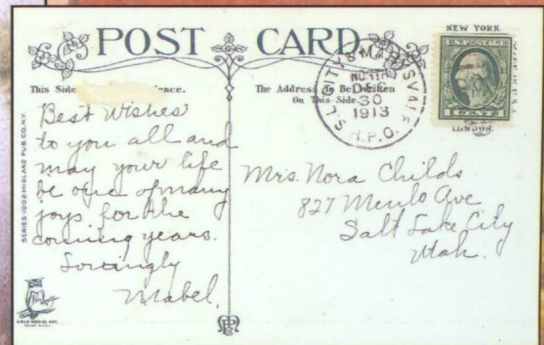


La Posta: A Journal of American Postal History

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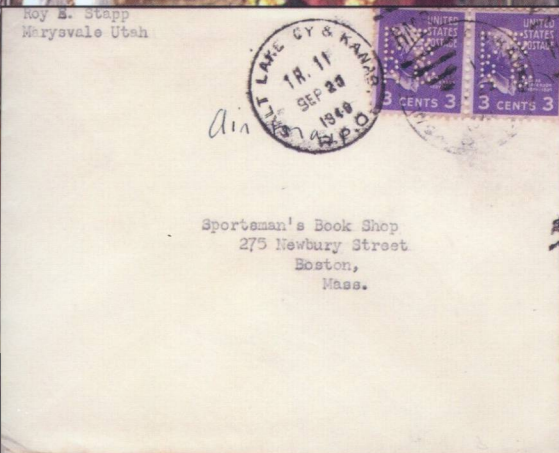


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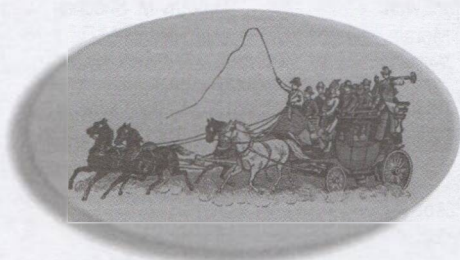


RPOs of the Marysville Branch of the D&RGW Railroad in Utah

By Dennis H. Pack

OUR 42ND YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2011

La Posta: A Journal of American Postal History



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COVER: A steam engine for the Cumbres & Toltec Railroad draws attention to our feature story on RPOs of the Marysville Branch of the D&RGW Railroad in Utah by Dennis H. Pack. Similar to the D&RGW line, the Cumbres & Toltec was built in 1880 to serve the San Juan silver mines. It is now a scenic tourist ride out of Chama, New Mexico, and Antonito, Colorado.

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Autumn 2011

Volume 42, Number 3

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Book Review: Tett, *A Postal History of the Prisoners of War and Civilian Internees in East Asia During the Second World War. Volume 6.*

By Kurt Stauffer5

RPOs of the Marysville Branch of the D&RGW Railroad in Utah – Part I.

By Dennis H. Pack.....6

**Love and War: Batangas, Philippine Islands
December 1941**

By Michael Dattolico18

Redirected Mail during World War II

By Richard D. Martorelli.....22

**The Election that Changed History: Whigs vs
Democrats, 1844**

By Tom Clarke.....28

A Traveling “Reg”

By Rod Crossley, edited by Margaret
Rice.....38

**Best of the Best: *Northwest Express Company
Gold Rush Envelopes, (Western Express reprint)***

By Dale Forster.....40

Postmasters General of the United States:

LI. Frank C. Walker, 1940-1945

By Daniel Y. Meschter.....54

History of the Birch, Michigan Post Office

By Paul Petosky.....56

**The Plumed Knight and the Swedenborg
Preacher**

by Spector, and Markovits.....58

**Collaborative Effort Procures Fake Cancels for
the Philatelic Foundation.....64**

Eulogy and Tributes for Richard W. Helbock....65

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Publisher's Page



*Catherine Clark, Publisher
(photo by Joy Window)*

Publication of La Posta to Continue

Welcome to the Autumn issue of La Posta! As the new director and interim editor, I've found it both a joy and a challenge to step into Bill Helbock's shoes. I have been greatly buoyed by the encouragement of many of you—our subscribers, authors, and advertisers—to keep La Posta going, and I, along with our Associate Editors, am committed to that endeavor.

My first priority is to continue to print a quality journal. Those of you who have been long-time subscribers know that Bill was a computer-enthusiast, and that we had begun publishing a color, digital edition in addition to the printed one two years ago. At the time, the U.S. financial crisis had recently ensued, and we were concerned that subscriber numbers could drop below sustainable levels to keep the printed issue going. The digital issue was offered at half-price to cater to the computer-savvy, and also provided as a bonus to people subscribing to the print edition. We were to evaluate the effectiveness of the digital edition, and our overall business situation, by mid-year 2011.

I have conducted that evaluation, and, speaking as the woman who has been Circulation Manager, Ad Manager, and Editorial Assistant for the past 12 years, I can say two things unequivocally. Firstly, we have an extremely loyal subscriber base, and although our numbers have not increased over the past few years,

new subscribers have come in to replace those few who drop, with the overall effect that our numbers have remained rock-steady. I think that says a lot for the strength of this publication in today's economy. Secondly, only 6% of our subscribers switched to the digital-only version, with many writing in to say how much they enjoyed holding a magazine in their hands, and urging us to please, please stay in print. While I will endeavor to keep the digital version going, you—the subscribers—have voted with your feet, and the printed journal will continue.

Looking Toward the Future

In order to stay in print, some changes will be needed on several fronts. I have consulted with several knowledgeable people in the philatelic community to develop a general strategy to stay in business. The first step, and one I place a great deal of importance on, is to hire a new editor who is both an experienced postal historian and excellent author/editor. I will be evaluating applications and making a decision between now and the Winter issue.

The second step is to improve financing so that we can, for the first time, have a paid editor and ad manager. This will also enable us to improve the appearance of the journal to attract more subscribers. Many may not realise this, but Bill never accepted pay in 42 years as editor, and I have also essentially been a volunteer for 12 of those years. All of the subscription revenues, and most of the ad revenue, has simply been put toward printing and mailing costs. (Any real income that we have brought in has come from publication and cover sales.) We have essentially been operating as a non-profit, but never became official.

We will be looking at a combination of ways to improve our financing, including subscription rate increases, increasing our number of advertisers, exploring non-profit status, and possibly affiliating with another organisation. The subscription rate will be going up from \$25 to \$32 from this issue to assist in paying for an editor. We are also looking into the cost of changing to a full-color printed journal if supported by our readership.

The third strategy for ensuring the long-term sustainability of *La Posta* is to put a different management structure in place. This can be a board of directors or a management committee, depending on whether we stay private or public. I would love to hear

from more readers who have ideas & advice to contribute.

"A Little Help from Our Friends"

While we are in the current transition phase, you can help support *La Posta* in the following ways:

- By renewing your subscription when it comes due.
- By visiting the *La Posta* eBay Store and purchasing covers & cards.
- By purchasing one of our "E-Book" CDs via the eBay Store or www.la-posta.com
- By visiting *La Posta's* "Cover Shop" and making a purchase at www.la-posta.com

I am especially encouraging subscribers to visit our eBay Store under the seller name "laposta." There are over 400 lots posted-up and described by R.W. Helbock and many great deals to be had—but you must act before Christmas when the "store" will close.

In this Issue

We have some juicy slices of American history represented in this issue, starting with an excellent book review by **Kurt Stauffer** on David Tett's latest volume on WWII POWs and civilian internees in East Asia. **Dennis Pack** begins a two-part series about a slice of American railroad history on the Marysvale, Utah branch of the D&RGW Railroad; **Michael Dattolico** shares a love letter sent from a POW in the Philippines; and **Richard Martorelli** decodes the system used to redirect mail during WWII.

Tom Clark helps us to view the US election of 1844 through the beautifully scripted correspondence of two men; **Rod Crossley** takes us along on the rail journey of a registered envelope; **Dan Meschter** introduces us to the Postmaster General who served under FDR; **Paul Petosky** gives a snapshot of a DPO in Birch, Michigan; and **Jessie Spector** and **Robert Markovits** unearth a mourning cover and weave a fascinating tale that completes the story of the assassination of President Garfield begun in the previous issue.

Best of the Best

In addition to our contributed articles, we have initiated a new series titled "**Best of the Best**," comprised of recently published articles from other American postal history publications. All submissions are hand-selected by their respective editors as outstanding contributions to the field. While there are many state and specialty

postal history newsletters and specialty journals across all of America, *La Posta* is the only general publication dedicated solely to postal history. It is fitting that the "show pieces" of specialty areas be given a broader viewing through our journal, and we hope that readers will enjoy this new feature. We begin with **Dale Forster's** article on some of the most beautiful Northwest Express Company covers you may ever see, submitted by **Ken Stach**, editor of *Western Express*.

Special Thanks

A special tribute to R.W. Helbock concludes this issue. So many beautiful condolences have been sent in the wake of his departure, and I wish I could have printed them all. For I have learned in reading them just how many people Bill inspired, befriended, and mentored into postal history through the years. Yes, he left a substantial body of literature as his legacy, but I believe that the best way to judge what a man left behind is by what he inspired in others. I am heartened to know that so many of you found him to be an inspiration.

I wish to thank those who have stepped forward to assist in so many different ways to help me get back on my feet and to prepare this issue: Steen Sigmund and Shirley Copperman from Marrakech Express for holding my hand and preparing the lay-out; Dr. Michael Senta for his beautiful eulogy and for flying to Australia to represent the postal history community for Bill's service; Jim Lee for his book donations to the West Point Library; Ken Martin for his memorial gift to the *American Philatelic Society*; our regular Associate Editors for their continuing contributions; authors who came quickly to the rescue when I was short of material, and those who have made donations to help keep us afloat.

Last but not least, thank you to Alan Patera, editor of *The Oregon Country Postal History Journal*, for the special tribute to Richard W. Helbock in the Spring 2011 edition; and to Tim Boardman, Larry Maddux, and David Snow for their much appreciated comments. Bill would have been honored and pleased to know in what high regard he was held by his friends and colleagues within the Oregon postal history community, back in "God's Country."

This issue is dedicated to the late Richard W. Helbock, founder and editor of *La Posta*, January 1969 – May 2011.

Catharine Clark

Book Review

A Postal History of the Prisoners of War and Civilian Internees in East Asia During the Second World War. Volume 6. Japan, Korea, Manchuria and Borneo 1942-1945. Hellships to Slavery, by David Tett FRPSL. 427 pages, hardbound, dust jacket, BFA Publishing, 2010. ISBN 978-0-9544996-4-8.

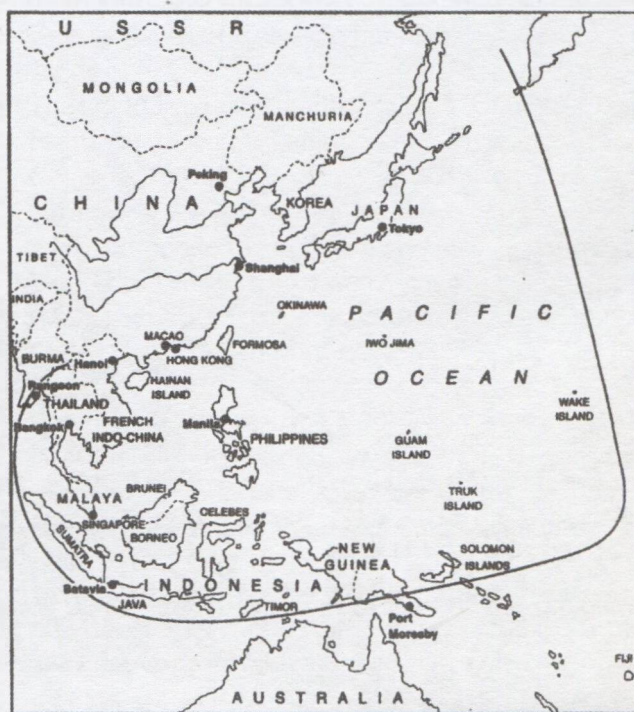
The sixth and final volume in the series encompasses the history of the mails to and from prisoners in Japan, Korea, Manchuria and Borneo. It is subtitled "Hellships to Slavery" as few prisoners were captured in these countries but POWs were transported there from Hong Kong, Singapore, the DEI, the Philippines, as well as other points of capture. More than a hundred camps existed in Japan divided into groups and the book includes examples of the mail to and from the various groups of camps – Fukuoka, Hakodate, Osaka, Tokyo and Zentsuji. In Korea the principal camps were in Keijo and Jinsen and mail of these camps is profusely illustrated. Senior officers and other POWs were also held in a number of camps in Manchuria, the largest being at Hoten, Mukden. Mail to and from these POWs is covered in this volume. The POWs in Borneo, British, Australian and Indian, were held in a number of camps but mail is only known from and to Kuching and Sandakan. Examples are illustrated.

The hardback book, published by BFA Publishing, contains more than 500 illustrations, mostly in colour, on 427 pages. Refer to www.fepowmail.com.

Reviewed by Kurt Stauffer

This book is the 6th volume in David Tett's eight year journey in documenting the history and scope of prisoner of war mail written by Allied POWs and Internees held by Japan during the Second World War. His books truly demonstrate that there is more to postal history than just documenting varieties. While he does devote a significant portion of the book to postal marks, censor marks, stationary, and an accounting/inventory of the examples he has encountered, he also tells the story of the soldiers, sailors, and civilians who left us these pieces of history to study. Without understanding the personal history of senders of this mail, the significance of this postal history is often lost.

Volume 6 is devoted to POW/Internee covers and postcards to/from Japan, Korea, Manchuria, and Borneo. The first chapter highlights examples of mail sent just before the war began for the Allies. The next section of the book is broken down into 7 chapters devoted to mail "to and from" POWs and Internees held by the Japanese in different locales. The next chapter



*Area under Japanese domination by May 1942.
(Map reproduced courtesy David Tett)*

is devoted to the correspondence and story of a British POW held in Borneo. The book is completed with 4 chapters devoted to documenting censor marks and seals used by the Japanese by location, a chapter on mail sent post liberation, and updates to his previous 5 volumes. He wraps up the book with appendices detailing examples inventoried by the author by geographic location.

Each chapter is richly illustrated in color with mail (and the occasional enclosure) sent or received by POWs and Internees from Great Britain, Canada, USA, The Netherlands, Java, Australia, and South Africa. The book is heavily weighted with examples from British POWs and Internees. The author attempted to post examples from each nationality known to be present in each camp whenever possible, but examples are very scarce from specific camps. In the chapter on Korea, all are from British POWs except one from an American which happens to be the only one known to exist. Other interesting examples I noted in the book were related to author Agnes Newton Keith who wrote the book *Three Came Home* which detailed her experiences as the wife of a British subject in Borneo. A film was made from the book using the same title.



Figure 1 A RGW train gets ready to head north from Belknap. (Photo courtesy of Perry Special Collections, Lee Library, Brigham Young University.)

RPOs of the Marysvale Branch of the D&RGW Railroad in Utah

Part I

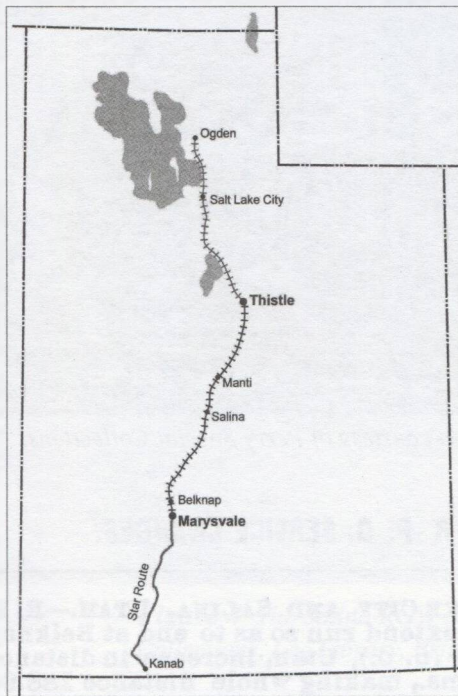
by Dennis H. Pack

It's easy to assume that things have always been as they are now. We might think that railroads always transported freight only in long trains and passengers were carried only to a relatively few cities by AMTRAK. We also might think that mail has always been mostly transported by trucks or airplanes. Of course, none of these is true. One hundred years ago, railroads were the most important form of transportation in the US for people, freight and raw materials. They also carried and sorted mail matter for thousands of communities nation-wide through railway post offices (RPOs). Much of this was done on small railroads or branch lines that no longer exist. The Marysvale Branch

of the Denver & Rio Grande Western Railroad (D&RGW) was one of these. It operated 130 miles between Thistle, Utah, and Marysvale, Utah. While its trains transported freight, raw materials and passengers, it differed from most branches of the D&RGW in that it was originally built to serve agriculture, rather than mining interests.¹ In *figure 1*, a D&RGW train prepares to head north from Belknap on the Marysvale Branch about 1900.

Marysvale Branch passenger trains included RPOs that sorted, delivered and picked up mail from the towns and cities along its route between 1891 and 1949. The

first part of this article features the RPOs of the Marysvale Branch and shows some of their postmarks. thousand miles of track in Colorado, reaching as far west as the Utah-Colorado border.²



Map 1 Map of the State of Utah showing the D&RGW route of the Marysvale Branch, communities that served as terminals of RPOs, and extensions in gray of RPOs and a star route.

Map 1, shows the D&RGW route from Thistle to Marysvale and all of the communities that served as beginning or end points (terminals) of RPOs on that line on a map of Utah. It also shows in gray extensions of RPOs and a star route that began or ended at terminals beyond the tracks of the branch line.

The second part of the article, which will appear in a future *La Posta*, gives historical vignettes of some of the communities served by RPOs along the Marysvale Branch and shows representative postmarks. It also tells about the highway post office (HPO) that later served part of the same route covered by the Marysvale Branch.

Introduction

The Denver & Rio Grande Railroad has a fascinating and complex history, only a small part of which is covered here. Readers are referred to sources in the bibliography for additional information. The Denver & Rio Grande (D&RG) was organized in the Colorado Territory in October 1870, to build south from Denver through Santa Fe, New Mexico, to El Paso, Texas. When a rival railroad blocked its way south, the D&RG headed west. By 1882, the D&RG had laid almost one

The D&RG could not build into Utah. Unlike the Union Pacific and Central Pacific, which were chartered by Congress, the D&RG was governed by local laws. Utah territorial law required that two-thirds of the individuals who incorporated a railroad to new head of the Western. D&RG and Western rails were joined near Green River, Utah, March 30, 1883. The line was extended from Salt Lake City to Ogden May 12, 1883.

For financial reasons, the D&RG and Western initially laid narrow-gauge (3-foot) tracks. Narrow-gauge rails, engines and train cars were cheaper to purchase and cost less to operate. In addition, the engines and train cars could negotiate tighter turns, which had benefits in the mountains, and reduced construction costs. Unfortunately, narrow-gauge trains cannot run on standard gauge (4'8½") tracks, so loads in narrow-gauge cars for destinations beyond the D&RG or Western had to be transferred to standard gauge cars. This took time and increased costs.

Financial problems caused by the D&RG overspending available funds as it extended its tracks and by the manipulations of financiers are only mentioned here, but they led to challenges, competition with other railroads, and problems that lasted for decades. There were also leases, mergers with other railroads, bankruptcies and receiverships that resulted in other problems, most of which are beyond the scope of this study.

In 1889, the merger of the State Line & Denver Railway with the Denver & Rio Grande Western created the Rio Grande Western Railway (RGW) and made the conversion of narrow-gauge track to standard gauge possible. The conversion between Denver, Colorado, and Salt Lake City was completed by June 1890.

Construction of the Marysvale Branch of the RGW started in 1890 when narrow-gauge tracks were laid on a standard-gauge roadbed from Thistle south through Thistle Valley and Sanpete Valley, reaching Manti in December.

The Sevier Railway was organized May 5, 1891, to build "a line of railroad" from the terminus of the RGW's tracks at Manti south to Marysvale, then on to Circle Valley and Parowan with a spur branch to gypsum beds near Salina.⁴ One of the directors of the Sevier Railway was David C. Dodge. The rest were



Figure 3 Roundhouse and other railroad facilities at Thistle. (Photo courtesy of Perry Special Collections, Lee Library, Brigham Young University.)

residents of Utah. The RGW leased the Sevier Railway's tracks until it purchased the Sevier Railway in 1908. After several attempts, the D&RG purchased the RGW July 1, 1901. The two roads were not formally consolidated until 1908.⁵ Because of continuing financial difficulties, the Denver & Rio Grande was sold to the Denver & Rio Grande Railroad Company in 1920.⁶

The Railway & RPOs

When bottlenecks developed in the handling and sorting of mail at post offices in the 1860s, mail clerks were placed on some trains to sort mail before it arrived at its destination. The result was so successful that it led to the development of the Railway Mail Service. From 1874 to 1977 railway post offices used special train cars, usually attached to passenger trains, where mail was sorted while the train was moving. The cars were outfitted with racks and pigeonhole cases where mail was separated and sacked for its destinations. Mail could be picked up or dropped off on the move for small post offices in communities where the train didn't stop. The clerks who handled the mail were highly skilled employees of the Railway Mail Service (changed to the Postal Transportation Service in 1955), who have been called the elite of the Post Office Department.⁷

Changes to RPO service were published in *General Orders of the Railway Mail Service* and in *The Daily Bulletin of Orders Affecting the Postal Service (Postal Bulletin)*, which was published by the office of the General Superintendent of the Railway Mail Service at that time. The orders identified the terminals of the RPO, the service being established or changed, the

R P. O. SERVICE CHANGES.

SALT LAKE CITY AND SALINA, UTAH.—R. P. clerks extend run so as to end at Belknap Station (n. o.), Utah, increase in distance 36.26 ms., making whole distance 188.90 ms. To take effect January 11, 1897. The line to be known as the SALT LAKE CITY & BELKNAP STATION (N. O.) R. P. O. [15 dec 96]

Fig 2 – The Postal Bulletin notice of the change of service on the Salt Lake City & Salina RPO.

railroad, and, sometimes the effective date. If the date was not mentioned, the effective date was the date of the order. *Figure 2* shows an announcement of a change to the Salt Lake City & Salina RPO as it appeared in the *Postal Bulletin*.⁸

The US Government contacted with railroads to include RPO mail cars in their passenger trains. The funds received by railroads often made passenger service profitable. The decline of passenger trains and RPOs was the result of the competition with more automobiles, better roads, the increasing availability of air travel and the Post Office Department's contracting with trucking companies to haul the mail.

All of the RPOs of the Marysville Branch were part of RGW or D&RGW trains. For cards or letters to receive a RPO postmark, they had to be handed to a RPO clerk at a RPO car, placed in a letter box located on the railroad station platform, or found uncanceled among mail being sorted.

Thistle & Manti RPO.

RPO service between Thistle and Manti, covering a distance of 61.73 miles, was established April 6, 1891.



Figure 4 The Salina RGW Depot. (Photo courtesy of Perry Special Collections, Lee Library, Brigham Young University.)

The narrow-gauge track was upgraded to standard gauge in July 1891. No postmarks from the Thistle and Manti RPO have been reported.

Figure 3 looks northwest toward the engine roundhouse and other facilities at Thistle that were used to repair and service engines that helped push trains east over the mountains to Price. Manti was to the left on the Marysville Branch track, which is in the foreground.

Thistle & Salina RPO

The tracks reached Salina in June 1891. The Thistle & Manti RPO was extended 25.42 miles to end at Salina and renamed the Thistle & Salina RPO October 1, 1891. The total distance was 87.15 miles. No postmarks have been reported from the Thistle & Salina RPO. The RGW depot at Salina is shown in *figure 4*. The Salina depot could handle fifteen freight rail cars.

After the railroad reached Salina, cattle, sheep and wool were brought there from ranches to the south for shipment to outside markets.⁹ Construction of tracks farther south was halted because of a lack of funds.

Ogden & Salina RPO

The Thistle and Salina RPO was extended to start at Ogden, a total distance of 188.10 miles, and renamed

the Ogden & Salina RPO on June 2, 1892. The order making the change advises that the service between Thistle and Ogden is in addition to the Denver & Ogden RPO. An Ogden & Salina RPO postmark dated 1892 appears in *figure 5*.

Salt Lake City & Salina RPO

Service on the Ogden & Salina RPO was curtailed to begin at Salt Lake City, January 12, 1893, decreasing the distance by 36.40 miles, for a total run of 150.70 miles. The line was known as the Salt Lake City & Salina RPO. The order making this change advised that RPO service between Ogden and Salt Lake City would be performed by the Denver & Ogden RPO. Ogden & Thistle RPO markings are commonly found used after the change. *Figure 6* shows a Registered Package Receipt bearing an Ogden & Salina RPO

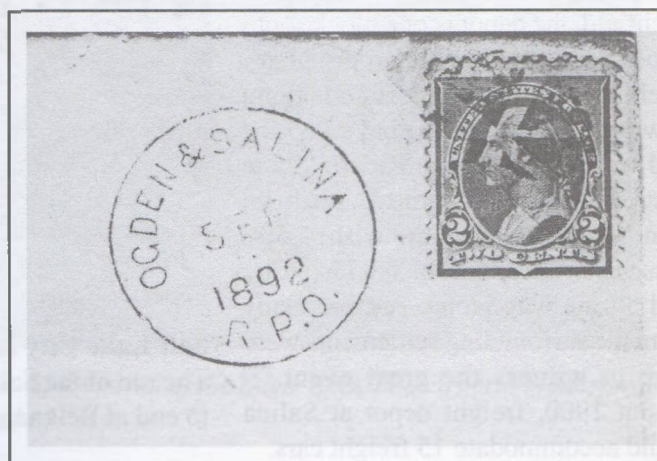


Figure 5 Ogden & Salina RPO pmk, 1892. (From the collection of La Mar Peterson.)

Page _____ REGISTERED PACKAGE RECEIPT. (1556.) A penalty of \$300 is fixed by law for using this Card for other than Official Business.

Post Office _____
Official _____

Receipt on other _____

Stamp of Dispatching Office _____
and date of Dispatch _____

Post Office at _____

Stamp of Receiving Office _____
and date of Return _____

rd by NEXT MAIL, without cover

SALT LAKE CITY & SALINA
JUL 16 1897
SOUTH
R.P.O.

SALT LAKE & SALINA Tr 5
Dec, 11 1896
Geo. A. Wake

5-1630

Figure 6 Postal markings applied by the Salt Lake City & Salina RPO (Tracing courtesy of the Mobile Post Office Society.)

postmark dated after the change with two other markings inserted: a tracing of a Salt Lake City & Salina RPO postmark (shown courtesy of the Mobile Post Office Society), and a clerk's handstamp from a facing slip for mail sorted on the Salt Lake City & Salina RPO. Construction was resumed, and the first train reached Richfield June 2, 1896, as shown in figure 7.

A contemporary account of the arrival said, "Now we have a railroad in Richfield, the depot is one block south of our house. It is making times pretty lively around here; this is something new but we are glad to have it. June 2nd was a great day in Richfield, the first passenger cars came in at fifteen minutes of four p. m. with 1,500 passengers aboard, from Salt Lake City and all the way along. A great many from the surrounding settlements were here to witness the great event."¹⁰ About 1900, freight depot at Salina could accommodate 15 freight cars.



Figure 7 First train arrives at Richfield. (Photo courtesy of Perry Special Collections, Lee Library, Brigham Young University.)

Salt Lake City & Belknap RPO

The run of the Salt Lake City & Salina RPO was extended 36.26 miles to end at Belknap Station effective January 11, 1897. The total run of



Figure 8 Salt Lake City & Belnap Station RPO markings. (From the collection of La Mar Peterson.)

the RPO was 188.90 miles. The RPO was designated the Salt Lake City & Belnap Station RPO.

There was no post office at Belnap, which was a gold mining area five miles north of Marysvale. *Figure 8* shows two different Salt Lake City & Belnap RPO postmarks. *Figure 1*, taken at Belnap, deserves a closer look. Engine 2 in the photograph was a narrow-gauge engine that was refitted as a standard gauge engine, as shown by its smaller size compared to the train cars behind it. *Figure 7* also shows Engine 2, after its arrival at Richfield.

Salt Lake City & Marysvale RPO

The tracks followed the Sevier River through winding Sevier Canyon. At one point, there was not room for both the tracks and the river, so a tunnel had to be dug. *Figure 9* shows the south portal of the Eagle Tunnel as it appears in 2011. The tunnel is 200 feet long and curves slightly. Wood cribbing reinforces the ceiling at both ends, and metal sheeting was added as a cinder guard. After the tunnel was completed, rails were extended toward Marysvale.

On November 17, 1900, the Salt Lake City & Belnap RPO was extended to

Marysvale, a total distance of 188.12 miles. The RPO was named the Salt Lake City & Marysvale RPO. *Figure 10* shows a Salt Lake City & Marysvale RPO postmark on a glassine envelope that contained a card with a visible address mailed during this period.



Figure 9 South portal of the Eagle Rock Tunnel, north of Marysvale, photographed 2011.

When the first train entered Marysvale September 9, 1900, the crowd that gathered to greet it is said to have scattered when James M. Bolitho, the engineer, blew the whistle and shouted, "Look out! I'm going to turn it around."

¹¹ Figure 11 shows a Railway Mail Service Schedule dated November 29, 1900, for the Salt Lake City & Marysvale RPO. There was one train a day in each direction with additional service between Salt Lake City & Springfield provided by the Salt Lake City & Silver City RPO.

The pointing hand at the left of the RPO name indicates that this is a changed schedule (It was formerly the Salt Lake City & Belknap RPO). The sign to the right of the RPO name indicates that the RPO could "catch" or pick up mail while the train was moving. Times in **bold type** are PM; others are AM. Schedule is shown through the courtesy of the Railway Mail Service Library.

Ogden & Marysvale RPO

The Maryland Branch would not be built beyond Marysvale, except for spur lines to mines and industries.

On December 2, 1914, orders in the *Postal Bulletin* extended RPO service in trains 511 and 512 of the Salt Lake City & Marysvale RPO 36.80 miles to Ogden, renamed it the Ogden & Marysvale RPO, and authorized RPO service in trains 8 and 9 between Thistle and Price as a short run of the Ogden & Marysvale RPO.

On December 22, the RPO service between Thistle and Price was made a short run of the Ogden and Grand Junction RPO, instead of the Marysvale & Ogden RPO.

The Ogden & Marysvale RPO lasted four and a half months. No Ogden & Marysvale RPO postmarks have been reported, but figure 12 shows a Salt Lake City & Marysvale RPO postmark dated during this period.

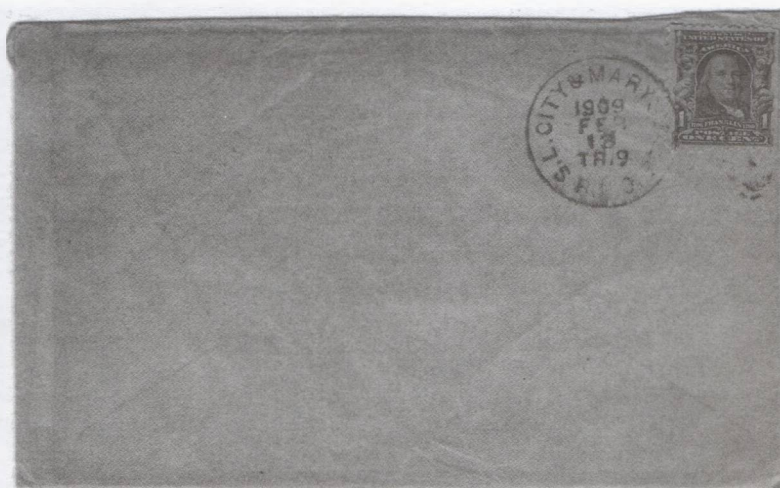



Figure 10 Salt Lake City & Marysvale RPO postmark, 1909. (Courtesy of Lloyd Shaw.)

SALT LAKE CITY & MARYSVALE R. P. O. 
(Rio Grande West'n Rwy., 198.12 m's.) (Ogden.)
Rt. 169002 part. Salt Laketo Thistle; 169014 Thistle to Belknap
Sta. (n.o.); 169021 Belknap Sta. (n.o.) to Marysvale.

Clerks.

Tinges, George P., Ward, John A., Cheney, Archie M.

