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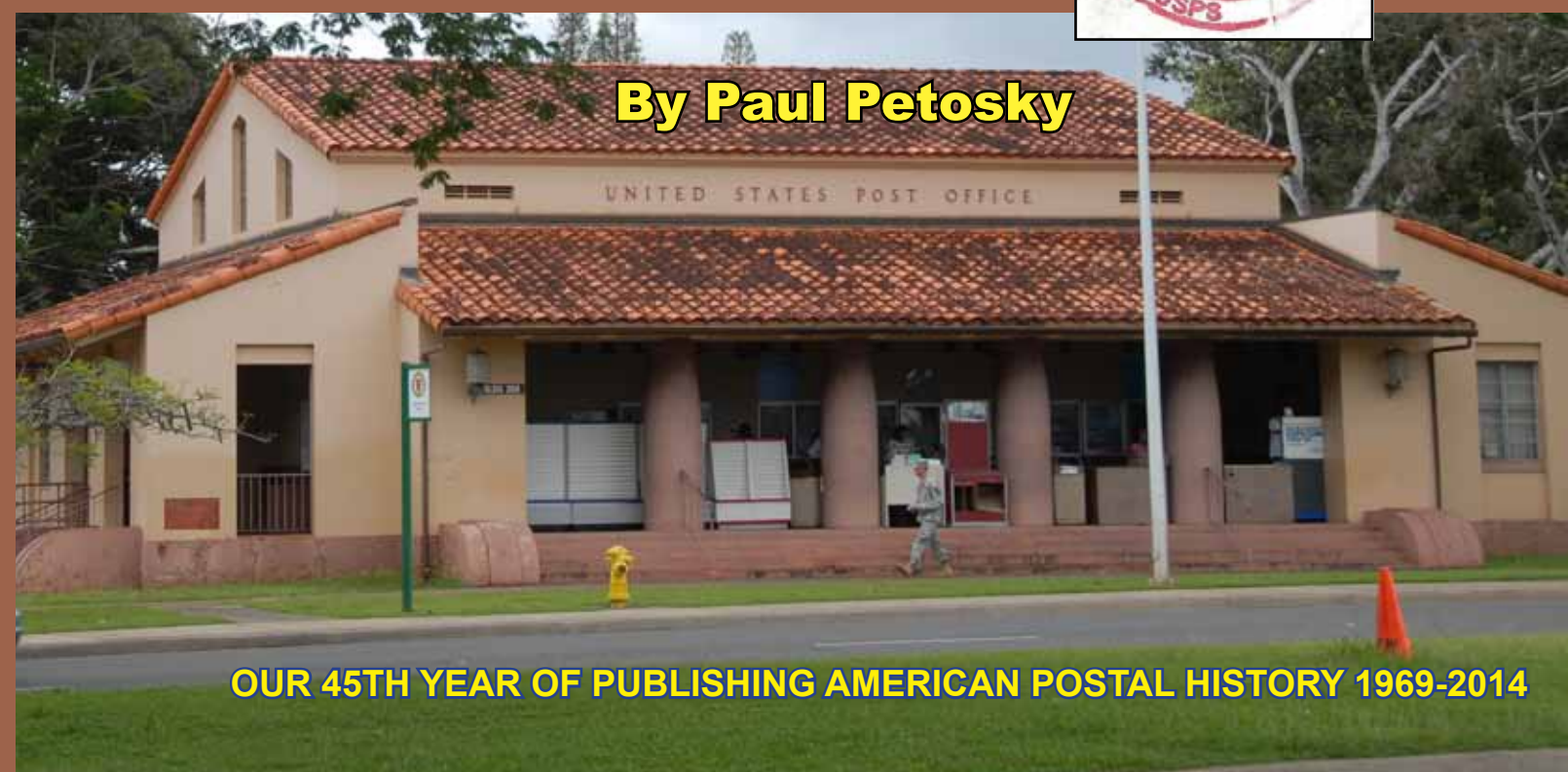


LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

The Schofield Barracks, Hawaii Post Office



By Paul Petosky



OUR 45TH YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2014

La Posta

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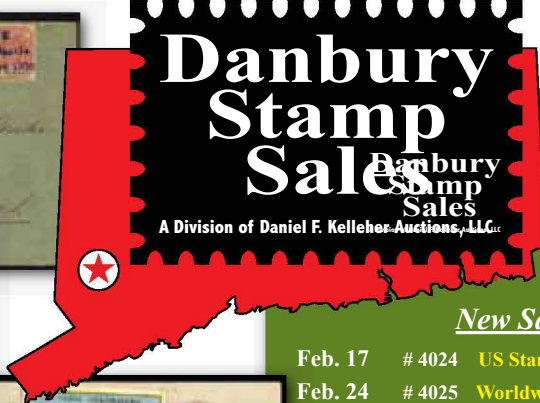
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More Progress

We continue to seek ways to improve *La Posta* and to offer more to our subscribers. In this issue, the first thing that you probably noticed was the new binding format for the journal. After more than four decades of being saddlestitched (stapled), we've moved to a more professional looking perfect binding. This allows for a spine where you can more easily find the issue number without pulling it from the shelf.

As you peruse the pages and discover the wide range of articles, both long and short, you'll see that we've added some more color pages. While color raises the cost of each journal, our printer has new equipment that makes the increasing use of color possible. We plan to continue to add color whenever it is appropriate.

This is especially important to authors who have photos, covers or markings where color would enhance their article presentation.

Richard W. Helbock Prize

On page 51 you will find the winners of the 2014 Richard W. Helbock Prize for articles published in *La Posta* in 2013. We had an incredibly strong article lineup in 2013 and the voting was close.

My thanks to all the authors who contributed articles and congratulations to Charles Neyhart for his selection as the winner.

La Posta does not have a budget that allows for the payment of articles so the Helbock Prize, which includes cash and prizes, allows us to recognize at least some of our contributors. Voting this year was by the editorial staff and Benefactor subscribers. We plan to include Sustaining subscribers in the voting for the top articles at the end of 2014.

Benefactor and Sustaining Subscribers

As I've said before, *La Posta's* Benefactors and Sustaining subscribers play an important part in the continuation and success of the journal. I've been looking for ways to recognize the special contributions made by our Sustaining Subscribers and Benefactors and have identified several that we are implementing with immediate effect.

First, Benefactor subscribers can submit up to two free 50-word classified ads per calendar year; Sustaining Subscribers may submit one.



Second, Benefactor subscribers will receive a 20 per cent discount on all new *La Posta* publications; Sustaining subscribers will receive a 10 per cent discount.

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***La Posta* Monographs**

In the last issue, we announced plans to reestablish the issue of *La Posta* monographs. The accompanying monograph subscriber series closes June 1. The initial response has been slow and if we don't obtain at least 50 monograph series subscribers by the deadline, we will return the checks received and re-examine the monograph approach.

Collectors have told me that they want to see the resumption of the monograph series and I'm in the process of getting high quality monographs to publish, so that doesn't appear to be the issue. Perhaps, the hesitation is with the subscriber series concept, the cost, or not knowing in advance which monograph subjects that you will receive.

Whatever the reason, I'd appreciate your comments by e-mail (pmartin2525@yahoo.com) or mail about what you like, or don't like about the monograph subscriber series concept and the subjects that you'd like to see.

Peter Martin

Figure 1: A 1919 Oliver Jeffery aerial photograph of the Montgomery Ward building under construction looking to the southwest. Two structures that played a role at the 1905 Lewis and Clark Exposition can be seen: The Forestry Building (upper right) and the Oregon State Building (lower center). (Courtesy Mike Ryerson)



Figure 2: Montgomery Ward building under construction, circa 1920, looking west. Note the remains of the former Oregon State Building to the right prior to its demolition. The work in the foreground is for the American Can Company building (now occupied by ESCO). (Oregon Historical Society: Neg OrHi 105077)

Figure 3: The intersection of NW Fifth Avenue and NW Glisan Street today looking north up Fifth. The Hotel Medford is in the center connected to a one-story building (at left) extending to NW Hoyt Street. Station E occupied the space from the second blue awning in the hotel north to the end of the block at Hoyt Street. In addition, the station leased space in the hotel just around the corner (at right) on Glisan Street. The facades of this space have been remodeled, but the buildings are original.

