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La Posta: A Journal of American Postal History



RPOs of the Marysvale Branch of the D&RGW Railroad in Utah, Part 2

By Dennis H. Pack



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Publisher's Page

By Catherine Clark

Welcome to Our New Editor

This issue marks the first produced by our new editor, Peter Martin. Pete is a long-time enthusiast and promoter of postal history with more than 40 years experience in publishing. He was selected after a nationwide search, and is highly qualified for the position.

Pete holds a M.A. in English from George Mason University with an emphasis in professional writing and editing, and has extensive executive experience in publishing.

He is a multiple-award winning writer, editor, and photographer, and has worked extensively with freelancers and volunteers. He is a qualified philatelic exhibits judge and a popular speaker at postal history forums. He has served as editor in chief of *Scott Stamp Monthly*, *The American Philatelist*, and *Philatelic Literature Review*, among others.

He also currently edits *First Days*, the journal of the American First Day Cover Society, and *Duck Tracks*, journal of the National Duck Stamp Collectors Society.

Pete's writing excellence first came to my attention 14 years ago when he wrote a feature article about Richard W. Helbock for *Stamp Wholesaler*. I also noted that he has authored a dozen in-depth research articles in the prestigious *Congress Book*. He has also contributed a number of articles to *La Posta* over the years.

It is therefore both delightful and appropriate to welcome Pete as the new editor, and I urge any of you who might like to contribute articles to get in touch with him with your ideas in the near future as he is currently building the 2012 line-up.

Special Thanks

The Autumn 2011 issue was the last one that featured an article by associate editor Tom Clarke, who has since stepped-down. Tom's contributions were original, immaculately researched, and an interesting read, and I always enjoyed his perspective about postal history as it related to the socio-political culture of the time.



Changes to the Journal

You have no doubt noticed that *La Posta* is 64 pages this time rather than 80. This is partly due to challenges I encountered in transmitting very large files to Pete over the Internet that slowed down production.

Faced with either delaying printing or going to a shorter journal, we chose the latter. A slightly larger type style is another change, which I believe will be appreciated by many of our readers.

We are also contemplating the possibility of going to partial, or possibly full color in 2012.

We have included a survey form, and urge you to send it in so that we can set a direction for *La Posta* that reflects the wishes and values of you, our readers.

We have recently raised subscription fees to \$32, but existing subscribers may renew at the \$25 rate if you do so by Jan. 31, 2012.

When you renew, I hope you will consider upgrading to "Sustainer" or "Benefactor" to help support our continued efforts to keep *La Posta* alive and flourishing.

Catherine Clark
Publisher

Editor's Forum

By Peter Martin

La Posta Moves On

Like most of you, I have been a longtime admirer of *La Posta* and the work that Bill and Cath have done for more than four decades. I was looking forward to celebrating Bill's 50th anniversary as editor and never thought that this job would become available.

Bill built *La Posta* into the premier journal for U.S. postal history and he died far too young. I will miss his enthusiasm and energy. But *La Posta* is part of Bill's legacy and while no one can replace him, I will do everything possible to ensure that Bill's pride and joy continues to showcase the best U.S. postal history authors and research.

It has oft been said that "The only constant is change" and there are some changes forthcoming, but they will be measured and implemented when we're convinced that they will improve your enjoyment of *La Posta*.

In this issue you'll find some small format changes; tweaks mostly intended to improve readability. You'll notice the smaller outside margins and the elimination of blank lines after paragraphs. A side benefit of this change is that we can get more content into the journal.

Also, from this issue forward, the issues will be identified by quarter, instead of by season, to better identify the sequence of issues.

We've also added the *La Posta* name to the folio line of each page so that if you make a photocopy, you know where it came from.

You'll also find standardized column nameplates so you can easily tell where that feature starts.

The advertiser index has been moved to the last page so that you can easily find any of our supportive advertisers. Full-page advertisers are now interspersed with articles in the front section of the journal.

With this issue, we've also introduced columns for letters, news, postcards, book reviews and post office views.

In 2012, we plan to introduce an "Ask *La Posta*" column where readers can pose vexing questions that they have been unable to answer and allow *La Posta* readers to help.

We're looking to make additional improvements, including a better quality paper to enhance images and the introduction of color to at least part of the journal.

Writing for *La Posta*

La Posta is a specialty journal that seeks to publish the very best in American Postal History. Our articles

inform, educate and document and we seek to showcase the best writers and researchers in the American postal history field.

La Posta has always been blessed by a dedicated group of writers and researchers. That won't change but we will also be adding some new faces in 2012. Commitments are already coming in, but there's still room for your submission.

If you have an article idea, to ensure you get into the 2012 line-up, e-mail your working title, approximate article length, approximate number of illustrations and a short paragraph describing the scope of the article to me at pmartin2525@yahoo.com by December 31.

Supporting *La Posta*

La Posta is a rarity in philatelic circles. It is a subscriber-based journal, not one supported by a society and paid for by membership dues. There is no endowment.

In the past, Bill's other publishing endeavors helped to subsidize *La Posta*. That's no longer possible. Today, *La Posta* operates through subscriber fees, advertising support and the generosity of benefactors and sustaining subscribers.

To ensure *La Posta* continues to exist, here's how you can help.

- Support the advertisers in *La Posta*. If they do well, they'll continue to advertise.
- Become a benefactor or sustaining subscriber.
- Get a friend to subscribe or give a *La Posta* subscription as a gift.

Readership Survey

Inserted into this issue is a *La Posta* Readership Survey. The dedicated *La Posta* readers are the reason that the journal exists and we want to make sure that we not only meet but that we exceed your expectations.

That's why we would really appreciate your taking a few minutes and completing and returning the Readership Survey. Feel free to add additional comments or requests on separate sheets of paper. Tell us what you like, what you don't like and what you expect. Every survey will be read and every comment will be reviewed.

You can also e-mail comments or suggestions at any time to pmartin2525@yahoo.com.

To all *La Posta* readers, we send our best wishes for the holidays and for the New Year.



Figure 1: These soldiers of the 33rd (416th) Spruce Squadron are in the engine house of the Sultan Railway & Timber Company operation at Sultan, Wash., in the summer of 1918.

The Army Spruce Production Division and Its POs

By Rod Crossley

When World War I started in 1914, the United States was led by a passive government that took a neutral position. As a result, the United States was soon sending raw materials, food stuffs, trucks and weapons of war to those nations aligned against Germany.

As the war progressed, demand for these items placed a strain on American production, manufacturing and transportation systems.

Entering the war in 1917, the Allied requirements, as well as those of our own government, to house, feed, clothe and transport its growing war machine caused our systems to falter, break down or, in the case of the railroads, to collapse.

The Pacific Northwest lumber industry, as the primary supplier of airplane lumber and ship timbers, was one of the systems that faltered due to labor unrest.

The newest World War I war machine was an airplane built from strong, light weight spruce lumber and fabric. The towering Sitka spruce trees found in the coastal lands of Oregon and Washington were the primary source of this clear, straight-grain lumber.

In 1917, more than half of the Pacific Northwest's timberland was owned by some 50 timber companies,

with the rest of the land controlled by small operators or a government agency. The high cost of land, fierce market competition, and low profit margins required owners to keep labor costs down.

The majority of the logging company camps were located in remote locations and offered their workers little in the way of decent working conditions. These companies expected their employees to work 10 hours or more per day at low wages; live in cramped, infested quarters without proper bathing facilities; and eat poor quality food. It was said that the typical logging operation had three crews, one working, one going and one coming.

In 1905, the Industrial Workers of the World (IWW) also known as the "Wobblies" was founded. This radical socialist's union believed in changing the nation's capitalistic system through revolution.

The first step in their revolution was using violent strikes to achieve their goal. Since many of the unhappy loggers were foreign-born, unskilled laborers, they joined the IWW hoping that the union could improve their working conditions.

During the years leading up to the war, the union

staged strikes trying to win better working conditions. Since the industry demanded that the loggers work under an open shop agreement, these strikes were met with forceful oppression. In early June 1917, the union announced that there would be a general strike on July 16 if their demands, including the eight-hour day, were not met.

The strike began east of the Cascades on July 16 and quickly spread throughout the Pacific Northwest. The flow of lumber for the nation's war effort soon slowed to a trickle. Fewer than 15 per cent of the logging camps and mills were still operating by August 1.

There was a suspicion during World War I, by both the government and the civilian population, that those people who were not wholeheartedly behind the war efforts were enemy agents. Thus, the radical views of the Pacific Northwest labor unions and their foreign-born members were considered disloyal to the nation.

By using local policemen and soldiers to arrest striking IWW members and union leaders, and by conducting a raid on the IWW headquarters in Spokane, the government was able to break the strike.

The IWW members started to return to work in early September and by midmonth the strike was over. The effect of the strikes on the flow of airplane lumber was severe. It took Grays Harbor County, one of the nation's major suppliers of airplane grade spruce, until December to return to its July 1917 production levels.

In addition to IWW labor problems, the lumber industry was having trouble meeting its government contracts due to the drafting of many experienced workers for military service.

In October 1917, the War Department, based on the recommendation of The National Council of Defense's Aircraft Production Board, ordered the U.S. Army Signal Corps to organize a service division.

The new Spruce Production Division (SPD) was designed to address the IWW problems and labor shortages within the Pacific Northwest logging industry. The War Department's purpose in using soldier laborers in various logging camps and sawmills was to increase the flow of airplane lumber and to keep a watch over the activities of the "Wobblies."

The new division established its base of operations at Vancouver Barracks, Vancouver, Wash., and its headquarters in Portland, Ore. The first draftees, many of them recently drafted loggers, began arriving at Vancouver Barracks on Dec. 6, 1917, where the division organized them into squadrons that started leaving for the woods at the end of the month.

In 1917, the War Department authorized the Spruce Production Division to form 60 Aero Construction Squadrons, which were followed by an additional 48 provisional squadrons in February 1918. On July 3, 1918, these 108 squadrons were renamed Spruce

Squadrons. The SPD organized an additional 42 Spruce Squadrons before World War I ended.

On Nov. 11, 1918, the strength of the Spruce Production Division was more than 28,800 officers and enlisted men assigned to 150 Spruce Squadrons located at Vancouver Barracks, the Portland headquarters or in the field.

The first squadron to leave Vancouver Barracks was the 413th (42nd) Aero Construction Squadron on Dec. 23, 1917. It went to Aberdeen, Wash.

The last squadron to return from the fields was the 51st (436th) Spruce Squadron from Hoquiam, Wash., on Jan. 27, 1919.

The SPD daily issued special orders that covered the various operations of the division, including listing the logging or lumber operations to which troops were to be assigned.

The orders informed the person in charge of the squadron or detachment going into the field: the name of the company; the camp location; the date and time of departure for Vancouver Barracks; the railroad to be used; where to meet the logging company representative; and any other special instructions.

Once the unit arrived at its destination, the person in charge was to confirm their arrival to Portland by telegraph. They were also to provide SPD headquarters with the squadron or detachment's new mailing address because some locations did not have a post office.

In the last few days of December 1917, the division sent 382 officers and enlisted men to eight camps located in Washington and Oregon.

Field operations had grown to 25 camps with some 1,287 personnel by February 1. In order to increase the flow of spruce airplane lumber, soldiers were assigned to cost-plus contractor's camps starting in February 1918.

In addition to harvesting spruce logs, these contractors would also build railroads into the remote forests within the two-state area. The number of troops assigned to field operations kept growing to 7,200 in April; 14,200 in June; 16,300 in August and more than 18,800 officers and enlisted men at the end of October, 1918.

The camps to which these soldiers were assigned also increased to 123 in April; 158 in June; 170 in August; and 235 in October 1918.

There is no way to know the total number of camps to which Spruce Production Division soldiers were assigned during the war. This is because the lumber companies and cost-plus contractors would open, close, move and reopen closed camps as their operation required, often using the same name or number.

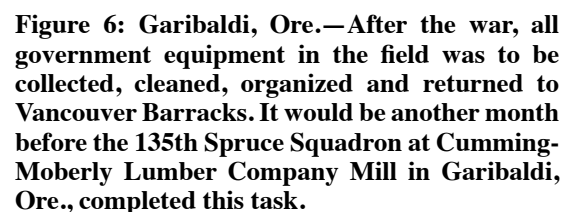
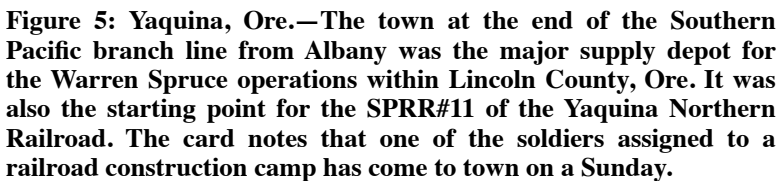
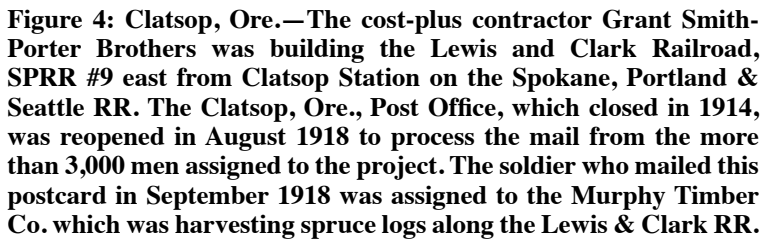
The first squadrons left Vancouver Barracks in December 1917 with the last squadron returning in January 1919. During this 13 month period, 122 post



Figure 2: A spruce log from the Williams Creek operation of cost-plus contractor Grant Smith-Porter ready to dump into Willapa Bay at Camp 4C, Nemah, Wash.



Figure 3: An October 1918 view of Yaquina, Ore., showing Warren Spruce's Camp A in the foreground and the city buildings and the cost-plus contractor's warehouse area.



Spruce Production Division Oregon Post Offices, 1917 to 1919

The first Spruce Production Division squadron arrived at Powers on Dec. 29, 1917. During the next 13 months, these 47 post offices provided postal service to the SPD squadrons and detachments operating within the state. The last division squadron left from Toledo for Vancouver Barracks on Jan. 19, 1919.

| | | | | | | | | | |
|---------------|---|------------|---|----------------|---|-------------|---|--------------------|---|
| Agate Beach | Y | Clatsop | Y | Leneve | N | Portland | Y | Toledo | Y |
| Allegany | N | Cochran | N | Marshfield | N | Powers | Y | Waldport | Y |
| Astoria | N | Coquille | N | Mohler | N | Preuss* | Y | Warrenton | Y |
| Bandon | N | Dallas | N | Nehalem | Y | Prosper | N | Wendling | N |
| Bayview | Y | Falls City | N | Newport | Y | Seaside | Y | Westlake | N |
| Bay City | N | Garibaldi | Y | North Bend | N | Siletz | N | Wheeler | N |
| Blind Slough | N | Hamlet | Y | North Portland | N | South Beach | Y | Yaquina | Y |
| Bridal Veil | N | Kappa | N | Olney | N | Sumner | N | * The post office | |
| Brighton | N | Kernville | N | Otter Rock | N | Tillamook | N | at Beaver Hill was | |
| Cascade Locks | N | Lakeside | N | Palmer | N | Timber | N | named Preuss. | |

Spruce Production Division Washington Post Offices, 1917 to 1919

The first Spruce Production Division squadron arrived in Aberdeen, Wash., on Dec. 23, 1917. During the next 13 months, these 76 post offices provided postal service to the division squadrons and detachments operating within the state. The last squadron left Hoquiam for Vancouver Barracks on Jan. 27, 1919.

| | | | | | | | | | |
|-------------|---|---------------|---|--------------|---|---------------|---|----------------------|---|
| Aberdeen | N | Elma | Y | Marysville | N | Port Orchard | N | Sultan | N |
| Alger | N | Enumclaw | N | Melbourne | N | Port William | N | Twin | Y |
| Aloha | N | Everett | N | Montesano | N | Prindle | N | Van Zandt | N |
| Arlington | N | Fairfax | N | Mukliteo | N | Pysht | Y | Vancouver | Y |
| Bay City | N | Firdale | N | Nahcotta | N | Raymond | Y | Vancouver | |
| Beaver | N | Fort Lawton | N | Nalpee | N | Seattle | Y | Barracks* | Y |
| Belfair | N | Hamilton | N | Nasel | N | Sedro Woolley | N | Vesta | N |
| Bellingham | N | Hoquiam | N | National | N | Sekiu | N | Woodinville | N |
| Brooksfield | N | Humptulips | N | Nemah | Y | Sequim | Y | Yacott | N |
| Carlisle | N | Joyce | Y | Newton | N | Siemscary | Y | | |
| Carson | N | Junction City | N | Oak Point | N | Silvana | N | * Two branch post | |
| Clallam Bay | N | Kerriston | N | Orting | N | Skamokawa | N | offices were here: | |
| Clear Lake | N | Knappton | N | Oso | N | Skyomish | N | Military Branch and | |
| Cosmopolis | N | Lake Crescent | Y | Piedmont | Y | Snoqualmie | | Signal Branch postal | |
| Darrington | N | Lindberg | N | Port Angeles | N | Falls | N | history are both | |
| Eagle Gorge | N | Majestic | N | Port Gamble | N | South Bend | Y | known. | |
| Edgewick | N | Markham | N | Port Ludlow | N | Stillwater | N | | |

Y = Postal history known; N = No postal history known



Figure 7: South Bend, Wash.—Mail from the cost-plus contractor Grant, Smith-Porter Brothers logging & railroad construction operation in the southern part of Pacific County was originally handled through the Nemah, Wash., a fourth class post office. To improve mail service, the contractor established daily boat service between Nemah and South Bend, Wash., where this postcard was postmarked.

Figure 8 (below): Twin, Wash.—This postcard was mailed to San Francisco in July 1918 by a soldier assigned to the 32nd (415th) Spruce Squadron at the Puget Sound Mill & Timber Company logging camp near Twin, Wash.



Is there still time?

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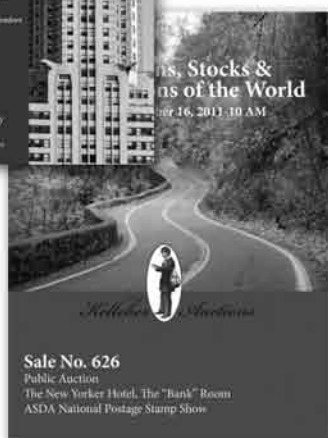
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Figure 23: A Rio Grande Western train with mail waiting to be loaded. (Courtesy Perry Special Collections, Lee Library, Brigham Young University)

RPOs of the Marysvale Branch of the D&RGW Railroad in Utah, Part 2

By Dennis H. Pack

Starting in 1864, the handling of mail in the United States was revolutionized through the use of railway post offices (RPOs) on the nation's growing network of railroads. The railroads provided faster transit times and the RPOs sorted the mail on moving trains. This speeded the delivery of mail even in small communities where trains didn't stop, but where speeding trains dropped off mail and caught it "on the fly."

The Marysvale Branch line of the Denver & Rio Grande Western Railroad (D&RGW) was built south from Thistle starting in 1880, reaching Marysvale in 1900. Figure 23 is a photo of a train on the Marysvale Branch.

RPO service on the Marysvale Branch started between Thistle and Manti in 1891. RPO routes were lengthened or shortened until, by 1949, 11 RPOs had operated on the Marysvale Branch. Their names and

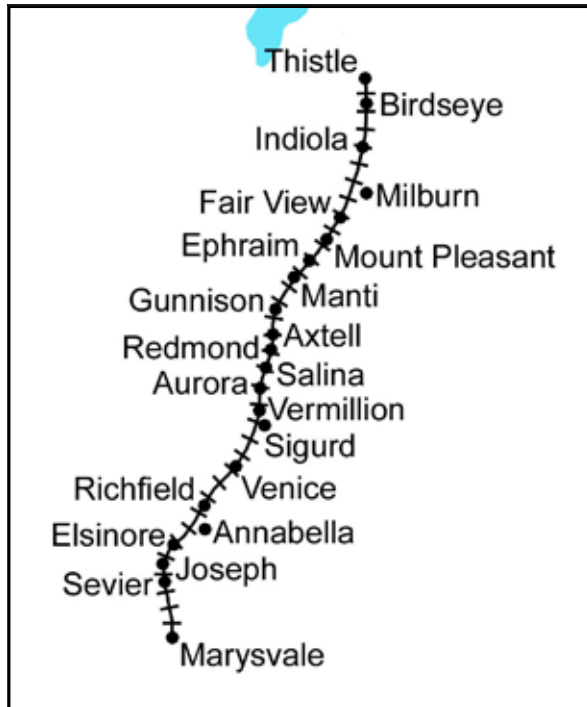
periods of service, which were discussed in the first part of this article (Autumn 2011 *La Posta*), are shown in Table 1. Early in 1950, a Highway Post Office (HPO) bus fitted for the handling of mail left Salt Lake City for Richfield for the first time, traveling a route that partially followed the Marysvale Branch. This second part of the article looks at many of the communities with post offices that were served by these RPOs and the HPO that came later.

Communities Served by the Marysvale Branch

The D&RGW tracks of the Marysvale Branch roughly followed the route of U.S. Highway 89 between Thistle and Marysvale. Some of the communities with post offices served by the Marysvale Branch are marked on Map 2 and described here in the order in which they are found when traveling from Thistle to Marysvale.

Table 1
RPOs Operating on the Marysville Branch

| RPO Name | Periods of Service |
|--------------------------------------|---------------------------------|
| Thistle & Manti RPO | 1891 |
| Thistle & Salina RPO | 1891-1892 |
| Ogden & Salina RPO | 1892-1893 |
| Salt Lake City & Salina RPO | 1893-1897 |
| Salt Lake City & Belknap Station RPO | 1897-1900 |
| Salt Lake City & Marysville RPO | 1890-1914, 1915-1929, 1930-1935 |
| Ogden & Marysville RPO | 1914-1915 |
| Salt Lake City & Manti RPO | 1929-1930 |
| Thistle & Marysville RPO | 1935-1937 |
| Thistle & Kanab RPO | 1937-1939 |
| Salt Lake City & Kanab RPO | 1939-1949 |



Map 2: Communities served by RPOs of the Marysville Branch that are described in this article. The Thistle and Marysville RPO ran for 130 miles.