		Nov. 12, 1900.			
	h8	a10		a9	k7
	5 00	7 50	L Salt Lake City, Utah..A	6 00	10 00
	5 20	8 10	West Jordan, Utah	5 37	9 36
	5 50	8 45	Lehi City, Utah.....	5 07	8 58
	5 56	8 52	American Fork, Utah..	5 01	8 52
	6 20	9 16	Provo City, Utah	4 36	8 25
	6 30	9 29	Springville, Utah	4 25	8 15
		9 34	Spanish Fork, Utah....	4 12	
Salt Lake C. & Silver City		9 55	{ Thistle, Utah. }	3 55	Salt Lake C. & Silver City
		10 10	{	3 45	
		12 21	Ephraim, Ut.....	1 32	
		12 45	{	1 10	
		a32	{ Manti, Utah..... }	a33	
	1 25		..	12 10	
	4 27		RICHFIELD, UTAH	9 25	
	6 15	A	Marysvale, Utah.... L	7 45	

Mountain Time.

Tr. 10 South.	From	Tr. 9 North.	From
a Bingham Canyon.	W. Jordan	a Return train 10. .	Manti
a Charleston, Ut....	Provo City	a S.L.C. & Uva. tr. 2	Lehi
a Heber, Utah	" "	a S. L. C. & S. C. tr. 8	"
a G'd Jet. & Og. tr. 6	Thistle	a Om. & Og. tr. 4....	Salt Lake
a Return train 9....	Manti	a Ogden, Utah.....	" "
a Chester, Utah.....	Spring City		

Figure 11 RMS train schedule for the Salt Lake City & Marysvale RPO (Courtesy of the Railway Mail Service Library.)

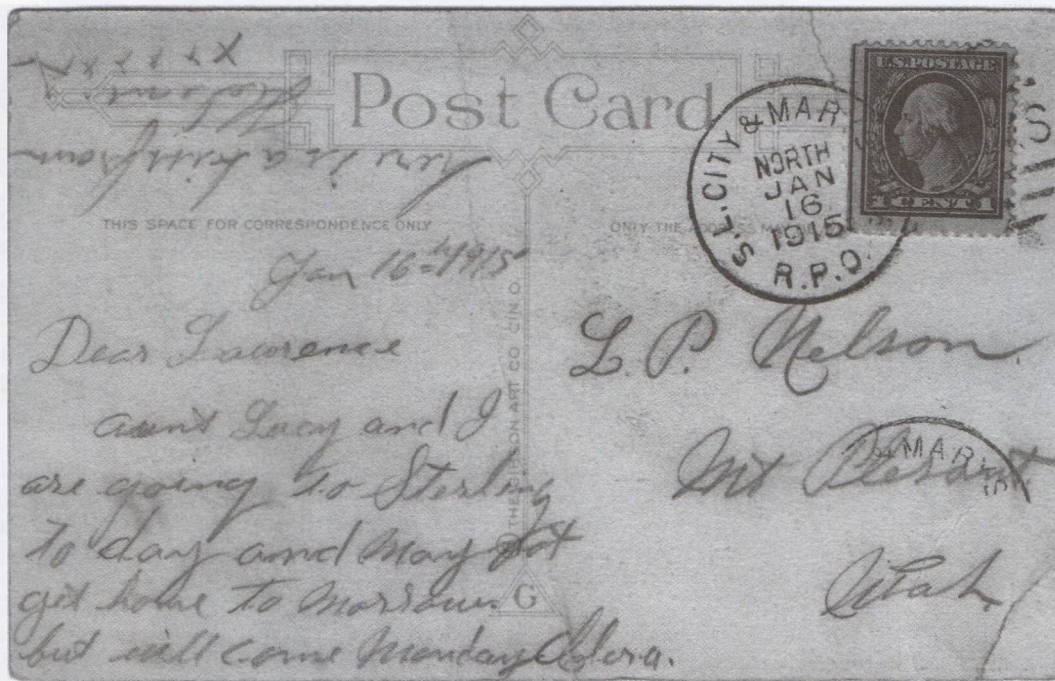


Figure 12
Salt Lake City & Marysvale RPO postmark used by the Ogden & Marysvale RPO.

Salt Lake City & Marysvale RPO

RPO service in trains 511 and 512 of the Ogden & Marysvale RPO was shortened 36.80 miles to begin at Salt Lake City April 23, 1915, and renamed the Salt Lake City & Marysvale RPO.

Figure 13 shows a Salt Lake City & Marysvale RPO postmark dated three months after the Salt Lake City & Marysvale RPO was reestablished.

Grand Canyon, Zion and Bryce National Parks gained national attention starting in the 1920s. Many tourists traveled to Marysvale by D&RGW trains where they were met by automobile touring companies. When the Utah Parks Company, owned by the Union Pacific Railroad, offered competition, the D&RGW changed its schedule to better accommodate tourists and added more comfortable rail cars. After the Zion Tunnel was completed in 1930, the Union Pacific was able to offer shorter routes by road to the parks, and tourist traffic declined on the Marysvale Branch.¹² Figure 14 shows the Zion Tunnel on the Zion-Mt. Carmel Highway as it appeared in the late 1920s.

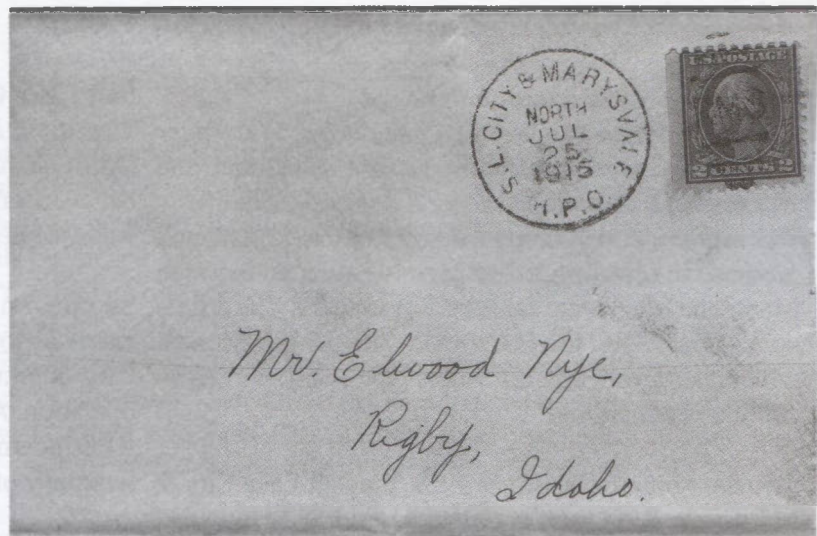


Figure 13 Salt Lake City & Marysvale postmark, 1915.

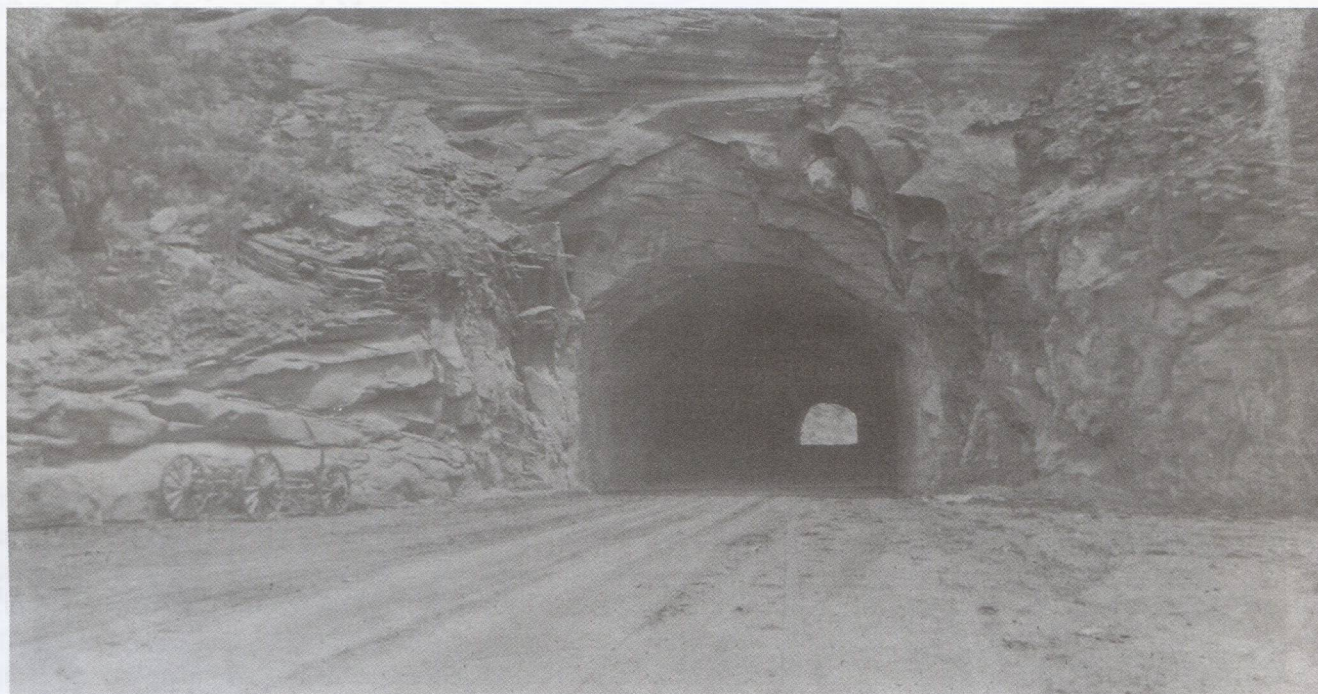


Figure 14 The Zion Tunnel on the Zion-Mt. Carmel Highway, late 1920s. (Photograph by Frederick J. Pack.)

Salt Lake City & Manti RPO

An article in the January 3, 1930, *Manti Messenger* reported that passenger train service between Manti and Marysvale had been replaced by Rio Grande Motor Way bus service. A temporary contract to carry mail was granted the Link Truck Company to haul mail between Manti and Marysvale January 2 to June 30. The article concludes, "After the last named date the government will make arrangements with responsible parties to continue the hauling."¹³

Two days before Christmas 1929, the Salt Lake City & Marysvale RPO was curtailed to end at Manti, and renamed the Salt Lake City & Manti RPO. A tracing of a Salt Lake City & Manti RPO postmark (shown courtesy of the Mobile Post Office Society) appears in *figure 15*.

Salt Lake City & Marysvale

The *Manti Messenger* reported in April 1930, that the D&RGW had made a proposal to operate a mail train between Salt Lake City and Marysvale.¹⁴ The proposal was accepted, and the train started running June 1, 1930.

Service on the Salt Lake City & Manti RPO was extended to Marysvale June 2, 1930, and the Salt Lake City & Marysvale RPO started its third period of operation. A tracing of a Salt Lake City & Marysvale RPO postmark dated 1935 is shown in *figure 16* (courtesy of the Mobile Post Office Society).

Thistle & Marysvale

The Salt Lake City & Marysvale RPO was curtailed to begin at Thistle January 28, 1935, and renamed the Thistle & Marysvale RPO. *Figure 17* shows a scan of a Thistle & Marysvale postmark (courtesy of the Mobile Post Office Society).

(All Courtesy of the Mobile Post Office Society.)



Fig 15 Tracing of Salt Lake City & Manti postmark.



Fig 16 Tracing of Salt Lake City & Marysvale RPO postmark, 1935.

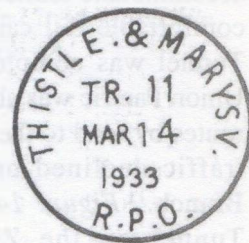


Fig 17 Tracing of Thistle & Marysvale RPO postmark.



Figure 18 Thistle & Kanab RPO postmark. (Courtesy of Lloyd Shaw.)

Thistle & Kanab RPO

The Post Office Department used star routes to transport mail by truck or other means between many post offices not served by trains. Star routes got their name when Congress ordered in 1845 that the mails be carried by contractors for the lowest bid to ensure “the due celerity, certainty and security of such transportation.”¹⁵ The bids were referred to as *celerity, certainty and security* bids, which postal clerks abbreviated with three asterisks or stars (***). These routes were called star routes.¹⁶

The Thistle & Marysville RPO was extended by means of a star route that reached from Marysville to Kanab. The star route extension was longer than the RPO run.¹⁷

The Thistle & Marysville RPO was renamed the Thistle & Kanab RPO November 6, 1937. *Figure 18* shows a Thistle & Kanab RPO postmark on an envelope that carried a Western Union “Social Message,” possibly a birthday greeting.

Salt Lake City & Kanab RPO

The Thistle & Kanab RPO was extended to begin at Salt Lake City September 30, 1939, and renamed the Salt Lake City & Kanab RPO. *Figure 19* shows a Salt Lake City & Kanab RPO postmark. The star route from Marysville to Kanab continued in use.

By 1947, passenger and freight revenues no longer covered operating expenses for the Marysville Branch,

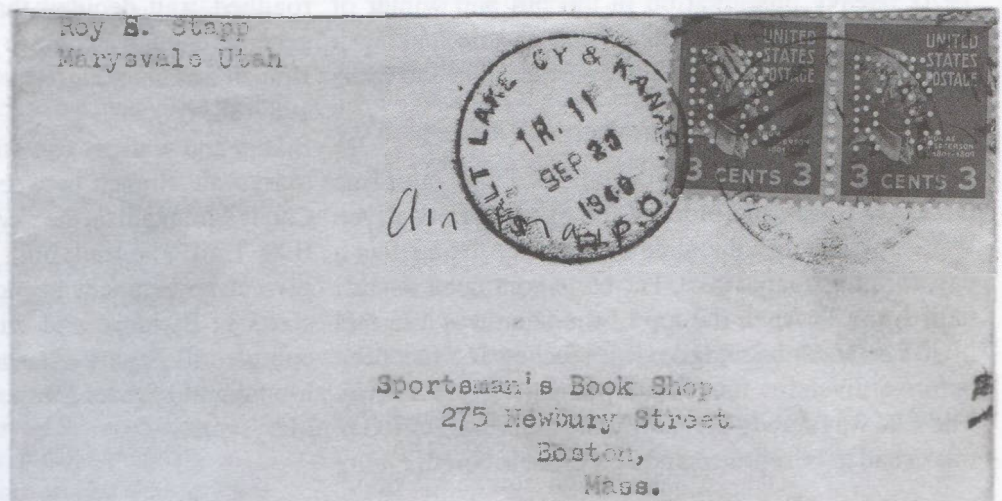


Figure 19 Salt Lake City & Kanab RPO postmark.



Figure 20 Enormous rock and mud slide that blocked canyon and destroyed Thistle, photographed 1985.

so the D&RGW requested permission from the Interstate Commerce Commission to discontinue passenger service. The request was granted in 1949, and the Salt Lake City & Kanab RPO was discontinued August 27, 1949. Non-passenger service continued to decline on the Marysvale Branch, but a number of industries as far south as Richfield relied on the railroad to transport their materials and products. Trains stopped running between Richfield and Marysvale in 1970.¹⁸ Heavy precipitation in the fall and winter of 1982-83 softened the earth around Thistle making it unstable. On April 13, 1983, the surface mud and rocks began to slide into the valley.

By April 16, the mudslide covered the mainline D&RGW tracks and blocked the Spanish Fork River. Water rose behind the slide at the rate of four feet a day, forming a large lake. The earth continued to slide until April 28 when the top of the slide was 173 feet high. The water behind the slide reached 165 feet deep before a diversion tunnel and pumps stopped its rise. The lake was slowly drained.¹⁹ The mainline D&RGW tracks had to be rerouted and new tunnels bored, *Figure*

20 shows the mountain that slid into the canyon and the new tunnels as they appeared in 1985.

The community of Thistle ceased to exist. Buildings were filled with mud or destroyed. Nearby Thistle Creek, which flooded because of heavy rains, washed out miles of tracks and roadbed for the Marysvale Branch, as shown in *figure 21*. D&RGW officials estimated that it would cost millions of dollars to restore the track and roadbed, and decided that the repairs would never generate enough income to pay for them. The Marysvale Branch was abandoned in 1983, and the rails pulled up 1987-88.

Bikers and walkers can still travel the roadbed of the Marysvale Branch between Sevier and the Big Rock Candy Mountain on the paved Candy Mountain Express Bike Trail. The trail, built through the cooperation of several government agencies and private enterprise, starts in Elsinore and will be 20 miles long when completed. *Figure 22* shows the Big Rock Candy Mountain in Sevier Canyon about four miles north of Marysvale.

To Be Continued



Figure 21 Bridge on Thistle Creek washed out by 1983 flood. (Courtesy of US Geological Survey.)



Figure 22 The Big Rock Candy Mountain, photographed 2011

End Notes

- ¹ George W. Hilton, *American Narrow Gauge Railroads*, p. 531.
- ² John F. Stover, *The Routledge Historical Atlas of the American Railroads*, p. 112.
- ³ Robert Athearn, *The Denver and Rio Grande Western Railroad*, p. 116.
- ⁴ Seevier Railway incorporation document at <http://utahrails.net/utah-rrs/utah-rrs-inc-6.php#904-4355>.
- ⁵ Athearn, pp. 194-95.
- ⁶ Athearn, pp. 240-241.
- ⁷ National Postal Museum: *Railway Mail Service* at <http://www.postalmuseum.si.edu/RMS/index.html>
- ⁸ *Postal Bulletin*, 5121, December 15, 1896.
- ⁹ Martha Sonntag Bradley, *A History of Kane County*, p. 165.
- ¹⁰ Kate B. Carter, comp., *Our Pioneer Heritage* (Salt Lake City: Daughters of Utah Pioneers, 1962) 5: 30, quoted in M. Guy Bishop, *A History of Sevier County*, p. 122.
- ¹¹ Merrill G. Utley, *The Ghosts of Gold Mountain: A History of the Gold Mountain Mining District Piute County, Utah*, p. 134, quoted in Linda King Newel, *A History of Piute County*, p. 196.
- ¹² Newel, pp. 249-250.
- ¹³ "Bus Service Operates As Per Schedule," January 3, 1930, p. 1, at Utah Classic Newspapers at <http://udn.lib.utah.edu/cdm4/document.php?CISOROOT=/mm2&CISOPTR=27299&CISOSHOW=27300>
- ¹⁴ "Changes Are Contemplated," *Manti Messenger*, April 25, 1930, p. 1 at Utah Classic Newspapers at <http://udn.lib.utah.edu/cdm4/document.php?CISOROOT=/mm2&CISOPTR=29147&CISOSHOW=29148>
- ¹⁵ USPS, "Star Routes."
- ¹⁶ Quoted in "Star Routes".
- ¹⁷ Bryant A. Long and William J. Dennis, *Mail By Rail*, p. 183.
- ¹⁸ Steven L. Carr & Robert W. Edwards, *Utah Ghost Rails*, p. 161.
- ¹⁹ Carr & Edwards, pp. 159-160.

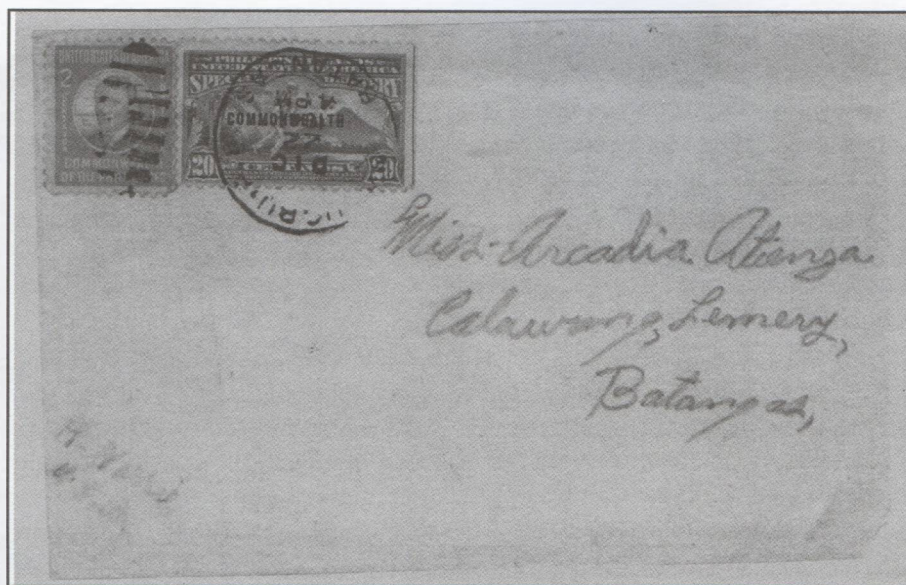


Figure 1 Cover postmarked Batangas Philippines on 22 December, 1941.

Love and War: Batangas, Philippine Islands December, 1941

By Michael Dattolico

Over the years, I have encountered various pieces of mail bearing a close resemblance to the featured cover. All were mailed from places in Batangas Province to addressees in that area. They rarely included a return address and all lacked contents. Some months ago, I found the featured cover in a box of miscellaneous documents at an antique mall in Springfield, Ohio. A friend saw it and asked if I was interested. Unlike the others, a letter was enclosed. I took it home and began to study it. This is the story.

On December 22, 1941, a special delivery letter was mailed at the Nasugbu post office to Miss Arcadia Atienza, a Filipina living at Calawang in western Batangas. It was received at the nearby Lemery post office on December 24, 1941. A brief letter written in Tagalog was enclosed. The cover's appearance is dingy and unremarkable. Although clearly addressed, there is smudged, barely legible writing on the cover's lower left corner. (*Figure 1*)

Nasugbu is located on the south coast of Manila Bay facing towards the South China Sea. On December 22, 1941, it was a crowded place bustling with artillerymen, engineers and newly mobilized Filipino reservists. Nasugbu was also the forward headquarters of General Vicente Lim's 41st Infantry Division (PA), part of General George Parker's South Luzon Force. (*Figure 2*)

Although Lim's division was not fully mobilized until December, the 41st Engineer Battalion had been on duty since September. The unit installed electrical and water facilities at Lipa,

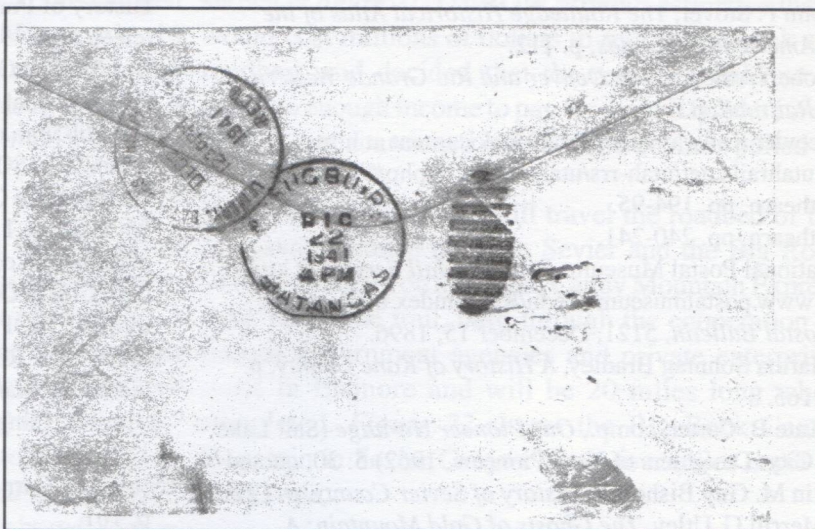


Figure 1A Back

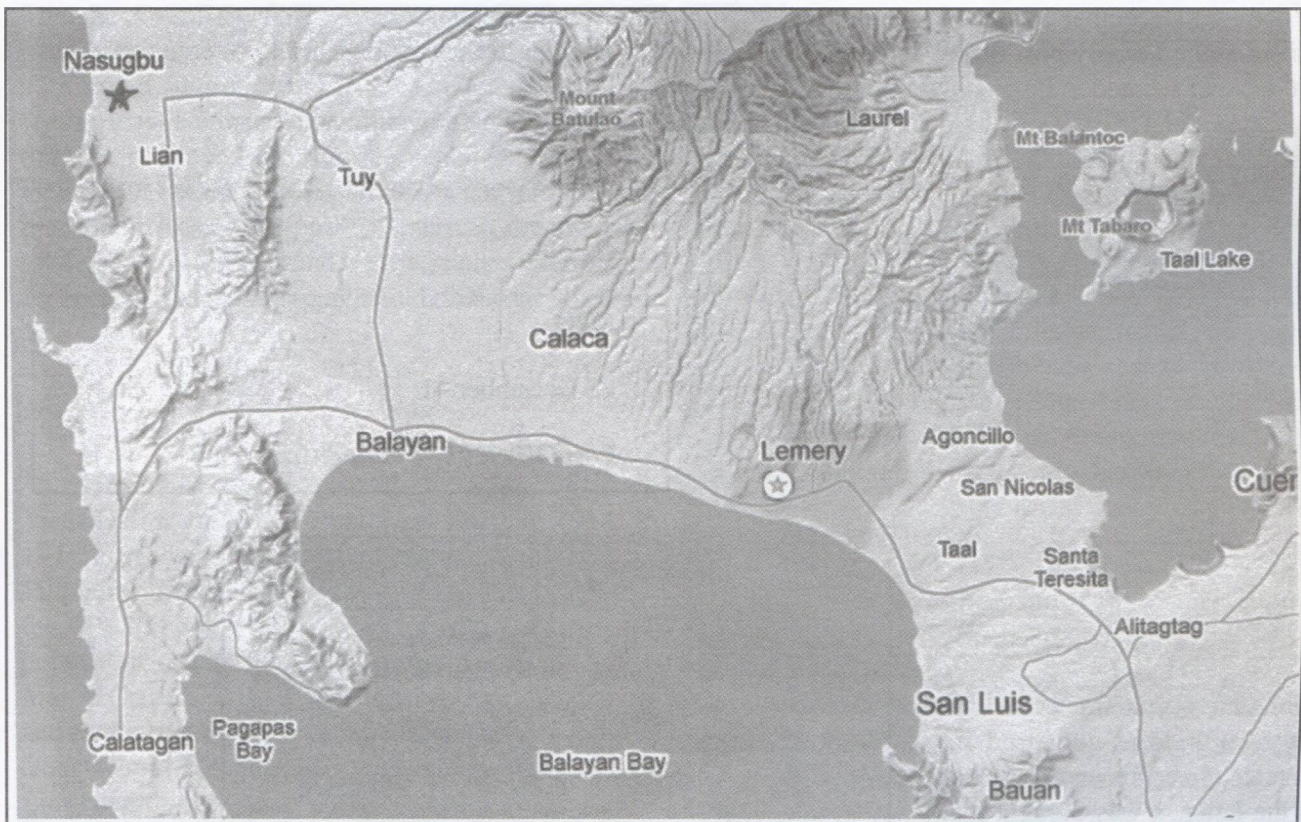


Figure 2. Partial map of Batangas Province. Nasugbu is shown at the upper left corner. Lemery can be seen on the coast of Balayan Bay near the center. The addressee's home, Calawang, is a kilometer west of Lemery.

Palico and Tagaysay City, mobilization sites for Philippine Army divisions. Since the Japanese attack on December 8th, however, the 41st engineers had moved to Nasugbu and the western Batangas coastline to prepare for a possible Japanese invasion.

On December 22nd, General Lim summoned the division engineer officer, Captain Rigoberto Atienza and his U.S. Army advisor to his headquarters. Rumors that the division was moving out had persisted for days. Yet the two officers were told to continue emplacing artillery at Nasugbu. News of the Japanese invasion at Lingayen Gulf reached Lim's command post that afternoon. (Figure 3).

At 4:30 pm on December 22nd, the special delivery letter was mailed from the Nasugbu post office.

On December 24, 1941, rumors became reality. General Lim's soldiers departed on 80 U.S. Army trucks brought by Major George Barnett, the South Luzon Force transportation officer. Their destination was Bataan. News of the Japanese landings at Lamon Bay was received. The 41st Division moved into fighting positions on Bataan just days ahead of the advancing Japanese. The division fought from January 1942 until Bataan's surrender on April 9th.



Figure 3. Official photo of Rigoberto Atienza taken during the early 1960s. When the special delivery letter was mailed, Atienza was the 41st Division engineer and commander of the 41st Engineer Battalion.

At noon on December 24th, the special delivery letter arrived at the Lemery post office. Initially, one aspect of the cover seemed to be an obvious connection. The addressee and 41st division engineer were both named Atienza, causing speculation that he wrote the letter. But genealogical records indicate they were not related, and there is no proof that they even knew each other.

While the envelope was clearly addressed, the writing on the cover's lower-left corner was almost illegible. Eventually, it was revealed to be "H. Harris, U.S. Army". Records indicate that Captain Henry Harris was a U.S. Army engineer assigned as advisor to the 41st Division. Harris had joined the 41st Engineer Battalion during the summer of 1941.

Questions arose about why Harris's name appeared on the envelope. The only conclusions were that either he wrote the letter, or he had censored its contents. Since his name was not on the letter, it was thought that Harris checked it for security. Mail was being censored in the Philippines since December 16th, but some confusion may have existed regarding what kind of mail required censoring. Should this letter have been censored? Probably not. It was mailed from a civilian post office and was not leaving the country. Since "censored" does not appear on the envelope, Harris may have been required to sign mail as a matter of unit policy.

What was important enough to rate special delivery, and who wrote the letter were nagging questions. A translation of the contents was needed. Dr. Corazon Munoz, a professor at Capital University, graciously assisted. Born in Manila, Dr. Munoz has lived in the United States nearly 40 years. She served as a U.S. Army officer during the Persian Gulf War. Besides teaching, Dr. Munoz is director of the Philippine-American Society of Central Ohio.

After reading the note she exclaimed, "This letter was written to someone close." The translated text is shown here and provides some answers to this puzzle. (Figure 5).

Darling

I am leaving now. I think about you a lot.

Do not worry about me. Do not cry for me.

Be safe.

Mata

22 December 41

Post Office #17

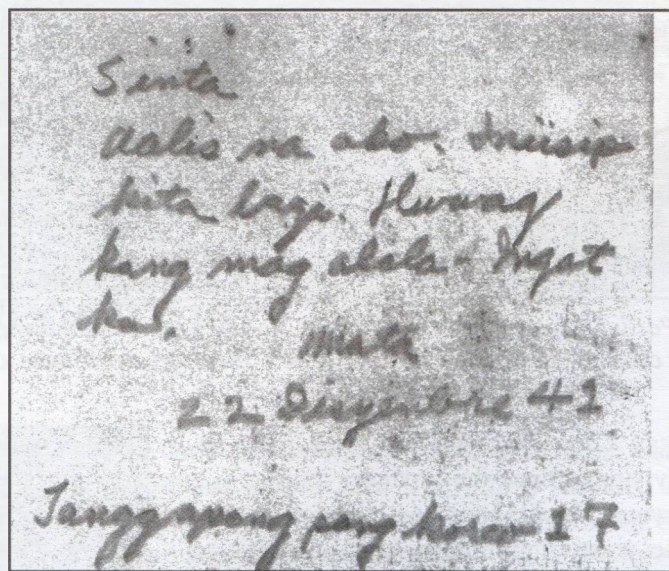


Figure 4. Letter (cropped) written by Lieutenant Mata, the 41st Engineer Battalion surgeon. The last line on the letter is translated as "Post Office 17".

The word "Mata" explains who wrote the letter. He was Doctor (Lt.) Mata, the 41st Engineer Battalion surgeon. How he came to know the addressee is uncertain. He may have been a local doctor before mobilization, and Arcadia Atienza was his patient. But the wording of the letter suggests something more personal. Dr. Mata sent it special delivery to let her know he was leaving.

The most significant detail of this mail is the notation, 'Post Office #17'. That it appears on a letter dated December 22, 1941, in an envelope bearing a Nasugbu postmark with the same date, strongly supports the theory that APO 17 was located at Nasugbu. It is especially unique because the number appears on mail sent during the early war period that was not leaving the Philippines.

That the post office number was included on the letter may reflect how soldiers, particularly Filipino troops, anticipated future events in December, 1941. Their feeling may have been that the trek to Bataan was not a permanent move, and they expected to return. By including a return address, Dr. Mata seemed to share that notion. No one, Filipino or American, dreamed that total chaos would descend on the Islands even as the Japanese tightened its stranglehold on the archipelago.