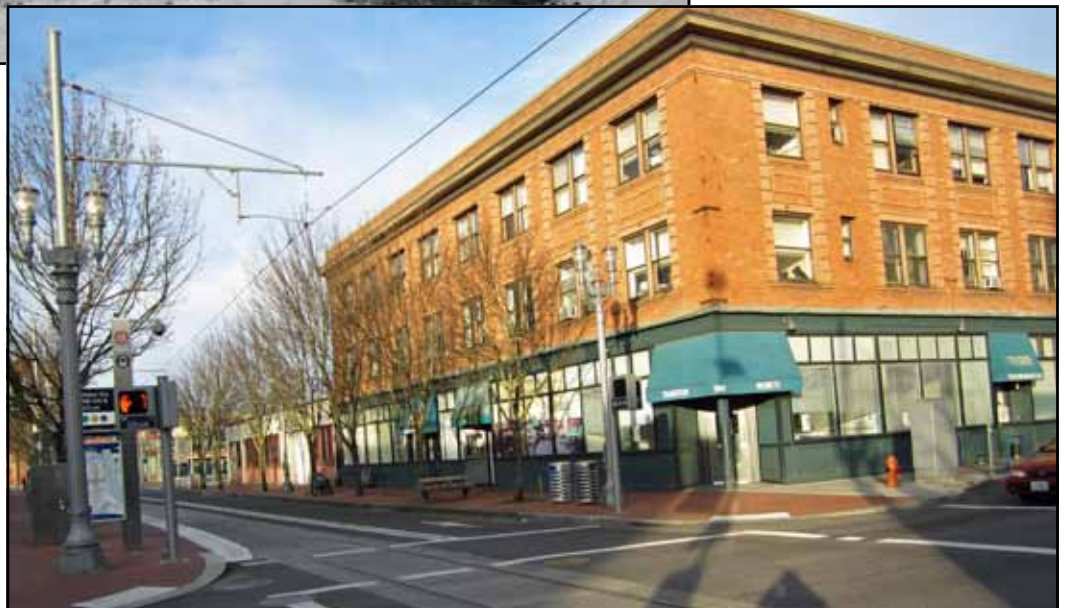




Figure 4: The new Federal Post Office (left) at 511 Broadway N and the working floor (above). Station E was embedded here during the period 1918-20, yet retained its distinctive Station E postmark. (*Portland Post Office*)

The Rise and Fall of a Classified Postal Station

Station E and Montgomery Ward Portland, Oregon

By Charles Neyhart

This is a story about a classified postal station that grew rapidly, then quickly shrank, lay dormant for a short time, and then combined with a contract postal station to manage the parcel post operations at a national mail order company. This presents an opportunity to explore, from the perspective of postal history, the life cycle of a postal unit and how it was affected by the actions of postal authorities and other constituents.

My interest in this started with an innocuous comment by Eddie Kane, a 38-year veteran of the Portland Post Office, noting that a classified postal station began operating at the Montgomery Ward building in northwest Portland in the early 1920s.

Then later, from Richard W. Helbock's *Portland Area Postal History*, I discovered that a contract station was also at work in the same building for much of the same time period. This seemed an odd pairing and struck me as counterintuitive. This raised plenty of questions, but the first was: Why would this happen?

John W. Minto became Portland postmaster in 1904 and ably guided the Portland Post Office

through the rigors brought on by the 1905 Lewis and Clark Exposition. Then, in the aftermath of the exposition, he became the first of several postmasters who had to contend with the rapid growth of Portland as a city and the commensurate increase in demand for postal services. Thus, the harbingers of the situation at Montgomery Ward can be traced back to this earlier time.

Montgomery Ward & Co., Portland

The Portland Montgomery Ward building opened Jan. 1, 1921, as the northwest regional catalog distribution center for the company, headquartered in Chicago. The company had purchased eight acres in northwest Portland for this purpose just inside the entryway to the former Lewis and Clark Exposition grounds.