Changes to post offices that took place after the Salt Lake City & Kanab RPO was discontinued in 1949 are not included.

Thistle

A railroad town that grew around facilities used to repair and house engines that helped D&RGW trains up the steep main line grade to Soldier Summit, Thistle is also the starting point for the Marysville Branch of the D&RGW. The Thistle Post Office was established Feb. 14, 1881. It was discontinued Aug. 20, 1886, and re-established March 26, 1887. Figure 24 shows an advice of money order postmarked at Thistle.

Birdseye

The town is named for a nearby quarry where birdseye marble is dug. Stone from the quarry was used in the construction of the Utah state capitol building. The Birdseye Post Office was established June 4, 1930. A Birdseye four-bar cancel is shown in Figure 25.

Indiola

This was an agricultural area that was a favorite gathering place for Ute Indians before they were moved to reservations in eastern Utah. The post office was established as Indianola on Feb. 14, 1881, and renamed Indiola on Jan. 19, 1882. Figure 26 shows a cover with a manuscript Indiola postmark. The post office was renamed Indianola on March 31, 1905, and discontinued Jan. 31, 1948.

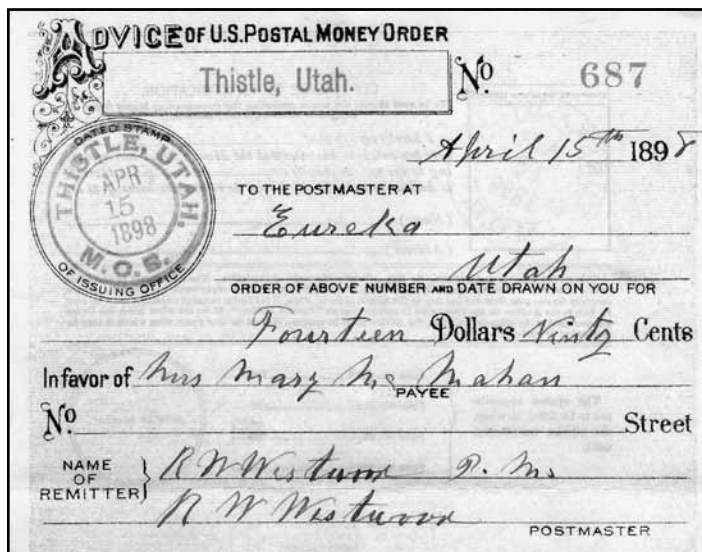


Figure 24: Advice of Money Order Form postmarked Thistle, 1898. (Courtesy Lloyd Shaw)



Figure 25: Birdseye postmark.

Milburn

The town was settled in 1875 as Dry Creek. Timber cut in the mountains east of town was sawed into lumber at Milburn and shipped by railroad. The application to establish the post office said that the railroad tracks were 1/2 to 3/4 miles east of the proposed post office site.

Many residents moved from Milburn onto farms after a huge flood washed through the center of town in 1902. The Milburn Post Office was established Aug. 23, 1895. It was discontinued Dec. 15, 1912. A postcard canceled at Milburn is shown in Figure 27.

Fair View

The town was settled as North Bend in 1859 and renamed Fair View in 1864. Most residents engaged in agriculture and livestock production. A flourmill was built in 1870, and sawmills processed wood from nearby forests.

The Fair View Post Office was established Dec. 7, 1864, and renamed Fairview on July 28, 1894. Figure 28 shows a cover postmarked Fair View in red.

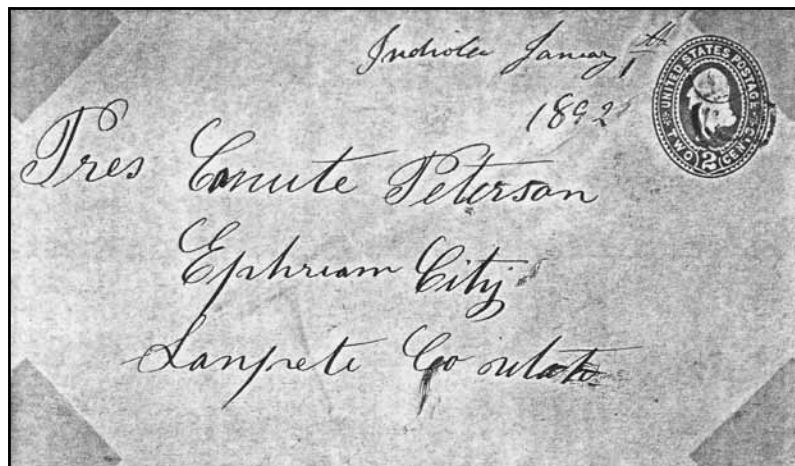


Figure 26: Indiola manuscript postmark, 1892. (LaMar Peterson collection)



Figure 27: Milburn postmark, 1909.



Figure 28: Fair View postmark in red, 1890.

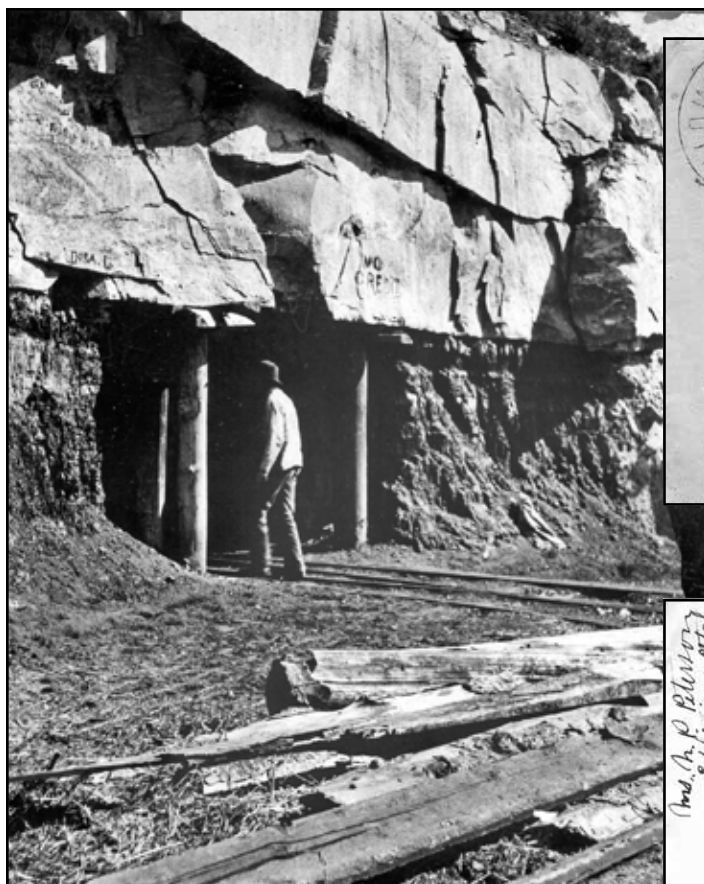


Figure 29: Entrance to a coal mine on the Wasatch Plateau east of Mount Pleasant. (Courtesy U.S. Geological Survey)

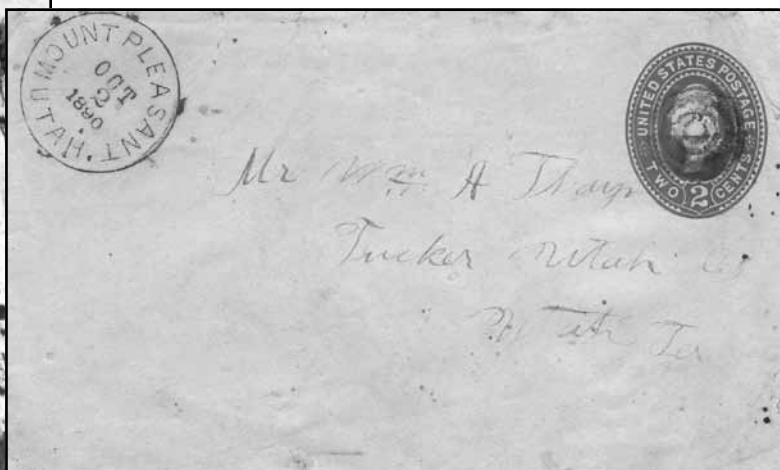


Figure 30: Mount Pleasant postmark, 1890. (Courtesy Lloyd Shaw)

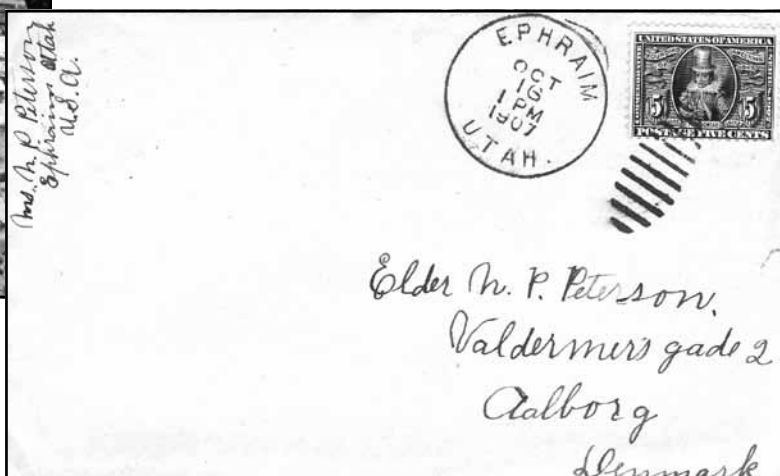


Figure 31: Ephraim postmark on a 1907 cover to Denmark. (LaMar Peterson collection)

Mount Pleasant

Located almost in the geographical center of the state, the city was incorporated in 1868. By 1880, its population was 2,000. After the RGW arrived in 1890, the population jumped to 3,000, and Mount Pleasant gained the title of "Hub City." Sawmills, flour mills, and irrigated farming added to the local economy. Coal was discovered in the Wasatch Plateau, east of Mount Pleasant, but it could not be mined economically.

Figure 29 shows the entrance to a coal mine located east of Mount Pleasant. The Mount Pleasant Post Office was established Dec. 7, 1864. Figure 30 shows a cover postmarked at Mount Pleasant.

Ephraim

Settlers fled to Fort Ephraim during Indian wars in the 1850s and 1860s. Ephraim was incorporated as a city in 1868. So many Scandinavian immigrants settled in Ephraim that, at one point, there were more residents who spoke Danish than English. The LDS Church opened an academy in 1888 that became Snow College. It is now state owned.

The Canal Creek Post Office was renamed Ephraim Nov. 11, 1856. The cover postmarked at Ephraim in Figure 31 is addressed to Denmark.

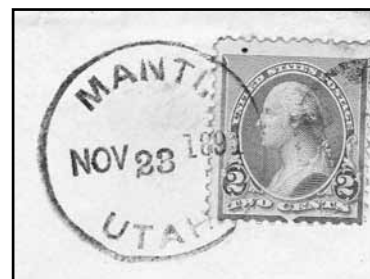


Figure 32: Manti postmark, 1891. (Courtesy Lloyd Shaw)

Manti

Settlers were attracted to the area by warm springs, good land for farming and ranching, and by nearby limestone quarries. Manti was settled in 1849 and incorporated in 1851, the third community in Utah Territory to be incorporated. The RGW brought people and manufactured goods to Manti and made possible the shipping of agricultural goods to other markets. Manti is the seat of Sanpete County. The Lecampe Valley Post Office was renamed Manti Sept. 22, 1851. Figure 32 shows an 1891 Manti postmark.

Gunnison

Settled in 1860, and named for U.S. Army Captain John W. Gunnison, who was killed by Indians in 1853 while surveying a possible route for the transcontinental railroad. Sugar beets and poultry were raised at Gunnison, and irrigation water was brought via ditches from the San Pitch River.

Figure 33 shows a postcard cancelled at Gunnison. The Gunnison Post Office was established Dec. 7, 1864. In 1895, the Gunnison postmaster advised the Post Office Department that the railroad was three and a half miles east of town.

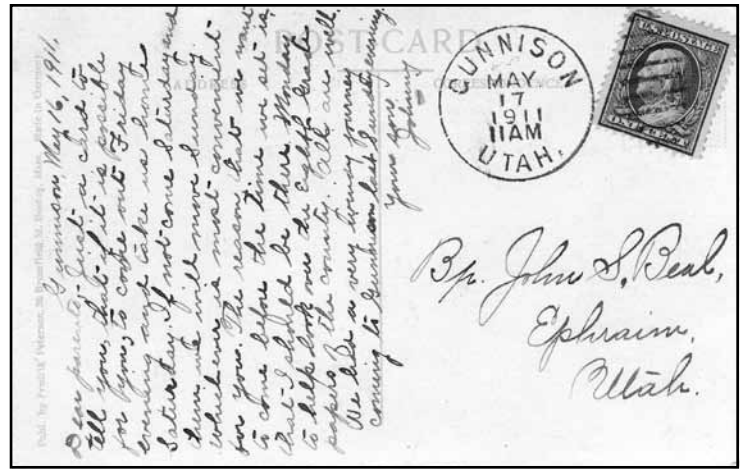


Figure 33: Gunnison postmark, 1911 (Courtesy Lloyd Shaw)

Axtell

Axtell was a farming community settled in 1870. The 1893 application to establish the post office requested the name of Willow Creek, but the Post Office Department approved Axtell.

The application stated that the population was 16, but that 108 people would be served by the post office. The Axtell Post Office was established July 23, 1893. A postcard with an Axtell postmark is shown in Figure 34.



Figure 34: Axtell postmark, 1909.

Redmond

The town is named for the red knolls west of town. Agriculture and sheep farming were important to the economy. Salt mining also has been an important industry at Redmond. Rock salt, mined from shafts 1,300 feet deep, was formed into blocks for livestock.

The Redmond Post Office was established March 19, 1887. Obviously, the writer of the card postmarked at Redmond and shown in Figure 35 had a lot to say to "Miss Clara Bench" in a small space.

Salina

The name is derived from the Spanish word salada, which means "salty."²⁰ Industries developed by the early 1880s included salt production and flour milling. Salina became a shipping center for livestock, coal, salt and farm produce.

Salina had the largest stockyard on the Marysvale Branch. It could hold 20 rail stock cars. A turkey processing plant opened there in 1946.

The Salina Post Office was established July 12, 1871, discontinued Aug. 30 1887, and re-established Oct. 17, 1887.

The Salina Post Office was housed in the drug store in the 1896 photograph in Figure 36. A cover that was probably postmarked in that building is shown in Figure 37.

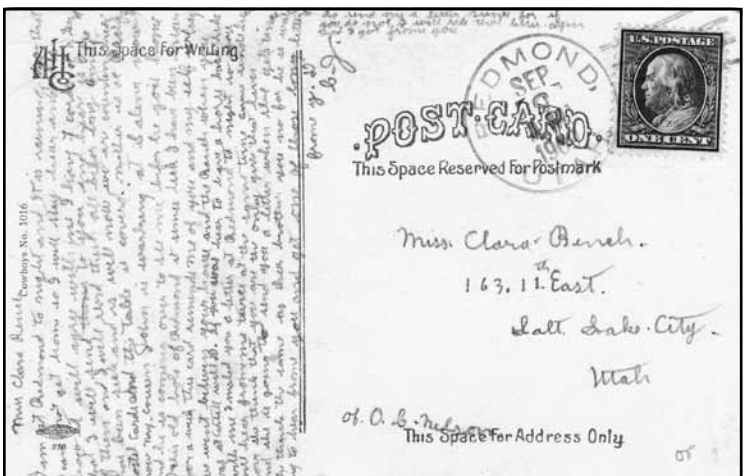


Figure 35: Redmond postmark, 1909.



Figure 36: The Salina Drug Store housed the post office in 1896. (Courtesy Utah State Historical Society)



Figure 37: Salina postmark, 1898. (Courtesy Lloyd Shaw)



Figure 39: Aurora postmark, 1930.

Aurora

When settled in 1875, the town was originally known as Willow Bend. At first, there was difficulty obtaining enough water from the Sevier River for irrigation, but later Aurora was described as one of the most prosperous agricultural communities in Utah.²¹

The map in Figure 38 was drawn by Postmaster Cedena Cloward in 1938 when the Post Office Department's Topography Division requested a map showing the location of the Aurora Post Office. The Aurora Post Office was established Jan. 26 1881, discontinued Oct. 13, 1887, and re-established Nov. 5, 1888. Figure 39 shows an Aurora postmark.

Vermilion

Settled in 1874 on the west bank of the Sevier River and originally called Neversweat, the town was renamed Vermilion by Brigham Young in 1876 for the nearby Vermilion Cliffs.

The Vermilion Post Office was established Aug. 26, 1899, and discontinued Jan. 31, 1913. The application to establish the post office stated that it would serve 108 people. A postcard with a Vermilion postmark is shown in Figure 40. The Vermilion Post Office in Kane County was discontinued by 1887.

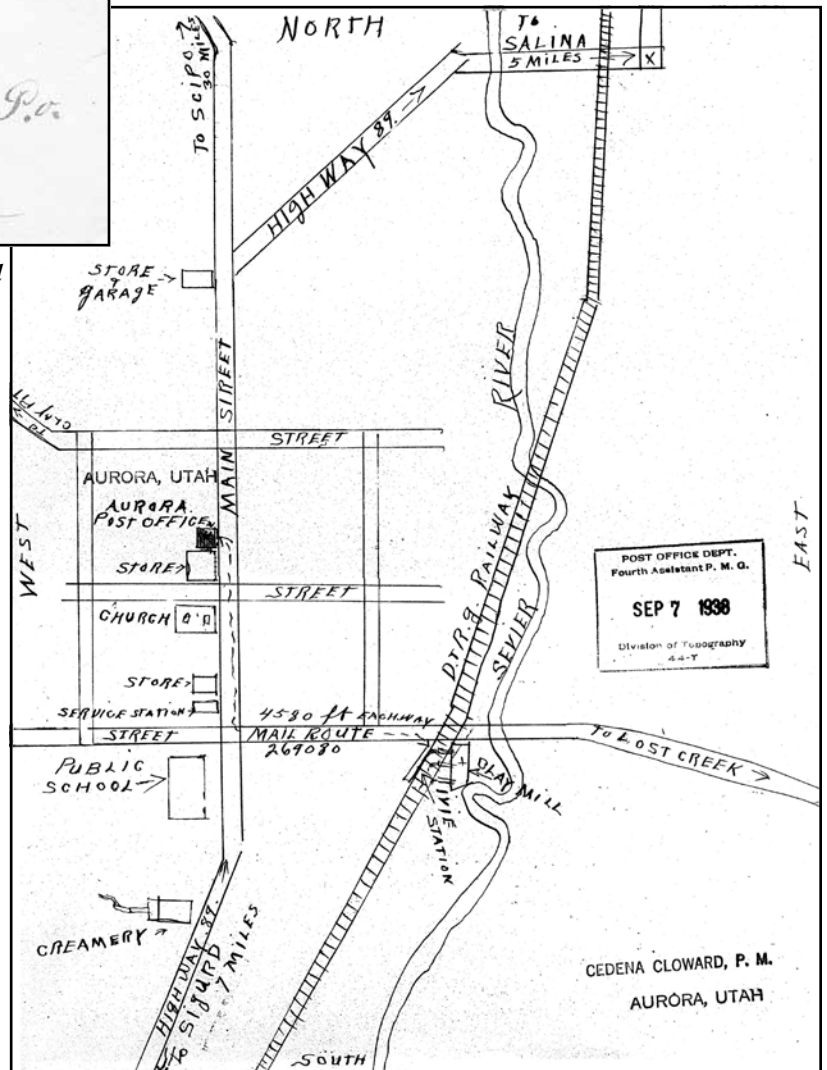


Figure 38: A map drawn by the Aurora postmaster that showed the location of the Aurora Post Office, 1938.



Figure 40: Vermilion postmark, 1911. (Courtesy Lloyd Shaw)



Figure 41: Gypsum quarry east of Sigurd. (Courtesy U.S. Geological Survey)

Sigurd

Settled in 1864 as Vermillion, the name was changed when a post office was established because there was already a post office by that name in Kane County, Utah. Sigurd was a name from Norse mythology. Sigurd is primarily an agricultural community with somewhat alkaline soil.

Gypsum was mined near Sigurd starting in 1908. Figure 41 shows an undated photograph of the gypsum quarry operated by the Jumbo Plaster and Cement Company two miles east of Sigurd. The Sigurd Post Office was established June 11, 1887. Figure 42 shows a Sigurd postmark on a postcard.



Figure 42: Sigurd postmark, 1913. (Courtesy Lloyd Shaw)

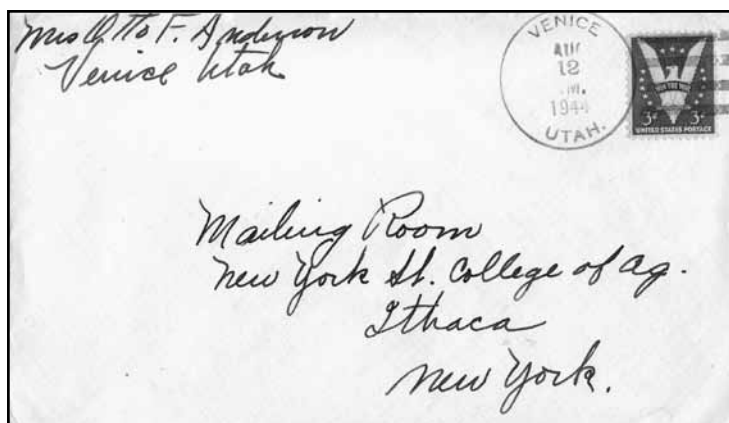


Figure 43: Venice postmark, 1944.