Epilogue

Vicente Lim graduated from West Point in 1914. In 1941, Brigadier-General Lim became the top-ranking Filipino under General MacArthur. Given command of the 41st Philippine Division, he was tasked with the defense of southern Luzon. Lim survived the Death March. On June 6, 1942, he was paroled by the Japanese and entered the Philippines General Hospital to recover from wounds. Healing faster than the Japanese realized, Lim covertly moved to and from his hospital bed to lead guerrilla forces on Luzon. In 1944 he was ordered to join MacArthur in Australia. Lim was recaptured and beheaded on December 31, 1944.

Rigoberto Atienza surrendered on Bataan, survived the Death March and was released by the Japanese in July 1942. He joined Vicente Lim and the ROTC-Hunter guerrilla group operating in Batangas. After Lim's execution, Atienza became chief of operations of the Batangas guerrillas. They were part of Filipino forces that met the U.S. airborne units in 1945. Atienza remained in the Philippine Army after the war. He was appointed Chief of Staff, Philippine Army in 1964 and died in 1966.

Henry Harris graduated from the Colorado School of Mines and married his college sweetheart during the late 1930s. His wife gave birth to twins – Cynthia and Henry Jr. before going to the Philippines. Henry went to Luzon as a civilian engineer but was commissioned an Army engineer prior to the war. Tragically, his wife died in a car accident near Baguio, and their children were raised by a grandmother in Colorado. Originally assigned to the 14th Engineer Battalion (PS), Harris was transferred to the 41st Engineer Battalion (PA) in the summer of 1941. Harris survived the Death March. In October 1944, he boarded the Arisan Maru for transport to Japan. He died when the prison ship was sunk by a U.S. submarine near Formosa.



Figure 5. Photo of Henry Harris and wife. Courtesy of Joseph A. Vater, past commander of the American Defenders of Bataan & Corregidor Association. Vater himself was assigned to an engineer battalion and was a prisoner of war.

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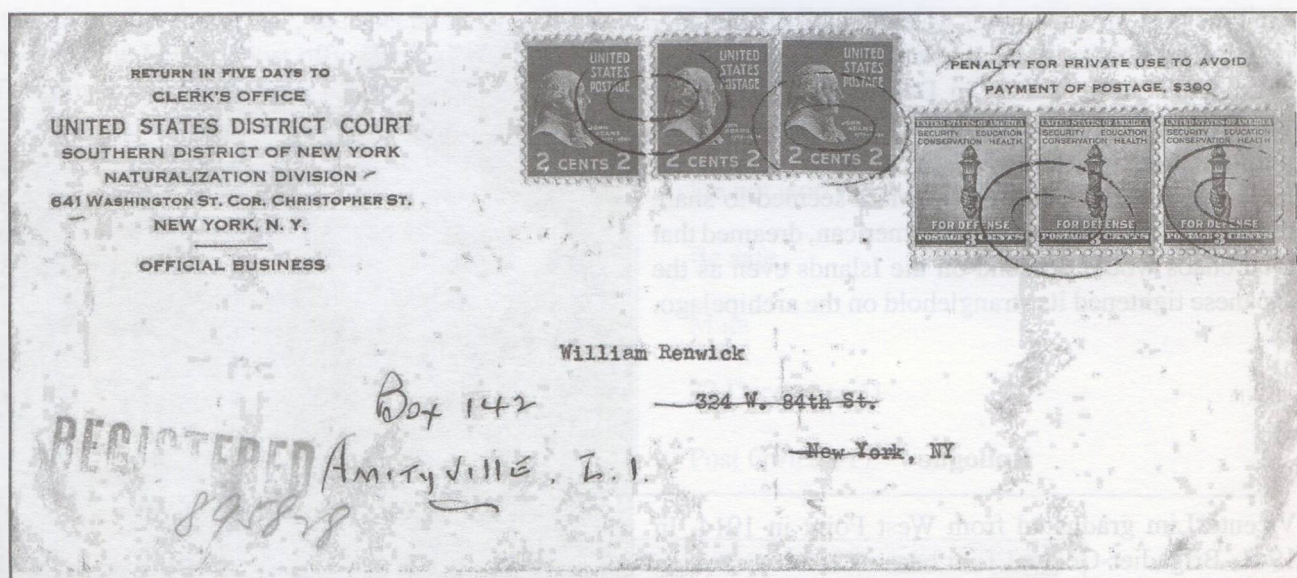


Figure 1 Registered mail from the INS was forwarded from NY to RI in December 1942.

Redirected Mail during World War II

By Richard D. Martorelli

In the best of times, people move around. Since 1947, the Census Bureau has been tracking geographical mobility in the US, comparing place of residence at the time of the March survey and place of residence one year earlier. When they started collecting data, on average one in five Americans moved every year. The latest data in 2009 and 2010 show record post-war lows of one in eight moving. The US Census Bureau cites the nationwide slump in housing and jobs as the primary reasons why fewer Americans are currently moving. The US Postal Service continually updates its database of addresses, primarily through the change of address cards filed by consumers. As any major business that uses the mails, for example a charity fundraiser, can tell you, it is a lot of work to keep current and not “lose” people. This article is intended to be a brief overview of some of the trials and tribulations of redirected mail during WWII.

During WWI, 15 million civilian Americans changed their county of residence and another 16 million more who served in the armed forces moved to and from military bases in the US and abroad. Civilian migration was strong from rural to urban areas, especially to war-production centers around the country as people moved to where they could find employment. The USPOD rules at this time (and essentially still in effect) provided for the free forwarding of first class mail at the request of the recipient. This applied equally to mail for which the POD had a new address on file as well as mail that was delivered to an old address and “promptly returned to the post office” with a forwarding address. *Figure 1* is a registered mail cover from the Naturalization Division of the Immigration and Naturalization Service, Department of Justice to a civilian. One of its primary

missions was to regulate permanent and temporary immigration to the United States, and oversee legal permanent residence status, nonimmigrant status (e.g., tourists or students), and naturalization. In June 1940, Congress passed the Alien Registration Act of 1940 (aka the Smith Act), which made it illegal for anyone in the United States to advocate, help, or even teach about the desirability of overthrowing the government. The law also required all alien residents in the United States over 14 years of age to register with the INS.

Within four months, a total of 4.7 million immigrants went to their local post office to register. Everyone over the age of fourteen years was fingerprinted, and given an Alien Registration Number, or A-number. The INS was made responsible for the tracking and issuing of the Alien Registration Receipt Card. This card was sent to the individual, who was required to carry it at all times, and reregister once a year. Of course, if any of these alien immigrants wanted to apply to become

naturalized citizens, they could do so, but under the Immigration Act of 1924, quotas were established and opportunities to become naturalized were limited. Maybe the addressee of this correspondence was one of the lucky ones, and perhaps this registered envelope contained his naturalization certificate.

July 1, 1942 and was the point where mail was received from the US, separated and routed to the APOs in the European Theater. By October 1942 the US Army built a new sorting hall which included offices, areas for parcels, letters, and special delivery. The 1st BPO also included the Control Section, which was the directory

For the millions of men and women in the military service, there were many changes of residence, starting with induction, basic training, advanced training and final service assignment. In all of this, the military worked hard to keep track of who was where in order to know strength and location of military units but also for the ongoing morale of the servicemen in order to keep receiving mail and packages from home. *Figure 2* shows a USPOD change of address card filled out by a soldier for what was likely his hometown newspaper. The serviceman, in April 1944, had received orders transferring his unit from Hawaii to Tarawa to take place in the next step of the island-hopping campaign across the Central Pacific Area of Admiral Spruance.

As part of the effort to prepare for increased growth in the military, senior leaders developed new ways of record keeping. In the Army, the Personnel Accounting System intended on relying on its field unit, Machine Record Units, Mobile, to handle all of the work needed for personnel management and record keeping. The manual Daily Morning Report was the document of origin, and from it, data was entered onto multiple IBM punch cards, both for individuals and units or installations. These cards were used to generate up-to-date reports for commanders providing status of forces, troops with specific skills, (ex-foreign language speakers) and casualty information. An attempt was made to use this system as a replacement for a manual card-based directory locator system for postal purposes, but the timing to receive and process an update was measured in weeks in a state-side trial. The machine-prepared punch cards were larger (approx. 3" by 7" compared to the standard 3" by 5") making it more difficult to file, and contained much more information than needed to locate an individual serviceman at an APO.

For the European Theater, the main postal hub was created at Sutton Coldfield, UK, with the establishment of the 1st Base Post Office. This started operations on

section maintain and updated the index-card locator file for every US serviceman in Europe. The files in the directory service were changed from day to day as soldiers were transferred to different destinations or to hospitals if they were injured. In April, 1944, the first large contingent of WACs reported for duty with Services of Supply units. Large numbers of WACs were assigned to 1st Base Post Office and at peak times, such as Christmas and the run up to D-Day there were up to 800 enlisted men and 300 local women working shifts at the sorting office, as well as up to 500 German prisoners of war. Once the Allies captured Paris, that took over as the main postal depot for the American front line and staffing at Sutton Coldfield was reduced. It became the holding depot for all post for dead or missing American servicemen which would be returned to families.

The 6888th Central Postal Directory Bn., the first Negro WACs to be sent overseas, was assigned to the First Base Post Office in February, 1945. The unit broke all records for re-directing mail. Each of the two eight-hour shifts averaged more than 65,000 pieces of mail. Long-delayed letters and packages reached battle casualties who had been moving too frequently for mail to catch up with them. *Figure 3* shows redirection of mail within the Army Postal Service for both an intra-US domestic base reassignment for training and an overseas assignment to a combat unit. As frequently seen with redirected military mail from this period, the lower cover also has a backstamped machine marking

Figure 2 This USPOD form for a change of address was a key part in keeping the mail moving as people moved around the world.



Figure 3 These covers show redirection to military locations both within the CONUS and overseas.

of the Control Section. It was mailed by an infantry officer near St. Lo, France, to the United States, where it was redirected to the 1st BPO and then on to the addressee in an armored division on the Brittany Peninsula near Lorient. In all, the letter traveled almost 20,000 miles even though the sender and addressee were only about 500 miles apart.

There were a few limitations on the forwarding of mail. All first class mail and airmail addressed to servicemen were redirected within the US and overseas. In the cases where postage due was collectible at an overseas location, it was waived by the US POD for several reasons. First, from a business point of view, the expense of collecting 3c or 6c postage due from a military location in the middle of Europe or the Pacific Ocean would have been far greater than the

actual revenue received. From a morale point of view, it was a way to keep the mail moving and to not burden the soldiers with having to deal with such a small problem in the middle of fighting a war. One of the few restrictions on forwarding was applied to third class mail. As with first class mail, items such as that in figure 4 were forwarded within the continental United States at no charge. Because of increasing transportation demands for personnel and war materials, the POD stopped forwarding third class mail overseas to military addresses. The figure 4 cover was originally mailed in early December 1944, forwarded from Virginia to California, arriving there in January 1945. The USMC addressee had been reassigned to the 13th Marine Regiment (Artillery), and was on his way to the invasion of Iwo Jima. The envelope (from size and shape probably containing a calendar) was returned to the sender and charged 1 ½ cents postage due for the return of a third class mail item.

Sometimes, in the movement of people around the world,

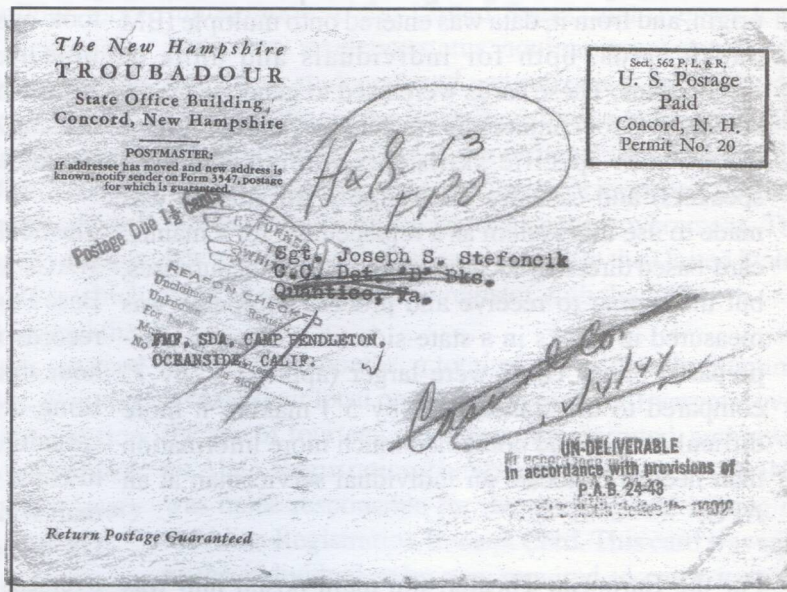


Figure 4 Missing a Marine on his way to Iwo Jima, this third class letter was returned to sender.

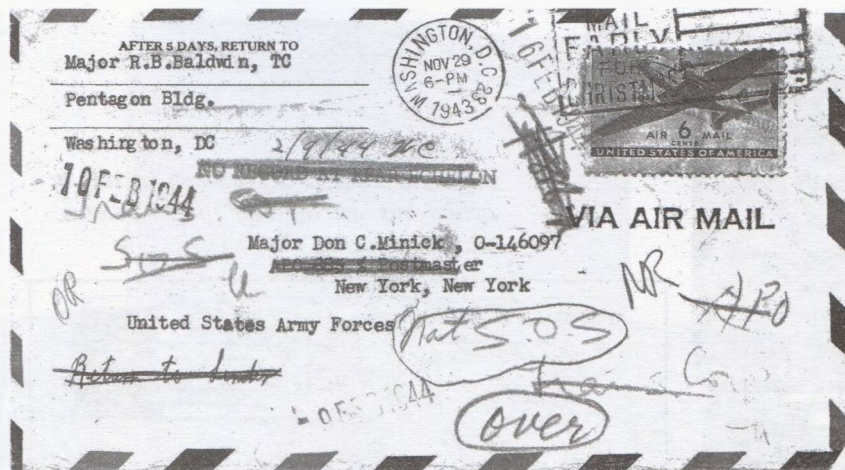


Figure 5 No one in the military postal system could find this “Missing Major”

correspondence and records were not able to keep up with the actual movement of people. Such is the case of the “Missing Major” in figure 5. This cover was mailed from the Pentagon in November 1943 to an officer believed by the sender to be in the CBI Theater in New Delhi, India. After trying considering a number of alternatives, included the Service of Supply and Transportation Corps units in the area, as well as searching other units located in the Karachi area, the postal units were unable to find this officer. After searching for three months, the letter was returned to the sender in Washington, DC.

In the TV show M*A*S*H, “Hawkeye” Pierce makes the observation, “There are two rules of war. Rule number one is that young men die. Rule number two is that doctors can’t change rule number one.” While a moving statement against the futility of war, and true

in the sense that no one can reverse death, it does not present the full picture. In WWII, there were approximately 235,000 deaths and another 701,000 injuries out of the 15 million uniformed personnel. That is a death rate of c.1.5% and a total casualty rate of c. 6.25%. Therefore, for an injured soldier, the overall chance of survival was about 75%. Medical personnel moved quickly to treat, stabilize and transport wounded out of the battle area, and to the appropriate level of care. When this happened, notification, usually by telegram, would go the family or friends identified by the soldier as the “in case of emergency” contact. In the telegram shown in figure 6, Adjutant General’s office directs that mail be sent in care of APO 640, 1st Base Post Office,

which had the central locator for the ETO. Mail already in the military postal system was routed from the local unit back to the Casualty Section at the Corps or Army level, where it would be redirected to the hospitalized serviceman. Directory service for hospitals was an ongoing problem as patients would move between and within hospitals frequently, sometimes only staying for a couple of days. Because of this, military postal officials estimated that up to half of a hospital’s incoming mail had to have directory service.

Sometimes this took months, as shown in figure 7.

A soldier’s original address was the 90th Infantry Division, which landed in Normandy on D+4. After being wounded and hospitalized in August 1944, he was unable to be located by the 1st BPO. The soldier’s mail was held, and notations indicate that records were searched several times from September 1944 until March 1945. At that point, he was finally found to have been transferred the 30th Infantry Division in Belgium, where he finally received this letter.

The other cover shown was sent to a soldier already in hospital in England in November 1944. As a result of his wounds, and the expected length of his recovery, the soldier was sent back to the US in December. After searching thru the NY Port of Embarkation directory, the forwarded mail was directed to the serviceman at

CLASS OF SERVICE DESIRED TELEGRAM _____ CABLE _____ DAY _____ ORDINARY _____ LETTER _____ DEFERRED _____ SPECIAL _____ NIGHT LETTER _____ OVERNIGHT TELEGRAM _____ TELEPHONE _____ TELETYPE _____		1207 WESTERN UNION A. N. WILLIAMS NEWCOMB CARLTON PRESIDENT CHAIRMAN OF THE BOARD J. C. WILLEVER VICE PRESIDENT		CHECK ACCOUNT INFORMATION TIME FILED
Send the following telegram, subject to the terms on back hereof, which are hereby agreed to				
To		333 PM 10/26/ 1944		
Care of or Apt. No.		WM NI 55 Gov't		
Street and No.		WUX Washington, D.C.		
Place				
Regret to inform you, your friend was seriously wounded in action in Holland, on the seventh of October. Until new address is received address mail for him, quote, Private First Class Paul Zebert, serial number (Hospitalized) Central Postal Directory, A.P.O. 640, c/o Postmaster, New York, N.Y., unquote. You will be advised as reports of condition are received.				
WANT A REPLY? "Answer by WESTERN UNION" or similar phrases may be included without charge.		J.A. Ullo, Adjutant General 307 PM		
Sender's address		Sender's telephone		

Figure 6 While informing next of kin or friends of an injury, the AG's Office also provided mailing information.

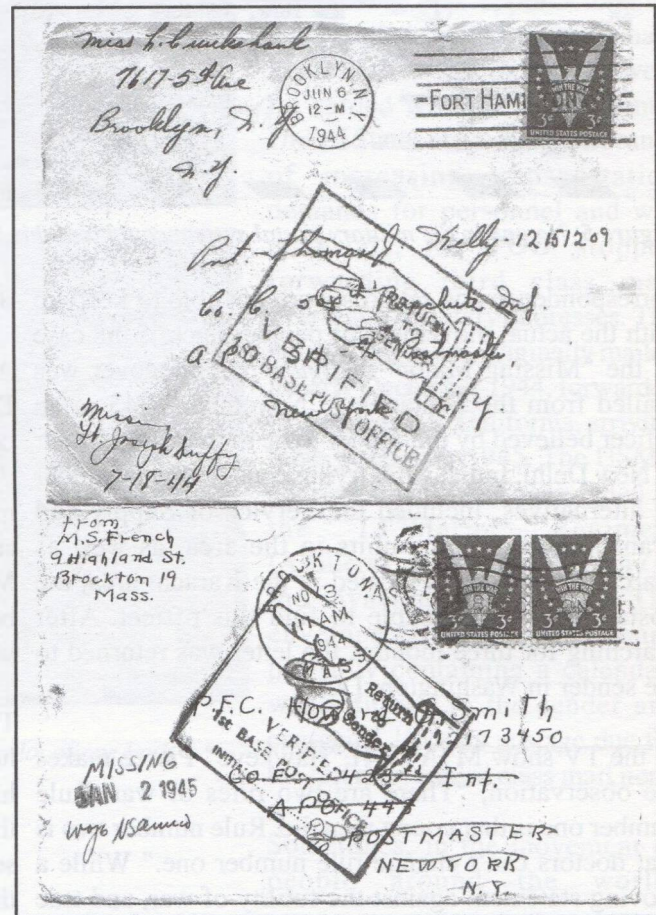


Figure 7 All possible effort was made to get mail delivered to the soldier, even when hospitalized or moved out of the combat zone.

his final stop at Lowell General Hospital, about 25 miles away from where the letter was originally mailed.

Not all redirected mail was returned with such clear-cut conclusions. The envelopes in figure 8 were all returned because the addressed soldier had become missing in action. The top cover was to an 82nd Airborne paratrooper captured in the D-Day jump. The bottom cover was to a 106th Infantry Division soldier captured who had been in the front line only five days when the Germans made the opening attack of the Battle of the Bulge, and he was captured. Preliminary research indicates that both of these men survived their capture and POW term, and returned to the US at the end of the war with Germany. Lastly, there were about 235,000 servicemen and women who did not return. In these cases, per figure 9, the postal treatment was the same as those soldiers missing in action, but with a clearer, harder and more definite result. These two heroes died in the invasion of Italy and France, thousands of miles apart, but for the same reason—the defense of freedom and the defeat of oppression. Allowing for time of mailing, the identification of the serviceman as missing or deceased, and a wait for official communication of

Figure 8 Mail for servicemen missing in action was held until the soldier's status was confirmed.



status to the families, these covers were held between 4 and 10 weeks before being returned to the sender. The Four Horsemen of the Apocalypse certainly rode throughout the world during World War II. At the same time, chaokampf (German for "struggle against chaos") played out in the form of Saint George (England) against the Dragon (Nazi Germany) with a struggle of the world against a step backward into a formless void state of fascism. In its small way, the military postal service rescued small bits of people—their thoughts, hopes and dreams written in letter—from falling into that dark void of chaos, and set them on the path to light and fulfillment of their purpose.

Note: The Editor wishes to thank Richard Martorelli for researching and preparing this article based solely on a collection of illustrations that R. W. Helbock had placed in a computer file for this volume of La Posta. Very well done indeed, Richard.



Figure 9 Mail for those killed in service was treated respectfully, and forwarded back to the sender after official communications had given the news.

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CROSBY	Houston	AL	1886 - 1934	
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CROSBY	Caddo	OK	1902 - 1902	
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CROSBYVILLE	Fairfield	SC	1833 - 1906	
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Figure 1 A nearly perfect strike, and the earliest recorded to date, Nov 9, 1844, for the blue 'D' at 12 o'clock type dial, used through 1848. The 25 cent rate carried it to lawyer Strohm in Ohio, with doleful commentary on the loss of the Whigs in the General Election a few days before.

The Election that Changed History Whigs vs Democrats, 1844

By Tom Clarke

We need an introduction that overshadows the basic message of two wonderful letters from the significant year, 1844. They speak of momentous decisions Americans were making that altered the routine course of our history, and which rattled our cage to the degree that civil war would be the result.

Today we have a debt crisis, overseas struggles, and a population divided of ideology like we haven't seen for a century or more. They had that in spades in the 1840's, in a growing nation not certain of its course. The great ideas thrown back and forth, of freedom, war, national growth, the spreading of American ideals (and the reaping of treasure) were all there, along with hatred toward religious, ethnic and national groups. Sounds like today's papers, but this is the 1840's.

A small point to many but maybe not so small is our adaptation to modern technology versus traditional methods that have made us great, whether we are on the slide down history's chute of greatness, and whether we can survive long as an educated, ethical, creative leader in the world. Let's start there.

Cincinnati's WKRP Local 10, on June 30, 2011, presented a news item, 'Indiana Ends Requirement To Teach Cursive Writing':

...Elegant maybe, but in Indiana schools, cursive writing is headed the way of the ink well and the chalkboard. The flowing handwriting, often called "long hand" or "script" will no longer be required learning in Indiana's public schools. Instead, students will focus more on typing.

.... "In the old days, handwriting was so beautiful that it was a lovely expression from one heart to another. And I think it's still that today, but I think we're losing some of that through the mechanism of computers."

..."I think handwriting puts an understanding and an emotional quality to a story that you're not going to get on a keyboard."

... I think most people agree there are some sentiments that are best handwritten....

Indiana may be at the tip of a much larger trend. Some schools in New York State have already dropped cursive from their classes. The new [national] Common Core Standards for English do not require schools to teach cursive writing....[and] Forty-one states have already adopted the Core Curriculum.

Could this foreshadow the death of Postal History collecting? Some students today are already confounded by replicas of The Declaration and Lincoln's Gettysburg Address. What of an early cover's address, not to mention the content, something many of today's collectors fully appreciate? In future, people won't collect things they don't understand.

Facebook, 'tweets', thumb-numbing 'texting', not to mention eMails require minimal language skills. But brevity is the cry of our times. Some say even eMail is a doomed contact method because they're too long! Writers—a word on its way out?

It is fairly commonly known today that kids' (and many young adults') attention spans are shorter than past generations'. Knowledge of and ability to write, the plodding mental process that underlies it, requires maximum creative and interpretive ability. Without it, will great and even small ideas, comprehensive understanding, delicate shades of meaning, even great wit, inevitably fade?

Consider politicians today, our lives truly in their hands, who speak in 30-second sound bites? Dare we wonder where we'll be by 2040?

Fortunate are we who appreciate written material. Across the two centuries, since education for (almost) all has existed, Americans and others have been able to apply "understanding and an emotional quality" in their letters. Mandated computer use in schools and the death of cursive, may result in a culture where we are no longer able to convey "lovely expression from one heart to another," or "adequately express sentiment."

In the two letters under discussion here, despite some out of date metaphors and jargon that has fallen into disuse, we can still appreciate the attitudes and frustrations of the writers, regardless of topic. We can recognize in the writers something of ourselves.

Only young people?

The letters under discussion concern presidential politics and policies, not much different than those of today, except 167 years. Written at home or in an office,

on a rough or crafted table, by daylight or flickering candle, the writers were not distracted by every electronic device one can imagine. There was no din of crowded humanity in the street or next room, no cacophony via earplugs, speakers, or cell phone rings. They could be alone with their thoughts. Their thoughtful sincerity demands a hearing.

Given the power of reflective, focused thought (as when one writes—without distraction), the WKRP article suggests America may soon be producing somewhat educated illiterates. A shocking insight, if true. Surely, one's leaders would not stray so far as to be enablers of superficial scholarship and mindless expression? Well,

...

President Obama recently took the limelight as the first President to hold a public 'Twitter' press conference. The topics were the current crop of controversial topics such as the looming US debt ceiling, the future of Medicare, Social Security, jobs, housing problems, etc. As the July 7, 2011, Los Angeles Times put it:

President Obama's Twitter town hall from the White House elicits nearly 170,000 questions and comments. One reply, from House Speaker John A. Boehner (R-Ohio), was a question about jobs

There was a lot of interest, particularly from young people who have readily adopted the 140-character limitation of 'tweets' as their own. Fortunately, the President realized that respectable responses required greater depth, so he verbalized his into a microphone. How long before future presidents are content to answer in the same 140 characters?

Two letters

The two letters described here are postal history-old, October and November, 1844, to be exact, and the direct opposite of 140-character simplicity. By present standards, the language is in places quaint, even difficult. However, the fact that they were handwritten, tells us their words were considered, and thorough when pen met paper. Agree or disagree, we must appreciate their earnestness and their mentally astute and heart-felt views.

The letters were written at a significant time: the run up to and just following the critical 1844 election, called by some the most crucial election in our history. The names of the writers and recipients are mostly

O.D. O no! you slip from Boston - my respects to Mr. Smith
 but as I am clearing my land our files up to the most dangerous before should push as friends from

On compliance with your request I now sit down to write you a few lines & promise they will be very few for I feel totally unfit for business pleasure or any thing else. To have written you I fondly anticipated a pleasing task and have postponed it from day to day, & never doubting my ability to assure you N York had gone for Clay but this afternoon's boat brings the disastrous intelligence that "like the dog she has returned to her vomit" yes corruption & ignorance & foreign influence have triumphed. I feel so mortified I cannot give utterance to my feelings & in each ^{of these} countenances almost the same gloom is depicted as when lamented & Garrison exposed - and is it surprising that it should be so? Here we ^{have} general all up - We have lost duped stupid Penn? and Virginia is as good as gone

We have never expected her and nothing short of a miracle can put her among the sensible & redeemed.
 The excitement & anxiety to hear from our interior countries I thought immense but it was nothing as evinced to hear from New York. Last night at 11 I think 10,000 must have been collected & waiting for the New Yk boat & there were at least 10000 disappointed men for she brought no news at all.
 Our defeat is attributable to the d-d abolitionists who can now take to themselves the credit of perpetuating slavery and I hope the stigma may rest upon them "while life & immortality exist". The union of Natives & whigs I think did us great injury abroad - but from this time I am an open & avowed Native-uncompromising in my hatred at least to any thing Irish - When I write again I will not be so brief - but I feel to sick to say more. Write me as soon as you receive this since the first day of election I have daily sent you a slip - did you receive them?
 Yours very sincerely I M Buck

Figure 2 A tightly written letter to an old friend (?) lamenting Clay's close-fought loss to Polk, who goes on to win all remaining territory that will become the 'Lower 48'.

(Entirely Confidential)

Philad^a October 2. 1849

My Dear Thomson

I have received yours of this morning and am much gratified, because this afternoon I have shown by Mr. Pugh a letter to him (Confidentially from Mr. Miller of the French Consulate, which is some days old having come in the P. Office. The material part of what I wish you to be informed, is the desponding tone in which he speaks of your prospects and that of the Legislature. He thinks little will be left. He speaks of backsliding in New Brunswick. He includes our Burlington. Mr. Pugh thinks he is mistaken as to Burlington, because his own knowledge leads him to a different opinion.

I wish you to know the facts of this desponding, that you may guard against it. Mr. Pugh does not know that I have written this letter, and it would be well not to mention your information as its source but to act upon it nevertheless and have it concealed. This extended may be for a time or so.

Delaware is gone as we should have felt its storm and I think we should feel Maryland to do so also altho' I have calculations to the contrary. We are all found in this State. I think Polk & Dallas all safe. All the intelligence concurs in this. We had a monstrous meeting last night when like unto a promiscuous 9 squares long. Larger than the city one of the many. We shall have a great one on Friday evening. You should have been there. I am going you a Saturday to Salem. Yrs truly
Wm. J. R. Thomas

John. L. Reed

Figure 3 Read's 'spy' in Jersey predicts defeat for their Democratic friend, Governor Thomson. At 47, his writing verges (the last few lines) on the undecipherable. Perhaps it was late, the candle was burning low, or he was simply careless.

significant. They're uncommon people, keenly Congress. interested and passionate public servants.

The letters are a very decent reminder of the turbulent problems of the day, the divisive issues that parallel those of other decades, especially our own. We can see ourselves and our daily headlines reflected in them.

There was little of politics in either man it appears, except as interested observers of the passing scene, opinionated and educated, though they are certainly partisan critics.

Figure 3. The first writer is John Meredith Read, LL.D. of Philadelphia, "a great jurist and a wise statesman." He was a lawyer, and would become City Councilor, and later Chief Justice of the Pennsylvania Supreme Court. A court colleague said of him: he was a man who

possessed talents and learning of a very high order, and his personal and official influence were very great. He was a gentleman in every sense of the word; a gentleman of the old school, of the very highest sense of honor, of great dignity of character, and in social intercourse kind, affable and courteous.

Read was writing (that word keeps cropping up!) to John R Thomsen, who was Princeton, NJ born and schooled up through (today's) Princeton University. He married Anne Stockton, daughter of a Signer. As predicted in the letter, his run as a Democrat for Governor of New Jersey, will not succeed. But he will later become US Senator in 1853, through 'till his death 10 years later.

The second letter was written by a common citizen, it seems, maybe a lawyer, one Jeremiah M Buck, of Cumberland NJ. His house is enshrined as a listed historical treasure there, but nothing could be found during research of his contributions. He wrote to an old friend, maybe, Isaac Strohm, originally from Lancaster PA, later Fairfield, Greene County OH. Aside from his former home, could this letter be the last remains of his mental activity?

Strohm, we know from records, became a farmer and school teacher in Butler Co., Ohio, before moving to Greene Co. He clerked for a miller and later as confidential secretary to Thomas Corwin, 15th Governor of Ohio. He was Corwin's biographer and was appointed engrossing clerk of the 34th US

Cursive in 1844



Figure 4 A daguerreotype of Isaac Strohm, a Whig probably, whose friend Jeremaih Buck, sought consolation after the election.

Given recent headlines, mention must be made of the character of their handwriting. Far from beautiful, as some cursive can be, these letters are written in competent, man-style. Note the letter that John Read produced. We see that he was a 'finger-writer', as opposed to a proper 'stiff-wrist writer', as was generally taught to students through the early 21st century. (The reader can surely remember the daily assault on their time during penmanship hour.)

An acceptable red 'D' at 12 o'clock type cancel,



Figure 5 An acceptable red 'D' at 12 o'clock type cancel, October 3, 1844, that was used for a short time in that color, normally in blue. This is the earliest reported use. Note the 'special delivery' request bottom left: "...please have this delivered at once...." The 10 cents gets the letter 35 miles to Trenton NJ.