The nine-story 750,000 square foot structure was built in an L shape with a final wing added in 1936 to create its U-shaped configuration.¹ The building, with a large illuminated sign at its top, remains a Portland landmark.

Five other similar catalog distribution centers

were built by Montgomery Ward from 1920 to 1929.² The Portland facility was charged with distributing merchandise to its regional retail stores in Oregon, California, Washington, Idaho, Nevada, Alaska and Hawaii.

For the long term, Montgomery Ward's business model was characteristically out of step with that of the industry leader, Sears. The company failed to respond to the move of the middle class to the suburbs in the 1950s and its retail store operations grew stagnant.

Mail order business lagged significantly beginning in the 1960s. In 1968, the cumulative loss of market share led to a merger with Container Corporation of America; the merged company was then acquired by Mobil Oil Company in 1976. The Portland distribution center closed Dec. 31, 1982, and a bargain retail store in the building closed in 1985.

The Origins of Station E

At the time of staging the Lewis and Clark Exposition, Portland's population was relatively small, estimated between 100,000 and 120,000 residents. Growth had been steady, but slow.

The Exposition, though, provided Portland with the character and distinctiveness it needed to become an "established" city. Remarkable economic growth ensued after the exposition, fueled by capital inflow and added population. The demands radiating from this growth were reflected in more claims for postal resources and services from both the business and residential sectors.

The main post office, Pioneer Post Office, which opened in 1875 in downtown Portland, had been expanded just prior to the exposition, but it soon became apparent to civic leaders and local postal officials that it would rapidly become physically and geographically insufficient to meet prospective postal needs.

In 1905, Portland had only five classified stations, four of which were located in the developing east Portland area and 10 contract stations evenly split into east and west by the Willamette River.³

Portland's Station E was organized as a classified station and opened Dec. 15, 1906, at 326 Flanders Street. Station E was intended to serve inner northwest Portland, a mix of industrial and residential customers, with facilities for the transaction of money order and registry business, the sale of postal supplies, and the receipt and dispatch of mail.⁴

Station E moved into newly-remodeled space at 124 Fifth Street N on the first floor of the Hotel Medford on Sept. 30, 1909.⁵ These addresses on today's map, both within one city block of each other, are: 612 NW Flanders and 508 NW Fifth Avenue, respectively, in today's Old Town District.

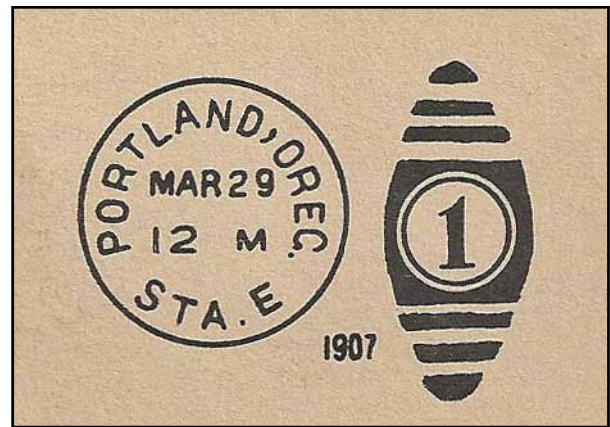


Figure 5: Station E duplex steel handcancel. (Richard Helbock)

Between 1909 and 1916, the Portland Post Office undertook significant steps to respond to shifting demands for postal services. Each of these actions, which greatly expanded the operational footprint of Station E along Fifth Street N, was precipitated by overly cramped quarters at the main post office, better access to the railroads at Union Station and, later, by the prospect of a new main post office building being located in that immediate area. Among these changes were:

- The mailing division was moved to additional space at 124-26 Fifth St. N⁶ (1909). The superintendent of the division was placed in charge of Station E.

- The stamp, registry and money order business of Station E was moved around the corner to 289 Glisan Street, still in the Hotel Medford, to make room for a growing carrier force⁷ (1911).

