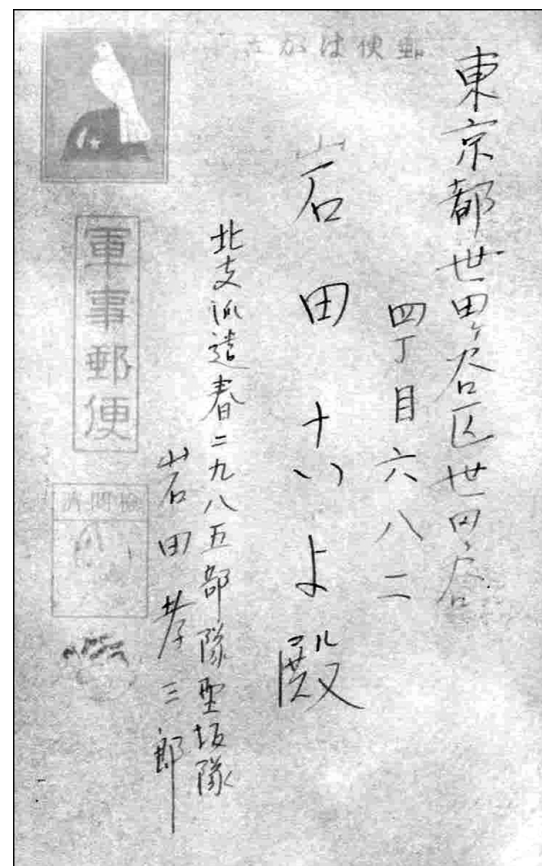


Figure 6 The commonly seen "dove & helmet" postal card issued to Japanese soldiers.



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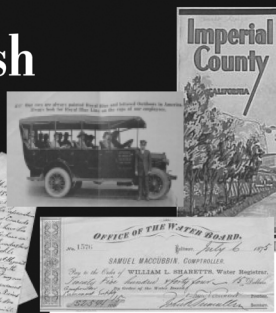
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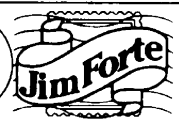
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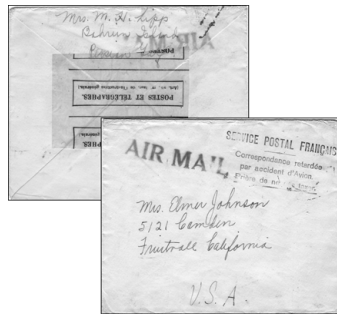
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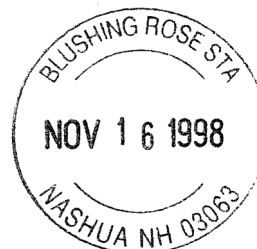
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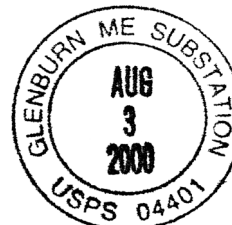
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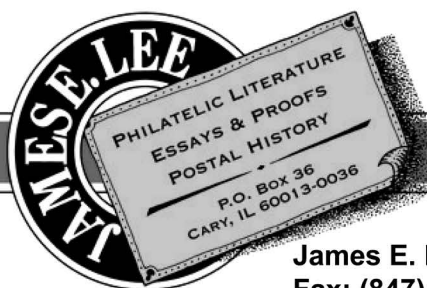


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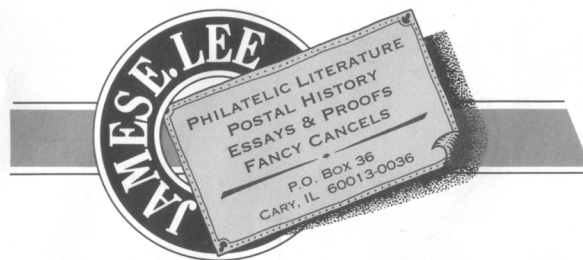
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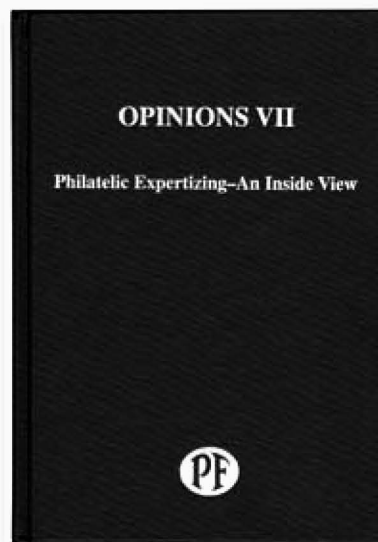
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