October 3, 1844, that was used for a short time in that color, normally in blue. This is the earliest reported use. Note the 'special delivery' request bottom left: "...please have this delivered at once...." The 10 cents gets the letter 35 miles to Trenton NJ.

The result of Read's average cursive skills was that his letters point in different directions, making it awkward and difficult at times to transcribe. Does this mean he was self-taught? But remember Lincoln was self-taught, yet his handwriting is impeccable.

The Buck letter on the other hand is very well written, indicating a more than competent education, following the period's adage: 'Reading, Writing, and 'Rithmetic'. Despite his frustration and angst over the Whig's loss, he maintains his straight lines, the 'stiff-wrist' causing a similar flowing and graceful tilt in the same direction.

It is hard to comprehend where history, much less postal history, will come from. We have wonderful letters and documents upon which to base today's retelling of events. But who saves eMail, except in electronic folders prone to easy deletion? Nobody saves 'tweets'. Facebook snippets are gone in a twinkling, or at the whim of a corporate head. What will we and our lives look like to descendants after the next 167 years?

Election Day 1844

November 1844 was the last election year when states

could choose their own date to cast ballots for the presidency. Each state could decide, on whatever basis they chose, so long as the task was completed by the first week in December (to allow for the Electoral College to convene). But the rapid spread of railroads, the new coastal steam ships, and the newly invented telegraph unfairly spread election results before some states had gone to the polls.

So 1848 would be the first election year the 'first Tuesday after the First Monday in November' regulation took effect. Sunday, church day, was automatically out in those pious days, and Monday too, since farmers far a field may have to begin their journeys on the Sabbath, assuming Mondays were the chosen polling day. And given the violent anti-(Irish) Catholic riots in Philadelphia during the past spring and summer, the 'Nativist Riots', Congress was sensitive to the possibility of the first Monday falling on November 1, which is All Saints Day. Therefore, the 'after the first

November						
Sun	Mon	Tue	Wed	Thu	Fri 1	Sat 2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Figure 6 Calendar Dates for 1844

Monday' proviso was added.

New York had pre-selected the 'normal day' of Tuesday, November 5. Because of its overwhelming importance as a mecca for business and immigration, people, such as our letter writers, kept a keen eye on its election results. There was a state candidate running in 1844 on the Liberty Party ballot who promised abolition of slavery if elected. With tensions building between North and South over slavery, our Mr Read writes of the thousands waiting at the docks for New York's election results to float in 'hot off the press'.

Democrats

By 1844, the two main parties in the US were the Democrats and the Whigs. The Democratic Party's Andrew Jackson vetoed the Bank of the United States Bill at the end of his second term, 1837, and his Democratic successor, Martin Van Buren suffered through four years of national depression.

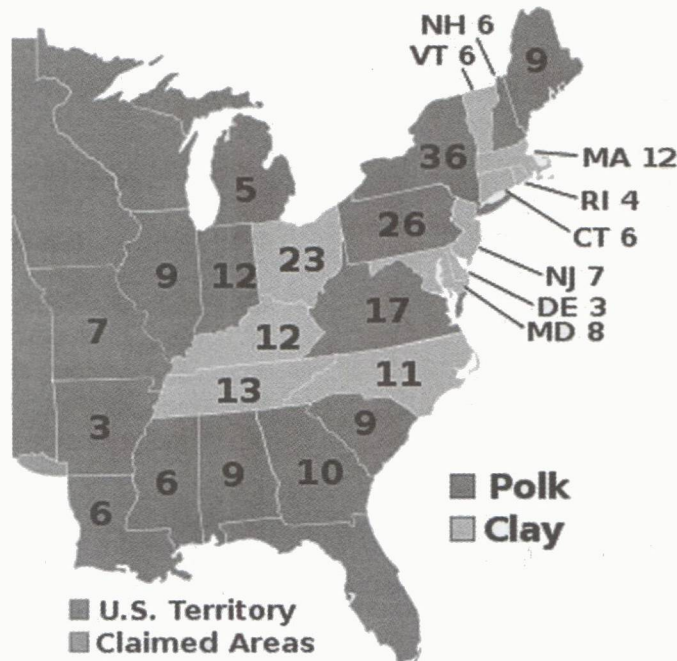
The Whigs took over in 1841, under war hero and septuagenarian William Henry Harrison, who died after a month in office. His Vice President, John Tyler, took the reins, even though many didn't think that was proper (this being the first presidential death in office). They hoped for a new election and someone other than Tyler. John Tyler was ultimately thrown out of his own party after an very unWhig-like veto of a new national bank bill. Like today, the times were chaotic. Think of our various bank rescue bills and the wildly opposing views.

Van Buren (1837-41) wanted another run at the presidency, but as an anti-slavery New Yorker, Southern Democrats were opposed. He also was against Texas annexation. The Texas Republic was nine years old and Congress consistently refused her request to join the Union. There was another possibility, Democrat James Polk of Tennessee, who was pro-Texas (remember Congressman Davy Crockett, killed at the Alamo, was also from Tennessee).

Polk was chosen over famed Southern Democrat John

C. Calhoun for the nomination after nine ballots. Polk was an expansionist, which he insisted was our "Manifest Destiny", our obvious fate (to spread to the Pacific Ocean). But this would risk war with Mexico, who owned today's US Southwest.

His running mate would be Philadelphian George Dallas (i.e., Dallas, Texas, and many other places). But, adding Texas and, if we were lucky, the great Southwest, what about the extension of slavery? Would Free States come to outnumber Slave States, and therefore stifle the South's influence and precious way of life? The rumblings of secession.



Clay would have been president. Polk won as a minority president, with 49.5% of all popular votes cast (only white males allowed). But in the Electoral College, Polk won handily 161-105.

A Letter for Each Side

The first letter is dated October 3, a month before the presidential contest. It speaks of a New Jersey secret intelligence, and the Whig Party's 'backroom deals', that the informant claims will spell the downfall of the Democrat contender's gubernatorial hopes. But it goes on to mention Polk's 'safe' popularity on the national ticket there. Read and Thomson, the sender and addressee, were both Democrats, and are nonetheless pleased to participate in rallies and nine-block long, night time parades ('larger then the Whigs') for the good of their cause.

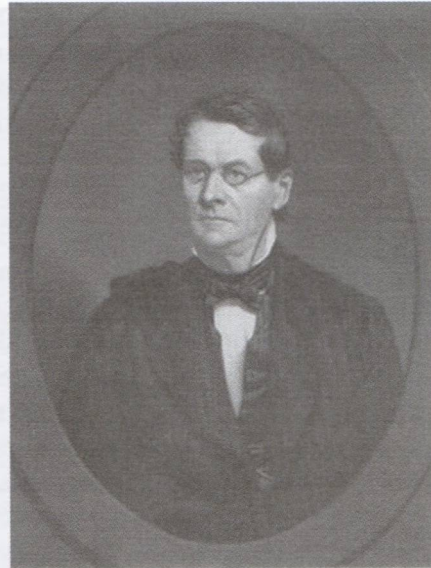


Figure 8. John Read 'eminent jurist' was not against passing rumor and 'spy' data to his political friends. He will rise to Chief Justice of the PA Supreme Court.

Figure 8A-Letter from John Read.

Hon. John R. Thomson

Princeton

New Jersey

P.M. at Princeton
will please have this
delivered at once to
Mr Thomson

(Entirely Confidential)

Philada October 2, 1844

My Dear Thomson,

I have received yours of the morn'g and am much grateful, because this afternoon I was shown by Mr Pugh a letter to him (Confidential) from Mr Mills of the Sheet Anchors[?], which is some days old having lain in the P. Office. The material part of which I wish you to be informed, is the despondent tone in which he speaks of your prospects and that of the Legislative tickets. He thinks both will be lost. He speaks of backroom deals in Mercer Monmouth Hunterdon and Burlington [New Jersey Counties], because his own knowledge leads him to a different opinion.

I wish you to know the facts of the facts of his despondency that you may guard against it. Mr Pugh does not know that I have written this letter, and it would be best not to mention your information in its source but to act upon it nevertheless and have it corrected. The extended? majority? faces in Mercer is 5.

Delaware is gone as we should have set it down and I think should expect Maryland to do so also altho' I have calculations to the contrary. We are all found in this state Shank, Polk & Dallas all safe.

All the intelligence concurs in this. We had a monstrous rally last night which broke into a procession 9 squares long. larger than the Whig, one of the many. We shall have a great one on Friday evening. You should be here to see it. I will go meet you on Saturday to Salem?

Yours truly

John M Read

Isaac Strohm Esq
Fairfield
Greene Co
Ohio

Phila Nov 8 1844

Dear Strohm

In compliance with your request I now sit to write you a few lines & promise they will be very few for I feel totally unfit for business pleasure or any thing else, To have written you I fondly anticipated a pleasing task and have postponed it from day to day never doubting my ability to assure you N York had gone for Clay but this afternoon's boat brings the disastrous intelligence that "like the dog she has returned to her vomit" Yes corruption ignorance & foreign influence have triumphed. I feel so mortified I cannot give utterance to my feelings & in each Whig countenance almost the same gloom is depicted as when lamented & Garrison[?] exposed — and it is surprising that it should be so? Here we have given all up. We have lost duped stupid Penna and Virginia is as good as gone.

We have never expected her [VA's loss] and nothing short of a miracle can put her among the sensible & redeemed.

The excitement & anxiety to hear from our interim counties I thought immense but 'twas nothing as evinced to hear from New York. Last night at 11 I think 10,000 must have been collected waiting for the New York boat & there were at least 10000 disappointed men for she brought no news at all.

Our defeat is attributable to the d[amne]d Abolitionists who can now take to themselves the credit of perpetuating slavery and I hope the stigma may rest upon them "while life & immortality exist" The union of Natives & why I think did us great injury abroad—but from this time I am an open & avowed Native uncompromising in my hatred at least to any thing Irish—When I write again I will note so brief but I feel too sick to say more. Write me as soon as you receive this Since the first day of election I have daily sent you a slip—did you receive them?

Yours very sincerely
Jeremiah M Buck

PS I recd your slip from Jazton[?]-My respects to Mr Kneisly Just as I am closing, my ears are filled with the most deafening Locofo shouts, such as fiends from Hell would hear, with disgust.

Figure 8B Letter from Jeremiah Buck lamenting the election results.

Letter 2

The second letter is dated 3 days after New York's presidential election on Nov 5. The news to the Whig writer is shocking and dreadful. Clay (Whig) and Polk (Democratic) had run a neck and neck race as far as anyone could tell in those primitive days of reporting,

The locofocos mentioned in Buck's postscript (the term means a type of match, meaning more or less 'fast fire', the 'fast' part like a locomotive, the fastest thing on the planet at the time. Such matches lit candles at a rally in late 1830's NYC used to continue a meeting after opponents turned off the gaslights. In 1840, the Whigs labeled all Democrats as crazed 'locofocos'. Name-calling is nothing new to politics.

To Buck's ears, as he fell asleep that sad November night, the noise of rowdy, celebrating, victorious

Democrats disgusted him: those 'lowly' uncouth 'locofoco' opponents.

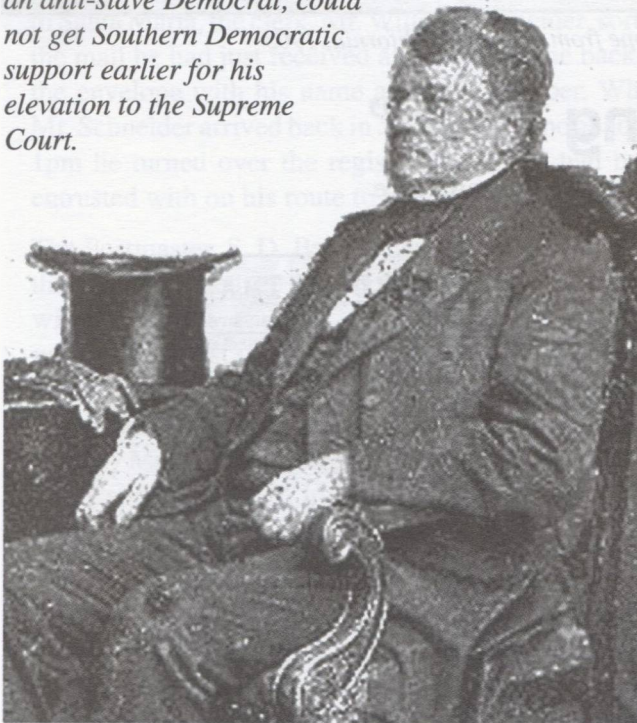
A loyal Whig, Buck was not opposed to slavery, was anti-abolitionist, and was against expansion of the country, since these will disturb the (conservative) status quo balance existing in the country between Slave and Free States. And so, on the spot he declared himself a convert to an extremist 'Natives' (read: Nativist). He admits his 'hatred at least to any thing Irish'.

This faction was just coming to prominence on the American scene. (Remember the Nativist anti-Irish, anti-Catholic riots the previous May through July in Philadelphia.) Buck doubtless considered himself a true 'patriot', an 'America-firster' and anti-immigrant, since most immigrants became (and still do become)

Democrats, fighting for workers' / laborers' rights. Fascinating if we could learn what happened to Bucks politics as he approached the combative days of the 1850's, just before the outbreak of the Civil War. Did he mellow, come to see immigrants as new Americans and worthy of respect?

Would he become one of the new Republican Party members in 1856, as Lincoln did, when the Whig Party faded away? Would he come to believe, with Lincoln, that slavery was inherently and morally wrong, even if he still believed slaves unequal? Would he ultimately fight with Lincoln, the North and the Republican Party against the South, to save the Union and simultaneously

Figure 9 A photo shortly before his death in 1863 shows John Thomson who would become a US Senator, but as an anti-slave Democrat, could not get Southern Democratic support earlier for his elevation to the Supreme Court.



end slavery?

Or would he hold fast to his 1844 views, and sit out the war awaiting better times, bemoaning the 'mongralization' of American stock? Read headlines today to find similar views, pro and con.

Post Script

The American public wanted westward expansion, if only by a slim margin, in 1844. Texas indeed was annexed, three days before Polk took office on the traditional March 4 Inauguration Day. As anticipated, Mexico refused to accept the annexation (demanding adherence to the peace treaty terms of 1836). The

Mexican-American War broke out in 1846 and ended shortly thereafter with a quick victory in 1847, only months before gold was discovered in the new California Territory.

With the Texas issue out of the way, and shortly before the Mexican War erupted, little known President Polk agreed to a compromise with Great Britain, to divide Oregon Territory at its present borders without fighting. All tolled, Polk gained 150% more territory for the United States in his four year term than the much lauded Louisiana Purchase of 1803. Yet no coins show his image.

But deep feelings exist to this day with Mexican-American descendants in the Mexican border states (though Mexico accepted \$15 million for their loss). Cries of "Viva Mexico" are faintly heard. In spite of current tensions over illegal immigration, a Mexican may see him/herself as a migrant to Old Mexico.



Figure 10 Writer Jeremiah Buck's lovely, Nationally Registered landmark home in Cumberland, Southern New Jersey.

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- LA Times <http://articles.latimes.com/2011/jul/07/nation/la-na-obama-twitter-20110707>
- Electoral Vote http://en.wikipedia.org/wiki/Election_of_1844

Isaac Strohm daguerreotype (Cowan's Auctions, Dec 6-7, 2007) <http://www.cowanauctions.com/auctions/item.aspx?itemid=51681>

Background to the election http://blueandgraytrail.com/event/Election_of_1844

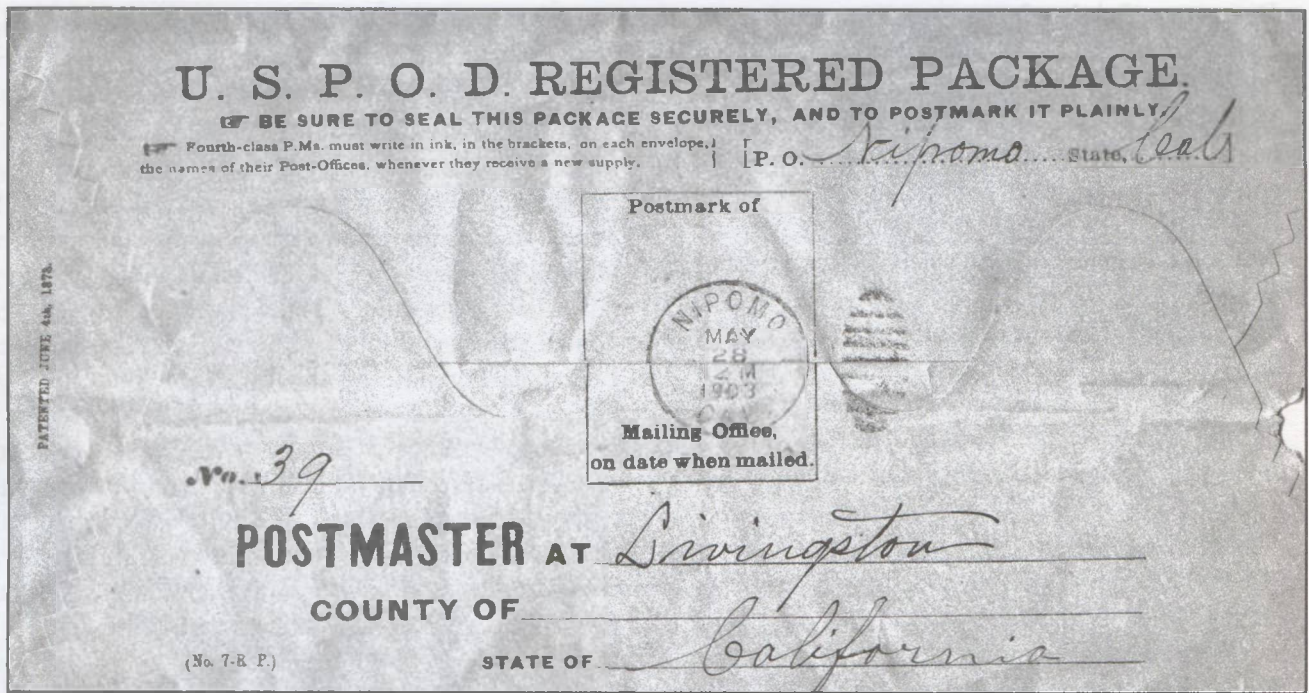


Figure 1 Front of Registered Package envelope from Nipomo, California, 1903

A Traveling “Reg”

By Rod Crossley – Edited by Margaret Rice

I attended the Ameristamp Expo 2010 in Riverside, California, and while looking through a dealer's box, I came across a Registered (Reg) Package envelope from Nipomo, California. I have always been fascinated by these envelopes for the stories they can tell and their postmarks which are often not seen on other pieces of mail. The envelope I found was mailed in 1903 from Nipomo, a community located on the Pacific Coast Railway on the Central California Coast to Livingston on the Southern Pacific Railroad in the San Joaquin Valley. The two locations are only about 170 miles apart as the crow flies, but to reach its destination, the envelope had to travel some 427 miles by rail and ferry (figure 1).

On Thursday morning, May 28, 1903, someone entered the small post office in Nipomo with something of value that needed to be sent to Livingston. The Postmaster placed the item in a Registered Package envelope, sealed it and stamped it with the town's postmark. He then took the envelope and his other out bound mail to the station to await the arrival of the morning train from San Luis Obispo.

When Train 6 arrived around 8:30 am he handed the envelope to the clerk in charge of the San Luis Obispo and Los Olives Railway Post Office to begin its journey north. As the narrow gauge train moved down the track

RECORD OF TRANSIT.	
Condition.	Signature.
STATE IF NOT GOOD	By Whom Received and Date.
	WILLIAM H. SCHMIDT 1: 6 MAY 28 1903
	S. D. BALLOU, P.M.
	G. W. HICKEL, S.I. & L.A. MAY 28
	E. F. & L. A. Lullard May 28
NEW INSTRUCTIONS.	
<p>To facilitate tracing, a complete record must be made by every postal officer handling this package, as set forth in Section 1081, Page 384 of the Regulations.</p> <p>Should this package become damaged, it must be placed in a new Registered Package Envelope at the post office where the injury occurs, or when damaged in the hands of a Postal Clerk, at the post office at the terminus of his route.</p> <p>The original Registered Package Envelope must not be removed, but, before enclosure in the new one, must be endorsed with a certificate stating its exact condition, to be signed by the Postmaster and the Postal Clerk, to whom delivered, or from whom received. The new Envelope must bear the address and registered number of the old one, and the postmark of the office at which the package is re-enveloped. The fact of re-enclosure must be noted on the records of transit.</p> <p>Receipts must be given, on delivery of envelopes, or by next mail, which receipts should bear the postmark of date of return—See Sections 1083 and 1075 of the Regulations.</p> <p>Failure to comply with above instructions will be sufficient cause for removal.</p>	

Figure 2 Reverse of Registered Package envelope to Nipomo showing Record of Transit

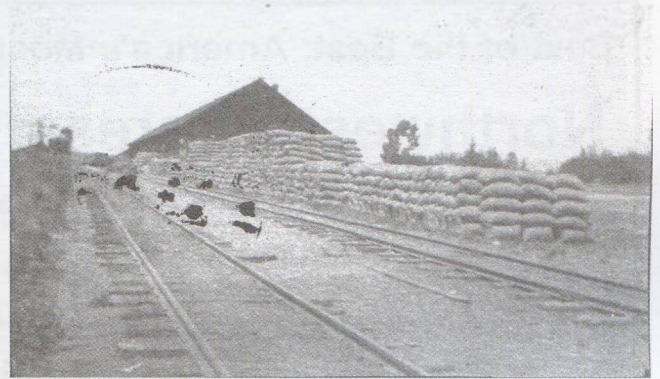
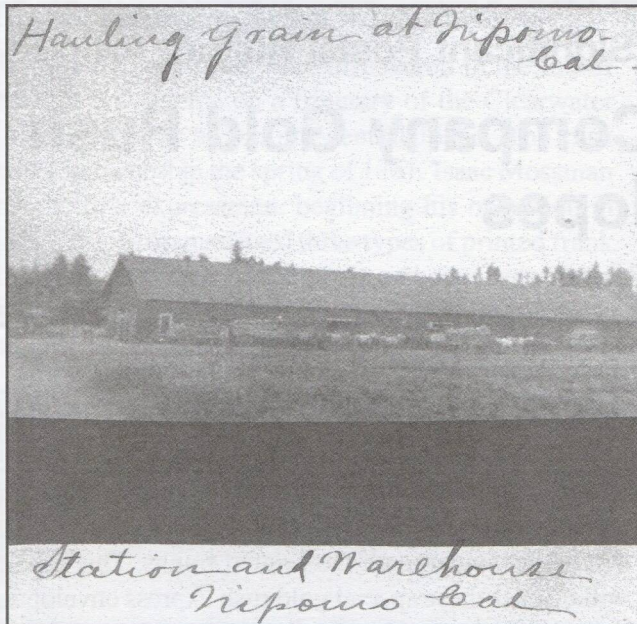


Figure 3 Photo of Nipomo railroad station and warehouse in 1908, with "hay grain" being loaded in top view.

to Santa Maria, the clerk, Mr. William Schneider, sorted the mail he had just received and stamped the back of the envelope with his name and train number. When Mr. Schneider arrived back in San Luis Obispo at about 1pm he turned over the registered mail he had been entrusted with on his route to the city's Postmaster.

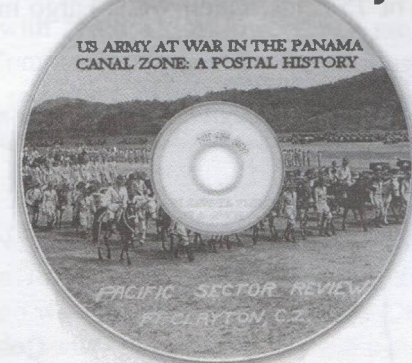
The Postmaster, S. D. Ballou, having taken custody of this mail, stamped the back of each registered envelope with his name and the date received. When the westbound Coast Line Limited arrived around 3pm, the Postmaster turned over his registered mail to the clerks of San Francisco, San Jose & Los Angeles RPO. On that day Mr. G.W. Nickell handled the train's registered mail, and he applied his stamp to the back of our envelope (Figure 2).

When the train arrived at the Southern Pacific's 3rd and Townsend Station in San Francisco around 10:30 pm, the mail the RPO had picked-up that day destined for Oakland Pier and points east, was transferred to the Ferry Building. There the mail clerk on duty sorted the mail and stamped the Registered Packages with a cancel that read "Ferry Sta., San Francisco Cal., Reg Div" and the date.

The next morning May 29th at 8:20 am, our envelope left the Ferry Building with other mail bound for Oakland Pier and Train 84, the Bakersfield Passenger Train. After a quick trip across the San Francisco Bay, the mail was transferred to Train 84, which then left Oakland pier bound for Tracy, Fresno and Bakersfield at 8:55am. Mr. Charles T. Bullard, the clerk in charge of registered mail that day on the San Francisco & Los Angeles RPO, was the last clerk to stamp our envelope.

The Registered Package envelope arrived at the Livingston, California post office around 1pm in the afternoon some 15 hours after it left Nipomo. The Nipomo railroad station and warehouse (probably used for grain storage) are shown in the final figure 3.

US Army at War in the Panama Canal Zone: A Postal History



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Best of the Best: America's Most Significant Postal History Articles

Northwest Express Company Gold Rush Envelopes

By Dale Forster

Originally published in *Western Express: Research Journal of Early Western Mails*, a Quarterly Publication of the Western Cover Society, December, 2008. Selected by Ken Stach, Editor. Used with permission.

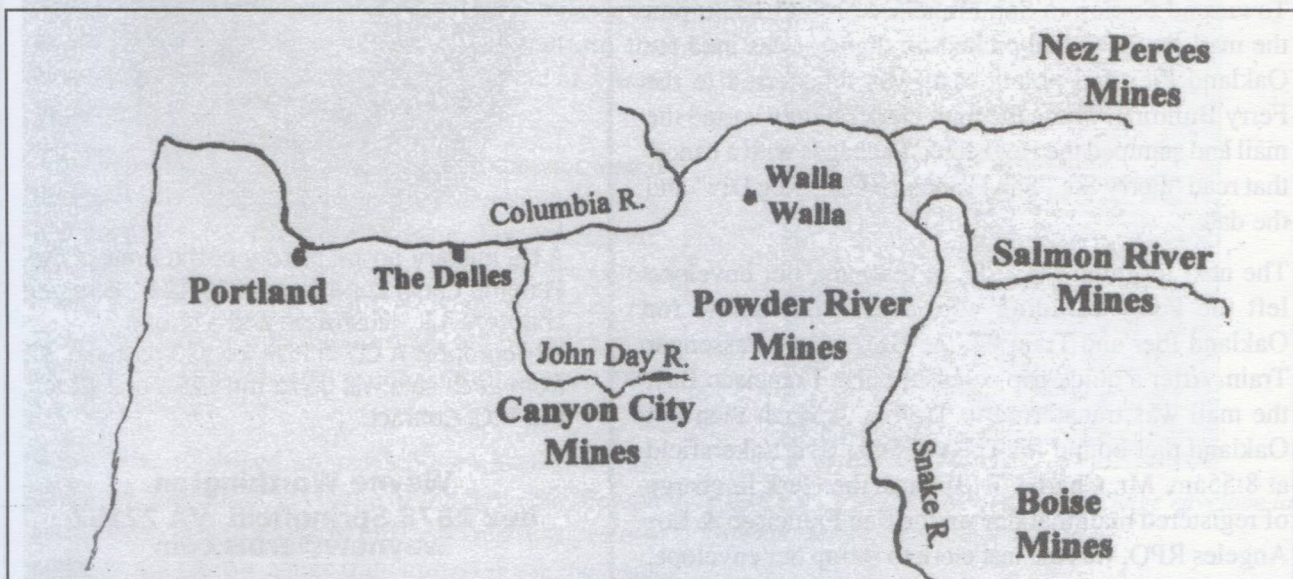
An array of special franks and surcharges appeared in conjunction with the five major gold rushes in the Pacific Northwest from 1861 through 1864. These franks and surcharges have been appreciated for their rarity, but have never been fully catalogued in the standard references on express franks and Wells Fargo. At first these mines were served by small express operators who often prepared their own printed frank envelopes, charging from fifty cents to one dollar to bring mail from these remote areas to the nearest supply center, usually Walla Walla, Washington Territory or The Dalles, Oregon. Soon Wells Fargo got involved, often by buying out the small expresses. For mail from these mines, Wells Fargo charged a premium over their normal franked envelopes which were available in this period for 12½ cents, 10 cents, or less when bought in bulk. For the Idaho mines, Wells Fargo prepared special franked envelopes identifying the mining region for which these envelopes applied. Premium rates applied, usually 50 or 75 cents. Later, Wells Fargo mail from

Oregon, and sometimes Idaho mining areas, is seen utilizing regular printed frank envelopes with 25 cent surcharges underneath the printed franks. This article will discuss these special gold rush express envelopes, the premium rates which applied to specific routes, and the express company town markings and other express company handstamps. *Map 1* identifies the five mining regions.

Dates of rushes, mining areas, and principal towns of the five major gold rushes:

- 1861, Nez Perces Mines in Idaho, Pierce City, Oro Fino and Elk City
- 1862, Salmon River Mines in Idaho, Florence City
- 1862, Powder River Mines in Oregon, Auburn (La Grande was nearby)
- 1863 and 1864, Boise Mines in Idaho, Bannock City, Placerville, Pioneer City, Centerville
- 1863, Canyon City Mines (also called John Day Mines) in Oregon, Canyon City

Map 1 Pacific Northwest regions where the five major gold rushes occurred 1861-1864



New Perces Mines - Salmon River Mines

The Nez Perces Mines were discovered in the fall of 1860 by E.D. Pierce on a tributary of the Clearwater River in what is now north-central Idaho. The rush started in earnest in the spring of 1861. Isaac Mossman was the first expressman, beginning his operation in April 1861. Mossman used three types of printed frank envelopes, all printed on three cent embossed envelopes to pay government postage as required by the express statutes. The franks are shown in *figure 1*.

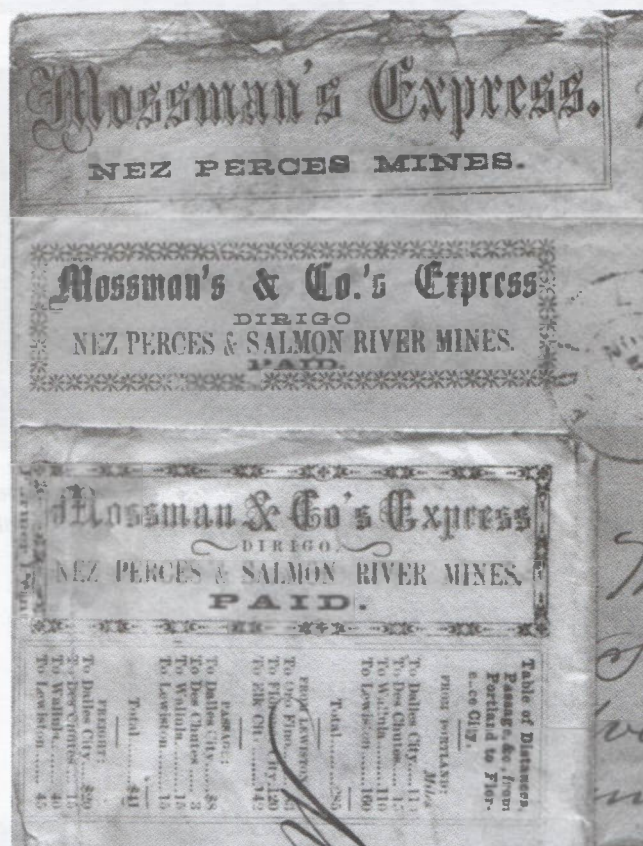


Figure 1 Three styles of Mossman & Company's Express franks on government stamped envelopes.

The table of distances on the third type is sometimes printed at left of envelope and sometimes at bottom. The oval MOSSMAN'S EXPRESS and a PAID 50 in shield handstamp recorded for Mossman's Express are shown on the upper envelope of *figure 2*.