- A postal savings bank was established at Station E⁸ (1914).

- The city delivery division was moved to Station E⁹ (1915).

- Control of the terminal railway post office, located adjacent to Station E on Fifth Street N, was transferred to Station E¹⁰ (1916).

The mailing and city delivery divisions were moved in 1915 into a newly constructed one-story building at the southeast corner of Hoyt and Fifth Street N abutting the north side of the Hotel Medford and directly across the street from Union Station. At that point, operations at Station E occupied 15,000 square feet of leased floor space, more than one-quarter of Block P along the east side of Fifth Street N.¹¹

On Oct. 27, 1918, Station E and all divisions and departments previously located along Fifth Street N were moved one block west to the new Federal Post Office building at 511 Broadway N.¹²

Station E is not listed in the 1919 and 1920 editions of the *U.S. Official Postal Guide*, but no official order of discontinuance had been given. In fact, Station E

postmarks are recorded from 1919 and 1920 even though the station was physically located within the new main post office building.

This suggests that the Portland Post Office had already decided to spin off Station E to another location. And, on Dec. 3, 1920, Station E, now reduced in both form and function, was moved north and west 35 blocks to the new Montgomery Ward building at 2741 Vaughn Street to handle the mail order business of the company and to make "...direct dispatch of parcel post mail to outgoing trains."¹³ Robert Henkle was named superintendent of the classified station, assisted by one clerk and four carriers.

The Montgomery Ward location made sense to the Portland Post Office on several counts. First was the stability of the location and reduced costs through a long-term lease for space in a modern building.

Second, the site was an improved location in the emerging outer northwest district, reflecting increased residential development in the area and the potential expansion of the industrial area north of Vaughn Street since Guild's Lake, the site of the Lewis and Clark Exposition, had been filled in.

Third, the site offered prospective convenient access for local postal patrons and direct routing for effecting transfers with the main post office.

Station E Postal Markings

Station E was provided with the standard steel duplex handcancel and handstamps for registry and money order transactions, all of which incorporated "Station E" in the marking.

Evidence indicates that Station E was not issued machine cancelers until around 1909, likely when the mailing division was moved to the Fifth Avenue location.¹⁴

Thus, prior to 1909, mail collected at Station E was sent to the main post office to be canceled. This entailed inefficient daily trips going 12 blocks south to Pioneer Post Office where the mail was canceled and then a return trip with the canceled out-of-town mail that went back past Station E on its way to Union Station one block to the north.

The 1910 Station E machine cancel on the cover in Figure 6 was made by an International Postal Supply Company die on the popular International "Rapid Flier" machine: the dial is Type 5, the killer is Type 6. The "1" in the cancel identifies a particular machine. The cancel also contained an open field into which one of several slugs could be inserted to describe the type of mail being canceled.

These alpha designators are: C—collected from local mail boxes, D—deposited at the post office or station, R—received from another post office, or T—



Figure 6: Early Station E International Postal Supply Co. machine cancel. The "C" in the cancel indicates the letter was collected from a local mail box.

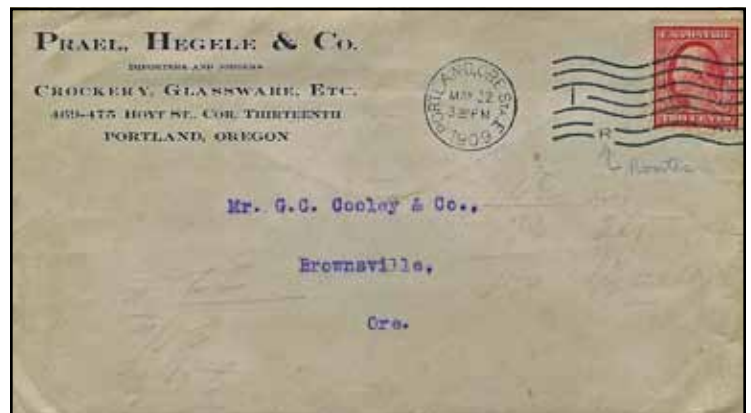


Figure 7: Station E International machine cancel with the "R" (received) designator. (Courtesy Larry Maddux)



Figure 8: Station E International machine cancel with the "T" (transit) designator. (Courtesy Len Lukens)

transferred through distributing post office (in transit). Originally, the "R" and "T" designators were used as receiving backstamps, but evolved to a more casual use as an outgoing mail cancel.