Venice

A farming village, named Wallsville after the first settler, started in 1875 on the east side of the Sevier River. The name was changed to honor Venice, Italy. The Venice Post Office was established Dec. 5, 1900. Figure 43 shows a cover with a Venice postmark.

Richfield

Settled in 1864, then vacated during the Black Hawk War. It was named Richfield because of fertile soil, reliable water and nearby timber. The treaty ending the Black Hawk War was signed at Richfield in 1868. Settlers returned to Richfield in 1870.

Richfield developed into an important cultural and commercial center, and the largest city for 100 miles. It is the seat of Sevier County. The livestock loading facilities at Richfield could handle up to 12 rail cars at a time. One wonders where the distinguished delegation waiting at the Richfield train station in Figure 44 was headed. The original photograph is so clear that it is possible to read that the "Richfield" sign above the group advises that the elevation is 5,309, and the station is 784.9 miles from Denver. The Richfield Post Office was established April 5, 1871. The cover in Figure 45 bears a Richfield received marking used as an origination postmark.



Figure 45: Richfield REC'D marking used as postmark, 1899.



Figure 46: Registered cover from Annabella to Salina, 1937.



Annabella

Settled in 1871 as Omni Point, Annabella is an agricultural community about four and a half miles east of the railroad. The nearest depot was at Richfield. The Annabella Post Office was established May 27, 1873, discontinued Aug. 29, 1887, and re-established June 26, 1889. Figure 46 shows a registered cover mailed from Annabella to Salina.

Elsinore

Homesteaded in 1874 by settlers from Richfield, it was named by Danish immigrants for Helsingor, Denmark, the site of Hamlet's castle. A flourmill and a sugar factory were located at Elsinore, and it became a shipping point for an area of the Sevier Valley. The Elsinore stock-handling and loading facility could handle up to 16 livestock rail cars. The Elsinore Post Office was established June 11, 1887. A cover mailed at Elsinore is shown in Figure 47.

Joseph

Called Jericho when settled in 1864, Joseph was vacated during the Black Hawk War, and resettled in 1871. As with much of the land in the county, the land at Joseph became productive through "much hard work and the liberal application of irrigation water."²² The Joseph Post Office was established Jan. 5, 1877, discontinued Oct. 18, 1887, and re-established June 19, 1889. A Joseph postmark, used as a received marking on a postcard mailed at Huntington Beach, Calif., appears in Figure 48.

Figure 44: A distinguished delegation at the Richfield Railway Station. (Courtesy Perry Special Collections, Lee Library, Brigham Young University)

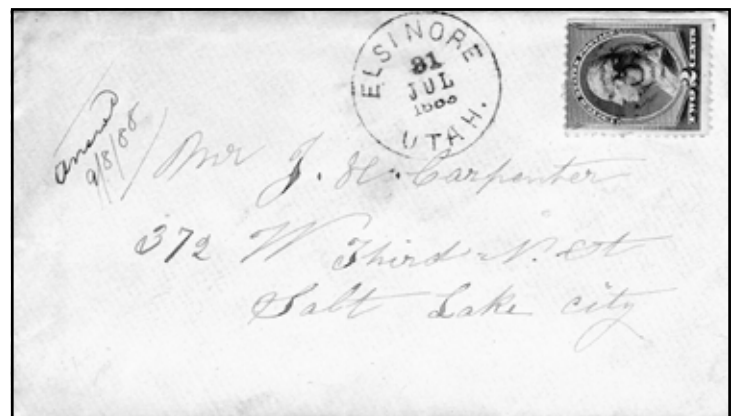


Figure 47: Elsinore postmark, 1888.



Figure 48: Joseph postmark as received marking, 1938.

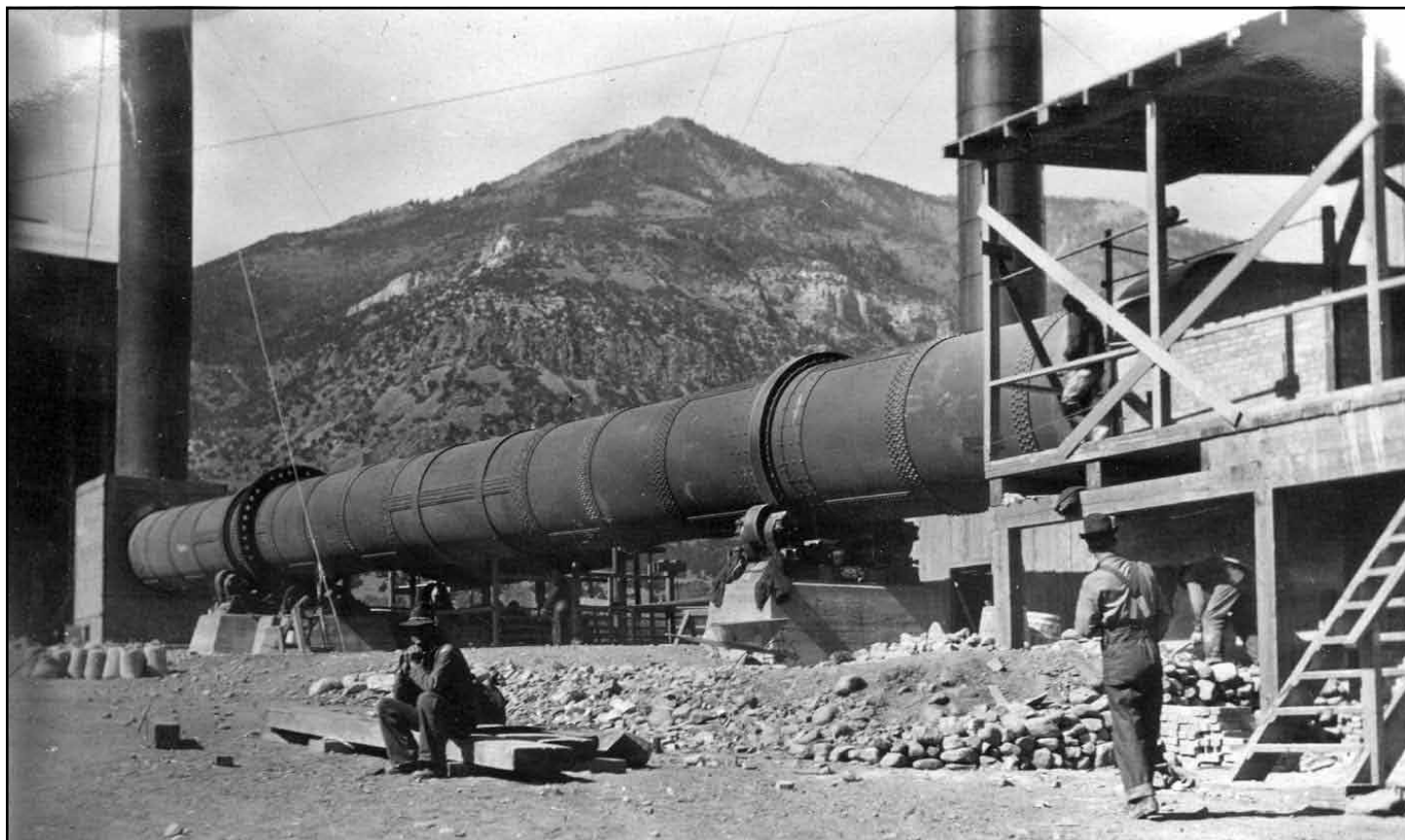
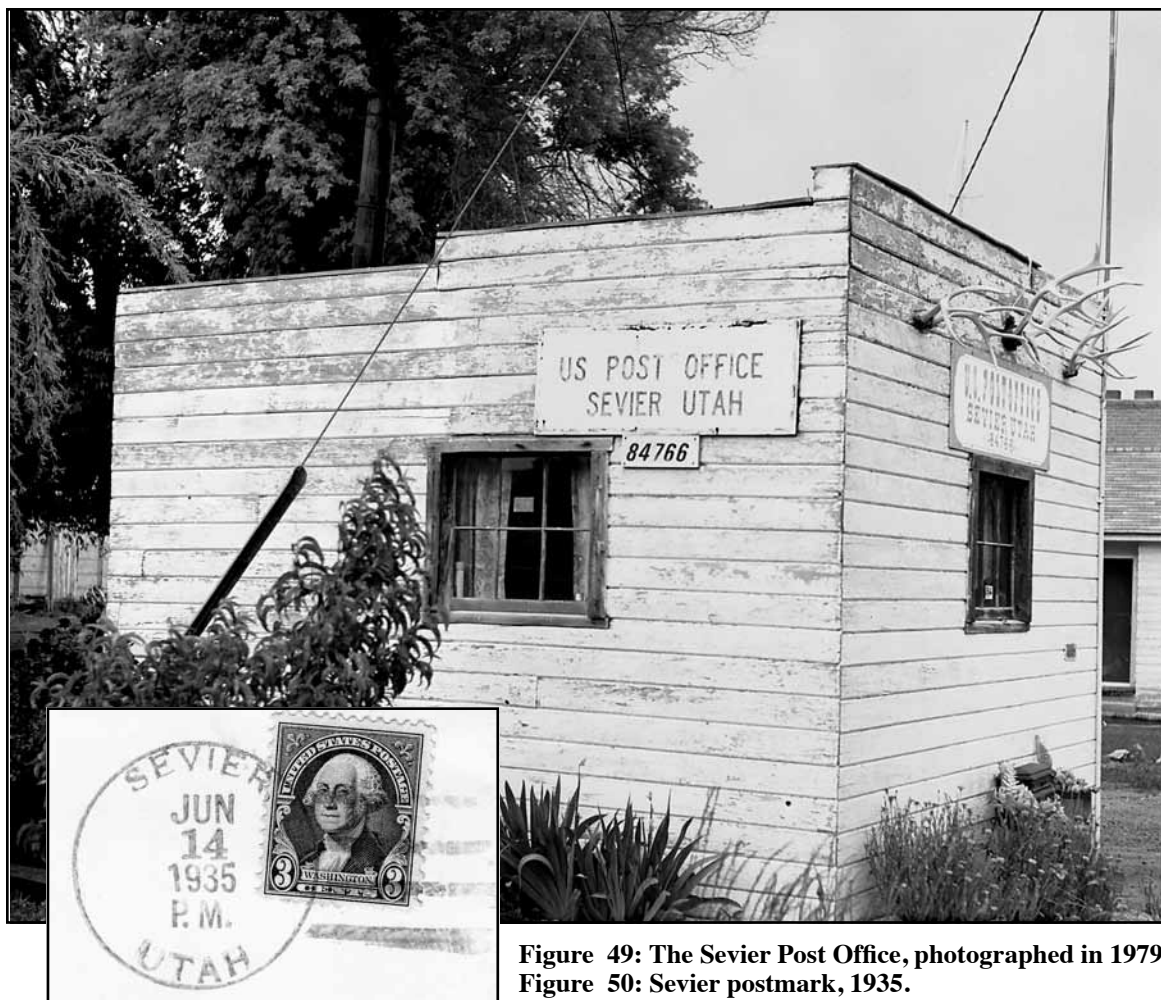


Figure 51: Potash plant at Marysvale, 1915. (Courtesy of U.S. Geological Survey)



Figure 52: Marysville postmark on Occidental Mining & Milling Company cover, 1880.

Sevier

Settled in 1871 and named Cove because of its secluded location, it was later named Sevier for the nearby Sevier River. This small agricultural community experienced a brief boom when gold was discovered at Kimberly. It is an access point on the Candy Mountain Express Bike Trail. The Sevier Post Office, as it appeared in 1979 and probably several years before, is shown in Figure 49. A Sevier postmark is shown in Figure 50.

Marysville

Many people traveled through the area before the first settlers arrived in 1864. Gold was found near

Marysville in 1865, but known processes could not extract it from the rock. Residents left Marysville in 1866 because of the Black Hawk War, and returned in 1868. Prospectors found gold, silver and lead in the surrounding mountains and several successful mines were started. After ore containing potash was discovered near Marysville in 1912, the plant, partially shown in Figure 51, was built to extract the potash from the other minerals.

In October 1915, a train containing 28 tons of potash left Marysville. The production of potash became unprofitable after World War I because it could be imported more cheaply from Germany. Marysville was a major shipping place for points beyond the end of the railroad. The Marysville Post Office was established April 29, 1872.

Figure 52 shows a cover postmarked at Marysville with an Occidental Mining & Milling Company corner card.

The selection of communities for this study has been based mostly on their proximity or involvement with the Marysville Branch of the D&RGW railroad, and space limitations. Other communities could easily have been included. I apologize to anyone whose favorite community was omitted.

Mail on the former RPO route was handled by a Star Route for five months after the Salt Lake City & Kanab RPO was discontinued.

The Highway Post Office



Figure 53: HPO bus of the type used on the Salt Lake City & Richfield HPO. (Courtesy Motor Bus Society and William Keller)

The Post Office Department started experimenting with sorting mail in highway vehicles in the 1920s. It was reported in 1938 that RPO service on branch-line railroads had been decreasing at the rate of 22 million miles a year since 1922.²³

Highway Post Offices (HPO) appeared to offer a means of providing much the same service that had

been provided by RPOs. They were not dependent on train schedules or the existence of a railroad. They could follow the roads and be scheduled according to the needs of the communities they served.

The first regular HPO service started in 1941. Three routes were established that year, but no other routes were established until 1946 because of World War II.



Figure 54: The interior of an HPO bus from the driver's seat. (Courtesy Motor Bus Society and William Keller)

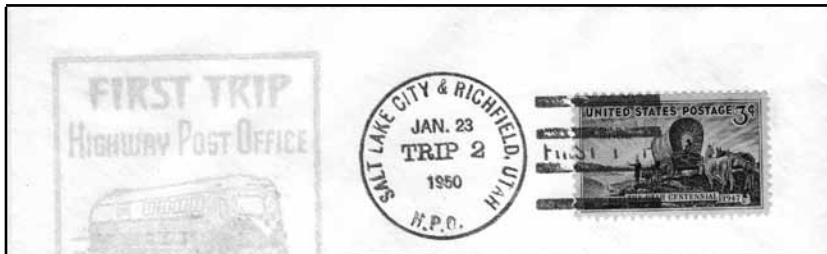


Figure 55: SLC & Richfield HPO first trip postmarks, 1950. (Courtesy William Keller)

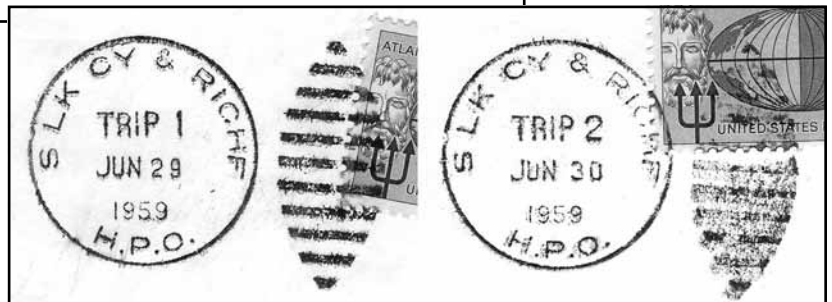


Figure 56: S LK CY & RICHF HPO last trip postmarks, 1959. (Courtesy William Keller)

In 1950, five months after the Salt Lake City & Kanab RPO was discontinued, the only HPO to operate in Utah was established. The Salt Lake City & Richfield HPO, which was the seventh HPO established west of the Mississippi River, used a sturdy bus made by the Flxible [*sic*] Coach Company, of the type shown in Figure 53. The mail handling facilities in the bus were identical to those in railway postal cars. An example appears in Figure 54.

The first trip of the Salt Lake City & Richfield RPO left Salt Lake City early on the morning of Jan. 22, 1950. The first trip south carried only philatelic mail consisting of about 7,046 first trip covers.

The HPO bus was accompanied by a passenger bus that carried dignitaries, mostly postmasters from towns and cities along the route and other Post Office Department personnel. The return trip the following day carried about 3,558 philatelic covers. Covers carried on the first trips in each direction are shown in Figure 55.

A special cancellation and cachet were applied to the covers. The cachet on the first trip covers is magenta; the cachet on the second trip covers is green. Mail on the HPO was sorted by two clerks who formerly worked on the Salt Lake City & Kanab RPO. The HPO usually made the roundtrip daily except Sundays.²⁴

The route of the HPO, which is shown on Map 3 with the former Marysville Branch tracks in gray, was somewhat different from the RPO. The HPO bus traveled U.S. Highway 91, the basic route followed today by Interstate 15, from Salt Lake City to Nephi. It then turned on State Highways 132 and 116 to Mount Pleasant. Finally, the route followed U.S. Highway 89, the approximate route of Marysville Branch tracks, to Richfield.

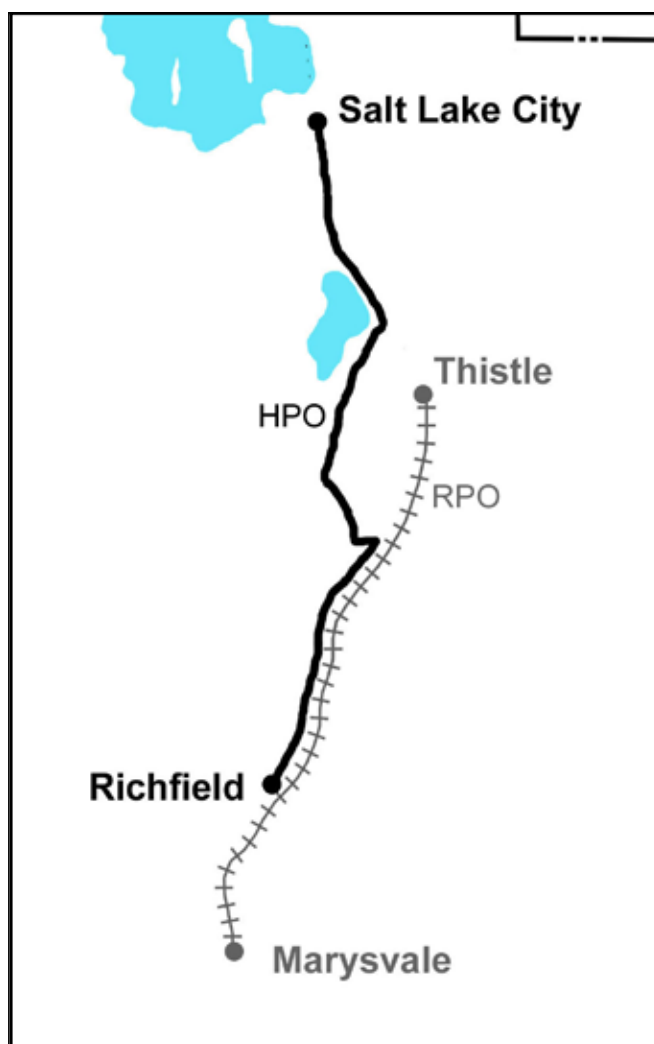
The HPO returned to Salt Lake by the same route, traveling 399.7 miles roundtrip.²⁵ Mail for Marysville and Kanab was handled by Star Routes from Richfield.

The Salt Lake City & Richfield HPO operated for nine years. The last trips were June 29 and 30, 1959. Figure 56 shows postmarks applied by the HPO clerks on the last trips in each direction. No official cachets were applied to these covers.

Conclusion

Much more could be written about the RPOs of the Marysville Branch of the D&RGW Railroad, the communities they served and the Salt Lake City & Richfield HPO. The RPOs of the Marysville Branch connected the central Utah corridor to the world through fast, efficient communication at a time when rural telephones and good roads were not common.

The central corridor of Utah, where the Marysville Branch operated, is filled with beauty and history. Reminders of its history are found, among many places, in the visible parts of the abandoned D&RGW roadbed,



Map 3: Salt Lake City & Richfield HPO with Marysville Branch line tracks shown in gray.

period photographs, and the postmarks of the RPOs, the communities they served and the HPO.

Figure 57 shows a locomotive from the early RPO period. This article has only touched on the history and importance of the RPOs and the communities they served.

Acknowledgements

My special thanks to everyone who generously provided illustrations. Russ Taylor and Tom Wells at BYU expedited my obtaining the wonderful photos from the Perry Special Collections of the Lee Library at Brigham Young University.

The Utah State Historical Society provided the Salina Drug Store photograph, and Tom Post made available tracings of RPO postmarks from *The U.S. Railway Post Office Postmark Catalog 1864 to 1977*, published by the Mobile Post Office Society.²⁶

Frank Scheer provided the 1900 Salt Lake City & Marysville RPO schedule from the Railway Mail Service Library. Several photographs are from the U.S.



Figure 57: Railroad officials and locomotive. (Courtesy Perry Special Collections, Lee Library, Brigham Young University)

Geological Survey Photo Library. William Keller of the Mobile Post Office Society graciously provided information about the Salt Lake City & Richfield HPO, photographs and postmarks. Many postmarks illustrated are from the collection of La Mar Peterson or are shown through the courtesy of Lloyd Shaw.

I cannot end without expressing my deep gratitude to the late Richard W. Helbock for his enthusiasm for postal history that gave us *La Posta*, and for the encouragement he gave my efforts to write for it.

I also thank Cath Clark for her friendly support and assistance, for her work to see *La Posta* continue and for her patience.

Part 2 Endnotes

²⁰ M. Guy Bishop. *A History of Sevier County*, p. 80.

²¹ Bishop, p. 85.

²² Bishop, p. 79.

²³ Bryant A. Long and William J. Dennis. *Mail By Rail*, p. 332. The figure is not track mileage, but RPO service mileage. If there was more than one RPO trip a day that was cut over a particular route, then the total mileage cut would reflect that.

²⁴ William Keller. *Transit Postmark Collector*, No. 340, September-October 1997, pp. 107-109.

²⁵ MPOS, *U.S. Highway Post Office Cover Catalog*, HPO No. 63.

²⁶ Information about publications of the Mobile Post Office Society can be obtained from Tom Post at tompost48@gmail.com.