Apparently these handstamps were applied at the mines, then when that envelope without the required government postage reached Wailepta, it was put inside a printed frank envelope and the address copied onto it. Adhesive stamps were added to make up the 10 cent transcontinental rate. No town handstamps for Mossman's Express have been recorded, although an 1863 Mossman advertisement lists offices in Portland, Dalles, Wallula, Walla Walla, Lewiston, Pierce City,



Figure 2 "Mossman's Express" and "PAID 50" in shield – rough opening indentation at left of top envelope matches edge indentation at right of lower envelope, confirming top envelope was enclosed in bottom envelope.

Elk City, Florence and Auburn. Elk City was a gold town south of Pierce City and Oro Fino in the Nez Perces Mines, Florence was at the center of the Salmon River Mines, and Auburn the chief town in Oregon's Powder River Mines. A "Mossman & Miller's Express / Salmon River Mines" printed frank envelope is recorded with "Paid \$1" at lower-left - see "Oregon Express Companies,"⁽³⁾ page 136 for an illustration of the only recorded example, held in the Wiltsee Collection, Wells Fargo Bank, San Francisco.

Edward "Ned" Tracy had been appointed Portland Wells Fargo agent in the summer of 1859. He recognized that Wells Fargo was only operating in a few Oregon and Washington towns accessible by steamship. Apparently with the approval of his employer, Tracy immediately began his own Tracy's Express both south and east of Portland. After gold was discovered at Pierce City, Tracy competed with Mossman and prepared special envelopes with premium rates. Tracy printed "Nez Perces Express. / Paid 50 cents" on his familiar ribbon frank envelopes with 3 cents government postage for west coast use. He also printed 75 cent surcharges with 10 cents government postage for eastern mail, also on his ribbon frank envelopes. Tracy expanded his express

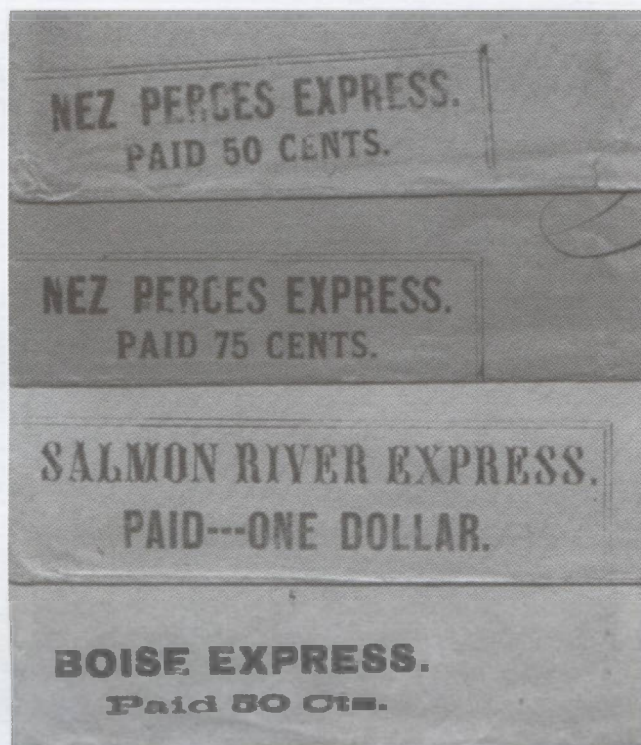


Figure 3 Tracy & Company Express surcharge franks for express service into the Salmon River and Nez Perces mining areas.

in 1862 to the remote Salmon River Mines, printing "Salmon River Express / Paid One Dollar" on his 3 cent ribbon frank government envelopes. His Nez Perces Express and Salmon River Express printed franks are shown in figure 3. Tracy had handstamps for the Nez Perces Mines towns of Pierce City and Oro Fino - example covers are shown in figure 4. Apparently Tracy did not use a Florence handstamp in the Salmon

River Mines. A Tracy Salmon River Mines envelope used by Wells Fargo is illustrated in figure 5.

By 1862 Wells Fargo realized they were missing out on a potentially profitable express business. Figure 6 shows a March 22, 1862 letter from Edward "Ned" Tracy to his agents in the Idaho Mines telling them that he had sold his Tracy & Co's Express to Wells Fargo. Note that Tracy retained his express from

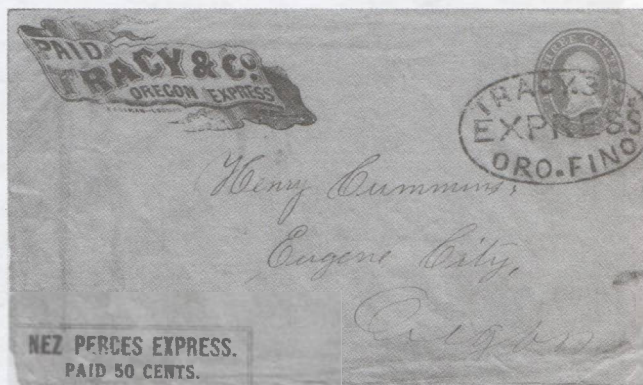


Figure 4 Tracy & Company Oregon Express frank envelopes with Nez Perces Express surcharge franking at 75 cents (Pierce City) and 50 cents Oro Fino).

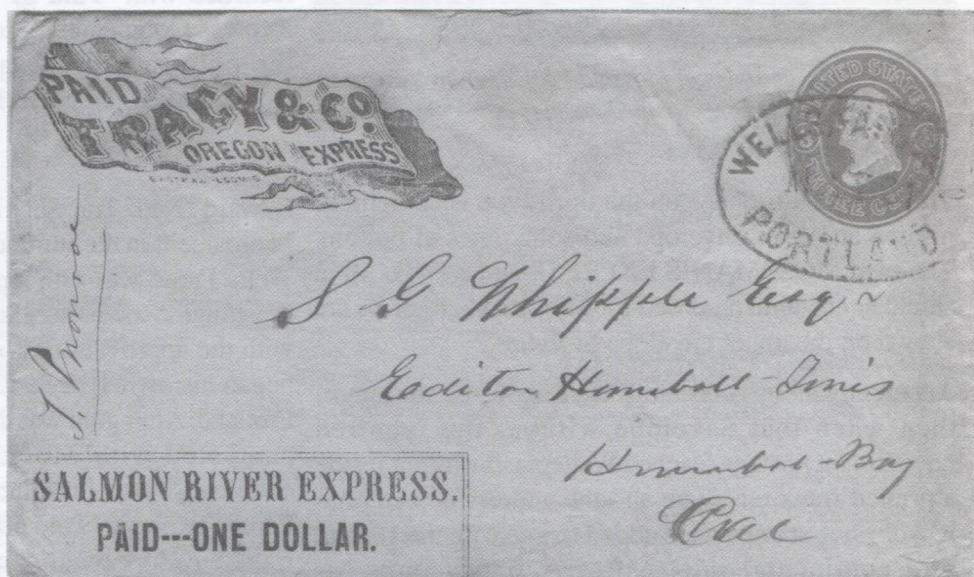


Figure 5 Tracy & Company Oregon Express envelope with surcharge for express service into the Salmon River area - "SALMON RIVER EXPRESS PAID-ONE DOLLAR."

OFFICE OF TRACY & CO.'S EXPRESS,

PORTLAND, March 22, 1862.

AGENT OF TRACY & CO.—

We have sold our Express to Wells, Fargo & Co., to take effect on and after April 1st.

You will at that time act as Agent for them until E. W. Tracy, their Superintendent, can visit your place and make arrangements with you.

You will please close up Tracy & Co.'s business on the 31st March, and on the 1st of April commence for W., F. & Co.

Agents at Oro Fino, Lewiston and Florence, will not ship over \$3,000 by any one Express until they receive further instructions.

Make out your March Statement as soon after the 1st of April as you can get in all your Way Bills.

Send us with it a complete list of all the Packages you have on hand.

Send us a list of all the property in your office belonging to us.

do do of all debts due to us.

do do of all collections in your hands.

Our Envelopes that remain in your hands will be forwarded by Wells, Fargo & Co.; therefore you need not return them—but sell as before.

Have all bills presented that we owe, and collect everything due us as soon as possible.

The Express from Portland to Jacksonville will be conducted in the name of "TRACY'S EXPRESS,"—E. W. Tracy being the sole proprietor. Agents on this route will change the heading of their Way Bills, Receipts, blanks, &c.—as above—on the 1st of April.

The Agents on the route from Portland to the Mines will alter their blanks from Tracy & Co., to Wells, Fargo & Co. New blanks will be furnished as soon as possible.

All moneys collected for Tracy & Co., after the 1st of April, forwarded to Portland, with advice of what it is for.

Respectfully yours,

TRACY & CO.

Figure 6 Letter from Edward Tracy to his agents in the Idaho Mines informing them that he had sold his express business to Wells Fargo & Co., retaining his business from Portland south to Jacksonville in the name of Tracy's Express.

Portland south to Jacksonville in the name of Tracy's Express. Tracy's agents in eastern Oregon, eastern Washington and Idaho were given little choice - after April 1, 1862 they would be employed by Wells Fargo. Agents were instructed to use up their Tracy & Co. franked envelopes. A Wells Fargo advertisement dated May 2, 1862 in Walla Walla's *Washington Statesman* reported "We have extended our express to Vancouver, Cascades, Dalles, Wallula, Walla Walla, Lewiston. Oro Fino, Pierce City, Elk City and Salmon River Mines. E.L. James agent at Walla Walla."⁽¹²⁾ Walla Walla, The Dalles and Lewiston were the supply towns for the Idaho and Oregon mines.

With Wells Fargo's acquisition of Tracy & Co's Express to eastern Oregon, eastern Washington, and Idaho came a supply of Tracy & Co. franked surcharge envelopes. Most surviving Tracy & Co. Nez Perces Express envelopes are undated so it is difficult to determine if they were used before or after the Wells Fargo purchase. Most of the few known used Tracy SALMON RIVER EXPRESS PAID ONE DOLLAR envelopes seem to have been used by Wells Fargo after the April 1, 1862 purchase of Tracy & Co. The example in *figure 5* has a May 21 (1862) Wells Fargo Portland handstamp. No Tracy handstamps for Lewiston or Florence are recorded.

Soon, Wells Fargo printed their own franked envelopes for the Nez Perces and Salmon River Mines. They could still charge premium prices since there were as yet no stagecoach lines to these areas and no government post offices near the mines. Both 50 cent and 75 cent Salmon River & Nez Perces Mines surcharged envelopes were printed up with the surcharge at the lower-left of the familiar Wells Fargo franked envelopes. No printing records have been found - the only evidence comes from surviving covers. These Wells Fargo Salmon River & Nez Perces (SN&NP) Express surcharged envelopes are incompletely listed by Berthold⁽¹⁾ and Nathan.⁽¹¹⁾ Nathan's book and many auction catalogs list these envelopes as a separate express company, but they are, in fact, Wells Fargo surcharges for the Idaho Mines.

The five types of Wells Fargo SN&NP surcharges are shown in *figure 7*, the 75 cent envelopes having 10 cent government embossed postage for the transcontinental rate. The curled scroll devices in the surcharges are typical of other printing at Walla Walla's Washington *Statesman* newspaper office. Therefore, I believe the first four surcharge types were printed at Walla Walla on envelopes already bearing Wells Fargo printed franks which had been previously printed in San Francisco. Uses from 1863 on Type 3 envelopes are rarer than 1862 use, as by 1863 most miners were moving south to the Boise Mines. Wells Fargo would withdraw from northern Idaho beyond Lewiston in September 1863 (Washington *Statesman*, August 29, 1863). The fifth printing of SR&NP envelopes has a completely different typeface. I believe it was printed in San Francisco in the same operation as the printing of the familiar Wells Fargo printed frank. The envelopes from the fifth printing were probably carried into the Boise Mines by agent C.T. Blake (see below). Known uses of the fifth printing are from the Boise Mines and Powder River Mines.

Wells Fargo also printed special envelopes for mail to the Salmon River & Nez Perces Mines. These envelopes did not have a surcharge showing the rate, but it was presumably 50 cents. These envelopes had the familiar

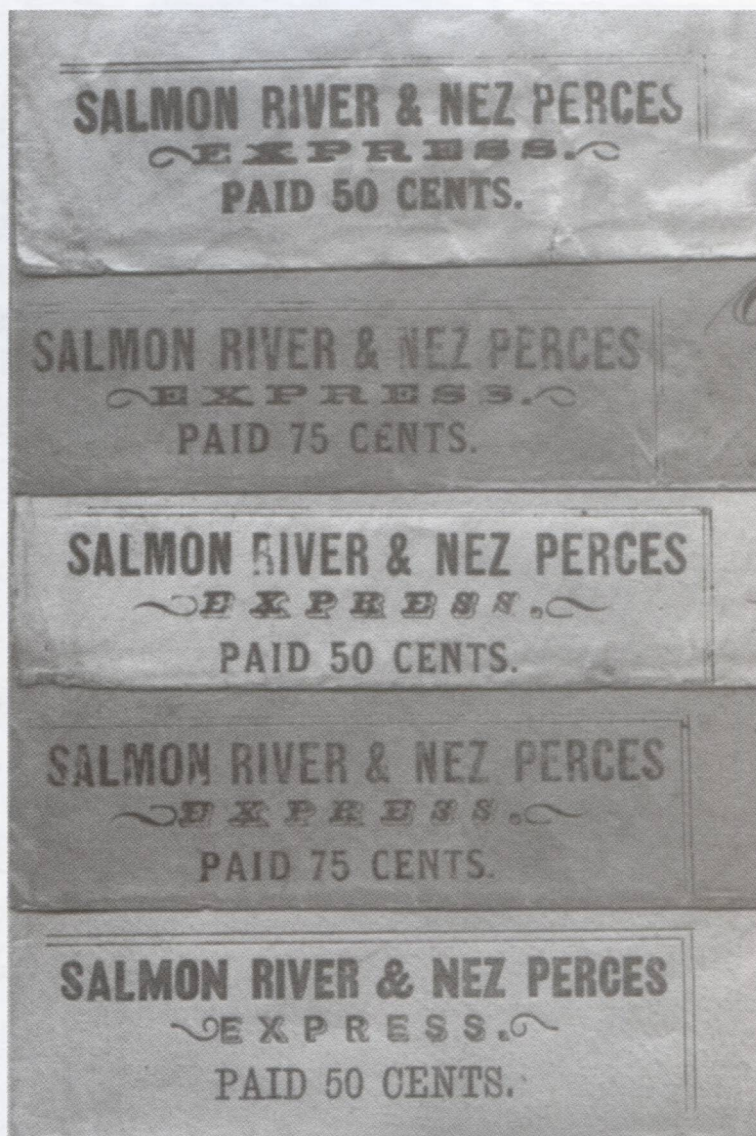


Figure 7 Wells Fargo's "Salmon River & Nez Perces" surcharge franks. The author's belief is that the top four surcharges were printed at Walla Walla's *Statesman* office and that the bottom one was printed in San Francisco, in the same type style as the Wells Fargo frank.

Wells Fargo printed frank and an "underprint", both printed in blue ink, apparently designating a premium charge. These envelopes were probably distributed only to the largest Wells Fargo offices of San Francisco, Sacramento, Stockton, and possibly Portland. Very few have survived, including a couple to Oregon Mines. The survival rate of mail to the mines is much lower than mail from the mines. Surprisingly, three different printing types have been seen, which are illustrated in *figure 8*. All are on 1861 3 cent pink government envelopes. Several incoming envelopes to the mines have survived showing collect 50 cent express charges. These incoming envelopes could either be sent in the government mail or by Wells Fargo to Walla Walla. Usually the incoming charge is in manuscript,

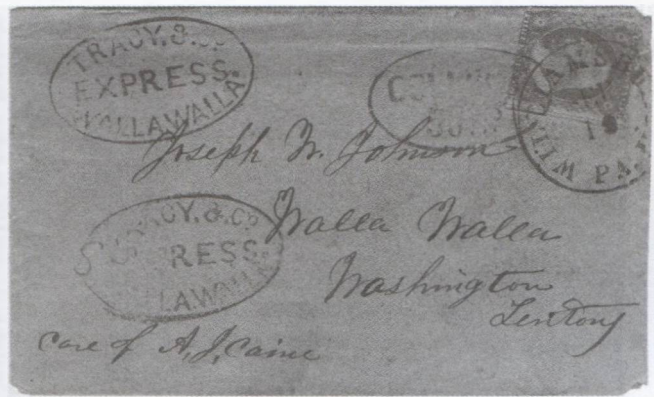


Figure 9 The “COLLECT 50 CTS” handstamp used by Tracy (and later by Wells Fargo) on an incoming letter to Walla Walla.

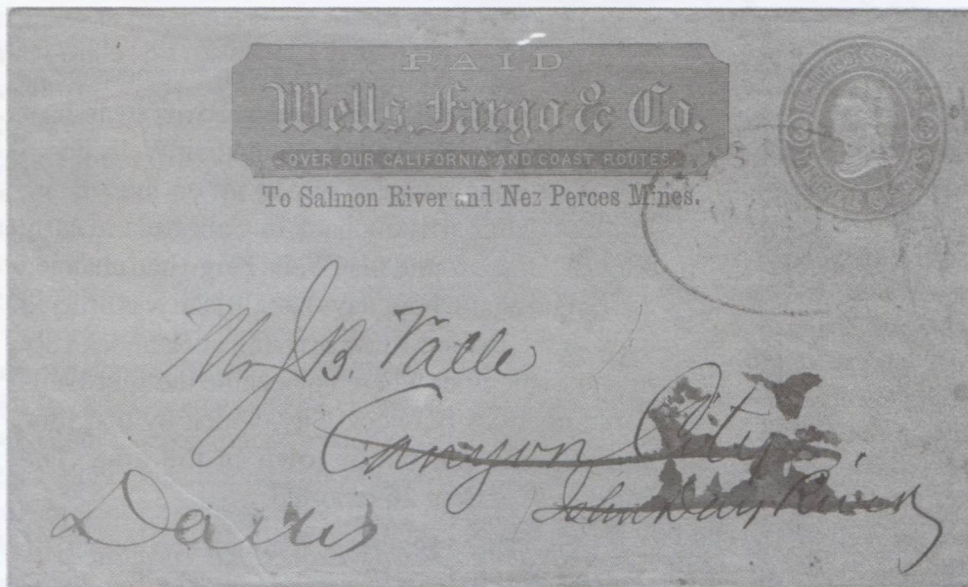


Figure 8 The three different printed franks of Wells Fargo indicating payment to the Salmon River and Nez Perces mines; although not explicitly stated in the frank, the surcharge was presumably 50 cents.

but “COLLECT 50 CTS” and “COLLECT 25 CTS” handstamps in blue are recorded. A “PAID THROUGH / SALMON R. MINES” handstamp in blue is also recorded, although its purpose is unclear. *Figure 9* shows an incoming cover with the “COLLECT 50 CTS” handstamp, which may have been used first by Tracy, then by Wells Fargo.

Powder River Mines - Boise Mines

These two mining areas will be discussed together because they were both accessed by the same routes from Walla Walla. The Powder River Mines were discovered in the summer of 1861 and the town of Auburn grew up near the present town of Baker City, Oregon. The rush began in 1862, the first expresses being Barnett’s Powder River Express and Shepherd & Cooper’s Express. Manuscript endorsements with “paid

50” are known from these companies.

The Boise Mines in the Boise Basin area of what is now Idaho were discovered in 1862 with the rush beginning the following year. Walla Walla’s *Washington Statesman* in their Feb 28, 1863 newspaper that Wells Fargo had opened an office at Auburn with W.G. West agent. Then on April 25, 1863 the *Statesman* reported that E.J. Bacon, late of California, was now agent at Auburn and Mr. Blake has the appointment as agent at Placerville in the Boise Mines. Charles T. Blake, a graduate of Yale, had been the first Wells Fargo agent at Michigan City, California in 1853, and was experienced in all aspects of the express business by 1863 when he was sent to the Boise Mines. His letters to his parents published in the *California Historical Society Quarterly*⁽¹⁴⁾ 1937 give us a good historical record of Wells Fargo’s entry into the Powder River and Boise Mines.

Blake arrived at Placerville in late April 1863 "just nine days from Walla Walla." When Blake was introduced as the arriving Wells Fargo agent:

The next instant I heard a shout taken up and repeated through the whole town, "Wells Fargo have come." In less than three minutes I was surrounded by an excited crowd of three hundred men, who hardly allowed me time to get my saddle off my mule before they almost dragged me into a large unfinished building on the Plaza, as they called the square. The carpenters were at work, but were stopped at once, the shavings were cleaned out, a couple of boards put on tressels were fixed up for a counter, one man ran for a whiskey keg to make me a stool and another brought in a pair of scales and a yeast powder box to put gold dust in and installed himself to weigh for me. I had brought in with me about 400 letters, and now proceeded to call them over. As the news of my arrival spread, the crowd increased and for eight mortal hours my tongue had to wag without cessation. I disposed of a great many letters though at a dollar apiece and about eight o'clock at night broke up business in spite of the crowd, being very hungry and tired and started out to get something to eat. This was my introduction to Placerville.

A week later Blake got a letter from Mr. Knight of Wells Fargo instructing him that Wells Fargo had decided that the route to the Boise Mines was too long and too dangerous and that he should withdraw. Blake then went to Auburn in Oregon's Powder River Mines which was on the route back to Walla Walla. He stayed seven days buying dust for Wells Fargo, sent an order for coin to the Portland WF office, traveled to Walla Walla to pick it up, then returned to Auburn and used the coin to buy more dust. Blake does not refer to a Wells Fargo agent being at Auburn, so possibly E.J. Bacon's tenure there was very short. On May 18, Blake sent the envelope illustrated as figure 10 to his fiancé, Hattie Stiles, in San Francisco. This is letter "no 1" (manuscript notation at upper left of cover) in the surviving correspondence from Blake to his future wife in San Francisco. The handstamp is a May 18 Wells Fargo marking of AUBURN O. There is also a Wells Fargo Salmon River & Nez Perces Express (Type 5) envelope attached at the back. Presumably, these envelopes had been brought in by Charles Blake. Blake then traveled to Umatilla Landing on

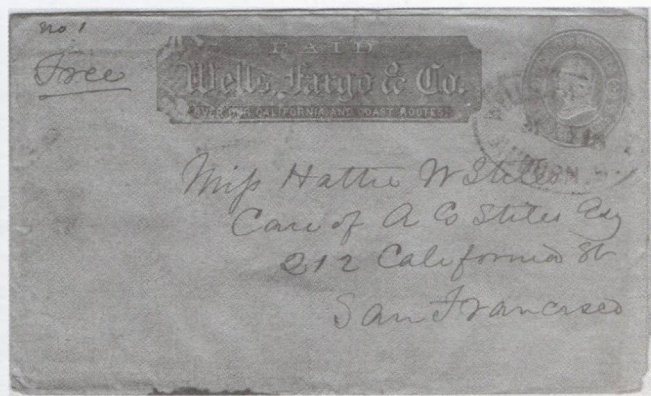


Figure 10 Letter sent "Free" by Wells Fargo agent Charles T. Bake of Auburn, Oregon, to his fiancé, in San Francisco.

the Columbia River and was given free passage as an express agent on a Columbia River steamboat to Portland. In Portland, he found that Wells Fargo was very unpopular for giving up on their Boise Express. After arriving back in California in early August, Blake found that Wells Fargo had changed their mind again. Four days later, Blake was ordered back to the Boise Mines, arriving at Bannock City in late September where he became the first Wells Fargo agent at Bannock City, which by that time had become the major town in the area. The *Statesman* of Sept 26 reported:

"Wells Fargo & Co's Express has commenced making regular trips to LaGrande, Auburn, and the towns in the Boise Mines. It will leave every Wednesday, on the arrival of the express from below, and returning, will reach here every Tuesday evening."

Whittlesey and Helbock⁽¹³⁾ in *Oregon Post Offices* that a post office at Auburn had been authorized on 1 November 1862 with William McCrary, first postmaster. The Feb 7, 1863 *Statesman* reported:

"The mail service between this city and Auburn will go into operation on Tuesday next. The contract for carrying the mail has been let by the Postmaster at Auburn to Mr. Rockfellow. The service is to be weekly."

The arrangement made between McCrary and Rockfellow was not official, as postmasters did not have authority to let contracts on postal routes. Rockfellow was not a government contractor and did not go through the government bidding process to secure a contract on a defined United States postal route.

McCrary must have made an informal arrangement with Rockfellow to pick up letters at Auburn; how Rockfellow was compensated is not clear. Richard Frajola tells me that these informal arrangements made by postmasters to use private carriers not formally contracted by the government were not uncommon. For example, Snowshoe Thompson had a similar arrangement for carrying mail across the Sierras between Nevada and California.

From May of 1863, or possibly before, Rockfellow was operating an express company between the Boise Mines and Walla Walla - his route took him through Auburn in Oregon's Powder river Mines. Rockfellow had 50 and 75 cent Rockfellow's Express envelopes printed at Walla Walla for his service from the Boise Mines. Auburn residents could pay for his express service by buying Rockfellow envelopes. Figure 11 illustrates Rockfellow 50 cents and 75 cent envelopes. Nathan's express book⁽¹¹⁾ that Rockfellow also used \$1 envelopes but author has not seen an example. All Rockfellow printed franks are on 3 cent government envelopes, sometimes on Wells Fargo printed frank envelopes enabling Wells Fargo carriage beyond Walla Walla. It is not clear if the 50 cent envelopes indicate a rate reduction or were designed to be used on the shorter route from the Powder River Mines. The 50 cent envelope in figure 11 has a manuscript "Bannock City" endorsement.

During Wells Fargo's absence from the Boise Mines, Ned Tracy had also started a Boise Express. He had printed up Tracy & Co. Boise Express Paid 50 Cts. surcharges at the bottom-left of his ribbon frank envelopes.

In the fall of 1863, Wells Fargo purchased Mossman's Express, Rockfellow's Express, and Tracy's Boise Express. Wells Fargo paid Tracy \$3000, then fired him from his position as Portland Wells Fargo agent. Competing with your employer is probably not a good idea, although Tracy was pretty successful in arranging two sales to Wells Fargo within 20 months! Figures 12 and 13 (following page) show

two Tracy Boise Express envelopes acquired by Wells Fargo as part of the Tracy purchase on November 1, 1863. Bannock City agent C.T. Blake has obliterated the Tracy ribbon frank in two different ways. The envelope used on Nov 27, 1863 (figure 12) has the manuscript "WF&Co" over the Tracy ribbon frank and the other used in March 1864 (figure 13) has the frank

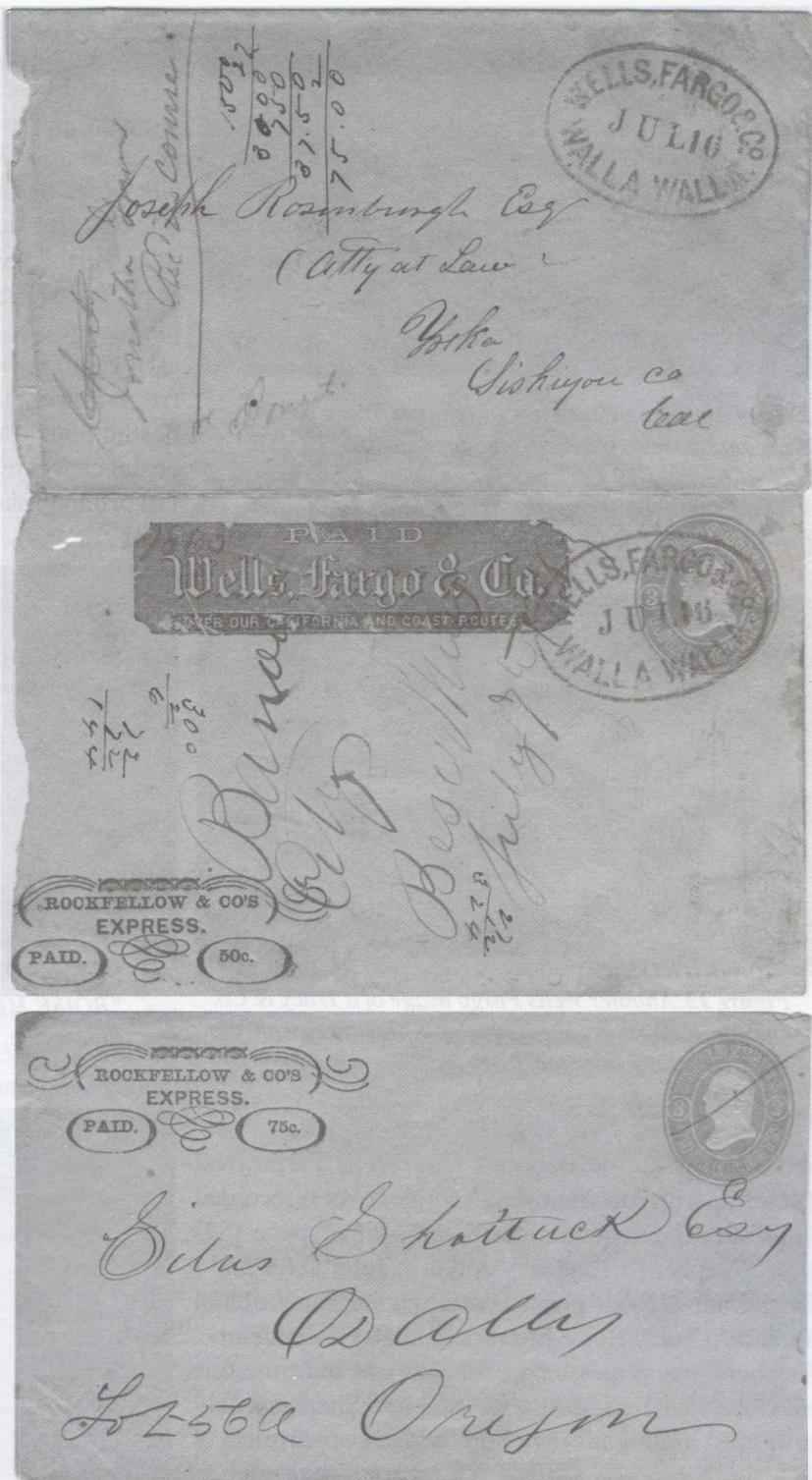


Figure 11 Examples of the 50c (upper cover, a paste up) and 75c Rockfellow & Co. Express franks.

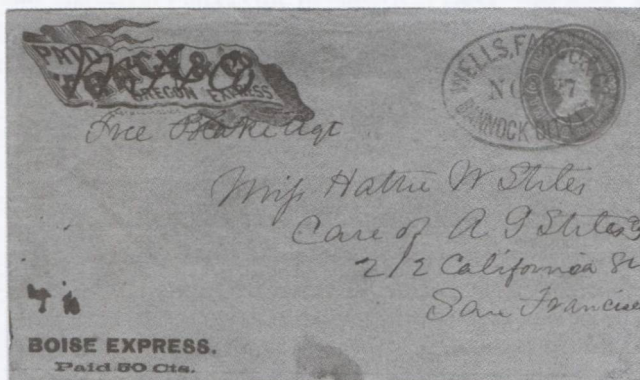


Figure 12 Wells Fargo use of leftover Tracy & Co. Oregon Express franked envelope, with "BOISE EXPRESS/Paid 50 Cts" surcharge. Note manuscript "WF&CO" obliterating the Tracy frank. Used after the Nov 1, 1863 acquisition of Tracy by WF.

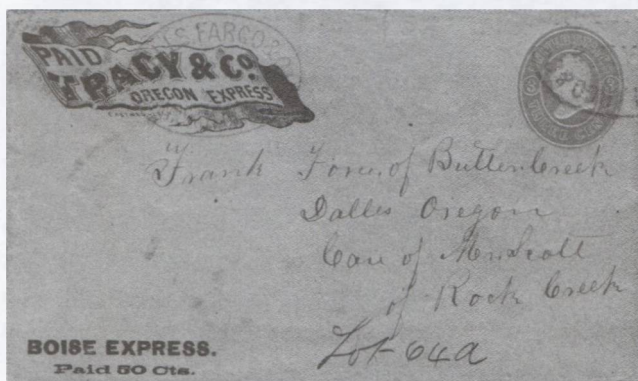


Figure 13 Another Wells Fargo usage of a Tracy & Co. Oregon Express franked envelope, this time with the WF handstamp over the Tracy frank.

obliterated with the Bannock City Wells Fargo oval datestamp with date removed. A single cover is recorded (illustrated in *Oregon Express Companies*⁽³⁾, page 151) with "Shepherd's Express / Auburn, John Days and / Boise Mines / Paid" printed on top of the Tracy ribbon frank on a Tracy Boise Express Paid 50 Cts. envelope. Shepherd was a messenger for Tracy at the time this envelope was used in August 1863 - so Shepherd may have been tooting his own horn with this overprint.