A cover with an "R" in the cancel is shown in Figure 7; a postcard with the "T" is shown in Figure 8.

The International machines were replaced in 1917 by machine cancelers supplied by the Universal Stamping



Figure 9: Later Station E Universal Stamping Machine Co. machine cancel.

Figure 10: 1919 Station E Universal machine cancel with '2' in the postmark. (Courtesy Len Lukens)

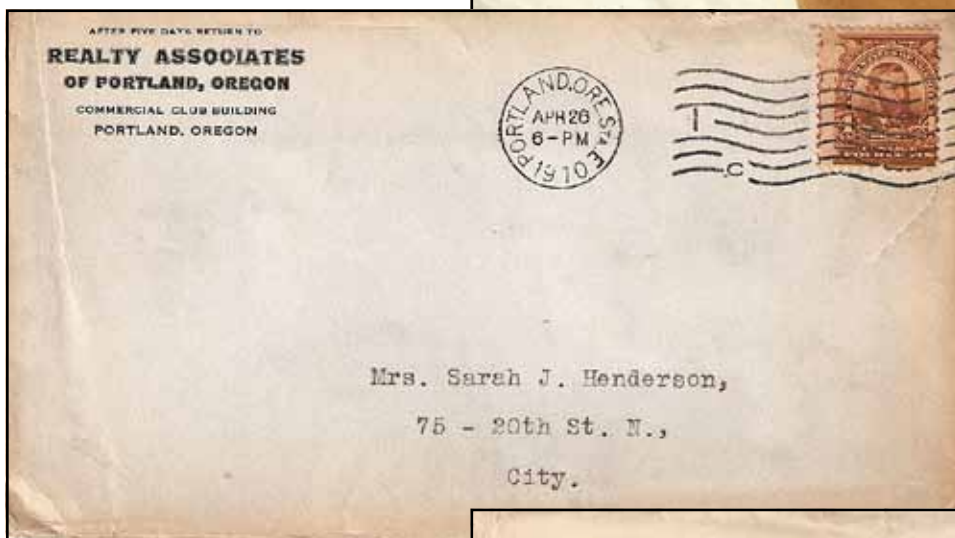


Figure 11: Double-rate first-class letter.

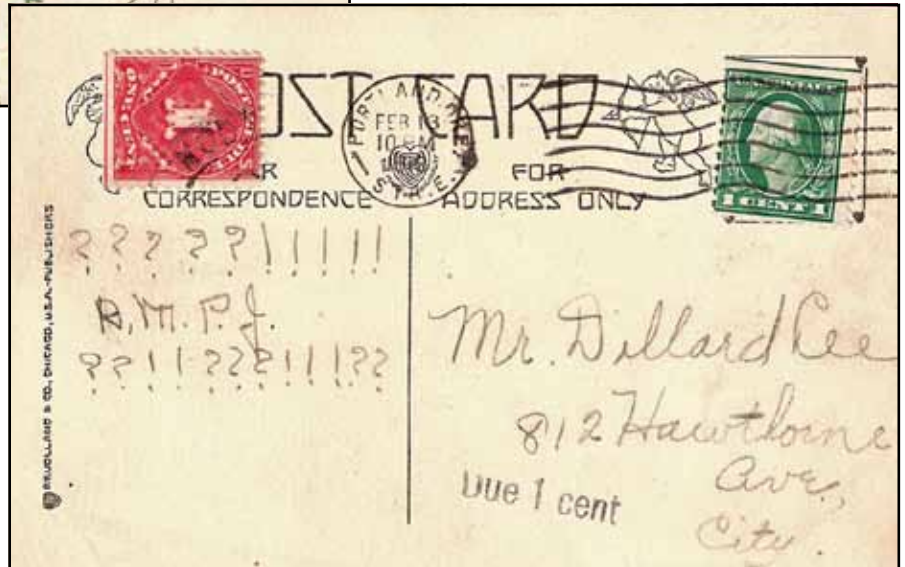
Figure 12: International first-class mailing.