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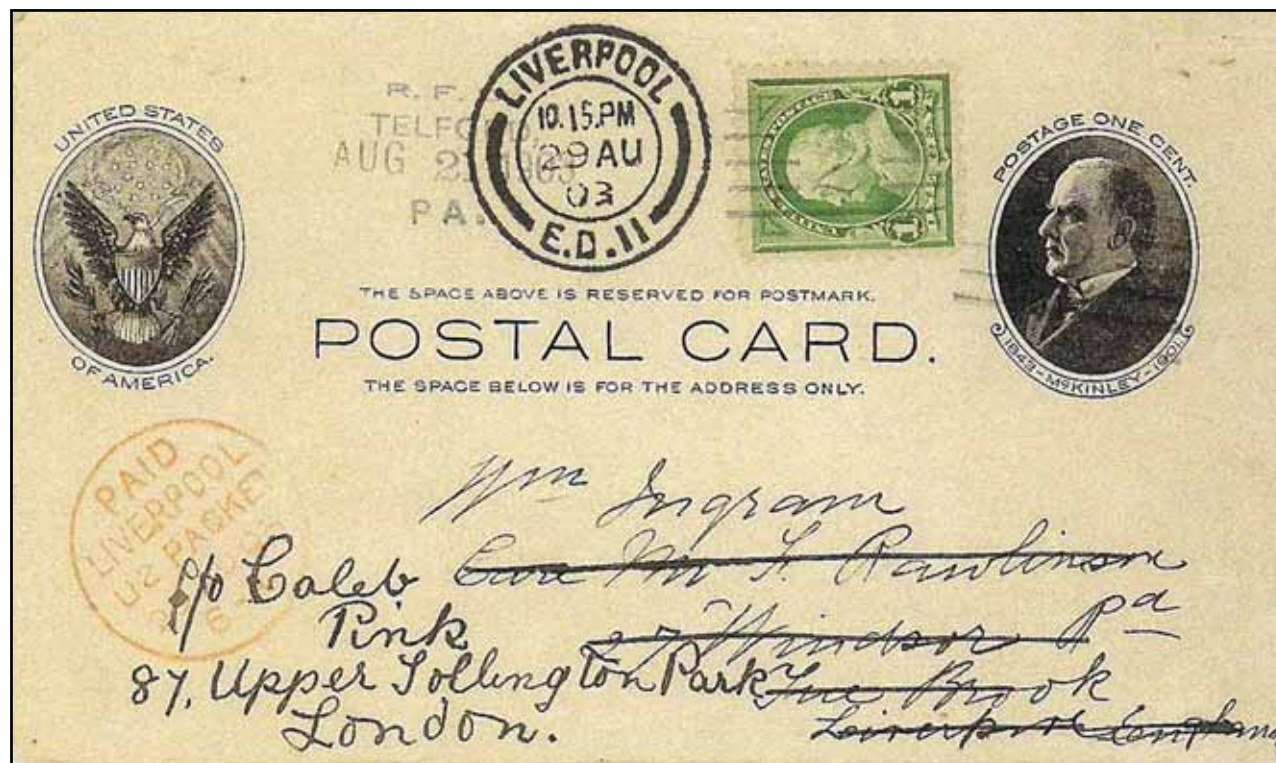
U.S. Geological Survey Photographic Library:
<http://libraryphoto.cr.usgs.gov/>

Utah Digital Newspapers:
<http://digitalnewspapers.org/>

Utah Rails:
<http://utahrails.net/index.php>

Postcard Pursuit

By Charles A. Fricke



A 1-Cent McKinley Postal Card to England

Finding an interesting combination of postmarks and postal markings makes for a nifty collectible, as shown by the illustrated 1-cent William McKinley postal card, which was first released in 1902.

This postcard, which was used about a year after the card was first issued, had an interesting journey. It first went by wagon, then by rail, and then by ship to Liverpool before being forwarded to London.

The 1-cent McKinley domestic postal card (Scott UX18) plus a one-cent Franklin stamp (Scott 279) make up the UPU two-cent first class postal card rate.

The postal card bears a straightline R.F.D./TELFORD/AUG. 21, 1903/PA. and two Richow Type 1/2^{1,2} postmarks. There is a partial 6-bar postal marking across the 1-cent stamp because the R.F.D. postmark did not reach that far.

Addressed to Liverpool, England, it has a really nice red PAID/LIVERPOOL/U2 (reversed "S")/PACKET/29AU03/6-A packet boat marking and a LIVERPOOL/E.D.II/10.15.PM/29AU/03 receiving postmark. In black ink is a handwritten forwarding address in London.

The other side has a message written by a daughter

to her father. The message consisted of bringing her father up to date about family matters.

It was also very thoughtful of her to live in Telford, Pa., which had a rural free delivery postal service, hence the R.F.D. postmark.

In addition, the 1-cent postal card really did catch up to him in London as he saved it for a future postal history collector.

End Notes

1. Richow, Harold E. *Encyclopedia of R.F.D. Cancels, Second Edition*. Scappoose, Ore.: La Posta Publications, 1995.
2. An earlier date than the one listed.

(Editor's Note: This "Postcard Pursuit" column is the first of a regular *La Posta* series about postal card uses by Charles A. Fricke, the 1981 American Philatelic Society Luff award recipient for distinguished philatelic research and a longtime postal card specialist.

Fricke, a nonagenarian living in Jenkintown, Pa., has written about his favorite subject for a large variety of publications and his byline still appears regularly in magazines and newspapers such as *The American Philatelist* and *Linn's Stamp News*.)

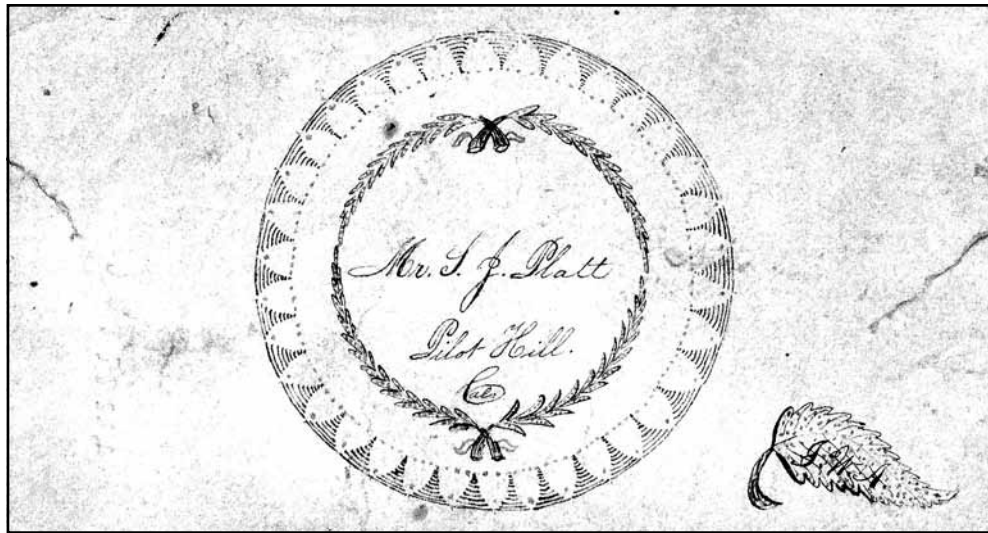


Figure 1: A commercial envelope on which pro-Union patriotic images were drawn.

When Postal History and American Art Merge

By Michael Dattolico

There are many facets of philately that intrigue and delight interested people. Of particular keen interest is the postal history of envelopes—covers—and related mail. There will always be controversy about what constitutes postal usage. Most collectors agree that certain identifiers must be visible to verify an envelope's legitimate usage. Such identifiers are axiomatic.

Evidence of a mailing location and destination are basic qualifiers. Affixed stamps, other proof of postage, or postage due indicators are required. Those markers and appropriate auxiliary markings are the cornerstones of postal usage and constitute a cover's uniqueness. Every mailed item has its story, revealed by what can be seen and interpreted.

But what if an envelope that passed through the mail is missing basic postal markers? Is it worthy of collection and study? Postal history purists may think it is not and disregard it if essential variables are absent. Others may accept it for collection and study depending on its story.

This is an issue readers must consider when viewing Figure 1, an envelope addressed to Pilot Hill, Calif., in 1861. There are no postmarks or postage on it, yet there is a reason for its barren appearance. You will discover why, and much more, as its story unfolds.

What likely draws your attention is not the absence of stamps or postmarks but the cover's creative artistry and precision. The ornately drawn centerpiece is the epitome of geometrical symmetry.

If one lays a ruler from diagonal corners, upper left to lower right, a triangle's hypotenuse is formed. Repeat the action from opposite corners, upper right to lower left, and the lines bisect at the envelope's exact center: the middle initial of the addressee's name.

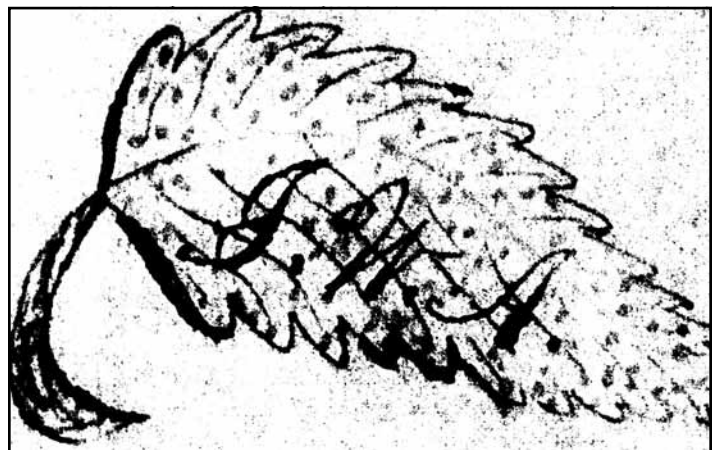


Figure 2: A detail of the Figure 1 leaf showing John Woodhouse Audubon's initials.

Nature themes abound. The outer circle consists of whirlwinds or "dust-devils," dry winds that swirl near the ground's surface. The center circle is comprised of two laurel wreaths. The leaves extend outward on each side, starting with large ones at top and bottom and becoming smaller as they form half a circle. The smallest leaves come together near the addressee's name, which forms the inner circle's diameter.

Figure 2 features a leaf at lower right on which the initials "J.W.A." are written. The overall picture was not random doodling. It conveyed a theme, although the meaning was not immediately known.

Shown as Figure 3 is the cover's content. It is a rectangular sketch that hosts nature themes. A mourning dove dominates the center. Carried in its beak is a flowing banner with the words "Union Forever" and "1861." Written at the top and bottom are "Cave Valley, Cal." and "Pilot Hill," both California mining camps

during the gold rush. At the upper left corner is a buttercup, while also on the left is an index finger pointing to a Masonic square and compass. Oddly, the symbol's "G" is missing. Between them is a sunflower, and on the right is a large whirlwind.

Collectively, the words and symbols contain a message. The dove, a symbol for peace, the banner with 1861 and the words "Union Forever" refer to the Civil War. The large whirlwind indicates the threat of trouble.

But the scene on the left is more complex. The square and compass refer to Freemasonry and a finger points at the symbol. A personified sunflower is situated between the two symbols. There is an aura of sadness about it.

Although the sketch's Civil War theme is fairly clear, one can see the same theme in the envelope's symbols, even though it is presented in a more subtle, complex fashion.

For example, red dots appear between each whirlwind of the outer circle. But close inspection reveals the red dots to be stars, some of which were penned with remarkable precision (Figure 4). Exactly thirty-four stars were placed between the whirlwinds. The number is uncannily significant. Kansas entered the Union on Jan. 29, 1861 as the 34th state. Almost certainly, the two inner wreaths represent the Union and Confederacy, while the whirlwinds represent the imminent upheaval of the United States.

These facts pose more questions than answers. Who was the sender/artist? Who was the addressee in California? Assuming it went through the mail, why is there no postal evidence? Did the sketch have a specific purpose?

The intricacy and exactitude with which the designs were drawn, myriad nature themes, a California connection, and the initials "J.W.A." confirm his identity. The artist was John Woodhouse Audubon, son of famous American ornithologist and artist John James Audubon, who was also a renowned naturalist and artist. He accompanied his father on expeditions to sketch animals for the elder Audubon's books, the sale of which provided the family's income.

John James Audubon, assisted by John Woodhouse and his brother Victor, completed a famous book about quadruped mammals. The book's sales were adequate, but Audubon struggled with continuous money problems. Financially, it was feast or famine during the 1830s and 1840s as the family flirted with bankruptcy. When his father's health declined in the 1840s, John Woodhouse assumed responsibility for replenishing diminished revenues.

John Woodhouse Audubon was a charismatic man, physically hardy with proven leadership abilities. Yet



Figure 3: Sketch contained in envelope that illustrates Civil War themes.

he was afflicted by chronic anxiety and tended to be overly cautious, traits that adversely affected business decisions.

In 1848, John Woodhouse saw the California gold rush as an opportunity to recoup funds. He joined the westward trek, arriving in California in 1849. The Audubon family hoped John Woodhouse would bring home \$20,000 in gold. As a miner, however, he was a failure. But in the wake of the setback, he conceived an idea that might restore wealth to the family coffers. John Woodhouse decided to produce a revision of his father's book, *Birds of America*.

For the next year, he roamed northern California sketching birds and befriending settlers. Among the places he made social connections were Cave Valley and Pilot Hill, hamlets in the Sierra Nevada foothills.

He maintained his friendships with westerners after he returned to New York in 1850. Audubon devoted himself to the *Birds of America* revision. It was an all-or-nothing project, and he worked to the point of exhaustion throughout the 1850s. But as the decade ended, the approaching Civil War staggered John Woodhouse. The threat became a reality when the project was nearly completed.

The looming conflict exacerbated Audubon's anxiety. As southern states seceded in early 1861, his anxiety devolved into panic. Simply stated, his problem was having a book to sell but no one to buy it.

Most Audubon book subscribers lived in the South. The Union Navy's blockade of Confederate ports, especially Charleston and New Orleans, thwarted his business. Also, Americans were preoccupied by the war, and purchasing books was not a priority. As Audubon's business dwindled in the East, he frantically looked for outlets elsewhere. Driven by desperation, Audubon thought of California.

But the Civil War affected California, too. Sectional rifts divided its citizens. Parts of southern California

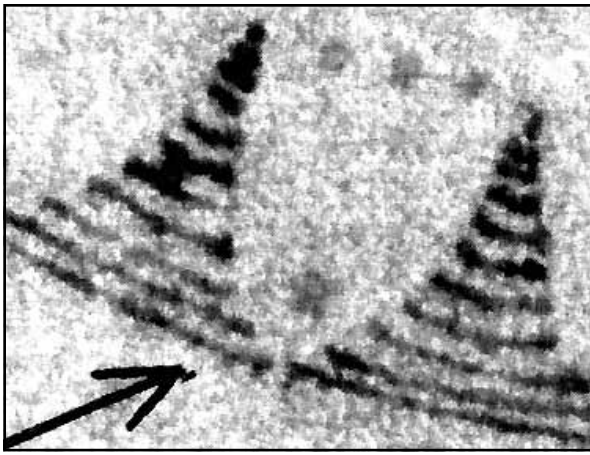


Figure 4: Enlarged view of red star situated near the outer ring of symbols on cover's front.

sympathized with the Confederacy and threatened to secede. Most of northern California remained loyal to the Union, although there were pockets of secessionists there. As Audubon watched his world disintegrate, fears of failure and bankruptcy overwhelmed him. His reaction to those situations helps explain why he produced the beautifully ornate envelopes.

With commerce disrupted throughout the country, Audubon resorted to unorthodox ways to generate business. He used illustrated envelopes with enclosures to promote the book and his own illustrative skills. So that they were not marred by postal handling, the envelopes were carried as contents in other covers or wrappers and mailed to various postmasters.

It was a clever advertisement gimmick akin to sending personalized brochures. The people to whom they were mailed were known personally or by reputation. Sending personalized enclosures served another need. They allowed him to express his chaotic emotions to friends. The topics he sketched were things he and they had in common, especially current events.

That was the case with Figure 1's recipient, Jarvis Platt, a friend who shared Audubon's sentiments about the war. The men became friends in California. Platt fared well in the post-gold rush period. El Dorado County records indicate that Platt bought land on April 9, 1861 near Pilot Hill. The timing of Platt's land purchase and the arrival of Audubon's mail are noteworthy. Perhaps Platt wrote that he was purchasing land, and the artist assumed if Platt could afford land, he had money to buy his book. Or perhaps it was simply comforting to convey his emotions to a friend with similar feelings.

There is another factor to consider. Freemasonry flourished in the El Dorado County area during, and after, the gold rush. John James Audubon was a well-known Mason, and John Woodhouse also embraced Masonic principles. The Masonic reference on the sketch suggests that Jarvis Platt was probably a Mason, which created a bond between the two men.

The *Birds of America* project was not completed. John Woodhouse Audubon died of pneumonia in February 1862. His daughter succinctly described his passing, stating that her father was "...Worn out in body and spirit, overburdened with anxieties, saddened by the condition of his country...."¹

From a postal history standpoint, the cover might be regarded as an early Civil War patriotic cover. Its purpose was an unconventional one compared to commercially made patriotic envelopes used by citizens on both sides. Heroic scenes and rousing words, not complicated symbols, expressed patriotic fervor.

In 2010, the John James Audubon Museum in Louisville, Ky., was first notified of the discovery. Tom Jake, a museum curator, expressed much interest. Copies of the envelope and sketch were sent to him, followed by a second communication. He agreed with the research results.

In an Aug. 5, 2011, conversation with curator Alan Gehret, he characterized the sketch as a good connection with John James Audubon. He commented that what remains of John Woodhouse Audubon's works are scattered, and nothing has been discovered in the past few years. Gehret described the envelope and sketch as "quite an interesting piece" that the museum would be interested in acquiring. Gehret's knowledge is considerable, having served as curator of the Audubon Home and Museum near Philadelphia for 20 years.

Endnote

¹ Rhodes, Richard. *John James Audubon, The Making of an American*. New York, New York: Alfred A. Knopf, 2004, p. 436.

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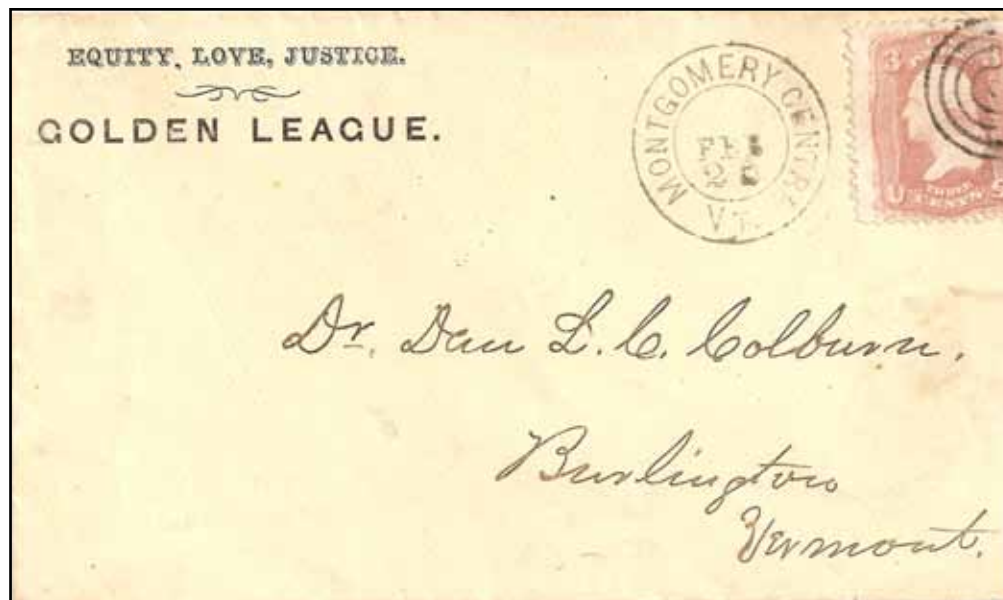


Figure 1: An 1860s letter to Dr. Dan L.C. Colburn in Burlington, Vt.

An American Version of War and Peace

By Jesse I. Spector and Robert L. Markovits

From a medical perspective, arriving at a patient's diagnosis requires, on occasion, excluding what the patient most likely is not suffering from and, thusly, by a process of elimination, considering that which remains as the most likely culprit.

By analogy, the mystery of a philatelic cover may at times require a similar gestalt. In the case of Dr. Dan L.C. Colburn, Civil War surgeon from Vermont, his receipt of a missive (Figure 1) from the Golden League, espousers of "equity, love, justice," sometime between 1863 and 1869 requires just such an approach.

Since the adage "dead men tell no tales" was never truer than in our current investigation, you, the reader, will be the final arbiter of whether the authors are justified in their synthesis of what connection existed between the man, of whom a fair amount of information is known, and the organization, whose enigmatic status remains just as enigmatic a century and a half later.

Join us as we introduce you to Dr. Colburn, whose blurred military photograph captivates with a sense of confidence and casual intensity, and leads to the quizzical association with a possible early peace movement during the Great Insurrection.

The Figure 1 cover was postmarked in Montgomery Center, Vt., on February 28, in an unrecorded year. The 3-cent Washington postage stamp (Scott 65) used on the envelope addressed to Dr. Dan L.C. Colburn in Burlington, Vt., indicates that it was posted between 1862 and 1869 and more likely between 1863 and 1865, based on our exposition in this article.

Dan, as we will address him, was born in Burlington,



Figure 2:
Dr. Dan L.C.
Colburn during
the Civil War.

in 1834 to Daniel Colburn, a carpenter and joiner, and Anna Colburn, nee Wells. He had one sibling, Mary Ann Coburn, born in 1829. The 1860 federal census indicates that Dan and Ruth resided with their parents and maternal grandparents in Burlington, with Dan listed as a medical student.