By the beginning of 1864, post office records show post office openings at Placerville and Bannock City in the Boise Mines. Probably post offices were not operating this early; however, since W.T. Jackson⁽⁵⁾ (page 13) states "Before the summer of 1864 there had been no United States mail service in the Boise Basin." Even in mid-1864, the government mail service must have been very slow - most surviving letters were

carried by express at 50 cents rather than 3 cents for the government mail. Wells Fargo distributed their own 50 cents Boise Mines envelopes in early 1864. They were printed in red in San Francisco at the same time as the familiar Wells Fargo printed frank. I believe there were four or five separate printings of the red Wells Fargo's Boise Mines envelopes. Types can be distinguished by the spacing of the "BOISE MINES - Paid 50 Cts." underprint and by the lack or presence of pinheads in the Wells Fargo frank. *Figure 14* shows an early printing without pinheads in the printed frank used from Placerville, Idaho Territory. *Figure 15* is a posthumous use with frank deleted and a manuscript postal cancel of "Umatilla Ogn". *Figure 15* is from the last printing, showing extensive pinheads in the printed frank.

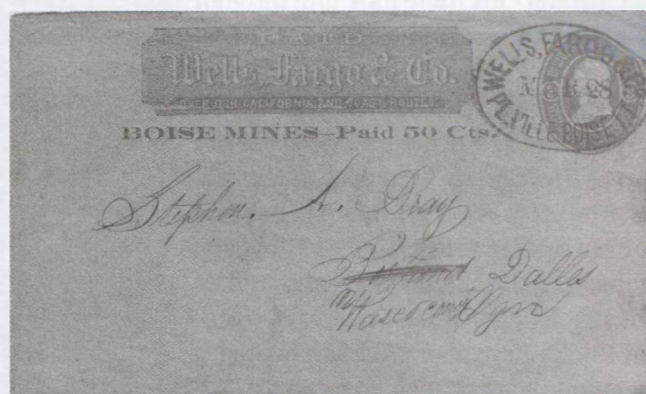


Figure 14 Early printing of the Wells Fargo "BOISE MINES—Paid 50 Cts." frank used from Placerville, Idaho Territory.

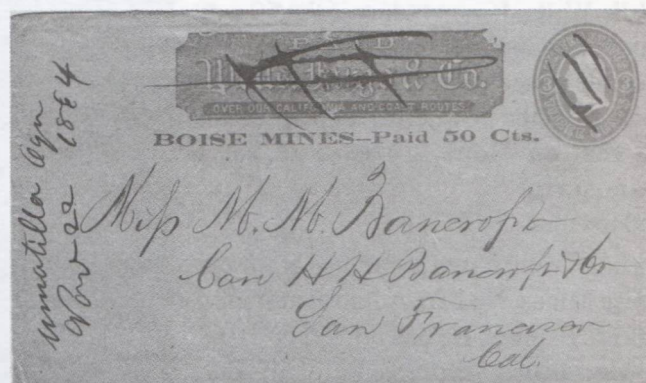


Figure 15 A "posthumous use" example from a later printing of the "BOISE MINES—Paid 50 Cts." Frank, with manuscript postmark "Umatilla, Ogn Nov 22, 1864."

Competition for Wells Fargo's Boise Express came from Ish & Hailey. *Figure 16* is an Ish & Hailey printed frank cover. Note that the frank indicates a terminus at Umatilla Oregon, a town on the Columbia River, where mail could be put on steamboats for Portland. John

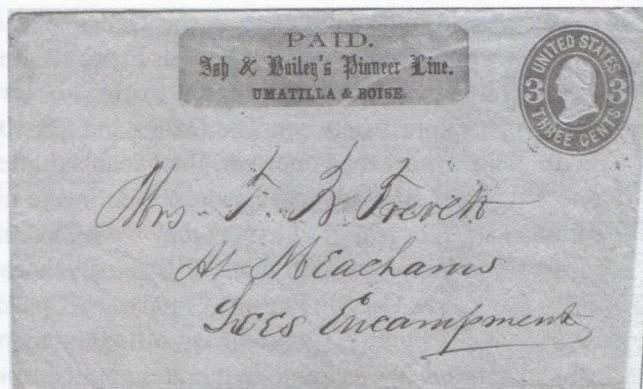


Figure 16 Ish & Hailey's Pioneer Line was a competitor of Wells Fargo for express service into the Boise Mines area.

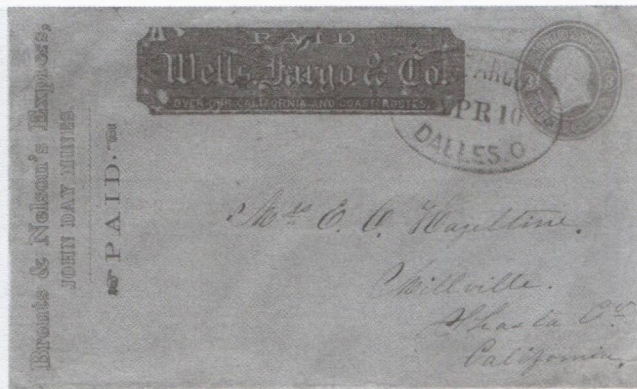


Figure 17 Brents & Nelson's Express/JOHN DAY MINES/PAID frank on Wells Fargo printed franked envelope. Brents and Nelson's Express was the first into the John Day River mining region of Oregon.

Hailey, a longtime Idaho resident and author of "History of Idaho" ⁽⁴⁾, on page 98, recalled the situation in the summer of 1864:

"I also bought United States postal envelopes the same as they (Wells Fargo) did, stamped our stage company's name on them and found I could express, sell, carry and deliver letters for one-fifth the amount the other company charged."

Although there is no indication of the amount of the express fee on Ish & Hailey envelopes, if Hailey's recollections are correct, the charge must have been ten cents. So it is not surprising that Wells Fargo could no longer charge 50 cents because of competition from both Ish & Hailey and the government post office.

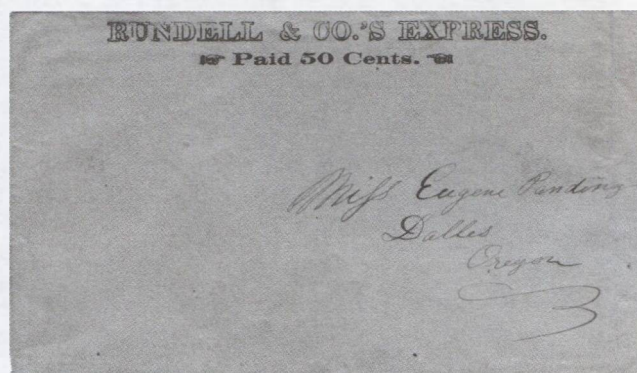


Figure 18 An example of a Rundell & Co.'s Express printed frank envelope indicating the 50 cent charge for express service from the John Day River mining area.

We know from newspaper advertising that Wells Fargo lowered the rate from the Boise Mines from 50 cents to their regular rate (10 cents when bought in bulk) on October 1, 1864. There must have been a significant supply of 50 cent Boise Mines envelopes still on hand at that date - many of these envelopes from the last printing were used posthumously after 1 October 1864, either by Wells Fargo or in the government mail, so as not to waste the three cent government embossed postage.

Whether Wells Fargo sold these envelopes for the same price as their regular franked envelopes after October 1, 1864 cannot be determined. The cover in *figure 16* is an example of a posthumous postal use from Nov 22, 1864.

Canyon City Mines

These mines on Oregon's John Day River and its tributaries were discovered in 1862 with the rush beginning the following year. The Dalles, on the Columbia River, was the supply town and jumping off place for express companies which operated between there and Canyon City. The first express was Brents & Nelson, followed by Rundell & Co., Rundell & Jones, and Jones & Edgar. Early express company charges were 50 cents. The illustrations in *figures 17, 18, 19* and *20* are representative of envelopes from these companies. Other types are illustrated in Nathan's book ⁽¹¹⁾ *Oregon Express Companies.* ⁽³⁾ Four different Brents & Nelson printed franks are now recorded - and at least six different printed franks for Jones & Edgar. The pointed hands in these printed franks were commonly used at the Dalles *Mountaineer* newspaper,

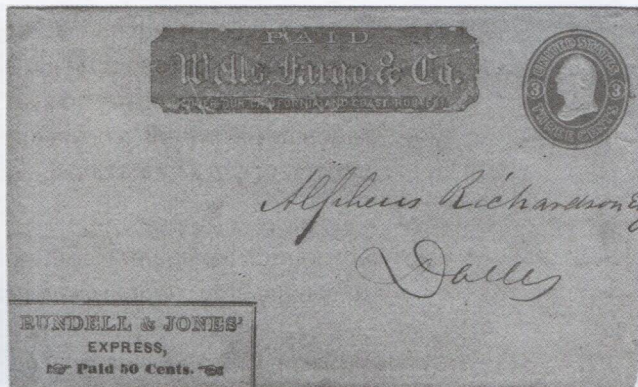


Figure 19 Rundell & Jones' Express printed frank on Wells Fargo franked envelope. The 50 cents rate out of the John Day River mining area seemed to be the standard.

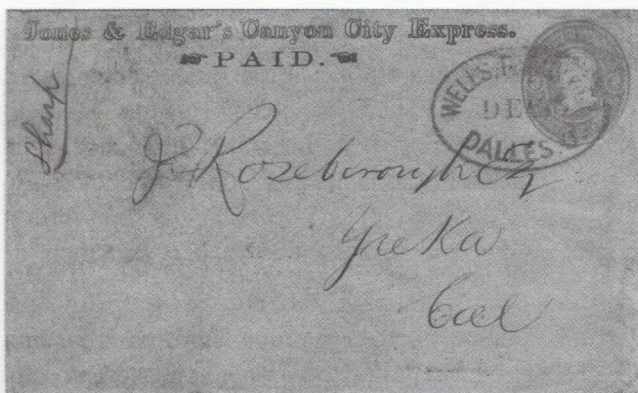


Figure 20 An example of one of at least six known varieties of Jones & Edgar's Canyon City Express envelopes used from the John Day River mines region.

and I believe these express franks were printed there. Both Brents & Nelson and Rundell & Jones sometimes used Wells Fargo franked envelopes with their own printed frank added. These allowed the Wells Fargo office in The Dalles to route envelopes addressed beyond The Dalles to their destination without further charges.

Wells Fargo opened an office in Canyon City in 1864 when stages were already running between The Dalles and Canyon City. According to postal records, the Canyon City post office had opened in late April 1864. Wells Fargo did not prepare special John Day Mines or Canyon City Mines envelopes. The only indication we have that a premium was charged is the use of 25 cent surcharged envelope from Canyon City and The Dalles (as addressed later in this article). Then in 1866 when Wells Fargo bought out Ben Holladay's stage lines, they needed personnel for their overland mail and closed down their express between The Dalles and Canyon

City (see "sold out" news item in the Dalles *Weekly Mountaineer*, 21 December 1866). Wells Fargo allowed their Dalles agent, Buck Buchanan, to run his own Buchanan's Express between The Dalles and Canyon City for a little more than one year. Buchanan's printed frank envelopes and advertising do not delineate his express charge for letters - I expect they were 25 cents or less. For examples of the three different Buchanan printed franks, see *Oregon Express Companies*⁽³⁾, pages 210-211. Wells Fargo's Canyon City office remained open, and regular Wells Fargo letter rates applied from Canyon City beginning in about 1868.

Simple Surcharged Envelopes

Wells Fargo envelopes with "25 cents" surcharges printed under the familiar Wells Fargo printed frank are recorded in Berthold's 1924 book⁽¹⁾ (page 38) and in Leutzinger's Wells Fargo book⁽⁷⁾ (page 314). All are on 1861 government embossed 3 cent Wells Fargo printed frank envelopes. Most known 25 cent surcharged envelopes have Nevada Wells Fargo town handstamps and most are addressed to S. Sinsheimer in San Francisco.

Jim Gamett⁽²⁾ discussed these mysterious 25 cent surcharge Nevada envelopes used from late 1863 through 1864, suggesting the 25 cent surcharge may have paid for routing by the Virginia City pony express. Gamett has noted that 25 cent surcharged envelopes are also known from Oregon, Washington and Idaho, and suggested that possibly the ones with Nevada Wells Fargo handstamps may have originated in the northwest and been routed through and handstamped in Nevada on the way to San Francisco.

I cannot concur with this hypothesis because Wells Fargo was not using the Humboldt route from Idaho through southeastern Oregon into Nevada during 1863 and early 1864. Many of the Nevada postmarked covers in Gamett's census⁽²⁾ (page 55) are undated - but there are a few dated envelopes. There are Carson City covers docketed "Rec'd Nov 13, '63" and "Dec 23, '63" and Virginia City covers docketed "Feb 11, '64" and "July 1, '64." These are all before the Humboldt route began to be used in August 1864. There are two covers with Austin Wells Fargo handstamps docketed in August and September 1864 - Austin was east of the route used by the Humboldt expresses. Before the Humboldt route was used, mail from the northwest mines to California was routed down the Columbia River via Portland. As detailed below, I believe these northwest 25 cent surcharge envelopes were created because Wells Fargo

could no longer get away with charging 50 cents from the northwest mining regions because of competition.

Eleven of the Nevada 25 cent surcharge envelopes in Gamett's census are used to S. Sinheimer in San Francisco - curiously, there are other 25 cent surcharge covers addressed to Sinheimer from Mariposa, California, and Olympia, Washington Territory. Does this suggest that the Sinheimer envelopes may be a case of a business firm using up old envelopes which may have been sold to them at less than the premium 25 cent rate printed on the envelopes? In Gamett's census are five 25 cents envelopes used from northwest mines or their supply towns. I can expand upon the northwest uses. Illustrated as *figure 21* is a 25 cent surcharge envelope used from La Grande to The Dalles. This shows the usual style printing of PAID 25 Cts.- the same style seen on all the 25 cent surcharge envelopes used to Sinheimer with Nevada Wells Fargo handstamps.

I have seen another example of this envelope used from La Grande (Siegel Auctions, 19 August 1960, lot #110), an

example from Auburn, Oregon (Oregon Express Companies⁽³⁾, page 170), four examples with WF Dalles handstamps (probably all originating in the Canyon City Mines, possibly before Wells Fargo had prepared a handstamp for Canyon City), an example from Centerville, Idaho (H.R. Harmer NY, 25 Sept 1997, lot #202) and two examples from Bannock City, Idaho (one is from R. Kaufman, 15 Sep 1990, lot 1115 - also illustrated in Leutinger⁽⁷⁾, page 314). All have identical surcharges to the illustrated La Grande envelope - only one is dated, an example With a Dalles Wells Fargo handstamp docketed November 25, 1864. All the northwest uses are probably from 1863 and 1864. Illustrated in *figure 22* is a second type of 25 cents surcharge in a different printing style, printed at bottom-

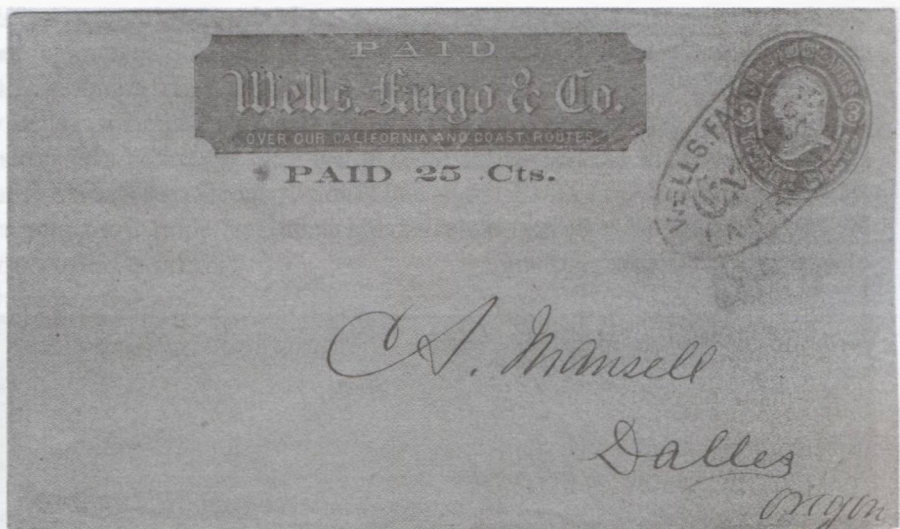


Figure 21 Wells Fargo "PAID 25 Cts." Surcharged frank used from La Grande to the Dalles, Oregon.

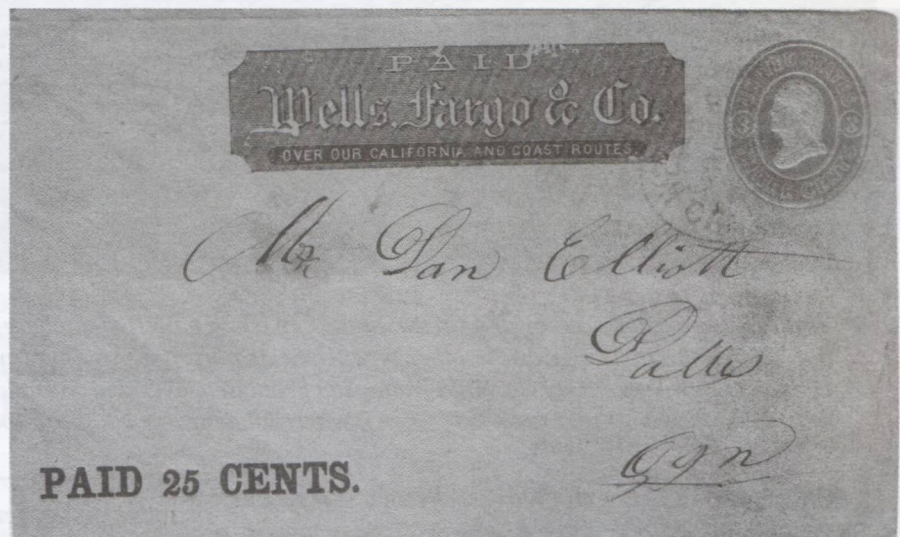


Figure 22 A second type of the Wells Fargo 25 cents surcharge frank with "PAID 25 CENTS" at lower left used from Canon (Canyon) City,

left of the envelope and with small figures in "25". This envelope has a Wells Fargo Canon City, Oregon (Spanish spelling of Canyon City) handstamp with an unclear September date. The Canyon City Wells Fargo Office had opened in August 1864 with James Henderson as agent. This is probably an 1864 use. A second example of this printing with a WF Walla Walla April oval is illustrated in Oregon Express Companies⁽³⁾, page 169 - this was lot 527 at H.R. Harmer's Nov 7-8, 1955 Barkhausen sale, later appeared in a 9/8/74 Lewenthal sale as lot #381 and is also referenced by Gamett⁽²⁾, although not part of his twenty cover census. Another similar envelope with the same Wells Fargo Walla Walla handstamp has also been seen. To justify the 25 cent charge, it is probable these two Walla Walla

envelopes originated in either an Oregon or Idaho mining area and were not handstamped by Wells Fargo until reaching Walla Walla. A fourth example of this printing type of 25 cent envelope, without handstamp and addressed to the Dalles, is illustrated in Berthold's 1924 Wells Fargo & Co's Handstamps and Franks, page 39. These four appear to be the only surviving examples of this style of 25 cent surcharge.

now have a record of a second identical surcharge on a damaged envelope with a Wells Fargo Lewiston Sep ? handstamp. It was probably used in 1863, shortly after Wells Fargo had withdrawn from northern Idaho and shortly after wells Fargo stopped using 50 cent Salmon River & Nez Perces envelopes. Possibly there was a short-lived interim 25 cent rate in the northern Idaho mines before the establishment of post offices



Figure 23 A recently discovered variety of the "PAID 25 CENTS" surcharge, in which the "25" is the same size as the other type. Used as part of a paste up from Auburn, Oregon to New York (likely via Walla Walla, San Francisco, overland on Holladay's mail route to "Atchison, Kas. Dec 1 '63" when it entered the regular mails to Brooklyn).

compelled Wells Fargo to reduce their rates again - this time to their standard one-bit rate.

What conclusions can we draw about these 25 cent surcharged envelopes used from northwest mining regions? I believe the 25 cent postage rates from Oregon's Powder River and Canyon City Mines were the highest charge Wells Fargo could justify because of improved transport

A third style of 25 cent surcharge envelope is a recent discovery and is illustrated in figure 23. This envelope, also with surcharge at lower-left of envelope, has slightly larger type than the second style, including a "25" in the same size type as the CENTS. This is a paste-up used from Auburn, Oregon to New York in October 1863. Both the Wells Fargo 25 cents surcharge envelope and the addressed envelope on the other side have Atchison Kansas postal transits dated Dec 1, 1863. At this date, the only direct way to get a cover east to Salt Lake City was by Patterson's Express from the Boise Mines, in which case we would expect to see a Patterson marking and a Utah postmark. It is unlikely Wells Fargo had a messenger take this cover over the mountains to Atchison or south to connect with the central overland route in Nevada. Probably the envelope took a circuitous route—by Wells Fargo from Auburn to Walla Walla, then down the Columbia River, then to San Francisco, and by Holladay's central overland mail route to Atchison, where it was mailed to Brooklyn. Note that it took over a month to get from Auburn to Atchison. I

facilities, and government post office competition. Wells Fargo needed a 25 cent envelope - if they had charged 25 cents in the mines for their regular printed frank envelope, users could bring in standard franked envelopes bought at other Wells Fargo offices without paying the premium. Judging by the dated example from Auburn, I believe the 25 cent charge from Oregon's Powder River Mines (and probably nearby La Grande) began in the fall of 1863. From Oregon's Canyon City Mines, I believe the 25 cent charge began from the date of opening of the Canyon City Wells Fargo office in August 1864. As discussed above, the one recorded Lewiston 25 cent surcharge cover may be an interim use from the northern Idaho mines. From Idaho's Boise Mines, there is documentary evidence from newspapers that a Wells Fargo rate reduction from 50 cents to 12½ cents occurred on 1 October 1864. It is difficult, therefore, to explain the three 25 cent surcharge envelopes used from the Boise Mines. These covers are undated - might they be wintertime uses when rates

might have been temporarily raised? Apparently, the 25 cent surcharged envelopes used from the Boise Mines were used after the red 50 cent Boise Mines envelopes. Could those uses of 25 cent surcharges be cases of using up old envelopes, possibly purchased by users at regular Wells Fargo frank prices? Probably we will never know the answer for sure.

We now know there were at least three printings of 25 cent surcharge envelopes used in the northwest. All are scarce and there is not yet enough information available to conclusively determine the chronology of the printings or where they were done. I believe the most common style, the same as the known Nevada uses, was printed in San Francisco in the same operation as the printed frank. I further believe that the second and third style (25 CENTS printed at lower-left of envelope) were printed in the northwest on envelopes already bearing Wells Fargo printed franks. I have not yet found an entry in a Walla Walla or The Dalles newspaper confirming when the 25 cent rate from Oregon Mines was lowered to the regular rate for Wells Fargo printed frank envelopes. From the few used 25 cent surcharge envelopes surviving from the northwest, the 25 cent rate could not have lasted very long.

Author thanks Mark Metkin for his help. Mark has provided information and several of the scans used in this article. He did not wish to be a co-author. Author also thanks Robert Chandler, Wells Fargo Bank historian, and Richard Frajola for their help.

Western Express: Research Journal of Early Western Mails, a Quarterly Publication of the Western Cover Society, Membership \$35/year. For a membership application to the Western Cover Society, contact John Drew, Secretary, 15370 Skyview Terrace, San Jose, CA 95132-3042.

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The Postmasters General of the United States

LI. Frank C. Walker, 1940-1945

by Daniel Y. Meschter

After his falling out with President Roosevelt, Jim Farley's successor as postmaster general in September 1940 was Frank Comerford Walker, Comerford after his mother's family name. He was born in 1886 to a devout Catholic family in Plymouth, Pennsylvania, a coal mining town a few miles west of Wilkes-Barre.

The statement in his obituary that he was born to "poor Irish families" seems inaccurate as to their poverty¹. Upon their move to Butte, Montana when Frank was a child, he received his secondary education in parochial schools; did his under-graduate work at Gonzaga University in Spokane, Washington (1903-1906); and took a law degree from Notre Dame University in 1909. He was admitted to the bar that same year and established a law practice in Butte with his older brother².

Meanwhile the Comerford family was affluent enough by the middle 1920s to establish a chain of moving-picture theaters to take advantage of the growing popularity of that form of entertainment. Further, upon his arrival in Butte, Frank's father, David Walker, became the independent operator of a copper

mine, suggesting he either commanded some investment capital or was an experienced mine superintendent.

The Walker law firm was a success aided by Frank's appointment as Silver Bow County assistant district attorney. He was elected to the Montana Legislature and served one term in 1913. He joined the U.S. Army during World War I and saw action as a lieutenant on the "Western Front."

He left Butte in 1925 to affiliate with the Comerford family as vice president and general counsel of Comerford Theaters, Inc. He also served as counsel for a real estate company and as counsel and later director of Comerford financial interests in Scranton, Pennsylvania. Although he spent the rest of his career in New York City and Washington, DC, he never forgot his Butte roots.

Frank Walker continued his political activities in the Democratic Party in New York and Pennsylvania and within a few years in private practice and corporate posts was wealthy enough to make substantial contributions to the Democratic Party and especially to the candidacy of Franklin Roosevelt of whom he was an early supporter.

After Roosevelt was elected in 1932 and inaugurated on March 4, 1933, he appointed Frank Walker to several posts in which he worked to organize and coordinate

the newly created agencies underlying the New Deal. Walker resigned as a New Deal administrator in 1935 to attend to his business interests.

Farley gave the President three weeks notice of his intent to resign as postmaster general effective August 31, 1940. As Farley's replacement Roosevelt reached for Frank Walker who had supported his nomination and election as president and been so instrumental in organizing the New Deal.

Walker took office on September 10th. He was noted as an efficient administrator

although typically of quiet disposition. His primary responsibility was managing the increasing flow of military mail as the United States mobilized for World War II. In general the Post Office Department had jurisdiction over the movement of mail between the post offices of origin and domestic military addresses. Overseas mail was funneled through Army and Fleet Post Offices (APO and FPO) in New York and San Francisco, beyond which the military was responsible for its transportation and delivery. Meanwhile, Congress granted soldiers and sailors the privilege of free franking which encouraged men and women in uniform to write home frequently

In addition to his success delivering the mail to the services, Walker was credited with three innovations: establishment of highway post offices in 1941;



Frank C. Walker

inauguration of V-mail in 1942, and organization of postal zoning in 124 cities in 1943.

The highway mail system was inaugurated on February 10, 1941 on a route between Washington, DC and Harrisburg, Pennsylvania in a White bus converted to a traveling post office by equipping it to receive, sort, and deliver mail. The purpose of the system was to replace Railway Post Offices that were being discontinued on account of the railroads reducing the number of trains carrying RPOs. Growth of the highway system was delayed by WWII until 1946 after which the Post Office Department reported it was replacing as many as 20 trains a day. The system lasted until 1974.

V-mail or "Victory mail" was a method of handling soldiers' and sailors' letters developed by the Post Office Department in conjunction with the armed services to reduce the weight and bulk of mail carried by air. It was modeled after the "Airgraph" invented in the 1930s by Eastman Kodak Company for Imperial and Pan American Airways for the same purposes. The V-mail system was intended to be used for letters both outbound from the United States to overseas addresses and inbound from service people overseas.

The essence of V-mail was the microfilming of a prescribed letter sheet for transportation by air either from or to overseas military post offices. Before delivery to the addressee, the microfilm image was enlarged and printed out on photographic paper and inserted in a special envelope. The National Postal Museum estimated that 2,575 pounds of letter mail requiring 37 mail bags averaging about 70 pounds each could be reduced by this process to only 45 pounds of microfilm reels in a single sack. The Postal Museum reports that between June 15, 1942 and April 1, 1945, 556 million pieces of V-mail were sent from the United States to military post offices overseas and 510 million pieces were received from military personnel abroad.

V-mail was only moderately successful. The Navy estimated less than 10% of the letter mail it handled in 1944 was V-mail. Common complaints were that the five by five inch space for the message on the letter sheet limited the length of letters, that the 60% reduction in size of the photographic print outs made them difficult to read, and that V-mail lacked the intimacy of personal touch, especially the dabs of scent and lip prints young wives and girl friends liked to apply to their letters.

The organization of numbered postal zones in larger cities was planned to facilitate the sorting and delivery of mail in those cities because a postal clerk sorting mail for such a city could separate mail by the number

incorporated in the address of the area or zone of the city where a piece of mail was intended to be delivered. This system lasted until 1963 when it was replaced by Zip codes. In all, Walker's term as Postmaster General was busy and productive.

Frank Walker was appointed postmaster general a few months before the end of Roosevelt's second term in office. The sources do not show how Walker felt about Roosevelt's running for a third term – the issue that led to the falling out between Roosevelt and Walker's predecessor, Jim Farley. On the other hand, Walker knew, and presumably approved, that Roosevelt had already been nominated and would be on the November ballot when he was appointed.

Walker served in the cabinet through Roosevelt's third term and the first three months of his fourth term before he unexpectedly died in Warm Springs, Georgia on April 12, 1945, leaving the ill-prepared Vice President Harry S. Truman to deal with Russia, England, and France in the division of post-war Germany and to make a monumental decision to use the atom bomb to end the Pacific war. It was a decision for which nuclear critics never forgave him.

Truman followed the practice of earlier vice presidents succeeding to the presidency by asking Roosevelt's cabinet to remain in office until he was prepared to name his own choices. The protocol was for each minister to submit a letter of resignation for the President to accept at his convenience. It was not long. Frank Walker resigned as postmaster general on May 8, 1945.

Walker then resumed his business interests in New York City. His few later government assignments included several to the United Nations. Truman appointed him an alternate U.S. delegate in 1946. In this capacity he attended the first session of the U.N. General Assembly and also was the American representative to the Assembly's legal committee.

Frank C. Walker died in New York City on September 13, 1959. Funeral services were held in New York. His remains then were forwarded to Butte for interment in St. Patrick's Cemetery there.

Endnotes

1 *New York Times*, September 14, 1959.

2 See Vexler, *NYT, Id.*, for biographic sketches of Frank C. Walker

Snapshot in Time

The Birch, Michigan Post Office

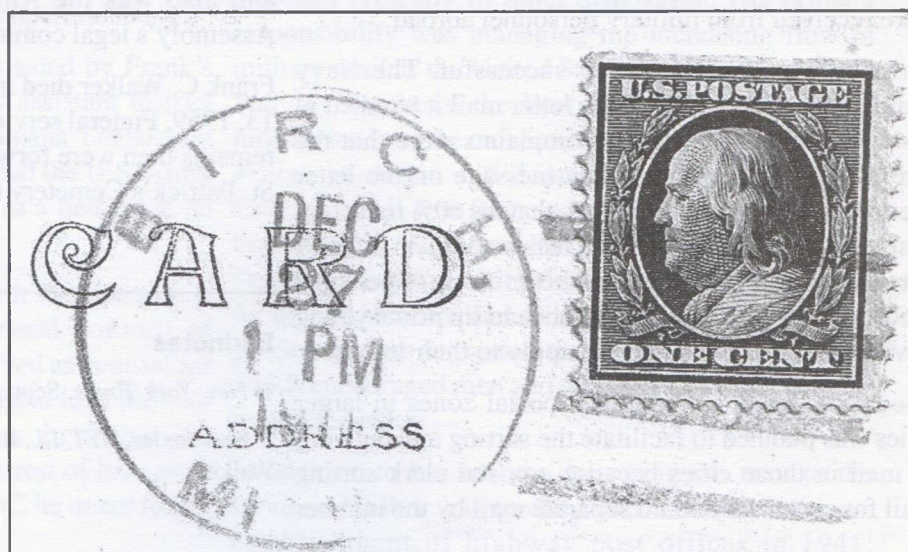
By Paul Petosky



Figure 1 The main street of Birch, Michigan in 1911.