Dan graduated from the University of Vermont Medical School in 1862 at the onset of the second year of the War of Secession. The Vermont adjutant and inspector general reports of 1863 indicate that Dan was appointed to the medical staff of the Vermont Volunteers Service as an assistant surgeon in the Fifth Vermont Volunteer Regiment on Aug. 18, 1863. Incredibly, his mother died the following day, August 19.

The Fifth Vermont participated in “sanguinary contests” throughout the conflict, facing “pestilence, deadly missiles and poisonous miasmas with ability and fidelity.”¹

A faded, discolored photograph of Dan (Figure 2) is most intriguing. It shows him slightly reclining on a camp stool, encased in knee-high leather boots, left leg propped at an angle on a rock, officer’s hat at a slight angle, hands noticeably relaxed on either knee, handsome, bearded face gazing directly into the camera. Altogether, a captivating appearance.

What is unusual is that the vast majority of Civil War soldier and officer photographs (and these were *de rigueur* at a time when posterity required some recollection of the 250,000 Southern and 350,000 Northern combatants who never returned from the conflict) show the individual posed in a standing position, often one hand on an adjoining chair or on a musket barrel.

Indeed, the personal album that Dan maintained of his fellow officers, and which came into the possession of Tim Cooper, commander and historian of the John D. Long American Legion Post #58, always showed them in just such a pose.

Here, however, we sense something more casual, confident, and perhaps a bit swashbuckling in Dan Colburn’s photograph. Yet, the effects of the war would have a lasting physical effect on Dan as will become evident shortly.

Dan was married on March 2, 1865, at Bakersfield, Franklin County, Vt., to his first cousin, Ruth Cordelia Royce. She was the daughter of Mary Wells, Dan’s maternal aunt.

Figure 3 shows two photographs of Ruth. Seven years Dan’s junior she is dressed and coiffed in classic Civil War era style. Perhaps, by today’s standards of flaunted feminine beauty we might not appreciate Ruth’s visage, yet she is indeed a pretty woman. The couple remained childless.

At the conclusion of hostilities, Dan was mustered out of the Fifth Regiment on June 29, 1865.

That brings us near the conclusion of what we know of Dan’s documented life until the time of his rather untimely demise in 1877.

For you see, in February 1867, Dan obtained a Civil War disability pension (Figure 4), and on October 3, 1873, at age 39, he was admitted to the Northwestern Branch of the National Home for Disabled Volunteer Soldiers in Baraboo, Wis.

If you are taken aback by this happenstance, rest assured, so were we. The admitting diagnoses were chronic diarrhea and piles (hemorrhoids). Might he have developed a parasitic infection during his wartime existence in the “miasmas” of Virginia swamps; or perhaps malaria, so common during this conflict?



Figure 3:
Two photographs
of Ruth Cordelia
Colburn, Dan’s
wife.

In June 1877, while on furlough to see his sister Mary, who resided in Baraboo, Dan reportedly developed “dropsy,” an archaic term for heart failure. Dan died on June 6, 1877. He was interred at Walnut Hill Cemetery in Baraboo (Figure 5) near where his sister Mary Ann Wells was buried at her death in 1921.

Before moving on to the Golden League cover that precipitated this article, let’s address two points of intrigue.

The official discharge record from the National Home (Figure 6) records that Dan was “single” and his nearest relative is listed as his father in Burlington, Vt.

Added to the fact that he spent the last three years of his life in Wisconsin, while his wife Ruth survived until 1899 when she died in Milton, Vt., we are left with the unmistakable impression that they had either separated or divorced prior to Dan entering the soldiers’ home.

Yet, the Figure 4 Civil War pension record shows that, in 1890, Ruth is listed as his widow. One would have to consider that for her to maintain his pension

Figure 4 (Below): Dan's Civil War disability pension.

| | | | | |
|---|-----------------|-----------------|-----------------|------------------------|
| NAME OF SOLDIER: <u>Colburn, Dan L.C.</u> | | | | |
| NAME OF DEPENDENT: <u>Wife, Colburn, Ruth L.</u> | | | | |
| NAME OF DEPENDENT: <u>Minor, Colburn, Asst. Surgeon 5 9th. Inf.</u> | | | | |
| SERVICE: <u>Asst. Surgeon 5 9th. Inf.</u> | | | | |
| DATE OF FILING | CLASS | APPLICATION NO. | CERTIFICATE NO. | STATE FROM WHICH FILED |
| <u>1877-9</u> | <u>Invalid.</u> | <u>122,105</u> | <u>78,237</u> | <u>Wt.</u> |
| <u>1880-30</u> | <u>Widow.</u> | <u>49,139.3</u> | <u>25,253.9</u> | <u>Wt.</u> |
| | <u>Minor.</u> | | | |
| ATTORNEY: <u>25th. Inf.</u> | | | | |

| | | | |
|--|-----------------------------|--|-------------------------------|
| 130 NORTH-WESTERN NATIONAL HOME FOR DISABLED VOL. SOLDIERS <u>Eden Crossdale</u> | | 131 NORTH-WESTERN NATIONAL HOME FOR DISABLED VOL. SOLDIERS <u>Dan L.C. Colburn</u> | |
| DATE OF ENTRY: <u>Aug 6 61</u> | NAME: <u>Eden Crossdale</u> | DATE OF ENTRY: <u>Aug 15 61</u> | NAME: <u>Dan L.C. Colburn</u> |
| AGE: <u>22</u> | SEX: <u>M</u> | AGE: <u>22</u> | SEX: <u>M</u> |
| HEIGHT: <u>5' 10"</u> | WEIGHT: <u>140</u> | HEIGHT: <u>5' 10"</u> | WEIGHT: <u>140</u> |
| EDUCATION: <u>Common School</u> | RELIGION: <u>Presb.</u> | EDUCATION: <u>Common School</u> | RELIGION: <u>Presb.</u> |
| DATE OF ENTRY: <u>Aug 6 61</u> | NAME: <u>Eden Crossdale</u> | DATE OF ENTRY: <u>Aug 15 61</u> | NAME: <u>Dan L.C. Colburn</u> |
| AGE: <u>22</u> | SEX: <u>M</u> | AGE: <u>22</u> | SEX: <u>M</u> |
| HEIGHT: <u>5' 10"</u> | WEIGHT: <u>140</u> | HEIGHT: <u>5' 10"</u> | WEIGHT: <u>140</u> |
| EDUCATION: <u>Common School</u> | RELIGION: <u>Presb.</u> | EDUCATION: <u>Common School</u> | RELIGION: <u>Presb.</u> |
| DATE OF ENTRY: <u>Aug 6 61</u> | NAME: <u>Eden Crossdale</u> | DATE OF ENTRY: <u>Aug 15 61</u> | NAME: <u>Dan L.C. Colburn</u> |
| AGE: <u>22</u> | SEX: <u>M</u> | AGE: <u>22</u> | SEX: <u>M</u> |
| HEIGHT: <u>5' 10"</u> | WEIGHT: <u>140</u> | HEIGHT: <u>5' 10"</u> | WEIGHT: <u>140</u> |
| EDUCATION: <u>Common School</u> | RELIGION: <u>Presb.</u> | EDUCATION: <u>Common School</u> | RELIGION: <u>Presb.</u> |

Figure 6 (Above): The official discharge record from the National Home.

Figure 5 (Right): Dan's headstone in Walnut Hill Cemetery in Baraboo, Wis.



they most likely had not divorced. Still, the status of “single” on his National Home papers is puzzling.

Quite a dilemma, but one not to be dwelled upon, for it is time to move on to address the other “intrigue” of this Civil War era cover, namely the Golden League and its relation to Dan Colburn.

The Golden League is lost to oblivion, its existence apparently expunged from written records accessible to historians. Worse yet, and a true indication of its metaphysical loss of material existence, it strikes no cord on Google, the ultimate arbiter of ones’ being.

But even this state of affairs can be overcome and the Golden League yet reified. How you might ask can you resurrect what seems so ephemeral? Well, by taking a page from the work of renowned paleoanthropologist Donald Johanson, who reconstructed Lucy, the 3.2 million-year-old hominid, from multiple fossil fragments.² In light of the microcosm of peace movements extant in the timeframe this Civil War cover transited from Montgomery Center to Burlington, Vt., we can reconstruct the Golden League.

The cover actually offers a bit more information than what might initially meet the eye. For one thing, the Golden League was a “league,” people or groups combined for a particular purpose. Second, as the corner card states, the group espoused equity, love and

justice, words that can be rephrased as fairness, love and the maintenance of right.

And third, the cover was transported using a public institution, the post office, in a very northern state during a Civil War fought against a southern Confederacy.

So, the starting point is that we are dealing with a transparent, nonclandestine organization espousing ostensibly ennobling goals, located within the bosom of one camp during a massive politico-cultural upheaval.

Now, that certainly simplifies things, although, we sense that readers continue to be skeptical as to where this leaves us. Well, let us, therefore, examine the five prominent “peace” movements contemporary with our cover, and, lest we forget, the apparent nature of our protagonist, Dan L.C. Colburn, and synthesize a construct of the man and the movement that allows us to finally sleep peacefully thereafter.

For purposes of clarity, let’s substitute the term “opposition to the American Civil War” for the term “peace movement.” This allows us to be more inclusive as to the political, religious, economic and pacifist entities that may have constituted the Golden League.

Although, superficially a seemingly daunting task, particularly since permutations of more than one motive could constitute a group, we should, without naïveté, rather quickly place Dan and the league in perspective.

The five major contenders for ownership of the Golden League include secular pacifists, religious pacifists, secret societies, conscientious objectors and opposers of the draft.

Keep in mind that, by having already introduced Dan Colburn, we have a significant foot up on constructing our Lucy. We can immediately exclude the opposition to the war by conscientious objectors and those opposed to the draft as a likely source of correspondence between the Golden League and Dan by the facts of his volunteer rank in the Fifth Vermont Volunteers.

Draftees of pacifist religious groups, mainly existing in the North, including Quakers, Amanists, Shakers, Dunkards and Schwenkfelders, did serve in noncombat roles such as medical orderlies, in order to defend their conscientious scruples, but they did not volunteer for service in the military.

Similarly, a number of individuals, particularly poor Irish Catholics, opposed the draft, not so much as to avoid military duty, rather as a protest against the inequality that permitted wealthier individuals to transfer service to a surrogate for the price of \$300 to \$500, a capability out of reach for the poor.

With two groups seemingly untenable as owners of the Golden League, we next address secret societies.

The Knights of the Golden Circle was the largest and best known of these organizations. This secret society, founded by George Bickley in Cincinnati in 1854, referred to a 2,400 mile in diameter "Golden Circle" (Figure 7) with Havana at the center, and extending from the Mason-Dixon line to Panama, with the ostensible goal of the Knights being the overthrow of multiple governments within the circle and extension of slavery as an economic reality in the conquered territories.

While essentially a Southern organization, with peak membership in 1860 of approximately 200,000 sympathizers, including John Wilkes Booth and Jesse James, it did make inroads into border states, as well as Northern states, including Ohio, Iowa and Indiana.



Figure 7: The Knights of the Golden Circle emblem.

Known as Copperheads, they morphed into postwar organizations such as the Klu Klux Klan. With secret signs and handshakes and a murderous behavior towards those felt to be untrustworthy, this organization, while having the word "golden" in its title, is clearly unworthy of ownership of the cover under discussion or affiliation with our protagonist.

Of the last two opposition groups, religious pacifism and secular pacifism, opposition by religious organizations was both heartfelt and yet occasionally hypocritical. Methodist and Baptist denominations had divided over the slavery question well before the war. Presbyterians, Episcopalians and Free Will Baptists, as well as practically every other Christian denomination, divided down the Mason-Dixon line, displaying tremendous hatred toward one another.

Despite sectional loyalties, most preachers, both North and South, were against Christians fighting the war. That their pleas fell on deaf ears is obvious. Certainly had they been heeded, a handful of Northern and Southern Muslims, Jews and atheists would not have made for much of a Great War.

Thomas Curran, in his excellent tome, *Soldiers of Peace*,³ coins the term "perfectionist pacifists" to describe that group of religious folks "dedicated to faith in perfectibility, rejection of the use of force, opposition to war" and nonresistance, Christ's turning of the other cheek.

We believe that the words making up the corner cachet, "equity, love, justice," define the Golden League as an unlikely representative of a religious, pacifist oppositional group to the war. Yes, you will rebut, "love" is intrinsic to religion. We concur, but "equity" and "justice" are far more secular as constructs, resonating rather in a political, humanistic, and egalitarian dialectic.

Furthermore, a religiously affiliated movement in 19th century America, without the word "Christian" somewhere in its title would be nigh on impossible.

And that brings us to our final opposition group/peace movement, a secularly oriented, although, very likely God-fearing organization intent on ending the slaughter of brother by brother. An organization opposing the inhumane treatment of people of color, opposed to the lack of justice, yes justice, a concept dating back to Plato, and more contemporaneously for these folks espoused by Locke and Mills.

My goodness, in a philatelic article we wish not to ascend the podium to decry evil, rather we wish to connect the dots. What Johanson did was to extrapolate the "obvious" or, perhaps better said, to draw a conclusion from empirical observation.

True, this has been more elegantly stated by Hume and Bertrand Russell than by us, but we humbly espouse a similar sentiment.

Whether in New York, New Jersey or the rest of New England, the beginning of opposition to the war began with the war's origin.

Congressmen, newspaper publishers, laymen and, particularly, and for the first time as a group, women, who would be at the forefront of similar movements in the ensuing century, declared their opposition to a multitude of ongoing horrors, one of which clearly was slavery, with its lack of love, justice and equity. But, for others it was simply the insanity of murder on an industrial scale for whatever cause.

The Golden League was most likely a peace movement in opposition to an all-enveloping madness that was only too well known to civil society for millennia. Unbeknownst to the participants, the madness would be repeated during the next 150 years in extent and numbers incomprehensible to these 19th century Americans.

And finally, what about Dan L.C. Colburn, recipient of this communication? Well now, even we must pull in

our horns and dwell long and hard on this one. As we look at his photograph and gaze upon the inscription on his headstone, he was truly a man of the Fifth Vermont Volunteers.

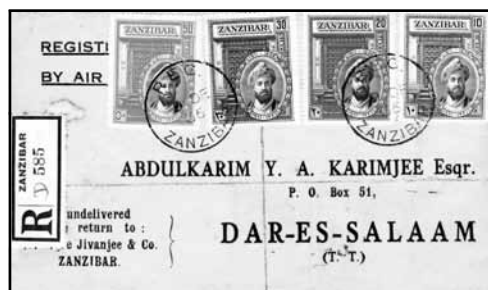
We remain unable to extract that miniscule clue that might enlighten either the nature of the contents of the cover or the consciousness in the mind of the recipient even though we are satisfied that the Golden League was what we have stated we believe it to have been.

But, fret not, for as with Lucy, perhaps it is enough for one day to know what she was from the fragments found, even if we know not what she thought.

Endnotes

- ¹ Vermont Adjutant and Inspector General Reports, 1863 Report, Appendix C, page 2, <http://vermontcivilwar.org/state/63/c101.php>
- ² Johanson, Donald and Edey, Maitland, *Lucy: The Beginnings of Humankind*. New York: Simon and Schuster, 1990.
- ³ Curran, Thomas F. *Soldiers of Peace: Civil War Pacifism and the Postwar Radical Peace Movement*. New York: Fordham University Press, 2003.

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Figure 1: Six 3-cent Jeffersons and two 3-cent Defense stamps pay a 24-cent airmail rate to the United States.



Figure 2: The same soldier later mailed another letter to the same address using an Australian 1/6 stamp.

The Mystery of the 3-Cent Prexies

Paying an Australian Air-Sea Postage Rate

By Richard W. Helbock

Japanese attacks on Pearl Harbor, the Philippines and Southeast Asia brought Pan-American Airways trans-Pacific Clipper service to an abrupt end, and thus cut the last airmail link connecting Australia to Europe and North America. Australia Post introduced a combine sea-air postage rate of one shilling six pence (1/6) that provided sea transport to the United States and air service beyond the port of entry to its destination for a letter up to one-half ounce.

The 208th Coast Artillery Regiment, a Connecticut National Guard outfit, arrived in Brisbane on March 9, 1942, on board USAT *Matsonia*. These men, along with their sister regiment, the 197th Coast Artillery Regiment (New Hampshire National Guard), were among the first major U.S. Army units to arrive in Australia.

The 208th was quickly loaded on a train and transported some 1,200 miles north to Townsville. They arrived in Townsville on March 18 and became the first major American Army unit to be stationed in the city. Townsville was the largest urban center in northern Queensland and eventually became home to an important air installation guarding the northern approaches to Australia.

The cover shown in Figure 1 is believed to have been mailed by a member of the 208th Coast Artillery, and possibly written on the long train trip from Brisbane to Townsville. There is no return address to identify the sender or his unit.

The postmark is dated March 17, 1942, and reads "A.P.O. 923." This APO was established March 16 in Brisbane, according to the records. The oval handstamp censor is known only on mail from the Brisbane area in March and April 1942.

Most interesting from a Prexie collector's perspective however, is the use of a booklet pane of six 3-cent Jeffersons with a pair of 3-cent Defense stamps to make up 24 cents postage. Now, 24 cents represents four times the concession air rate of six cents per half ounce, and thus pays air postage for a piece weighing between one and one-half and two ounces.

Judging by the size and condition of the envelope, it seems rather unlikely that it ever contained that much weight.

In March 1942, there was literally no way of sending an airmail letter from Australia to the United States. It would be another six months before the Naval Air Transport Service (NATS) began federalized service of the Pan-Am Clippers to Brisbane via Honolulu and the

islands of the South Pacific.

The best that could be hoped for in the way of expeditious service was transport by ship from one of the Australia ports and air onward from Los Angeles or San Francisco. That's where the Australian rate of 1/6 per half ounce applied, and it is my opinion that the 24 cents applied to this cover was an effort to pay that 1/6 rate in U.S. postage stamps.

I can almost hear the sceptics saying, where is your evidence? What was the prevailing exchange rate? .

According to the Economic History Services website¹ "in the year 1942, it took 0.31 Australian pounds to buy one U.S. dollar." In other words, 24 U.S. cents would be almost exactly equivalent to 18 Australian pence, or one shilling, six pence. The 24 cents used by the sender was equivalent to the required Australian postage rate, but was that his intent?

Figure 2 illustrates a second cover from the same sender to the same addressee. In this case the sender has used a 1/6 Australian airmail stamp to frank his "By sea & air to the U.S.A." cover to Chicago.

The same stationery has been used and, once again, the cover shows no evidence of being stuffed with a multiple page letter.

The postmark is dated March 23, 1942, and identifies the APO as number 922. APO 922 opened in Townsville on March 18, according to official records.

One last piece of evidence connects both of these covers with the 208th Coast Artillery. On the reverse of the Figure 2 cover is a boxed oval censor handstamp impression with the number 16007.

I have another cover bearing the same censor number. It is postmarked April 13, 1942, and has a return address of a captain assigned to 2nd Battalion Headquarters, 208th C. A. (AA) Regiment.

I have no knowledge of either U.S. Army or Australian Post Office regulations that would have authorized American troops to use U.S. postage to pay Australian postal rates.

As in the United Kingdom, U.S. forces were apparently authorized to use Australian postage to frank their mail sent through APOs to the United States for a few months in early 1942, but this is the only example I have seen of an effort to use U.S. postage of equivalent value to pay an Australian postage rate.

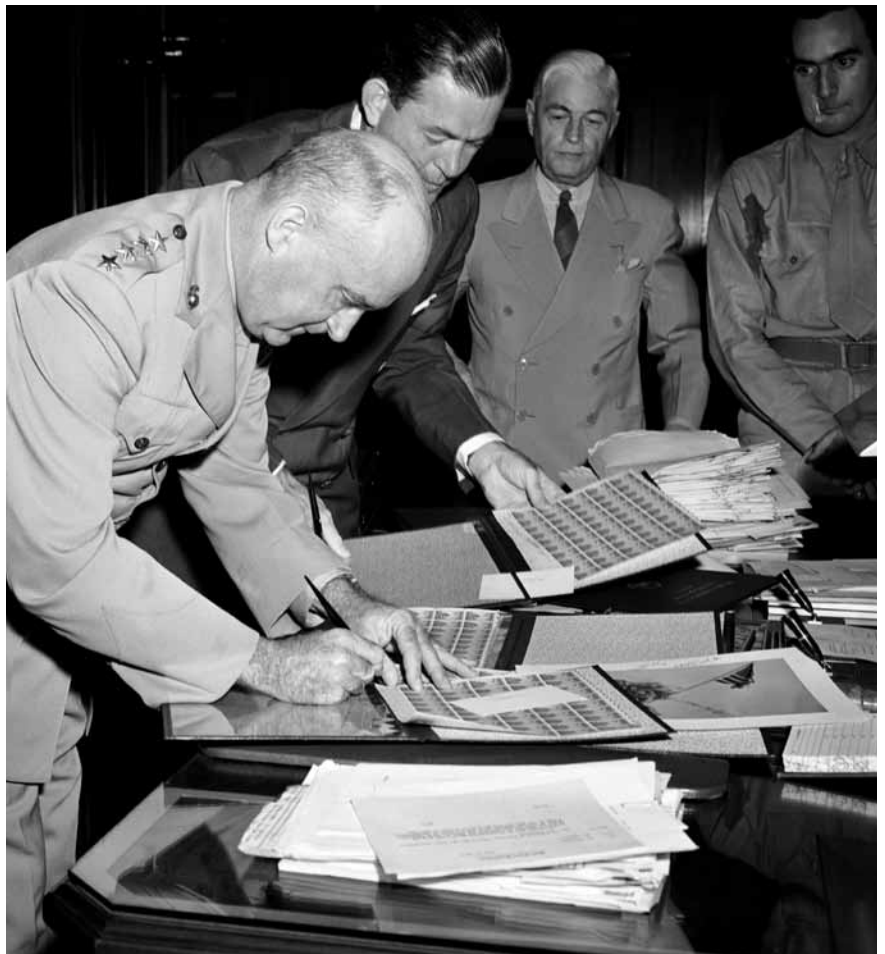
Endnote

¹ <http://eh.net/hmit/exchangerates/exchange.answer.php>



Above: PMG Hannegan (center) makes a presentation to Senator Joseph O'Mahoney (D-WY), who suggested using Joe Rosenthal's Iwo Jima picture as a stamp. (USPS Photo)

Right: PMG Hannegan assists Gen. Alexander Vandegrift, commandant of the Marine Corps, as he autographs panes of the new Iwo Jima commemorative stamps. (USPS Photo)



The 3-cent Iwo Jima stamps were released July 11, 1945, at ceremonies hosted by PMG Hannegan at the Post Office Department headquarters in Washington, D.C.

The Postmasters General of the United States

Postmaster General LII Robert E. Hannegan 1945-1947

By Daniel Y. Meschter

By almost any standard, Robert Emmet Hannegan was born a normal kid in a middle class family who fit well into the mostly Catholic, working class neighborhoods with which he became familiar during his political career.

He was born in St. Louis, Mo., on June 30, 1903, and lived there his whole life, except for about five years when his responsibilities required his presence in Washington, D.C.

His father, John Hannegan, was a career policeman on the St. Louis force who rose to the rank of captain and chief of detectives. His ancestors certainly were of Irish origin as his surname implies and his middle name after an Irish patriot seems to confirm.

Robert Hannegan was educated in public schools. He excelled at sports, especially football and baseball, on his way to becoming a well-proportioned six-footer. He also was a member of the basketball, track and swimming teams.

During the advent of World War I, he attempted to enlist in the Marine Corps, but was rejected as underage. Instead, he entered St. Louis University and earned a bachelor of laws degree in 1925. The private practice he established proved successful enough to make him modestly well off and to allow him to become active as a Democrat in St. Louis's 21st Ward.

The Democratic caucus in the 21st Ward quickly recognized his leadership ability and skill as a campaigner for bringing the traditionally Republican ward into the Democratic column. Of course, he was aided by the popular movement led by Franklin Roosevelt as he approached the 1932 general election.

Hannegan's reward for success in delivering the vote in three municipal elections was his own 1933 election to the St. Louis City Democratic Committee where he was thrown into close contact with both city and state party leaders, including St. Louis Mayor B. F. Dickmann; Missouri senior Senator Joel Bennett Clark of St. Louis, son of the famous James B "Champ"



Robert E. Hannegan

Clark, who dominated the House of Representatives for so many years; and Missouri Senator Harry S Truman, with whom he developed a close and enduring friendship.

Hannegan was elected to the Missouri Legislative Assembly in the same 1934 election that sent Truman to Washington and made him a public figure.

Hannegan did not outwardly support Truman's reelection in 1940, which Truman won by a narrow margin. Truman and Clark, however, were instrumental in obtaining Hannegan's appointment as Collector of Internal Revenue for the eastern district of Missouri.

Hannegan initially declined the appointment as not matching his income from his law practice, but accepted after the St. Louis press questioned his qualifications for the position, which he filled with skill and much success.

In the fall of 1943, President Roosevelt named him to the Internal Revenue Commission and on Jan. 22, 1944, as chairman of the National Democratic Committee.

These appointments took him and his family to Washington, D.C. where he enjoyed intimate associations with the most politically powerful figures in the nation, including President Roosevelt himself. Not to be overlooked was that he was now the Democratic power broker in St. Louis and eastern Missouri.

About this time, if not somewhat earlier, he became aware of a of a heart condition, of which the outward symptom was chronic high blood pressure. The therapy at that time was largely rest, healthful diet and sedatives. Nevertheless, he continued to fulfill his responsibilities as a party leader with his usual energy.

As the 1944 general election approached, for the first time FDR seemed agreeable to allow party leaders to play a role in nominating his vice presidential candidate. In this role, Hannegan reached the zenith of his political career.



PMG Hannegan makes a presentation to Navy Pharmacist's Mate Second Class John H. Bradley, one of the six men who participated in the Iwo Jima flag raising pictured on the stamp. (USPS Photo)



Figure 4: PMG Hannegan and Gen. Alexander Vandegrift, commandant of the Marine Corps, with a presentation folder containing an autographed pane of the Iwo Jima stamps. (USPS Photo)

The American historian Robert H. Ferrell described the nomination of Harry S Truman for vice president at the 1944 Democratic national convention as “one of the great political stories of our century.” The irony was that Truman did not seek the nomination.

Sometime that spring, when it became apparent that Franklin Roosevelt would seek a fourth term, a group of the most powerful Democrats headed by Hannegan, as chairman of the National Committee, began considering who should be named as Roosevelt’s running mate.

Their concern focused on two factors. The first was that Vice President Henry A. Wallace was not popular with the Democratic leadership on account of his ultra-liberal views and concentration on agriculture, which by this time Roosevelt had set aside to concentrate on international relations arising from the war.

Worse was that those party leaders were aware from their frequent visits to the White House that Roosevelt’s health was noticeably declining. This made them apprehensive that he would not be able to complete another term in the face of the demands of post-war reconstruction.

In other words, they sensed they were actually choosing the next president. Thus, the prospect of Henry Wallace being reelected vice president was unthinkable. Roosevelt agreed.

The group who made history in Chicago that July was led by Hannegan and included Edwin W. Pauley, treasurer of the National Committee; Frank C. Walker, former chairman of the National Committee; George E. Allen, party secretary; and Edward J. Flynn, New York City party boss.

They considered a number of candidates before settling on a final two: Associate Justice William O. Douglas, Roosevelt’s personal choice, and Harry S Truman, obviously Hannegan’s choice.

The negotiations that followed were complex until Hannegan persuaded Roosevelt to choose Truman, largely on the strength of Truman’s earlier investigation of waste and mismanagement of the war effort, one of the few things FDR knew about him.

Unfortunately, after the Roosevelt-Truman election in November 1944, it was all down hill for Bob Hannegan. His heart condition became progressively more serious as he struggled to maintain his work schedule following FDR’s inauguration. In spite of his exposure during the campaign, Harry Truman remained little known to the American public in Roosevelt’s shadow.

Following Roosevelt’s death on April 12, 1945, after being sworn in as president, Truman was virtually compelled by tradition and friendship to appoint Hannegan to a cabinet seat.

He appointed him postmaster general on May 8, 1945 to succeed Frank C. Walker, although he didn’t

actually take office until July 1. One of his first acts in office was to preside over the July 11, 1945, first day ceremony for the 3-cent Iwo Jima commemorative stamp featuring Joe Rosenthal’s iconic image of U.S. Marines raising the U.S. flag on top of Mount Suribachi on the island of Iwo Jima.

The first day event took place at 11 a.m. in the postmaster general’s reception room with the Post Office Department orchestra playing the *Marine Hymn* and the *Star Spangled Banner*. Five marines and a sailor, all Iwo Jima veterans from the Bethesda Naval Hospital, attended, as did Pharmacist’s Mate Second Class John Bradley, one of the six flag raisers depicted on the stamp.

Hannegan presented the first pane of stamps to Gen. Alexander, Vandegrift, commandant of the U.S. Marine Corps, and another pane to Sen. Joseph O’Mahoney (D-WY) who first suggested that the picture of the flag raising be used on a stamp.

Courtesy of the U.S. Postal Service, photographs from that ceremony are shown nearby.

Regrettably, Hannegan was unable to devote more than a token effort to the management of the post office. Instead, he relied upon subordinates to manage the Post Office Department in his name. Their effort was mostly to maintain the policies already in place.

In the summer of 1947, Hannegan’s physician became sufficiently concerned with his condition that he directed him to limit his political responsibilities.

Accordingly, Hannegan announced his resignation as chairman of the National Committee on September 27, presumably effective when his successor was officially elected at a meeting of the full committee on October 29.

His resignation as postmaster general followed a few weeks later on November 25, also no doubt at his physician’s direction. He returned to St. Louis soon thereafter.

In the hope of at least partial recuperation, he took his family on a leisurely tour of Europe and, with a partner, bought a majority interest in the St. Louis Cardinals baseball team.

He died quietly at home on Oct. 6, 1949, at the early age of 46, surrounded by his family. Admirers might well have speculated what fate destiny had in store for him had his health permitted.

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- Ferrell, Robert H. *Choosing Truman, the Democratic Convention of 1944*. St. Louis: The University of Missouri, 1994, p. 1.
New York Times, Sept. 28, 1947.
New York Times, Oct. 30, 1947.
New York Times, Nov. 26, 1947.
New York Times, Oct. 7, 1949. The primary biographical source for Robert Hannegan is his obituary in this issue.

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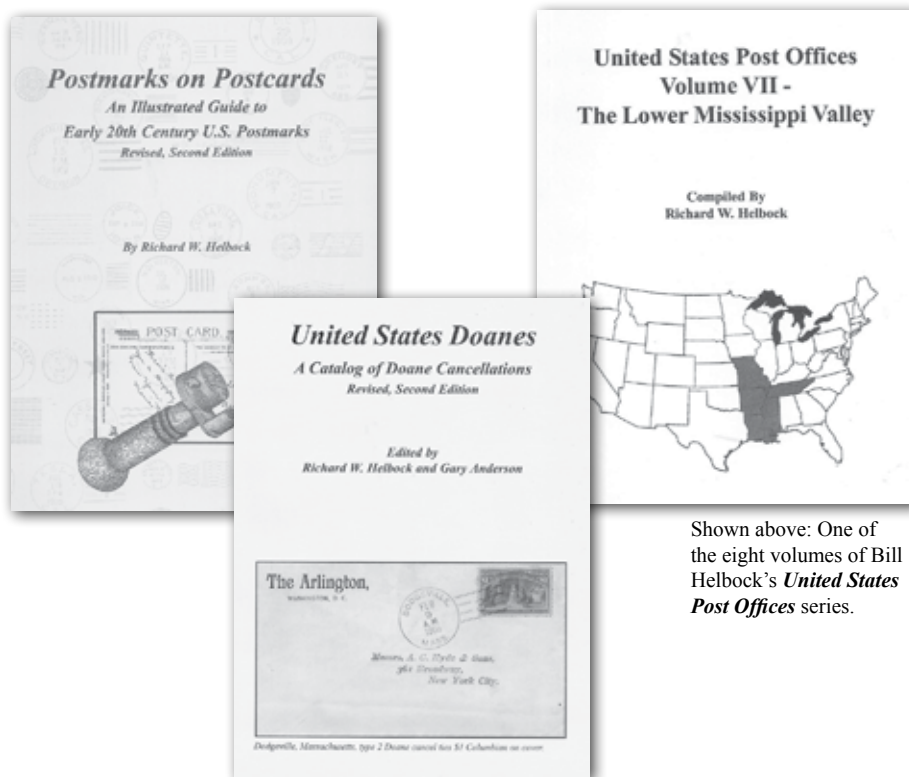
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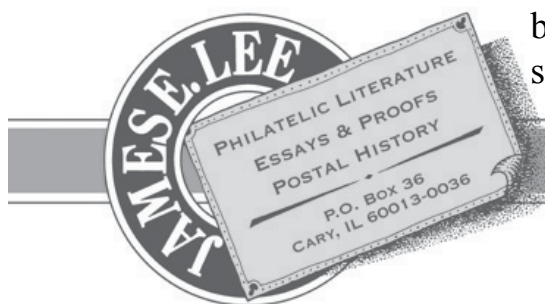
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Best of the Rest Series

The “Best of the Rest” column features significant American postal history articles that originally appeared in other specialized journals. “North Dakota Railroad Postal History” by Mike Ellingson appeared in the July 2009 issue of *Dakota Collector*, published quarterly by the Dakota Postal History Society. It has been slightly edited to conform to *La Posta* style.

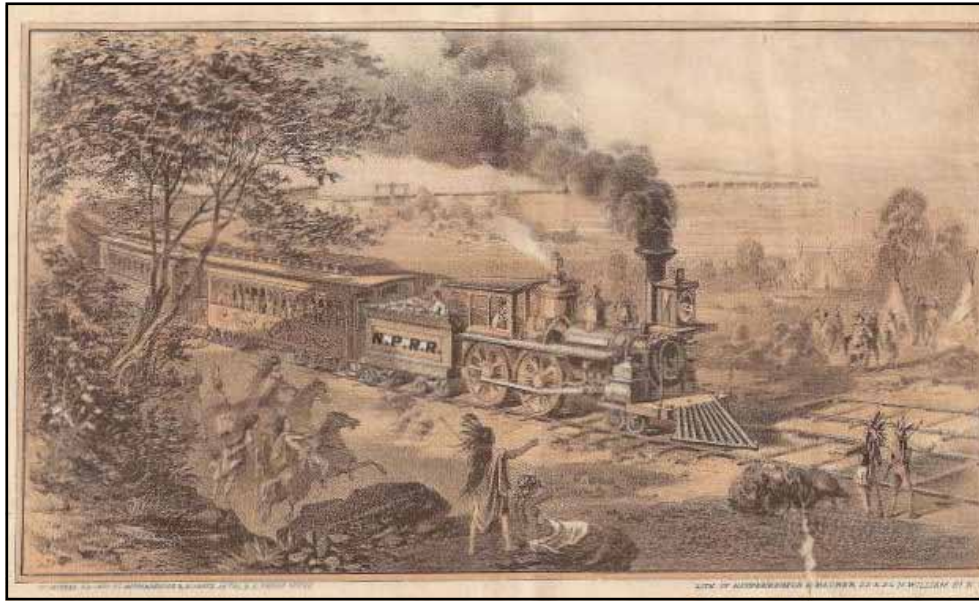


Figure 1: Circa 1870s lithograph from Heppenheimer & Maurer of New York.

North Dakota Railroad Postal History

By Mike Ellingson

Railroads played a vital role in the settlement of Dakota Territory and North Dakota. Through a series of articles, my goal is to explore the postal history aspect of the railroads in North Dakota.

This article is not intended to be an in-depth history of railroading in North Dakota; that subject has been exhaustively covered in many fine books and journals. This introductory article will show postal history items from several of the more prominent railroads that operated in North Dakota. Subsequent articles will be presented in a series that will illustrate known railroad postmarks from North Dakota, along with representative samples of postal history showing their usage. An explanation of what these markings are, and why they were used, will also be presented.

The symbolic scene in Figure 1 shows a locomotive steaming through the heart of Indian country on the Northern Great Plains. Ghostly images of Indian warriors, dead buffalo and tepees are divided by railroad tracks, a fairly accurate representation of how the iron rails effectively divided the prairie into manageable domains. Heppenheimer & Maurer were well known lithographers from New York City.

Any discussion of railroading in North Dakota must start with the Northern Pacific Railroad. Starting in 1870, just west of Duluth, Minn., the Northern

Pacific pushed westward while work began in the Pacific Northwest to the east. Building a railroad of this scope was an enormous undertaking and Jay Cooke, a famous eastern banker, took on the task of financing the Northern Pacific.

Figure 2 shows a cover that demonstrates the connection between Jay Cooke and the Northern Pacific. Note that both Figure 2 and Figure 3 show items addressed to Charlemagne Tower, a highly successful and influential eastern businessman. Tower became a large bond owner in the Northern Pacific and eventually received large land holdings along the railroad. Tower would have a close relationship with Cooke and the Northern Pacific Land Department, as well as several independent land agents as he sought to slowly divest his substantial land holding along the railroad.

The eastern terminus of the Northern Pacific in Minnesota was near a settlement appropriately named Northern Pacific Junction (see corner card on Figure 4), so named because it was near the junction of the Northern Pacific and the Lake Superior and Mississippi Railroad, which itself was later absorbed by the Northern Pacific.

Figure 5 shows a Northern Pacific Junction corner card on a cover postmarked with a L(ake) S(uperior)



Figure 2: Cover showing Jay Cooke's connection with the Northern Pacific.



Figure 3: Illustrated Northern Pacific cover mailed to Charlemagne Tower.



Figure 4: Circa 1875 cover with Northern Pacific Junction corner card.

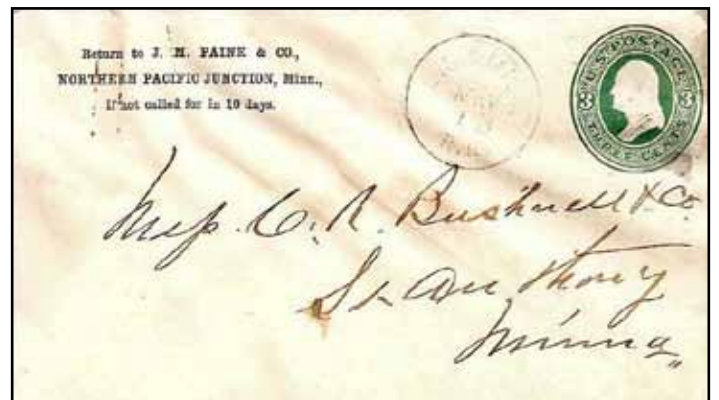


Figure 5: Circa 1875 Lake Superior and Mississippi RR marking.

& Miss(issippi) RR postal marking. Figure 6 is an 1867 cover with a nice Lake Superior and Mississippi Railroad Co. corner card. Note that the cover is addressed to Rice Harper Esq. in Sandusky, Ohio, which was also the birthplace of Jay Cooke. Harper and Cooke maintained a close business relationship over the years and both were involved in the Lake Superior and Mississippi RR, as well as the Northern Pacific.

The widespread financial panic of 1873, brought on by the collapse of the banking firm headed by Jay Cooke, essentially halted railroad construction for several years. However, relatively easy track laying across the flat prairie allowed the Northern Pacific to reach the Missouri River at Bismarck, Dakota Territory before construction was stopped.

Figure 7 shows a fascinating piece of postal history: It is addressed to the "End of Track."

Major Merrill, who later became a brigadier general, was tasked during the 1880-1882 time frame with guarding the construction of the Northern Pacific as it pushed westward out of Bismarck.

Figure 8 shows the bridge that was finally built across the Missouri River, which then made possible another long stretch of building without any formidable obstacles. Prior to the bridge's completion, tracks were sometimes laid on the ice across the river over the winter months to more quickly move supplies west.



Figure 6: 1867 Lake Superior and Mississippi Rail Road Co. corner card.

The completion of the Northern Pacific Railroad to the Missouri River changed the dynamics of both travel and shipping in the western Dakotas and the upper Missouri River system. Now, instead of arduous overland travel, or seasonally dependent river travel, it was possible to get from back east to the heart of Dakota in a very short time, and at virtually any time of the year.

The Northern Pacific, in need of revenue, and in the interest of self-promotion, fervently advertised its services.

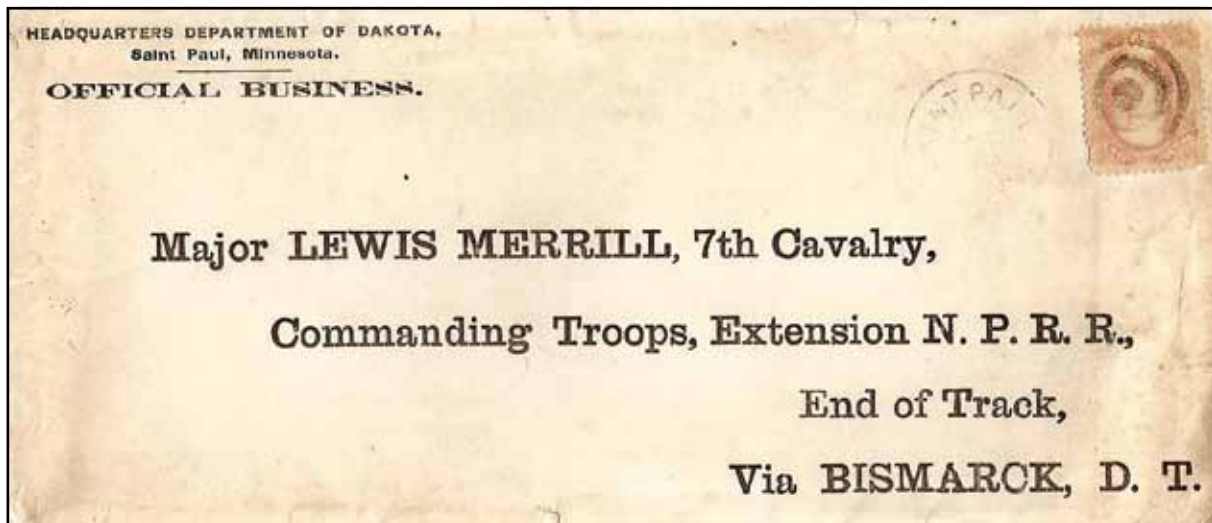


Figure 7: Legal size cover addressed to protectors of railroad contractors, the 7th U.S. Cavalry.