Located in Michigan's Upper Peninsula near Big Bay, was an old lumbering town named Birch. Shown in a real photo postcard in *figure 1*, Birch was located in Marquette County, Powell Township. The town was named from the abundant birch trees in the area, and was a settlement formed around the Northern Lumber Company mill and general store. The Birch Post Office was established on November 21, 1905 with L. Frank

Figure 2 Postmark for Birch dated December 27, 1911.



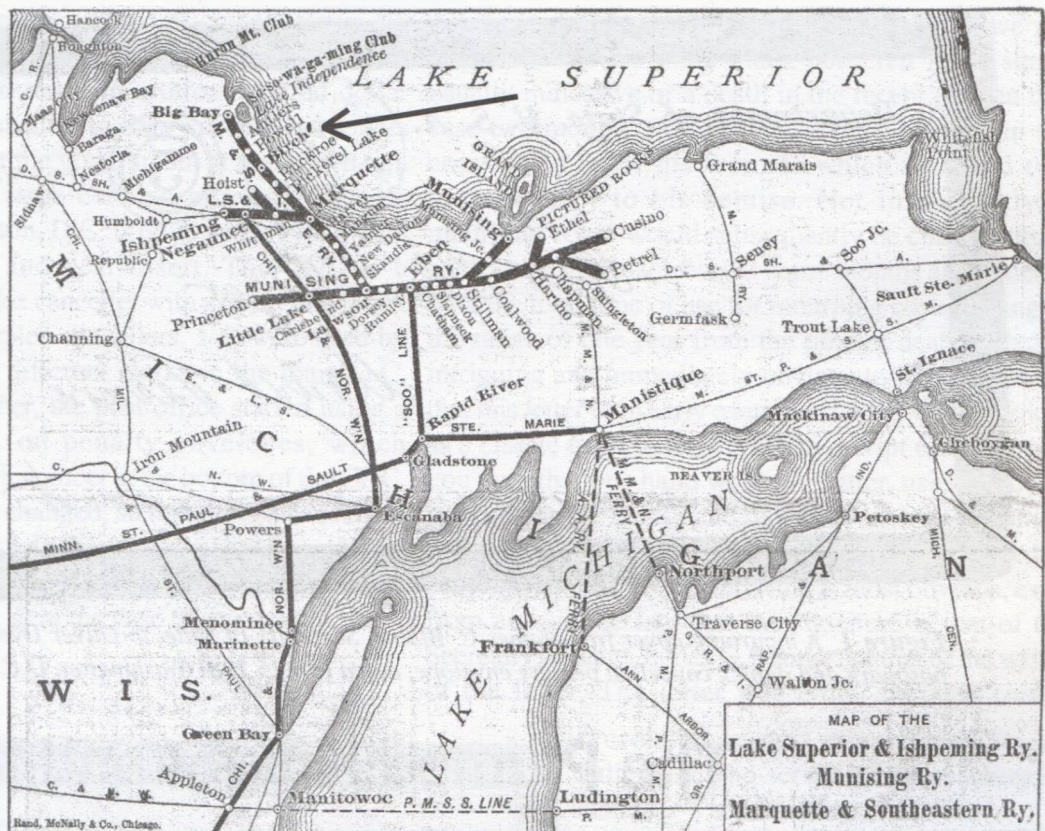


Figure 3 Railroad Time table map dated October 7, 1906.

McKnight as its first postmaster. The town had a station on the Marquette & Southeastern Railway, per figures 3 and 4.

In 1909, the population of Birch was 600. Charles N. Bottom was physician at that time. In 1915, the Lake Independence Lumber Company started a branch operation in Birch. In 1917, the population dwindled to 150. By 1920, the town was practically deserted.

Other postmasters serving at the Birch Post Office were:

William H. Elliott.....February 23, 1906

Frank E. Krieg.....April 1, 1907
Walter W. Jones.....September 1, 1911
Frank E. Krieg.....October 12, 1912
Walter Peters.....June 25, 1915 to March 31, 1920

In spite of once having a railway station, the town did not remain a going concern, and the Birch Post Office discontinued operation on March 31, 1920; with mail service to Marquette. It has a scarcity ranking of

LAKE INDEPENDENCE BRANCH.						
BETWEEN						
MUNISING, MARQUETTE, BIRCH AND BIG BAY.						
	31 Daily Except Sun.	Miles	STATIONS	32 Daily Except Sun.		
	AM		Leave Arrive	PM		
.....	7.00		.....MUNISING.....	7.30	.....	.....
.....	9.15	0	.....MARQUETTE.....	2.45	.....	.....
.....	f 9.27	4	.....WEST YARD.....	f 2.30	.....	.....
.....	f 9.42	9	.....PICKEREL LAKE.....	f 2.12	.....	.....
.....	f 9.53	12	.....BUCKROE.....	f 2.00	.....	.....
.....	A 10.03	15	.....BIRCH.....	D 1.50	.....	.....
.....	D 10.50		.....POWELL.....	A 12.42	.....	.....
.....	f 11.05	20	.....ANTLERS.....	f 12.30	.....	.....
.....	f 11.11	22	.....RANSOM.....	f 12.23	.....	.....
.....	f 11.24	25	.....BIG BAY.....	f 12.11	.....	.....
.....	11.35	27	.....BIG BAY.....	12.05	.....	.....
	AM		Arrive Leave	PM		

"3" in Helbock's *United States Post Offices Volume III-The Upper Midwest*.

References:

Michigan Ghost Towns Volume III by Roy L. Dodge (1973)

Michigan Place Names by Walter M. Romig (1986)

Michigan Postal History The Post Offices 1805-1986 by David M. Ellis (1993)

U.S. Postal Service

Figure 4 Railroad time table for Birch, 1906.

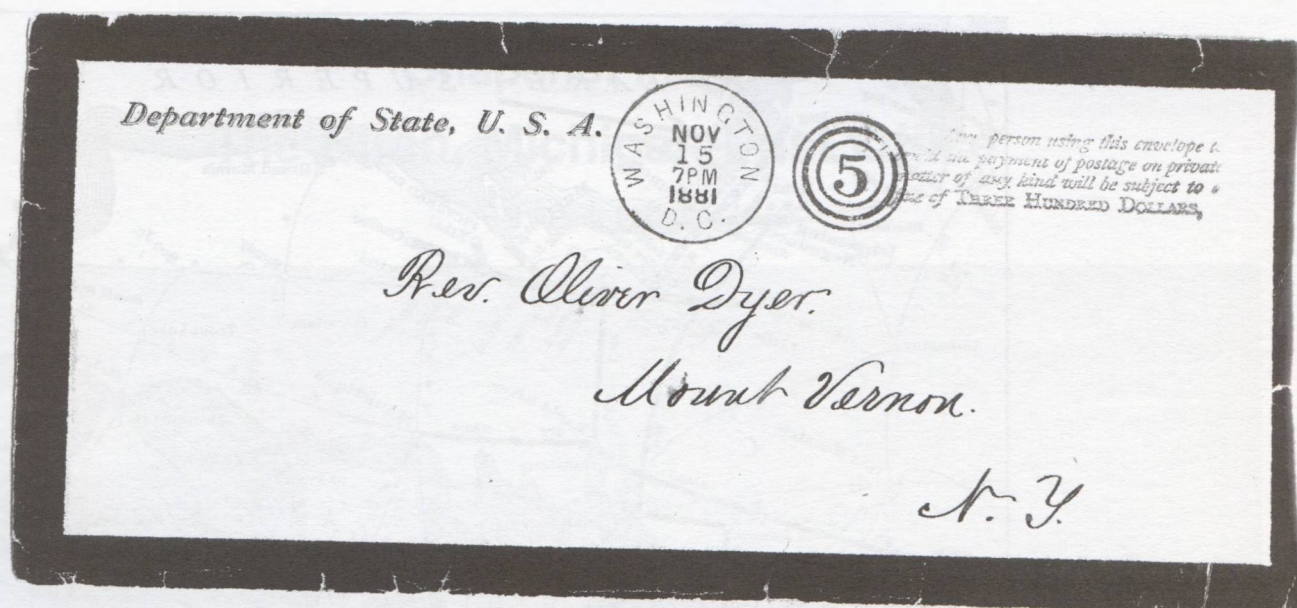


Figure 1 A mourning cover from James C. Blaine, Secretary of State, to Oliver Dyer with a large CDC postmark and duplex cancel on penalty envelope, dated Nov.15 1881 Washington, D.C.

The Plumed Knight and the Swedenborg Preacher

By Jesse I. Spector M.D. and Robert L. Markovits

This is a sequel to "The President, the Assassin and the Alienist: A Nineteenth Century Murderous Triangle," Summer 2011 (Vol 42:2).

Governmental corruption by a would-be President and the closing of seventy-two New York brothels by a journalist turned preacher in the waning decades of the nineteenth century; now that may perhaps deflect your mind from the cares of our world today, might it not? Well, if that invites some intrigue on your part then join us as we introduce you to the Secretary of State who would more than once desire the Presidency of the United States, James G. Blaine; and, the author, journalist, teacher, lawyer and pioneer phonographer (fear not we will explain) and renowned Swedenborgian preacher (yes, that too), Reverend Oliver Dyer.

Sequels, whether film or novel, not infrequently fail to live up to expectations after a thrilling original had won us over. We hope to dispel this truism when it comes to a sequel of a previously published philatelic article. In the Summer 2011 issue of *La Posta* we presented you with *The President, the Assassin and the Alienist: A Nineteenth Century Murderous Triangle*. Subsequent to our treatise on the assassination of President James A. Garfield, and the brief discussion of James G. Blaine, his Secretary of State who had accompanied the President to the train station in Washington, D.C. where

he was assassinated by Charles Guiteau, we came into possession of a marvelous mourning cover with accompanying letter from James G. Blaine to Reverend Oliver Dyer thanking him for his sermon memorializing the fallen president. What we initially envisioned as a brief follow-up communication to our readers proved anything but. Life and characters in the nineteenth century were in many ways hyperbolic, seemingly larger than life. Our subsequent exploration of the lives of our protagonists confirmed the veracity of this sentiment, such that Blaine and Dyer deserved exposition standing on their own two feet. Thus the curtain is open on our philatelic sequel.

Our cover, *Figure 1*, is a most impressive, attention-getting envelope. A thick, black-bordered band informs us in premonitory manner of a recent death in classic nineteenth century style unknown to post-modern society. The beautiful, almost calligraphic scripted writing to the addressee, Rev. Oliver Dyer, Mount Vernon, N.Y. is formally eye-catching. The sender's address, an emboldened printed "Department of State, U.S.A." makes its presence almost palpable, as does the upper right hand corner warning of dire financial

penalty for improper use of this Official envelope. No postage is paid on a penalty envelope; however, improper use would result in a three hundred dollar penalty in 1881, equivalent to sixty-six hundred dollars in 2010! One tempts the government at one's own risk indeed. Finally, the large CDC postmark on Nov. 15, 1881 from Washington, D.C. is quite lovely, what with the bolder month and year insert. The CDC is a component of a duplex canceller with a three-ring target with a central 5. Duplex cancellers, 1-6, were used by the presumably six different clerks in the main D.C. post office. Soon after, the post office started using a simplex postmark on penalty envelopes, which incorporated the clerk number at the bottom of the CDC. The regulation later changed, so that duplex cancellers were employed to satisfy the requirement of cancelling the penalty clause itself, which moved to the upper right corner of envelopes as in the case of our cover.

And now for the missive itself. Once again we are impressed by the thick black-bordered letter sheet, usually indicative of a death in the recent past, in this case two months after the President's death from the complications of his wounds which occurred two months prior to his demise. Not infrequently, a mourning cover would subsequently be changed from a thick to a thin black border some months after a death with the total time of use for mourning covers being in the range of one year from the time of death. What is intriguing and immediately obvious to the observer is that this letter is an early example of what we now know as a classic form-letter. Peruse the script carefully and you note that one hand wrote the letter, using a bolder imprint for the month and day entry as well as for the individual addressed and his residence as compared to the letter content itself. And what is most obvious, even from afar, is the fact that the signature is that of the Secretary of State, James G. Blaine, not that of the writer of the letter. The letter was either dictated to the

secretary, or was constructed by an individual who served as ghost writer of the letter's sentiments.

Finally, let us address the content of the letter to Rev. Dyer (Figure 2). In the letter dated November 15, 1881 Blaine expresses for President Garfield's grief-stricken family the "mournful" gratification for the outpouring of tribute to the Union's fallen President, and the family's particular appreciation for the touching Sermon, with a capital S, preached by the reverend on September 25, 1881, eight days after the President's death; a sermon so acclaimed that it was officially published (figures 3 and 4) so as to be available to the rest of the country.

The letter is classic for nineteenth century speech, an art form no longer in existence and one which still excites the heart of one of the authors (JS) for its sincerity, despite colloquialism and hyperbole. There are actually courses given dissecting the speech and writing patterns of that century, which, despite attracting a somewhat less than overwhelming number of applicants, remains a fascinating reflection on the change in communication from then to now. For instance, in the nineteenth century a daughter might ask a parent for help in the following manner: "Father, might I impose on your good will in

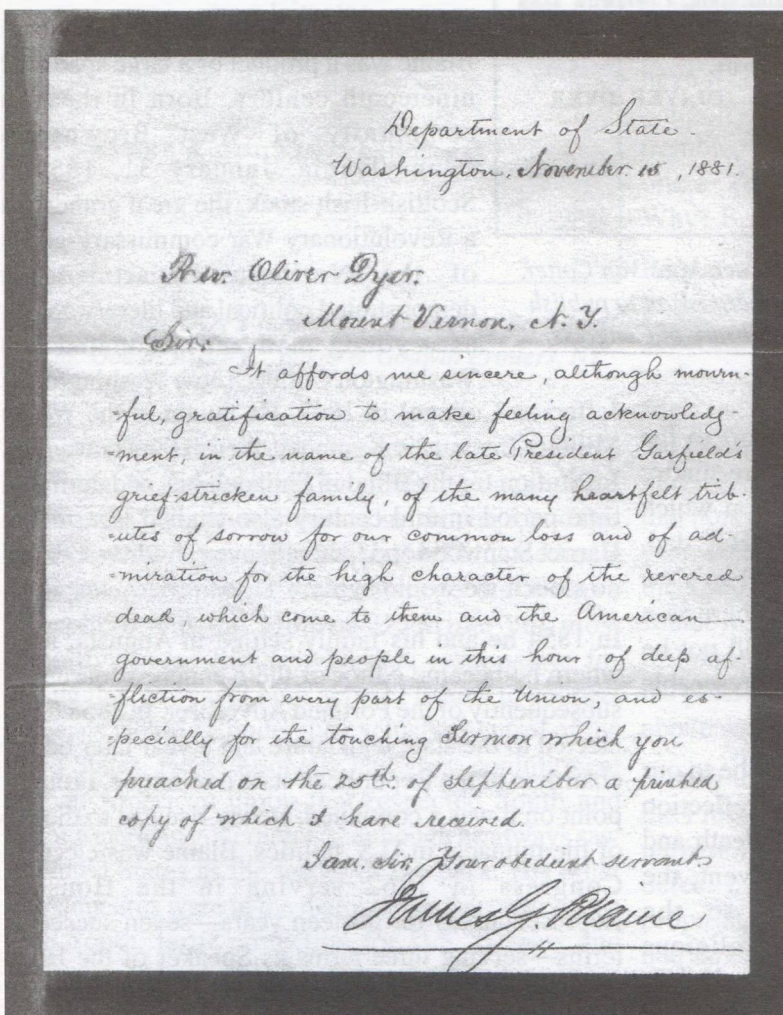


Figure 2 The letter to Rev. Dyer from James G. Blaine dated Nov. 15, 1881, with references to President Garfield's recent death and the sermon preached by the Rev. Dyer.

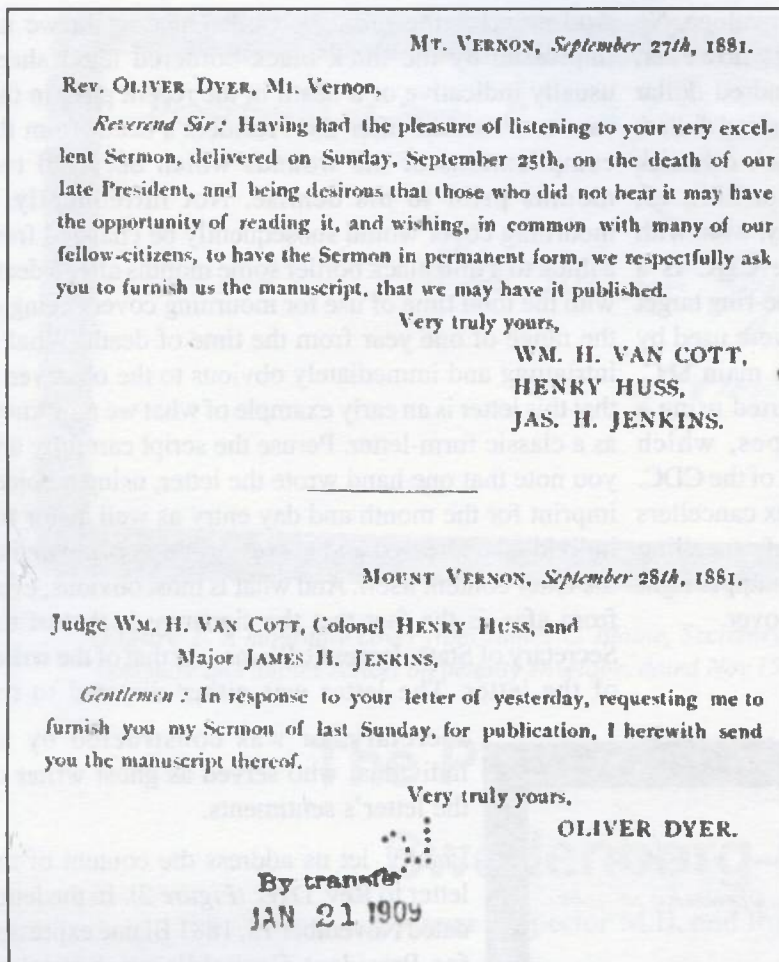


Figure 3 September 1881 correspondence between Mr.'s Van Cotter, Huss, and Jenkins and the Rev. Dyer regarding permission to publish Dyer's Sermon on President Garfield's death. (Library of Congress)

supplying Hortense and myself with transport to the village, affording us the opportunity to acquire sundry material purchases?" A contemporary version which will resonate with most fathers would be: "Hey dad, can you drop me and Heather off at the mall so's we can buy some stuff?" Well now, perhaps there is a middle ground, but until that happens JS will not be coming out of the nineteenth century for the foreseeable future.

The point being, the communication we ascribe to our missive, both visually and content-wise is a reflection of a particular gestalt on the perception of death and mourning. True, this was a monumental event, the assassination of a president, but more so, the communication reflected a cultural and religious characteristic of the time, a time of seemingly less "invincibility" in combating disease and injury and yes, even confronting death, than would be the case in future decades. The sentiments of Milton, Donne, Dickenson and others with regard to the veil of death would be difficult to reduplicate in current times. And it is with

this greater awareness of how folks thought back then that we can now meet and perhaps understand more knowledgeably James Gillespie Blaine and Oliver Dyer.

If James G. Blaine (*Figure 5*) is not a household name to you, you may be embarrassed to discover that he is honored and memorialized in the United States with having four counties, five cities and two public schools (one in Philadelphia built in 1895 which author JS attended) named for him. That is also true of a train depot in Georgia. His home in Washington, D.C. the Blaine Mansion is part of the Dupont Circle historic district and his home in Augusta, Maine is the official governor's residence. Still not impressed because a major league ballpark or a bowling alley is not named for him, then follow along as we present some impressive credentials to you, as well as some potential warts.

Blaine was a product of a large span of the nineteenth century. Born in the small community of West Brownsville, Pennsylvania, January 31, 1830, of Scottish-Irish stock, the great grandson of a Revolutionary War commissary-general of the Northern Department, he demonstrated political and literary aptitude as a young man and graduated from Washington College (now Washington and Jefferson College) in 1847. He taught at the Western Military Institute in Kentucky, then at the Pennsylvania Institution for the Blind in Philadelphia, and during this time period in mid century also studied law, married Harriet Stanwood and fathered seven children. Certainly no slouch we would agree.

In 1854 he and his family settled in Augusta, Maine where he became editor of the Kennebec Journal and subsequently of the Portland Advertiser. In 1858 he was elected to the state legislature and a year later became chairman of the Republican state committee. From that point on it was a continued, steady rise just to the cusp of the pinnacle in U.S. politics. Blaine was elected to Congress in 1862 serving in the House of Representatives for thirteen years—seven succeeding terms—serving three terms as Speaker of the House. He was a powerful speaker, debater and parliamentarian. He possessed a marvelous gift for gab, was a great back-slapper, yet a strong arm twister, and a man of potent convictions. He had a winning smile and certain gentleness in how he looked one in the eye that made him a favorite on both sides of the aisle.

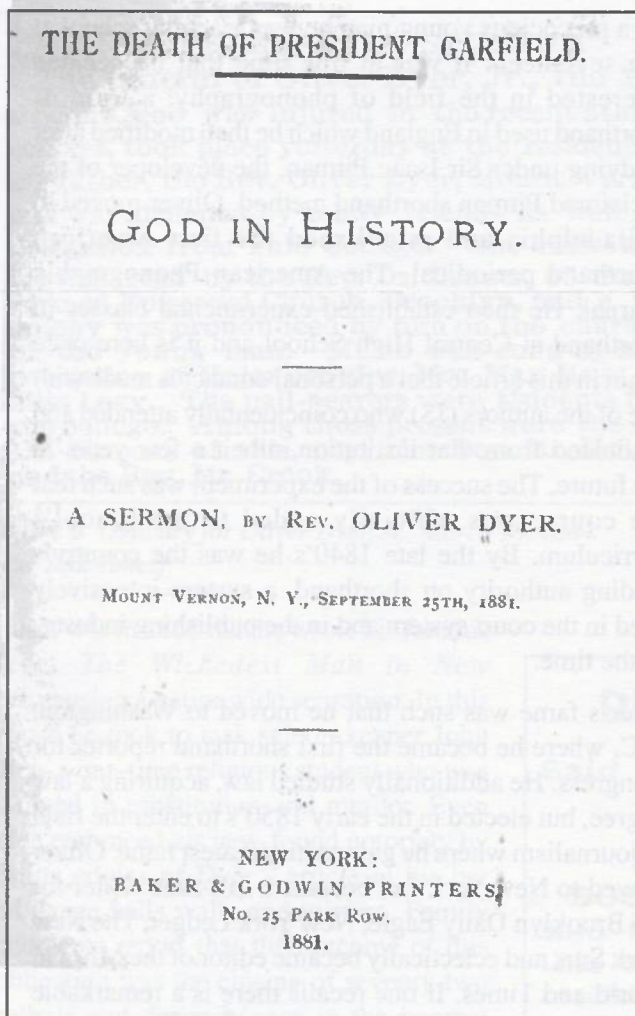


Figure 4 Oliver Dyer's sermon "The Death of President Garfield: God in History." Baker & Godwin Printers, NY 1881. (Library of Congress)

His politics included strong support for the fourteenth amendment to the Constitution, granting equal rights to all citizens, thus giving blacks the franchise, and this amendment was essentially his proposition. He had a significant Anglophobia with regard to the Western Hemisphere and the Monroe Doctrine, but most especially it was Blaine who was responsible for assuring that any canal built across Panama to connect the oceans would be under the exclusive control of the United States. He additionally had great commitment to a pan-American union that respected South and Central American governments, although he always saw the United States as the leader of the pack. His other major concerns were in the realm of the Reconstruction of the South, tariff protection for U.S. farmers and manufacturers, and currency laws as applied to public debt—all hotbeds of partisanship in the post Civil War era.

Blaine never walked away from a fight and one of his most controversial acts occurred in 1875 when he

proposed the Blaine Amendment, a constitutional amendment to promote the separation of church and state by prohibiting the use of public funds by any religious school. The amendment failed to pass in Congress and likely caused his eventual defeat in his achievement to win the Presidency, despite the fact that many states did eventually adopt similar laws.

In 1876, Blaine was in excellent position to become the Republican candidate for the Presidency. In a nominating speech that made Robert G. Ingersoll famous, he extolled Blaine in terms that would have won an Academy Award for Hyperbole, had one existed. We quote just a few sentences that clearly were adrenaline-raising in nature: "This is a grand year... a year in which the people call for the man who has torn from the throat of treason the tongue of slander—for the man who has snatched the mask of Democracy from the hideous face of rebellion. James G. Blaine marched down the halls of the American Congress and threw his shining lance full and fair against the brazen foreheads of the defamers of his country and the maligners of his honor." Huzzah we the authors say, why couldn't we have written such purple prose! This was the "Plumed Knight" speech that to this day causes the body to tremble, the voice to grow hoarse and the pupils to dilate. Yet, it wasn't enough to win the nomination. Why? Because scandal stood in the wings.

Persistent charges were made that Blaine had been guilty of corruption in awarding lucrative construction contracts to several railroads. Some disparaging nicknames given to him included, "The Continental Liar from the State of Maine" and "Slippery Jim"; yet, on the positive side, he was "The Magnetic Man", for his magnetic speaking abilities and his charisma. He lost that nomination but was elected to the Senate that same year. Another less fully invested attempt at obtaining the 1880 Republican nomination also failed. In 1881, Blaine resigned from office to become Secretary of State to James Garfield, who in less than four months into his presidency was assassinated and died as described above.

Finally in 1884 he became the Republican nominee for the Presidency only to be defeated in the election by a narrow margin to Democrat Grover Cleveland, the defeat likely based on his prior Blaine Amendment proposal, which turned Catholics against him, since it had threatened their parochial school system; and also by the residual stigma of possible corruption which he could not shake completely. In trying to defend against this charge he had read from the so-called "Mulligan Papers" claiming they proved his innocence of



Figure 5 James G. Blaine.

corruption, yet he would never allow the papers to be released to the public.

In 1888 he helped Benjamin Harrison win the presidency becoming only the second man, and the last ever, to become Secretary of State in two non-succeeding presidential cabinets when Harrison appointed him to his cabinet. He remained an influential political figure for the rest of his life and in his later years wrote *Twenty Years of Congress*, a brilliant historical work. Blaine also played a leading role in the founding of Bates College in Lewiston, Maine serving as trustee for years.

In late 1892, at the age of sixty two his health rapidly failed and he succumbed to an apparent heart attack on January 27, 1893. His remains rest in the Blaine Memorial Park in Augusta, Maine.

It is never that easy for the writer to just “pick up the pieces” and move on after such a tale, but let us shake off the sadness and introduce you to yet another remarkable personage who we believe will further enlighten his epoch, the object of James G. Blaine’s missive, the Reverend Oliver Dyer. Oliver was born in Porter, New York on April 26, 1824, the son of a poor shoemaker. At age six the family moved to Lockport, New York near Niagara Falls.

As a precocious young man he was teaching school at age seventeen. It was at this time that he became interested in the field of phonography, a form of shorthand used in England which he then modified after studying under Sir Isaac Pitman, the developer of the acclaimed Pitman shorthand method. Oliver moved to Philadelphia and established the first American shorthand periodical, *The American Phonographic Journal*. He then established experimental classes in shorthand at Central High School and it is here once again in this article that a personal contact is made with one of the authors (JS) who coincidentally attended and graduated from that institution, albeit a few years in the future. The success of the experiment was such that the course was officially added to the school’s curriculum. By the late 1840’s he was the country’s leading authority on shorthand, a system intensively used in the court system and in the publishing industry of the time.

Dyer’s fame was such that he moved to Washington, D.C. where he became the first shorthand reporter for Congress. He additionally studied law, acquiring a law degree, but elected in the early 1850’s to enter the field of journalism where he gained his greatest fame. Oliver moved to New York and became a full-time writer for the *Brooklyn Daily Eagle*, *New York Ledger*, *The New York Sun*, and eclectically became editor of the *Musical World and Times*. If one recalls there is a remarkable similarity in achievement at a relatively young age between our Blaine and Dyer is there not? Dyer, however, did not marry until age thirty-nine.

His first marriage spawned a son Oliver, Jr., who died at age 23 in 1884 in a tragic athletic accident while a student at Yale (*figure 6*), and twins born in 1869 when his wife died most likely in childbirth. His second marriage was to a woman thirty-three years his junior, with the birth of a daughter, Olivia, when he was sixty eight years old; Olivia surviving until 1984!

Dyer had been raised in a Methodist home, but had retreated from its teaching while still a young man. His mother had wanted him to become a Methodist minister and he had attended Genesee Wesleyan Seminary in Lima, New York. Family records report that shortly after matriculating, his scientific pursuits had caused him to become dissatisfied with Methodist theology, but his sense of morality remained fervent. In 1865 he became interested in mission work in the slums of New York, spending several years investigating the causes and the remedies of the deplorable conditions he witnessed. He became an outspoken critic of saloons and other immoral establishments of which the poorer section of New York were awash.

THE DEAD YALE STUDENT.

The funeral of Oliver Dyer, Jr., the Yale student who was injured in the recent athletic contest, took place yesterday at the residence of his father, the Rev. Oliver Dyer, Mount Vernon, and was attended by many friends, as well as a delegation from Yale College. The burial service was read by the Rev. Dr. Brown, of the Reformed Episcopal Church, Brooklyn, and a high eulogy was pronounced by him on the character of the young man. Music was sung by a trio consisting of Major Jenkins, Mrs. Max Huss, and Miss Levy. The pall-bearers were students from the college. Among those present were the Rev. Dr. Hiscox, of this city, the Rev. Mr. Holmes, and the Rev. Mr. Crook.

Figure 6 Obituary for Oliver Dyer, Jr., March 18, 1884. (New York Times)

Thus it was in 1868 that he wrote his famous piece, *The Wickedest Man in New York*, causing a nationwide sensation. In this exposé he took to task saloon keeper John Allen, a one-time religious student who was involved in prostitution and murder. Even Allen embraced his new-found notoriety by pasting copies of Dyer's article in his bar and dance halls walls and mirrors. Family documents report that the outcome of this publication was the closing of seventy-two brothels and dance houses in the poorest sections of New York, although one wonders if there may be some embellishment in the family pronouncements.

In 1869 Oliver Dyer's life took another exceptional turn. He had recently become acquainted with the teachings of the

Swedenborgian faith, a church established initially in the early eighteenth century by Emanuel Swedenborg (1688-1772) a Swedish scientist, philosopher, Christian mystic and theologian—what, yet another overachiever? With a prolific career as an inventor and scientist, Swedenborg began to experience dreams and visions related to Christ, resulting in a spiritual awakening whereupon he claimed he was appointed to write doctrine to reform Christianity. We will not even attempt to go into the theology further except to point out that the Church thrives yet to this day, and has had adherents such as Helen Keller and Andrew Carnegie. As far as our Oliver Dyer is concerned, his studies led to his eventual ordination as a minister for the New Church at Mount Vernon, New York, where his remarkable sermon on the death of President Garfield, *God in History*, so touched the country, and for our

purposes, James G. Blaine, that their disparate lives momentarily crossed paths.

And finally, both men had similar inclinations in their advanced years. We already alluded to Blaine's *Twenty Years of Congress*. Well not to be outdone Oliver Dyer published widely on topics of religion and politics. He wrote a history of *The New York Sun*, biographies on Andrew Jackson and James Garfield among a seemingly endless list of literary accomplishments for one individual

Oliver Dyer developed bronchitis and died at the Massachusetts Homeopathic Hospital in Boston on January 13, 1907 *Figure 7*. He is buried at the Forest Hills Cemetery.

Thus ends our sequel. The reader of this article can now well understand our earlier remark that

DEATH OF OLIVER DYER.

Said to Have Introduced Stenography Into This Country.

BOSTON, Jan. 13.—Oliver Dyer, who is said to have introduced stenography into this country and was the first shorthand reporter in the United States Senate, died in this city to-day at the age of 83 years.

Mr. Dyer was a pupil of Isaac Pitman, and after many years' service in Washington and New York he was ordained a minister in the Swedenborgian faith.