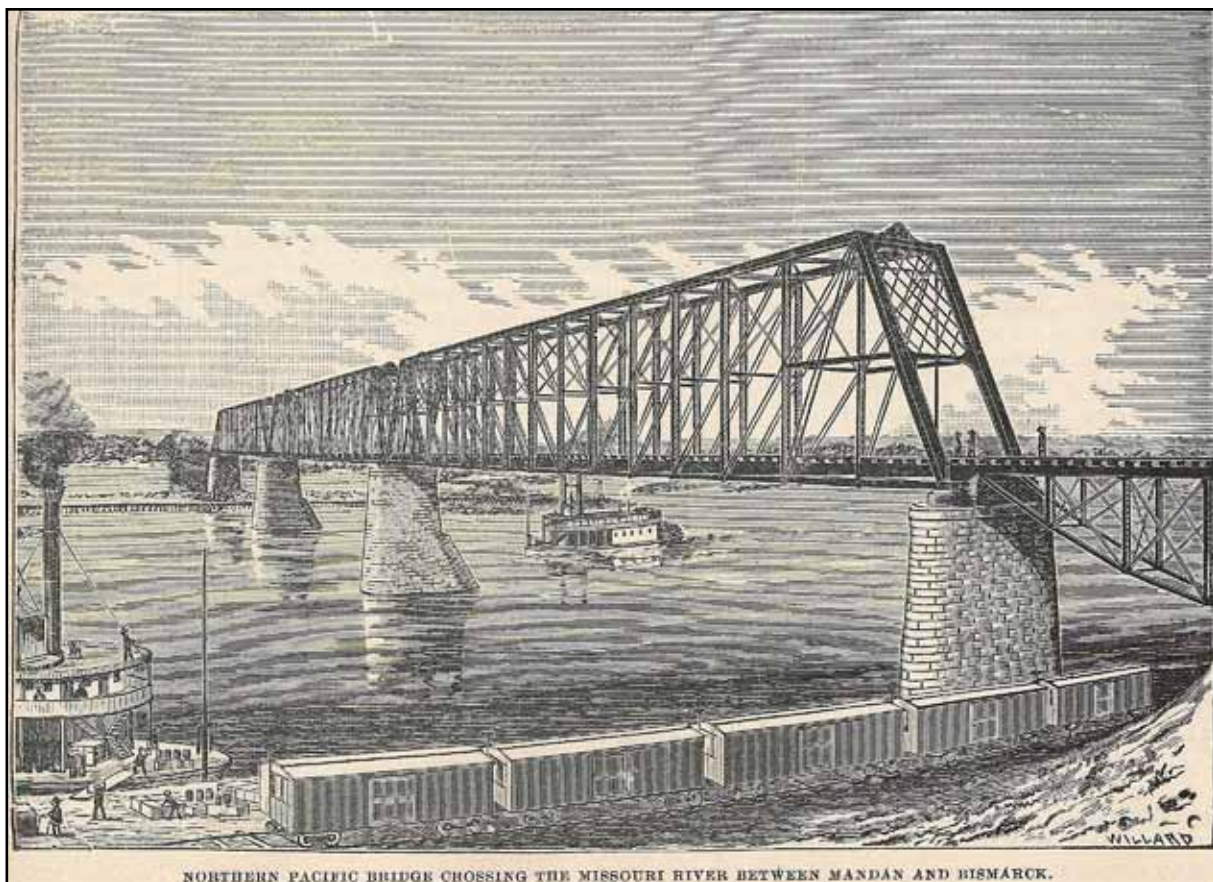


Figure 8: Engraving illustrated in *The Northwest Illustrated Monthly Magazine* in 1888.

Figures 10 and 11 show various options available to travelers, including distances and costs. The Black Hills gold rush was in full swing and the Northern Pacific route via Bismarck offered gold seekers a connection to a stage at Bismarck that ran to the Black Hills.

The Benton Line was a major shipper on the upper Missouri River and once the Northern Pacific Railroad reached Bismarck, it was quick to use the railhead as a supplier, as evidenced by the attractive advertising on the Figure 12 bill of lading.

Figure 13 shows a pair of R.R.B. (Railroad business)

envelopes. These were used by the railroads to conduct business, but were also often provided as a courtesy to travelers who wished to write letters while traveling on the train. The top cover in Figure 13 has a light blue postmark from Medora, Dakota, and the bottom one has a bold Dwight, Dak., postmark.

To help finance construction, railroads were often granted large amounts of land adjacent to the tracks, with the theory being that the railroad would sell this land to raise capital, as well as platting out and planning towns at regular intervals along the line to ensure that



Figure 9: Mandan, Dakota Territory, was across the river from Bismarck.

| DISTANCES BY RAIL. | |
|--|-----------|
| From Chicago to | |
| St. Paul..... | 403 miles |
| N. P. Junction..... | 426 " |
| Brainerd..... | 629 " |
| Fargo..... | 765 miles |
| Bismarck..... | 960 " |
| DISTANCES BY RIVER. | |
| Bismarck to | |
| Fort Lincoln..... | 4 miles |
| Fort Stevenson..... | 144 " |
| Fort Berthold..... | 174 " |
| Fort Buford..... | 459 " |
| Fort Peck..... | 745 miles |
| Cirroll..... | 991 " |
| Cow Island..... | 1058 " |
| Fort Benton..... | 1256 " |
| DISTANCES BY LAND. | |
| Bismarck to | |
| Deadwood..... | 203 miles |
| Standing Rock..... | 65 " |
| Fort Stevenson..... | 50 " |
| Fort Berthold..... | 91 " |
| Fort Buford..... | 235 miles |
| Fort Sully..... | 225 " |
| Yankton..... | 495 " |
| Fort Benton to Helena | 150 " |
| Railroad and Stage Fares. | |
| St. Paul or Minneapolis to Deadwood via Bismarck, 1st Class \$45.00; 2d Class \$40.00; Emigrant \$27.00. | |
| From Chicago to Deadwood via Bismarck, 1st Class, \$55.25; 2d Class \$45.25; Emigrant \$32.25. | |
| TIME. | |
| Chicago to Deadwood via Bismarck..... | 84 hours |
| St. Paul to Deadwood..... | 66 " |
| Bismarck to Deadwood..... | 36 " |
| CONNECTIONS. | |
| Trains connect at Bismarck with stages for Deadwood and all points up and down the river; and during the summer steamers run to all points on the Missouri river to and from Bismarck. | |

Figure 10: The reverse of a hotel calling card.

THE
Northern Pacific Route.

THE ONLY FIRST-CLASS ROUTE TO THE
BLACK HILLS,
BIG HORN MOUNTAINS,
Yellowstone & Upper Missouri Rivers

ALL POINTS IN
MONTANA AND MANITOBA.

ALL RAIL FROM ST. PAUL TO
MOORHEAD and FARGO on the Red River of the North,
AND TO
BISMARCK on the MISSOURI RIVER.

During the navigable season Tri-weekly Steamers leave
BISMARCK

For Forts Berthold, Buford and Benton;
for Powder, Tongue, Yellowstone and
Upper Missouri Rivers; Big Horn
City, Bozeman, Helena, and the
Big Horn Mountains.

From BISMARCK, The Northwestern Express, Stage &
Transportation Company run a daily line of
FIRST-CLASS FOUR-HORSE CONCORD COACHES
TO
DEADWOOD, CROOK CITY, and other Points in the Black Hills.

At DULUTH connections are made with all American
and Canadian lines of steamers to all north and south
shore ports

ON THE LAKES BETWEEN DULUTH & BUFFALO.

At ST. PAUL the NORTHERN PACIFIC TRAINS make
close connections with the trains to and from the
East and South, OVER THE
CHICAGO, MILWAUKEE & ST. PAUL AND THE CHI-
CAGO, ST. PAUL & MINNEAPOLIS R. R's.

Passengers should be particular that their Tickets, to
any of the above points, should read

Via Northern Pacific Railroad.


Freight and Passengers will be transported in less
time, and at as low rates as by any other competing line.
H. E. SARGENT, G. G. SANBORN,
Gen'l Manager. Gen'l F't. & Ticket Agt.
43 JACKSON ST., ST. PAUL.

Figure 11: A railroad broadside advertisement.

No. 55

BENTON LINE
(T. C. POWER & BRO., Proprietors.)

—VIA—
Northern Pacific Railroad and Bismarck, D. T.,
TO ALL POINTS IN
Montana and British Northwest Territory.



CONTRACTING OFFICES:

| | | |
|---|-------------------------------------|--|
| I. P. BAKER, Wharftoat, bet. Olive and Locust Sts., ST. LOUIS. | T. C. POWER & CO., Helena, M. T. | G. G. SANBORN, Gen'l Fr't Ag't, Northern Pacific R. R., ST. PAUL. |
| I. A. SMITH, 365 Broadway, NEW YORK. | J. P. FARLEY, Dubuque, Iowa. | H. WARFIELD, S. W. Cor. LaSalle and Randolph Sts., CHICAGO. |
| A. H. PRIDE, 415 Broadway, NEW YORK. | | C. R. CAPRON, 61 Clark Street, CHICAGO. |

tion, must effect their own insurance.

Figure 12: Colorful bill of lading, printed in purple, from the famous Benton Line.

farmers had ready access to the railroad's shipping service. Propaganda covers, similar to the one shown in Figure 14, were used to extol the virtues of the land.

Often, as illustrated in Figure 15, railroads employed agents at various places around the county, and even overseas, to recruit willing and able settlers to buy up the railroad land.

It is interesting to note that the Colonies (an interesting choice of words) were made up of "the best classes of people." One wonders how some settlers from afar reconciled what they found in some parts of North Dakota to the paradise they were sold by land agents!

Large portions of western North Dakota were more conducive to ranching than farming. However, until the railroad was built, there was no practical way to tap into distant markets. Once the Northern Pacific reached the western Dakotas, it opened up the possibility of large-scale cattle ranching on cheap land.

The Marquis de Mores was an entrepreneur who used the newly formed Northern Pacific Refrigerator Car Company, under contract with the Northern Pacific Railroad, to start a large-scale cattle ranching and slaughterhouse business. Things did not go quite according to plan, and his enterprise folded after just a few short years.

It was during this time that Theodore Roosevelt spent time in Dakota Territory, just a short distance from Medora, the town that de Mores founded.

Figures 16 and 17 illustrate a pair of postal relics from this colorful era in North Dakota history.

The Northern Pacific Express Company was, as indicated by its name, an express company that operated along the route of the Northern Pacific Railway. It was essentially owned by the Northern Pacific Railway,

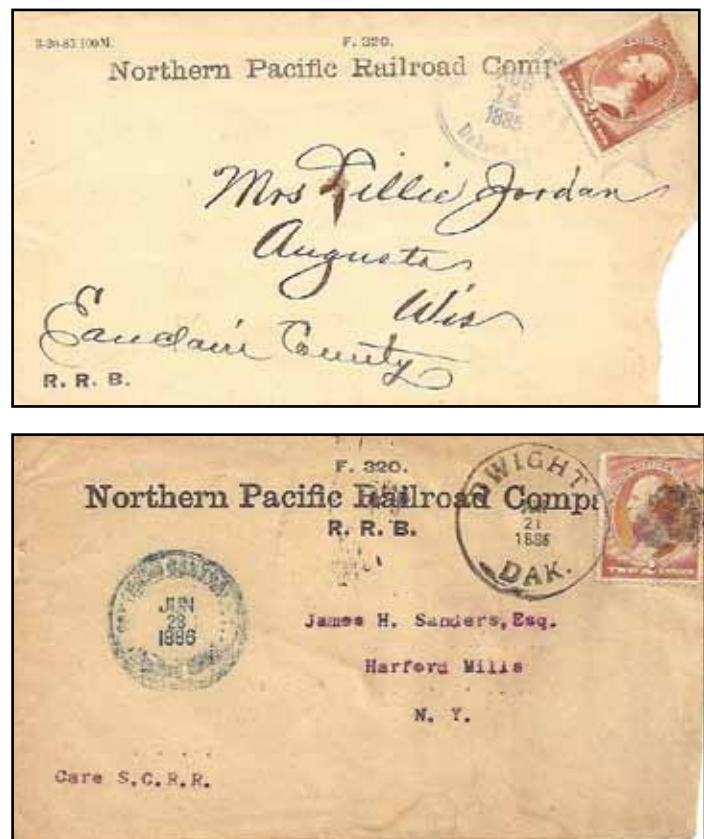


Figure 13: Examples of Railroad business envelopes.

an arrangement that eventually (in the mid 1880s) led to a lawsuit brought on by the well known Wells Fargo Express Co., with the plaintiff claiming that the Northern Pacific Railway would not allow it to operate, by denial of proper facilities, its own express business over the entire route of the railroad.

The court case eventually ruled in the favor of Wells Fargo, and forced the Northern Pacific Railroad

BARNES COUNTY, DAKOTA.

WHEAT LAND ON THE NORTHERN PACIFIC R.R.

Barnes County, Dakota adjoins Cass County, in which are the well-known **PALRYM-
PLE, CASS, and CHENEY WHEAT FARMS.** It is watered by the **Sheyenne River** and its branches.
The soil is a black loam from twelve to thirty inches in depth--the subsoil a calcareous
marl. The crops have **never failed.** The average yield of wheat per acre in 1879 was 25 bushels.

Pure Water can be had any where at a depth of from fifteen to thirty feet. The **Shey-
enne river** is well **Timbered,** and furnishes good water powers throughout its course.

The winters are cold, but the great number of sunny days and the dryness of the atmosphere
render them less disagreeable than New England or western winters.

**Wheat is to-day (Dec. 1, 1879) worth 90 cents per bushel in Valley
City.**

Valley City, at the crossing of the **Sheyenne** by the **N. P. R. R.,** is the county seat and a
thriving town. The "**Northern Pacific Times**" is published at this point, and the **Shey-
enne Flouring Mills** are in operation.

Sarborn is a prominent station, eleven miles west of Valley City, surrounded by extensive
and fertile wheat lands.

Government Lands in abundance yet remain to actual settlers. The Homestead and
Timber Culture acts **give** to each citizen **320 acres.** Railroad Lands \$3.50 to \$5.00 per acre.

For any further information pertaining to the county (quality and value of lands, taxes,
laws, etc.) address

FREDERICK H. ADAMS,
GENERAL LAND AGENT,
Valley City, D. T.

Figure 14: Typical advertising used by land agents to attract newcomers (enlarged to show detail).

NORTHERN PACIFIC DAKOTA COLONIZATION BUREAU.

A number of Colonies are now being made up of the best classes of people,
for settlement next spring in the Golden Northwest,—Dakota. Send
for papers to J. S. LETTS, General Manager, Ripon, Wisconsin.

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J. S. LETTS, Secretary.
MAJOR A. E. BOVAY, Counsel.

APR 24 1880
RIPON WIS.

Mrs M. E. Hammond
Ripon Wis

Figure 15: Unusual advertising for colonizing Dakota!



Figure 16: Corner card for ambitious and short-lived enterprise in western Dakota.



Figure 18: Jamestown Dak straight line marking on an express cover.

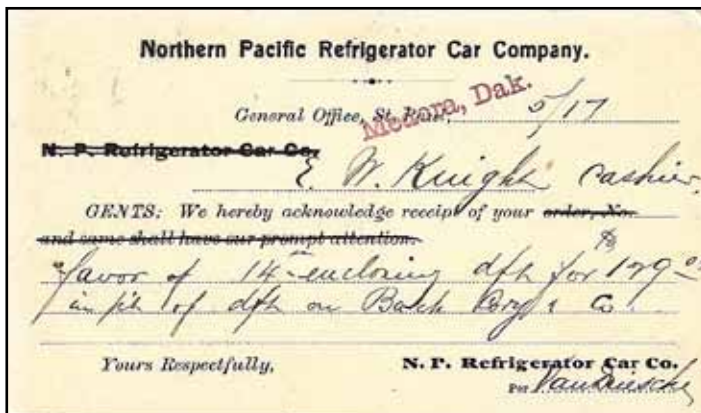


Figure 17: Receipt from Northern Pacific Refrigerator Car Company.



Figure 19: St Paul was the headquarters of the Northern Pacific Railway.

to provide appropriate access. Postal artifacts from the Northern Pacific Express Company are not common. Figures 18 and 19 show a couple examples.

The Northern Pacific was fairly well established when James J. Hill, the 'empire builder' extraordinaire, entered the North Dakota railroad picture. Hill had earlier bought the St. Paul and Pacific Railroad and eventually reorganized it into the St. Paul, Minneapolis & Manitoba Railway. Hill planned a transcontinental railroad that essentially ran parallel to the Northern Pacific route. He would prove to be a formidable competitor.

Figures 20 and 21 show varieties of RRB envelopes, including a scarce 1886 example from Minot, the year the railroad arrived.

Through further reorganization and consolidation, Hill's growing railroad domain became known as the Great Northern Railway Company. Hill was a ruthless competitor, masterful organizer, and very savvy businessman, traits that enabled him to work through the financial panic of 1893 in much better shape than most other railroads. Hill's empire was growing.

Figure 22 shows a foreign cover addressed to Hill at his St. Paul headquarters and Figure 23 shows a nice

Great Northern Railway Line RRB cover with an RPO marking.

The Minneapolis, St. Paul, & Sault Ste Marie Railway Company, later better known as the Soo Line, was formed by consolidating several smaller railroads, which included a presence in North Dakota.

The Northern Pacific and Great Northern railways ran mostly straight east/west across North Dakota. By the late 19th century, the Minneapolis, St. Paul, & Sault Ste Marie Railway had completed a diagonal line across North Dakota, pushing into Canada and connecting with the Canadian Pacific Railroad, another transcontinental railroad that ran just north of the United States and Canada border. The map in Figure 27 shows the two railroads.

Other smaller, regional railroads came and went, or were absorbed into the larger lines throughout the late 19th century, and well into the 20th.

One such interesting smaller line was the Midland Continental Railroad. The Midland was to be a major north-south railroad running through the heart of the country, connecting with other east-west lines as needed. Of course, this never came to fruition and it remained a small regional carrier for several decades



Figure 20: Very early railroad cover from Minot, Dak.

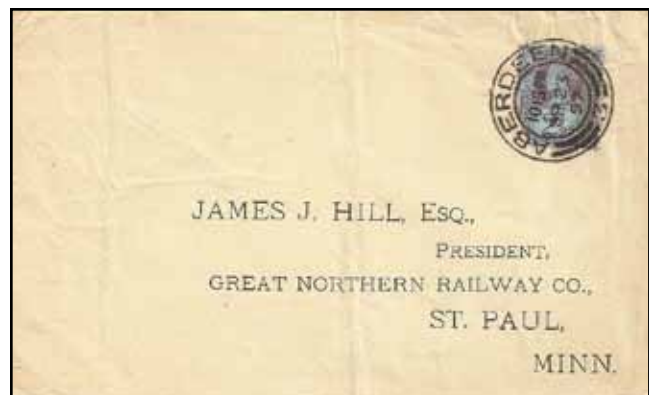


Figure 22: Cover sent to the 'Empire Builder' himself!



Figure 21: Another typical example of a RRB cover.

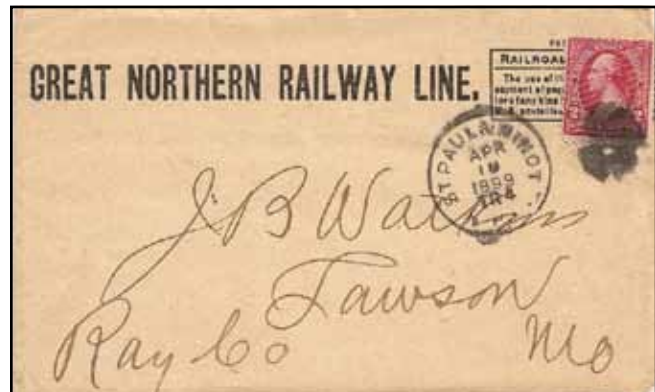


Figure 23: Early Great Northern RRB cover.

Figure 24: Arrival of the train at the Great Northern Depot in Berwick, N.D. (Courtesy Gary Anderson)



Figure 25: A nice posed picture at the Great Northern Depot in Westhope, N.D. (Courtesy Gary Anderson)

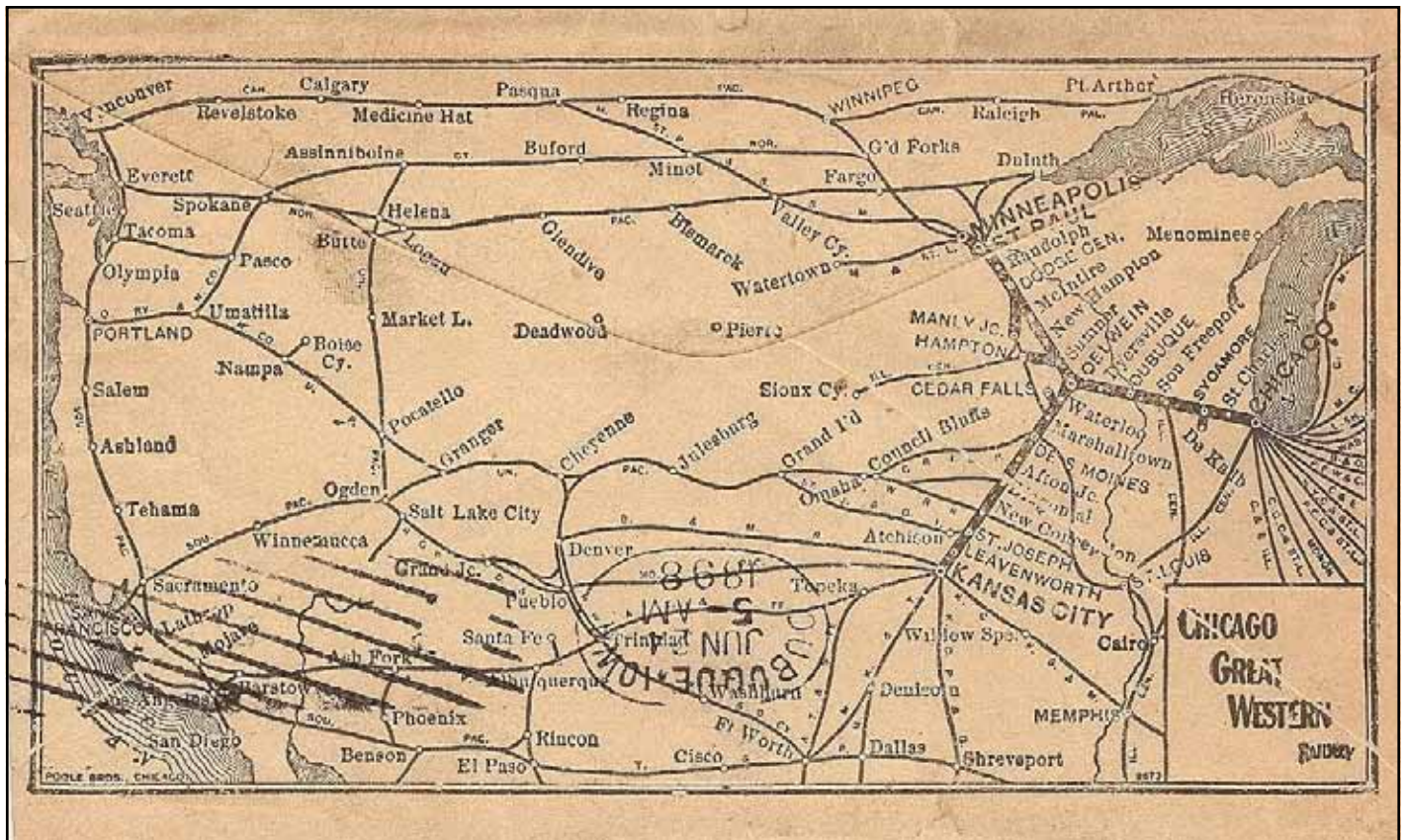


Figure 27: Map cover that clearly shows the two transcontinental railroads.