Figure 7 Obituary for the Reverend Oliver Dyer, January 14, 1907. (New York Times)

these two men deserve to stand on their own two feet. How impressive these two lives were—for want of words that do it more justice—simply, so full. So full of life, yes, that's it. Well, a sequel to a president's assassination is never a task one should take on lightly. Perhaps we were better off for not having thought about it quite that way when first researching this work. It may have been too daunting to have pursued further. Yet, the cover and the letter spoke to us so eloquently. The mourning cover, the sentiments expressed, and then the remarkable lives of the sender and the receiver. Not household names one might say? Not so we reply. Men who were indeed not only household names, but larger than life figures in their own time and for a moment in our existence brought back to their original stature. Quietly they now rest in Maine and Massachusetts. So be it, with our thanks.



A selection of fake fancy cancels on 19th century stamps, courtesy the Philatelic Foundation

Collaborative Effort Procures Fake Cancels for the Philatelic Foundation

The Philatelic Foundation is pleased to announce the acquisition to its reference collection of a donation of approximately 130 different fake fancy cancels on 19th century United States stamps. This eye-appealing, but fake, group was donated after a collaborative effort was made by Bill Weiss (formerly of Weiss Auctions), Frank Kaplan, ASDA President James E. Lee, APS Director Ken Martin, Cherrystone Auctions and Harmer-Schau Auctions.

This group first appeared in a February, 2010 Harmer-Schau auction catalog, but after being spotted by several experts in fancy cancellations as being fake, including Scott Trepel, Bill Weiss and Jim Lee, the house, on advice of these experts, withdrew the lots and returned them to the consignor. These same lots then turned up next in the June, 2011 Cherrystone Auction, but were offered by that firm as one lot by "order of the consignor". That lot was spotted by dealer Frank Kaplan (who trades on eBay under the name "Mrfancycancel"), who in turn notified Weiss. After Weiss notified Cherrystone of the nature of the cancels, they also withdrew the lot and returned it to the consignor. Weiss was able to determine in speaking to the consignor that it was owned by a Trust who, for whom as it turned out, Weiss had expertised many fake cancels over the last few years. Realizing that the owner must be the same party, Weiss contacted them and convinced them it was in the best interest of the hobby for them to donate these cancels to a non-profit philatelic organization. A collaborative effort by all of the parties happily resulted in this donation. A great story behind a great acquisition. The Foundation thanks all of the parties involved.

The Philatelic Foundation has an unequaled philatelic reference collection and a full time expertising staff. It was chartered in 1945 as a non-profit organization with a combined mission to educate stamp collectors, to broadcast the benefits of the stamp hobby and to provide expert opinions on submitted stamps and covers.

The Philatelic Foundation Elects Two New Trustees

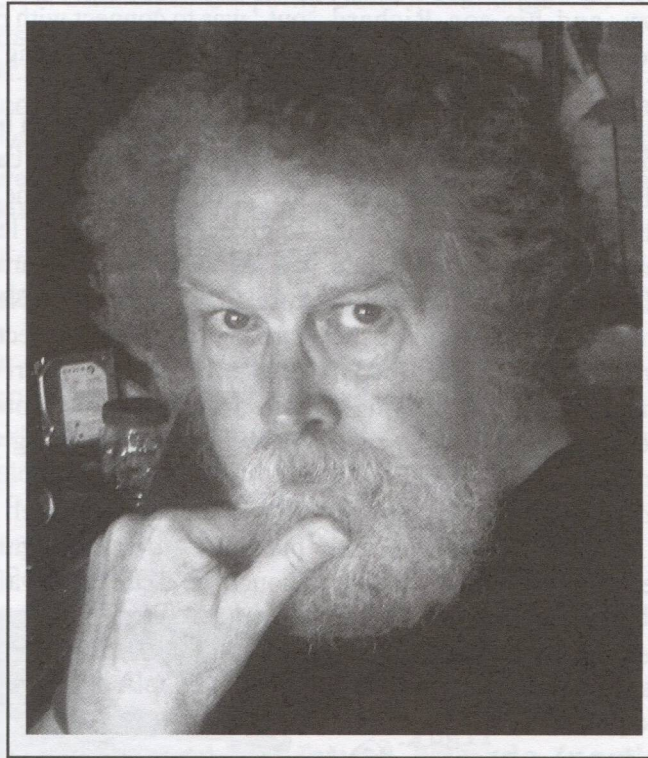
The Philatelic Foundation is very pleased to announce that Fred Gregory and Mark Schwartz have been elected to the PF Board of Trustees. Trustees are elected for a three year term and can serve multiple terms.

Fred Gregory is a long-time collector who focuses on the stamps and postal history of pre-Territorial Hawaii, the Pacific Basin in the 19th Century, California postal history before the transcontinental railroad and selected California counties. He is the creator and author of the web site *Post Office in Paradise*, devoted to the study of 19th Century Hawaii stamps and postal history, for which he has won several awards, including the FIP award for Best Web Site 2001, and the Grand Prix awarded by STAMPS2.COM. He has authored numerous articles about Hawaii philately published in various philatelic journals. He has given many presentations. He is a fellow of the Royal Philatelic Society London. He is the Hawaii editor for the journal of the Western Cover Society and the journal of SAS/Oceania. In his professional career, Fred practiced law in California beginning in 1965 for the firm Gibson, Dunn & Crutcher and specialized in resolving complex business disputes. He is presently retired.

Mark Schwartz intensively collects the Postal History of Boston and of Essex County, Massachusetts. He also collects New York Postmaster Provisionals, Transatlantic Mail and First Federal CDS of 1799. He has exhibited in these areas with remarkable success and has two exhibits qualified for the Champion of Champions Show at Columbus, Ohio in August. He has also written research articles on his subjects of interest. Mark is a graduate of MIT and holds two masters degrees. Mark worked as a chemist for GlaxoSmithKline in research and development and later embarked into marketing and product strategy. He is now retired.

The Philatelic Foundation is located at and can be contacted at 70 West 40th St., New York, NY, 10018. Website www.philatelicfoundation.org.

In Remembrance



Richard "Bill" Helbock at work on his computer, March 2010.

Richard W. Helbock, Editor La Posta: A Journal of American Postal History March 24, 1938 – May 15, 2011

By Cath Clark

Richard William Helbock was born in Portland, Oregon on March 24, 1938 on the heels of the Great Depression, and grew up in the working class neighborhood of John's Landing. He has always been known to friends as 'Bill.' From the age of eight, he loved history and geography, and started collecting stamps and covers as a way to learn about the world. As a young man, he was initiated into postal history by Chuck Whittlesey, his long-time friend and mentor. He graduated from Lincoln High, and with a strong academic record, was sponsored by Oregon Senator Edith Green to attend West Point Military Academy. He graduated with the Class of 1960 with a B.S. in Engineering, and fulfilled his military service at radar stations in Greenland and San Francisco.

After the military, he worked as a highway engineer in Portland where he helped build the Marquam Bridge over the Willamette River. He was later accepted into the highly respected geography program at the University of Pittsburgh, where he earned a Masters of Geography in 1965. He later earned a Ph.D. in Urban

& Statistical Geography as an *Andrew Mellon Fellow*. He specialized in population demographics, and worked for a planning firm before landing a job at New Mexico State University as an associate geography professor. He taught for 13 years from 1968-1981, with classes in the geography of North America, Asia, Australia & Oceania, and city planning and statistical modeling. He was a highly popular teacher, a lively and engaging lecturer, and had many friends, especially among the student body. At NMSU, he initiated the first degree program in Urban and Regional Planning.

In 1969, shortly after his move to New Mexico, Helbock began exhibiting at stamp shows throughout the southwest, earning many awards and medals, and began publishing *La Posta: A Journal of American Postal History*, as a hobby aside to teaching. In 1981, at age 43, Bill re-tooled himself for the private sector. He apprenticed for a year at the NMSU print shop to learn how to run an offset press, then he and his (future) second wife, Cathy, returned to "God's Country"

(Portland, Oregon) where he set up "Raven Press" in their garage. He partnered briefly with Alan Patera, editor of *Oregon Country*, and his son Richard eventually took over the press.

Over the next 30 years, Bill Helbock became one of the most highly respected people in the field of postal history. He has touched the lives of and mentored many in the hobby. In addition to his award-winning journal, *La Posta*, Helbock authored, edited, & published dozens of award-winning books, monographs and e-books, including a five-year stint as editor of the *American Philatelic Congress Book*. He published a landmark, eight-volume series called *U.S. Post Offices*, several books on military postal history, *Postmarks on Postcards*, *U.S. Doanes*, and most recently, a hardback edition of *Army Censor Marks of WWII*. He also had specialty books on Alaska, New Mexico, Oregon, and Washington. He conducted over 70 postal history auctions, several of which were conducted at stamp shows. Most recently, he set up an eBay store to sell/auction his postal history acquisitions, which is still active.

After moving to Australia in 1999, Bill became fascinated with the romance and excitement of early air mail, and the final article that he wrote, published in the Summer 2011 edition of *La Posta*, was: "International Air Mail during the Pre-WWII Era: Scarcity According to Origins & Destinations." This ground-breaking article, a decade in the making, centered on a gravity model theory that Helbock developed that predicts scarcity of airmail based on the connectivity between the U.S.

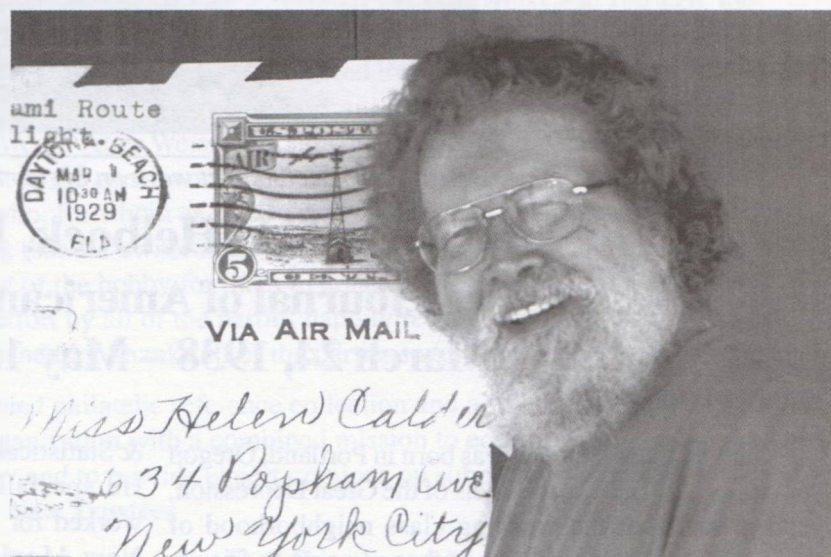
and the other countries of the world. At the same time he was working up this model, he was involved in at least three other projects with other *La Posta* authors, on the Oklahoma Territory, the U.S. Transport 6c stamp, and an ambitious project jointly undertaken with postal historian Mike Senta and others to re-work one of his first successful books, *The Postmarks of Territorial Alaska*.

In the years beyond his academic career, Bill Helbock always felt closest to his friends who were involved in the postal history hobby, something he derived great joy from. He especially enjoyed meeting with postal history friends at stamp shows, at our home, and at postal history club meetings held around Portland. In Australia, Bill maintained a rich and active social life

in his own way, through E-mail and internet contacts among his postal history community. His way of 'going out,' was to connect with people through his computer, and he really loved doing that.

Bill Helbock was a man both of intellect and humor. I recall the time when he caused quite a stir a few years ago at PIPEX in Spokane, Washington. He was asked to give a postal history lecture, and I had to talk him out of wearing a kangaroo tail under his suit jacket. Instead, because he's a New Zealand rugby *All-Blacks* fan, he started out his lecture with a stirring rendition of the *All-Black's* Maori war chant: *The Hakka*. He raised a few eyebrows, but the only battles that ensued were the genteel bidding wars of the auction floor.

Bill loved history, travel, current events, and politics, but *La Posta* was his greatest passion. Bill had long thought he'd call it a day after getting out the 40th edition



Bill Helbock in his office with his over-sized airmail envelope poster, December, 2010.

of *La Posta* in 2009, but he was still enjoying himself so much, he just kept right on going full-bore. In 2011, *La Posta* is in its 42nd year of publication, and remains the largest general postal history publication in North America.

Bill Helbock passed away unexpectedly on May 15, 2011, from a heart attack. While he wasn't a follower of religion, Bill did believe in the possibility of the continuance of existence. A poster that he found inspiring is one that commemorates the first overseas flight of the R.A.A.F. in a little bi-plane from Sydney Harbour to Papua New Guinea and the Solomon islands in the 1920s. It says, in beautiful script, at the bottom: "Anything is Possible." That thought is a comfort—that his wonderful mind and spirit continue to grow and learn and enthusiastically travel to new, uncharted realms.

Publications Authored & Edited by Richard W. Helbock, PhD

Passed by Army Censor: A Catalog of US Army Censor Markings 1941-42

Postmarks on Postcards United States Doanes – with G. Anderson

A Price Guide to U.S. A.P.O. Cancels of the Second World War – with J. Forte

United States Post Offices Vol. 1 – The West, Vol. 2 – The Great Plains, Vol. 3 – The Upper Midwest

Vol. 4 – The Northeast, Vol. 5 – The Ohio Valley, Vol. 6 – The Mid-Atlantic, Vol. 7 – The Lower Mississippi

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Montana Territorial Postmarks – with W. Shellen & F. Dunn

Postmarks Among the Palms: A Postal History of the Florida Keys – with J. Wilkinson

Washington Post Offices – with T. Boardman

Washington Territorial Postmarks

Oregon Frontier Cavalryman (Ft. Klamath, OR) 1878-1880- with C.Clark

Oregon Post Offices 1847-1982, Oregon Postmarks – with C. Whittlesey, Alaska Lighthouses in WWII

Military Postmarks of Territorial Alaska

The Postmarks of Territorial Alaska

Honors and Literature Awards (partial listing)

NAPEX 2011, Silver – *San Francisco Double Feature [CD]: Postmarks 1847-1900; and Earthquake Mail 1906*
R.W. Helbock, Editor, by J. Mahoney & R. Steele. Washington DC

NAPEX 2008, Vermeil – Postal History, *United States Post Offices Volumes 1-8 [CD]*

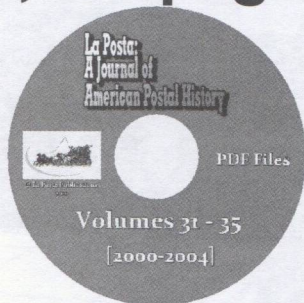
American Air Mail Society L.B. Gatchell Literature Award for his Four-Part Series *Reaching Out to the Islands*, 2007

Distinguished Philatelist Award – Northwest Federation of Stamp Clubs 2003

CAPEX, OKPEX, COLOPEX 2000, Gold – Literature, *The Congress Book*, 1999

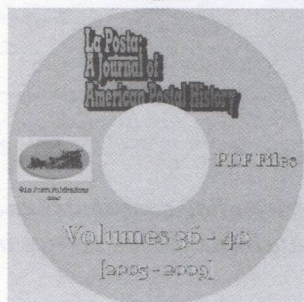
Distinguished Philatelist Award – U.S. Philatelic Classics Society 1991

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This is a reproduction of Michael Senta's eulogy, given at the Celebration of Bill Helbock's Life in Ashby, New South Wales, Australia on June 6, 2011.

Thirty-one years ago I moved to Alaska as a stamp collector, and very quickly became fascinated with the history and the amazing logistics of the postal system of that glorious place. I just as quickly became aware of Bill Helbock, who was an expert in the history I was fascinated with.

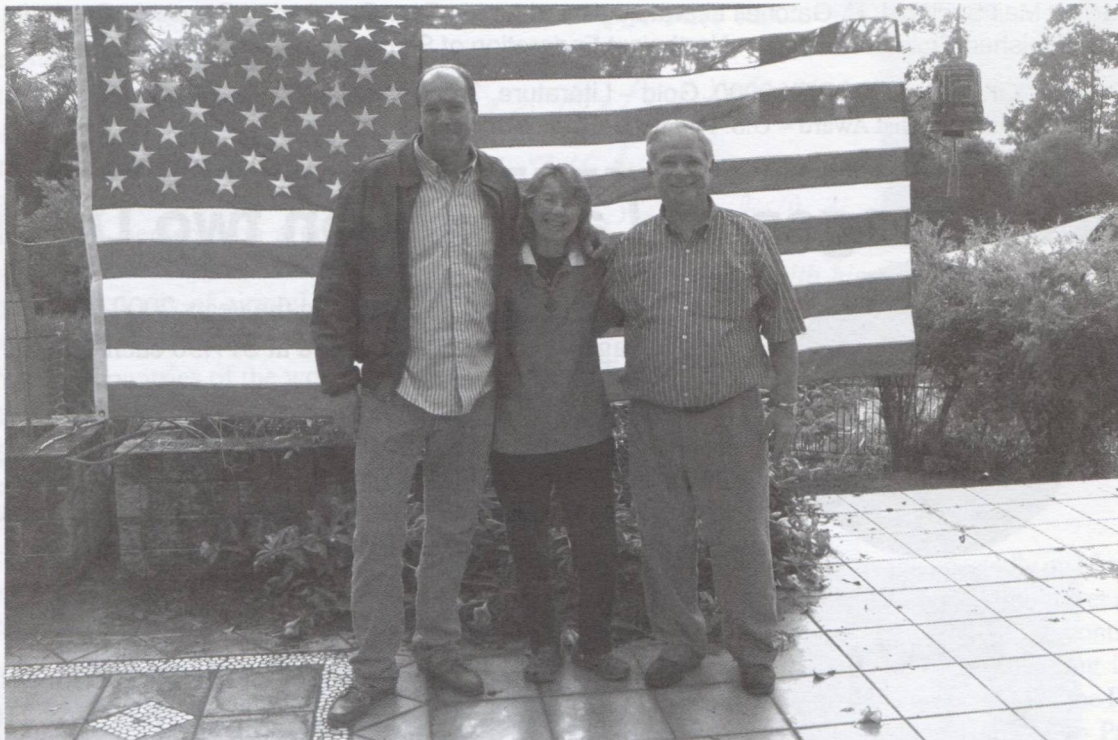
I called him, I bought his books, I visited him in Oregon. Few people enter your life, and "BANG"—your life is dramatically different forever. John F. Kennedy did that for me. My Chief of Surgery Claude Hitchcock did that for me. Bill Helbock did that for me.

He was the expert. Alaska postal history was a favorite of Bill's in his younger days. Now, of course, he has become a master of many fields, with all his written and digital publications bearing witness to that. I dare say he's opened many individual hearts to postal history, as he did mine. He taught me intensity and excellence, and he was excited about his work. In January last year I was at a huge international postal history auction in New York, and I was called "The Alaska Guy" by people I had never met. Bill is responsible for helping me to that honor. And now that expert is teaching me that life is short, and the most important part of life is the people in this life hobby, not the hobby itself, not the stuff of the hobby, but the people. Just knowing that Bill was there was comforting. Just knowing that Bill is not there is not comforting, it is a loss.

Let's remember how Bill lived. Let's remember how he signed his work—usually with a smile and his wife.

Thank you for your time and your energy, Bill Helbock.

Mike Senta



Richard Cook Helbock, Cath Clark, and Mike Senta with the American flag contributed in memory of Richard W. Helbock by the U.S. Consulate in Sydney, Australia for his service in the U.S. Army. June 6, 2011. Photo courtesy Andrew Roberts.

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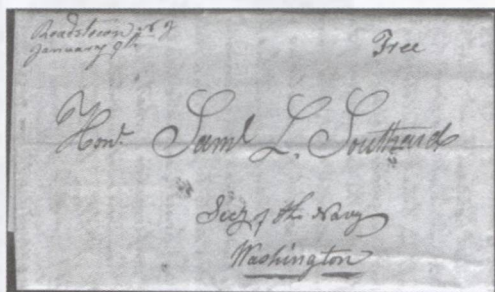




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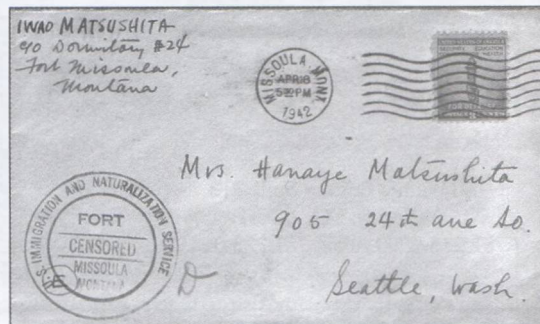
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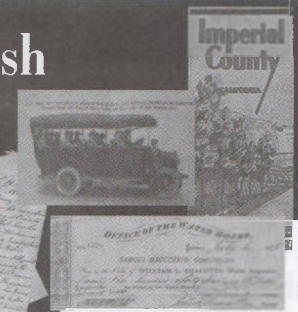
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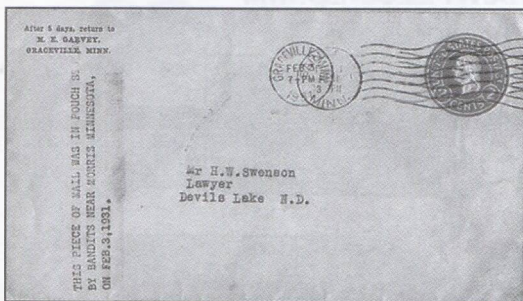
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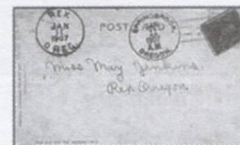
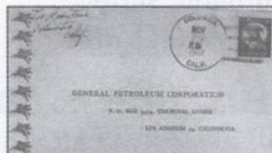
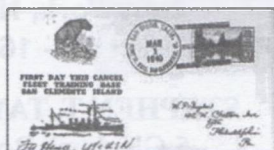
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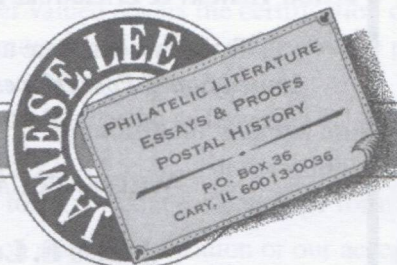
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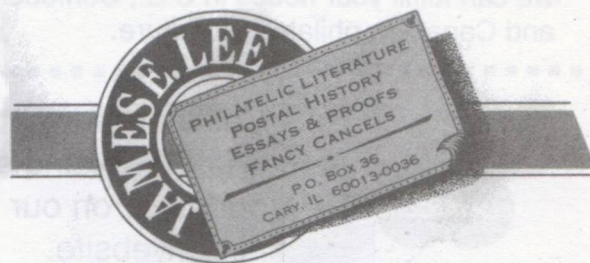
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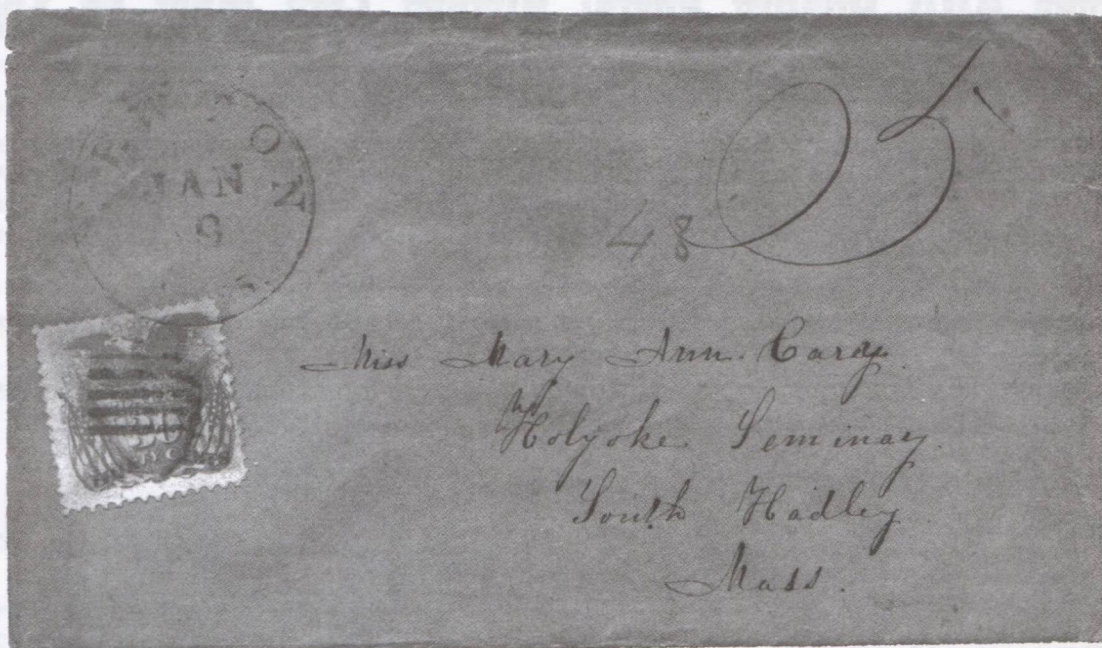
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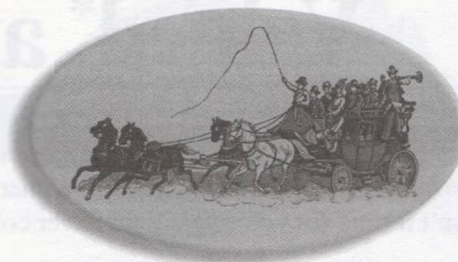
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51-55	\$2.75	\$6.84	\$13.02
56-60	\$3.00	\$7.47	\$14.22
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FOR SALE: COVERS

DO YOU COLLECT State Postal History, Doane Cancels or cancels of any kind? Now 38 States online plus Dakota Territory and more coming. Over 9000 covers online with 1500 of them pictured. Website: <http://www.towncancel.com/> Gary Anderson, P.O. Box 600039, St. Paul, MN. 55106. Email: garyndak@comcast.net. [42-3]

COVER AUCTIONS, NAVY/MILITARY; Classics; Submarines; Surface Ships; Locations; APO's; POSTCARDS; MEMORABILIA. Mixture of commercial; philatelic; wartime covers. Free illustrated catalogues. Jim Smith (USCS, MPHS), Box 512, Oshtemo, Michigan 49077 [42-3]

FOR SALE: COVERS

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539.

Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [42-3]

World Wide Postal History with some USA items. Aero:Polar:Military:Maritime and commercial items. Catalogues have a diverse mixture of covers/cards. Interesting items on offer in a Mail Bid sale every 2 Months. Sidney Fenemore Wallasey CH45 1HL England UK: Website: www.sidneyfenemore.com; e-mail: sfenemore@clara.co.uk : Member APS. [43-4]

TOWNS:WANTED

All States and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [42-3]

HATHERLY MASS Postmark, 1887-1906, Covers, postcards. Send scan, photocopy and price to Daniel Lucas, 29 Cottonwood Ln., Rockland, Mass 02370. da1941@verizon.net [43-3]

TOWNS: WANTED

PHILLIPS COUNTY, MONTANA. I am developing a personal collection of postal history of the post offices which have existed in Phillips County, MT. (This is the county in which I was born and grew to adulthood). I hope to acquire postal covers and postcards (especially PPAs) from all these post offices.

The collection dates will span from approximately 1900 to 1970. Among the postmarks/post offices for which I am still looking are: Alkali, Bellealta, CeeKay, Cole, Cowan, Freewater, Greve, Leedy, Legg, Lonesome, Lost Lake, Strater, Waleston, Whitcomb, Ynot and Zenon...and others. Please send descriptions or photocopies/scans with asking price, by e-mail or postal mail to: Evert Bruckner, 1724 Morning Dove Lane, Redlands, CA 92373. e-mail: ebruckner@earthlink.net [42-3]

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 42-3]

SPOKANE FALLS / SPOKANE, WA. 1872-date wanted: Territorial, registered, postage due, certified, commercial airmail, foreign destinations, unusual station cancels, usages, and postal markings. Send description or photocopies/scans to Larry Mann, 655 Washington PL SW, Mukilteo, WA 98275 Larrymann02@aol.com [42-3]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [42-3]

MILITARY: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@comcast.net) [43-3]

WANTED ON APPROVAL: KOREAN WAR COVERS, 1950-1953 with U.S. MARINES return addresses & postmarks that read U.S. NAVY/12867 Br./Unit No., also 14009, 14011, 14012, 14021. Also, ship covers sent by Marines while on active Korean war duty; also collect stamped mail & Registered (not free-franked) from any service branch in Korea from June 27 1950 – Dec 31, 1950. Please send scans and prices to Cath Clark, lapostagal@hotmail.com

COLUMBIAN COVERS: WANTED

1¢ COLUMBIAN (Scott US #230) COVERS for eventual exhibit. Early/late uses, multiples on cover, unusual destinations, fancy cancels, etc. Also collecting 1893 Columbian Expo covers & paper ephemera. Send scans, photocopies, or on approval to: Doug Merenda, PO Box 20069, Ferndale, MI 48220-0069 or ddm_50@yahoo.com [41-4]

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [42-3]

PREXIES: WANTED

URGENTLY NEED 4½¢ Prexies for collection. Looking for covers, proofs, printing varieties. Anything that fits into a specialized collection. Describe with asking price. Howard Lee, Box 2912, Delmar, CA 92014. Tel: 858-350-7462. Email: gimpo@adnc.com [42-3]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings containing "sub" dated between 1889 and 1912 from any US city. Send photocopies to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [42-3]

WANTED: MISCELLANY

ILLUSTRATED ADVERTISING card/covers: Buffalo/Pawnee Bill, Wild West Show, P.T. Barnum, western lawmen; WWI Newfoundland. Mario, Box 342, Station Main, Saskatoon, Sask., Canada S7K 3L3 [43-3]

LITERATURE: FOR SALE

19th Century Cleveland, Ohio Postal Markings by Thomas F. Allen, a 122-page book packed with information helpful to all postal historians, only \$8.00 postpaid for *La Posta* subscribers G-P Stamp Club, 7280 Hudson Road, Kent, OH 44240 [42-3]

NOTE:

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [42-1], MEANS AD WILL EXPIRE WITH THIS ISSUE.

AD DEADLINE FOR NEXT ISSUE:

Nov 10, 2011

INDEX OF ADVERTISERS

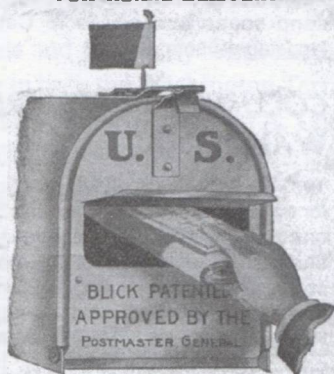
DISPLAY ADS

ALASKA COLLECTORS CLUB - 74
ARIZONA-NEW MEXICO P. H. S. - 74
MARK BAKER ENTERPRISES - 53
COLORADO POSTAL HIST. SOCIETY - 53
COVERCRAZY2 - 79
JOE CROSBY - 27
JANE DALLISON - 76
MICHAEL DATTOLICO - 78
DK ENTERPRISES - 70
JIM FORTE - 71
DANIEL F. KELLEHER AUCTIONS - 69

LA POSTA E-BAY SHOP - 76
LA POSTA ON-LINE COVER SHOP - 72
LA POSTA BACK ISSUES - 67 & 76
JAMES E. LEE - 73 & 74
ROBERT L. MARKOVITS - 72
LARRY NEAL - 74
NEW JERSEY POSTAL HISTORY - 70
THE PHILATELIC FOUNDATION - 75
SCHMITT INVESTORS LTD. - 71
STEPHEN T. TAYLOR - 71
DON TOCHER - 70
WAYNE WORTHINGTON - 39
WRECK & CRASH MAIL SOCIETY - 71

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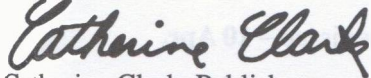
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1/4-page	<input type="checkbox"/> ⇒ \$38.00	<input type="checkbox"/> ⇒ \$72.00	<input type="checkbox"/> ⇒ \$130.00
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Fall issue – **10 Aug**, Winter issue – **10 Nov**.

DEADLINES FOR BACK COVER COLOR AD:

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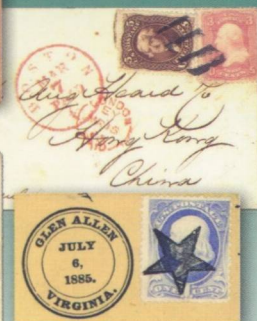
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