Figure 26: Hank(inson) & Oakes RPO marking on Soo Line cover.

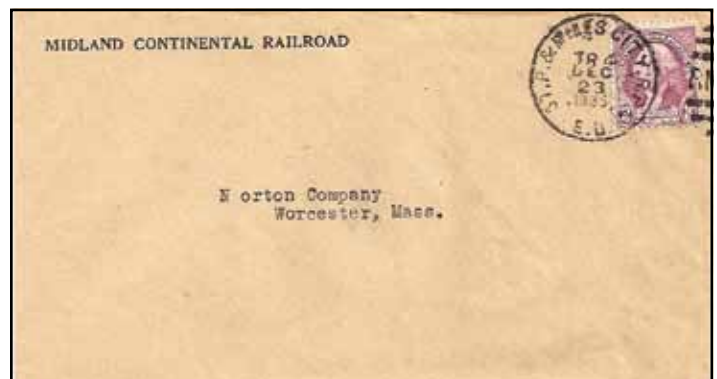
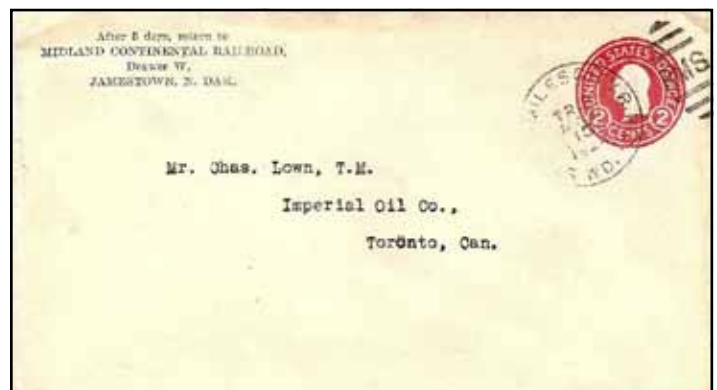


Figure 28: Two postal artifacts from the Midland Continental Railroad.

before fading into obscurity. Figure 28 shows a pair of covers with a Midland Railroad connection.

My goal with this article was to introduce readers to postal artifacts of several of the railroads in North Dakota. The series will continue in future issues by cataloging the actual postal markings used by the railroads when handling mail. Why these postal markings were applied instead of town markings, what RPO means, what route agent means, and other aspects of the carrying of mail by the railroads are questions that will also be explored.

Comments can be directed to the author at mikeellingson@comcast.net.

Post Office Views

Washington, D.C.

By Peter Martin

This new column features America's Post Offices as shown on postcards. The city post office is the cornerstone of many communities and was a popular subject on postcards through the 1940s. Many of the post offices are still in use, others stand but serve different purposes and others still have been demolished. Post office views can enhance an exhibit and also can round out stories about postmarks and mail handling.

In Washington, D.C., the first real home for the City Post Office and the Post Office Department was Blodgett's Hotel, which never really served as a hotel but was home to government agencies including the Patent Office and the Post Office.

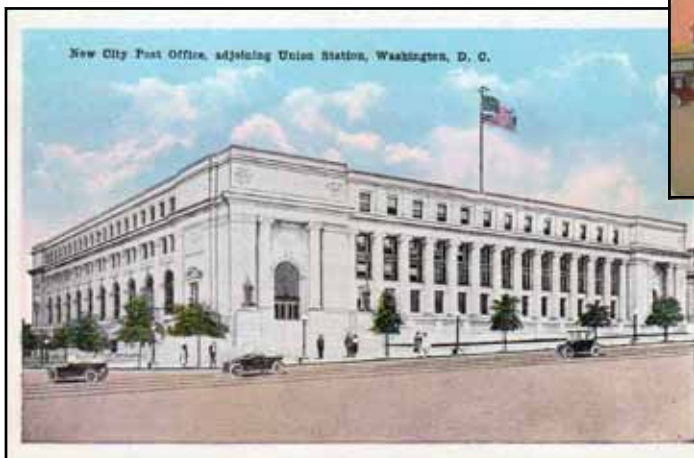
The first D.C. building specifically built to serve as the General Post Office was designed by Robert Mills and completed in 1842. Thomas U. Walter oversaw the

General Post Office's expansion from 1855 to 1866 and the building served its purpose until the General Post Office moved out in 1897. The building was declared a National Historic Landmark in 1971 and, in 2002, it was converted into the 184-room Washington Monaco Hotel.

Its successor, the Old Post Office Building on Pennsylvania Avenue, was completed in 1899 and features a 315-foot clock tower. It became the "old" post office just 15 years later when the new D.C. City Post Office on Massachusetts Avenue, next to Union Station, was opened in 1914. It too is on the National Register of Historic Places and today houses shops and businesses. This new City Post Office, which was replaced in 1980s, is now home to the Smithsonian's National Postal Museum.

In 1934, the Post Office Department, which had long shared space with the City Post Office, moved into its own headquarters building across the street from the Old Post Office Pavillion.

Left: The Post Office Department moved into its own building on June 11, 1934.



The "new" D.C. City Post Office replaced the "old" Post Office on Pennsylvania Avenue in 1914. The new D.C. Post Office, located on Massachusetts Avenue NE, was built next to Union Station. Today, a large part of the building houses the Smithsonian's National Postal Museum.

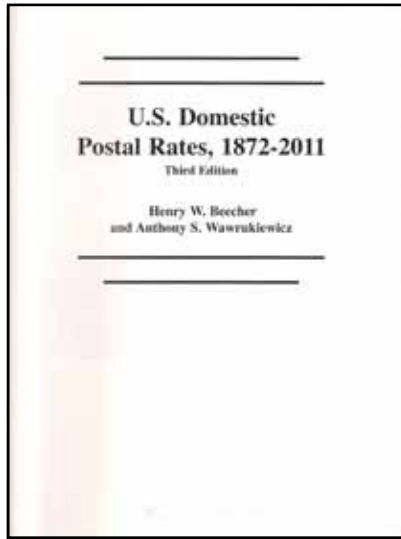


Postcard views of the Washington, D.C., City Post Office, built during 1892-1899. It was the first government building to have its own power plant and, at the time, was the largest office building in Washington. It housed both the United States Post Office Department and the D.C. Post Office. Located at 12th Street and Pennsylvania Avenue, the building features a 315-foot clock tower that houses the Bells of Congress, a bicentennial gift from England celebrating the end off the Revolutionary War. After the D.C. Post Office moved to a larger building near Union Station in 1914, the structure became known as the “Old” Post Office. The building, featured on a 1983 13-cent postal card (Scott UX99) and now in the National Register of Historic Places, was threatened with demolition several times but it still stands and is used by shops and businesses.



Book Reviews

Publishers, editors and authors who would like to have books considered for this column may submit review copies to: Editor, *La Posta*, POB 6074, Fredericksburg, VA 22403.



Cover is dark green with gold lettering.

U.S. Domestic Postal Rates, 1872-2011, Third Edition

U.S. Domestic Postal Rates, 1872-2011, Third Edition by Henry W. Beecher and Anthony S. Wawrukiewicz. Bellefonte, Pa.: American Philatelic Society, 2011. Hardbound, 8.5x11 inches, 478pp., illus.

Available for \$50 from: American Philatelic Society, 100 Match factory Place, Bellefonte, PA 16823.

The third edition of *U.S. Domestic Postal Rates, 1872-2011* is a revision and update of the popular second edition published in 1999 by Cama Publishing Company. If you own the second edition, you could get by with updating the new rates for free by going to Wawrukiewicz's website at www.spiritone.com/~tonywaw/.

But for those who want the updated package, the third edition, published by the American Philatelic Society, is an encyclopedia reference that features 463 pages with 51 chapters, eight appendices and hundreds of illustrations.

New in this edition are all the new rates that have been introduced since 1999. In particular, the size and shape rate change rules of May 14, 2007, are explained in detail.

Two errata have been corrected. The Tables 27a: Third-Class Odd Size and Shape and 27b: Third-Class Nonstandard Surcharge and the Certified Mail fee change of June 8, 1997, which were inadvertently omitted in the second edition, are now in the third.

New and expanded information included in Wawrukiewicz's *Linn's Stamp News* column have been

integrated into the book and three new appendices have been added, including one dedicated to personal computer meter postage.

Beecher and Wawrukiewicz also compiled *U.S. International Postal Rates, 1872-1996*, but, based upon sales, the domestic version is the more popular of the set by about a three-to-one margin.

Both books are valuable references essential for postal historians looking for answers to postal rate questions.

Peter Martin



Return to Sender: Devices Used to Identify Service Suspended Mails During WWII

Return to Sender: Devices Used to Identify Service Suspended Mails During WWII by Michael Deery. Self-published, 2011. Spiral bound, 8.5x11 inches, 262 pages, illus.

Available for \$25 postpaid in USA, \$30 Canada, \$40 abroad from: Michael Deery, RR3 Stn Main, Wallaceburg, Ontario N8A 4K9, Canada.

Within the general subject of mail marked for return to sender during the World War II, the author includes mail that was held, interrupted, suspended, or delayed due to war activities. The various devices include labels, inserts or forms, machine cancels, handstamped markings, manuscript notations and memoranda. The suspended mail service occurred at the point of origin, while in transit by another country, or at the intended destination.

The markings are illustrated with scans, not in the

original size, and sometimes touched up with graphic software for clarity. Quite a few examples are shown with scanned covers. The devices are listed in several broad categories: generic ones that imply suspended mail service, British Commonwealth, United States, and worldwide devices. No attempt is made to assign values or relative scarcity. Extensive commentary or background information is provided throughout the book to aid understanding of the conditions at the time.

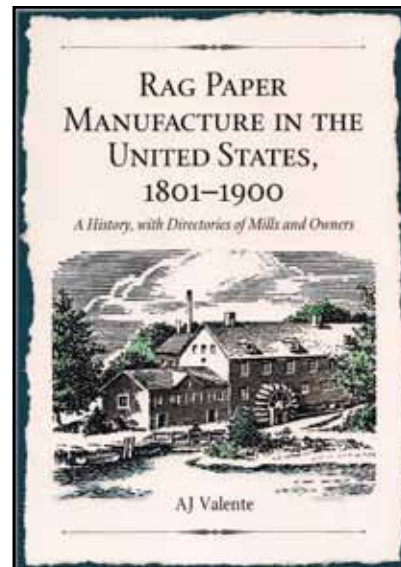
The listings include earliest and latest recorded dates where known, the number of examples examined by the author, and identification based on the type of device and country. The countries are indicated with a two-letter code from an International Standards Organization listing, ISO-3166. The first section of generic devices includes pointing finger handstamps, “returned to sender” or “retour a l’envoyeur” or “returned to sender by censor” devices. Country devices shown here are from Australia, Ceylon, France, Great Britain, and the United States.

Section 2 deals with markings of the British Commonwealth (Australia, Burma, Canada, Great Britain, India, New Zealand, etc.). Using Australia markings as examples, the handstamps contain wording such as undeliverable, not transmissible, or delivery impracticable. Specific items are shown (mail to Sweden, Java, Singapore, New Guinea) and the accompanying text identifies, when possible, the cities in Australia where the devices were used.

The third section of Deery’s book focuses on U.S. and Canal Zone suspended mail services. Two dozen handstamp devices are shown along with the machine cancels and several manuscript markings. Statistical data is provided on the many covers examined. Some unusual examples are described, including a cover sent from the Belgian Congo to France where it was marked for return and went via New York back to Belgian Congo. In many cases covers had origins and destinations outside the United States but were routed via the U.S. and hence marked for suspended service and return.

The final section deals with suspended mail and return services in other countries of Europe, Central and South America, and Asia. Here the author recognizes he is nowhere near complete in his coverage as new examples are reported frequently. One appendix lists unidentified markings for which the author seeks additional information. Another appendix lists the cover illustrations by origin and intended destination. A bibliography of print and Internet sources concludes the book. Deery has undertaken an enormous project of interest to collectors of specific auxiliary markings during wartime and admits that more discoveries will add to this ongoing project.

Alan Warren



Rag Paper Manufacture in the United States 1801-1900

***Rag Paper Manufacture in the United States 1801-1900* by A.J. Valente. Jefferson, N.C.: McFarland & Co., 2011. Perfect bound, 7x10 inch, 316pp., illus.**

Available for \$45 from: McFarland & Co. via the web at: www.mcfarlandpub.com or by calling (800) 253-2187.

While not directly a postal history book, *Rag Paper Manufacture in the United States 1801-1900: A History, with Directories of Mills and Owners* offers a detailed look at the early history of the United States paper industry. It will provide interesting background, particularly for postal stationery, Civil War and paper specialists.

The book provides paper manufacturing details from the early 1800s when American paper was created almost entirely by hand out of cotton and other plant fibers, to the discovery of wood-pulp paper and the introduction of commercial grade paper machines during the post-Civil War period.

Other areas of discussion include paper machine manufacturing, major U.S. mills, the papermaking traditions of the Dutch and German immigrants, the politics of papermaking and the expansion of the paper industry from New England to the forests of the Northeast, Midwest and Northwest.

There are two expanded appendices. One provides a census of more than 1,100 19th century U.S. paper mills and the other is a directory of paper mill owners. Chapter notes a bibliography and an index round out the work. The text is supported by about 70 illustrations and diagrams of major mills and manufacturing technology. Several letters and stamped covers are also included.

While copyrighted in 2010, the softcover book was not released until February 2011. You’re sure to find some useful nuggets in this well documented history.

Peter Martin

Letters

La Posta welcomes reader letters about journal content or anything related to a postal history topic. Send your comments to: Peter Martin, Editor, *La Posta*, POB 6074, Fredericksburg, VA 22403, or e-mail Pmartin2525@yahoo.com.

Autumn Issue Commentary

Congratulations on producing an excellent issue of *La Posta*. You presented a great collection of articles in the autumn issue and, your special tribute to Bill was well written and much appreciated.

I think the selection of Peter Martin as editor is a very good choice. I just read about it in *Linn's*. I'm looking forward to future *LaPosta* issues.

**Anita Sprinkle
Topton, Pennsylvania**

The autumn issue came a couple of days ago and I think it is one of the best of all time. I loved your assurance that *La Posta* will continue and the tribute to Bill Helbock.

**Dan Meschter
Phoenix, Arizona**

Publisher's Note: *Dan went on to say that he will continue the Postmasters General series through to its completion.*

Why wasn't the Postal Historians On-Line feature in the autumn issue? I use the list when I come upon a cover that I need more information about and I will look up on the list to see if I note someone with an interest in that type of cover and then make contact.

**Gregory Stone
Wilmington, North Carolina**

Publisher's Reply: *I ran so short on space for the fall issue that I needed to pull the list of Postal Historians On-Line. We're reviewing this feature and will await feedback from our readership survey to determine how useful the column is to readers and how often it should run.*

La Posta Musings

I've thought more about the path *La Posta* should take. An all-color *La Posta* would be wonderful. It would do much to attract readers who might view the all black and white edition as old-fashioned. It is nice to see the illustrations of covers in color.

We've become a visual society. I like to read, but when I receive a new *La Posta*, I go through it, looking at the illustrations before deciding what articles I want to read first.

The articles usually tell verbal stories that are illustrated. It would be nice to have some short visual stories that were tied together with a few words. Even one short piece an issue might be enough.

La Posta does run a lot of well-illustrated articles. In the Summer 2011 issue, I enjoyed the articles about President Garfield, the Canal Zone and Bill Helbock's article about airmail scarcity. They are all well illustrated.

As a teacher, I found that, at the end of my teaching career, I used many more illustrations. It's nice to see the cover illustrations in color.

**Dennis Pack
Winona, Minnesota**

Correction

The photograph of PMG #51 Frank C. Walker appearing in the Autumn 2011 *La Posta* was incorrect. The photo actually shows PMG #53 Jesse Donaldson. A correct photograph of PMG Walker is shown below.



PMG Frank C. Walker

In The News

Harvey Mirsky Awarded the PF 2011 Neinken Medal

Harvey Mirsky is the 2011 recipient of the Philatelic Foundation's Neinken Medal. The medal was presented at the Philatelic Foundation consultant's party held on October 13.

Carol Bommarito Mirsky, Harvey's wife, received the award on behalf of her husband, who passed away in May 2011.

There have been 20 previous recipients of the award, including John Boker, Mortimer Neinken, William Miller, Robert Siegel, Bernard Harmer, Dr. Leonard Kapiloff, Dr. Norman Hubbard, Alfred Lichtenstein, Louis Grunin and George Kramer.

In 1981, The Philatelic Foundation established an award to be given for "meritorious service to philately." In 1984, the award was renamed "The Neinken Medal" after Mortimer L. Neinken.

In 2011, the criteria for the award was revised to include "extraordinary service to philately" with "a focus on long-term and broad contributions to philately, including research and scholarship."



Harvey Mirsky

Harvey Mirsky served on the board of trustees for The Philatelic Foundation, the Collectors Club of New York, and the Postal History Society. Mirsky served on the Council of Philatelic Advisors for Young Philatelists and on the Council of Philatelists of the Smithsonian National Postal Museum. At the Collectors Club, Mirsky served as governor and outreach chair. He also served on the strategic planning committee for The Philatelic Foundation.

He was a member of the Royal Philatelic Society of London, where he was a guest lecturer, having been asked to give the annual Sir Daniel Cooper lecture.

Mirsky published 30 research articles about U.S. 1847 stamp subjects for the *Collectors Club Philatelist*, *The Chronicle* and *Opinions VII*, on 1847. His 1847 exhibit garnered five international large gold medals.

In accepting the award, Carol Mirsky said, Harvey "loved doing the research and he especially loved the romance of postal history and helping others."



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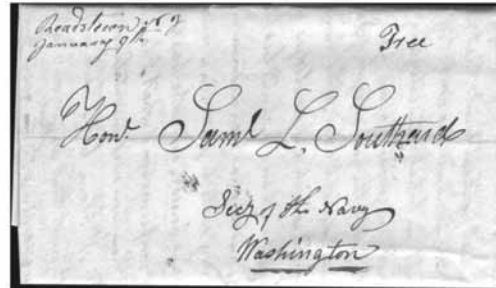
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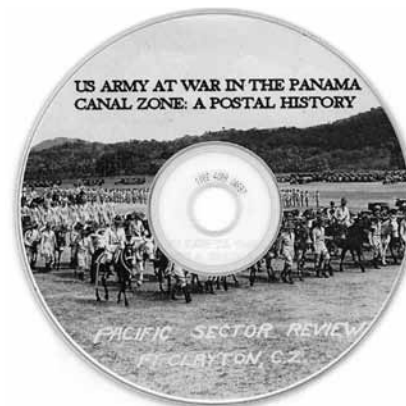
cancels and maps. My work has appeared in *La Posta* in both the Washington Territorial postmark series by Richard A. Long and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks or maps for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

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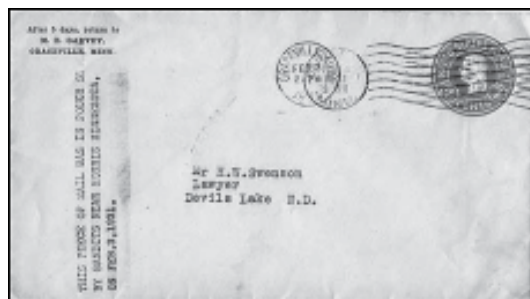
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POs, RPOs, SHIPS, DOANES, Expos, machines, military, advertising, auxiliaries, and more! My mail bid sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th St., Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: mehrer@postal-history.com. Internet web site: www.postal-history.com. [42-3]

WORLDWIDE 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 two months. Sidney Fenemore Wallasey CH45 1HL England UK: Website:www.sidneyfenemore.com;e-mail: sfenemore@clara.co.uk. Member APS. [43-4]

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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]

PHILLIPS COUNTY, MT. I am developing a personal collection of postal history of the post offices that 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 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, POB 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, POB 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 photocopies or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@comcast.net) [43-3]

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]

MISCELLANY WANTED

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

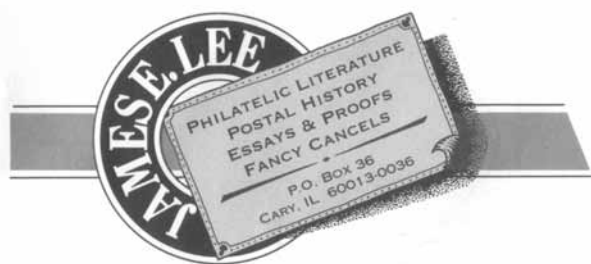
19th Century Cleveland, Ohio Postal Markings by Thomas F. Allen, a 122-page book packed with information helpful to all postal historians, only \$8 postpaid for *La Posta* subscribers G-P Stamp Club, 7280 Hudson Road, Kent, OH 44240 [42-3]

NOTE:

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [42-4], MEANS AD WILL EXPIRE WITH THAT ISSUE.

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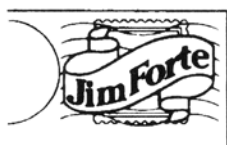
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