Figure 13: Use of a private vending machine postage stamp. (Courtesy Kirk Andrews)

Figure 14: Failure to pay the World War I one-cent tax surcharge.



Machine Co. Figures 9 and 10 show “STA. E.” instead of the year at the bottom of the postmark dial. The “1” or “2” at 8 o’clock in the dial represents the machine number. The die is used on a Universal Model B machine: the dial is Type 2s; the killer is Type 6. The metal dies for these devices did not include any alphanumeric designators; the obliterator comprises six wavy bars.

The cover in Figure 11 is a double-weight first-class letter postmarked April 20, 1910, with a Station E machine cancel, from Realty Associates of Portland. The firm was in the business of investing in and selling Portland properties for development. The enclosed letter announced a semi-annual dividend (at a 9.4 per cent annual rate of return!) to investors in the firm’s bonds. The envelope likely included an additional brochure or similar materials to account for the double weight rate of four cents.

The cover in Figure 12, postmarked Dec. 20, 1910, with a Station E machine cancel, was mailed to Paris, France at the five-cent international first-class rate. The cover subsequently was forwarded to Montreux, Switzerland, as confirmed by a backstamp. Note the orange embossed imprint of the Portland Hotel.

The postcard in Figure 13 was mailed from

Station E in 1910 and is notable because the postage stamp used was purchased from a private vending machine, by now a popular customer convenience. In this case, the vendor was the U.S. Automatic Vending Company. These stamps were originally purchased by the vendor from the post office in imperforate sheet form. The imperforate sheets were then cut into strips of 20, formed into coil rolls and mounted in the vending machine in vertical strips one stamp wide.

The subject stamp is distinguished by its notched corners, which served to move stamps through the machine, and by a 15-½-16 mm horizontal slit (called a Type I separation) instead of perforation holes for purposes of separating the stamps. This can be seen on the postcard. The top and bottom margins are rough, indicating a tearing action along the slits, whereas the side margins are smooth.

The postcard in Figure 14, postmarked Feb. 1, 1919, includes a “Due 1 cent” handstamp marking with payment being confirmed by a one-cent postage due stamp. The additional postage was required to pay the World War I tax surcharge that wouldn’t expire until June 30, 1919.

The cover in Figure 15 was mailed from Station E and addressed to “City” at an address in Northeast



Figure 15: A ‘City’ HELD FOR POSTAGE cover mailed from Station E.
(Courtesy Len Lukens)

Figure 16: Station E personnel, circa late 1920s. Seated: Carriers flank Superintendent Henkle, center, and Clerk Bessie Rood. Standing: The parcel post crew. (Courtesy Branch 82, National Association of Letter Carriers)



Portland. The writer franked this with the right-hand one-cent stamp, apparently anticipating that it would be treated as a drop (local) letter. This original stamp received the Station E machine cancel.

It was subsequently determined, probably during the sort at the destination (Station F or H) in northeast Portland, that the letter was not entitled to the drop letter rate. Used glue on the envelope’s flap suggests the envelope had been sealed, which would invalidate eligibility for the drop rate. Thus, the letter required additional postage and the “HELD FOR POSTAGE” marking was appropriately applied to the envelope to reflect this.

The “9” stamped on the face would refer to the carrier who would collect the additional postage from the addressee. Once the deficiency was collected, the second one-cent stamp was applied and then canceled with the destination station’s duplex steel handstamp.

An example of a scarce Station E registered cover is shown in Figure 17. This May 14, 1914, cover was sent from Station E (note the purple handstamp marking STA. E. in the upper left corner) to the Postal Savings Bank. The cover’s corner card is standard and was used by all 11 postal savings banks in Portland.

While Station E could accept deposits, the postal savings bank was administratively located at the main post office.¹⁵

The cover received the customary registration markings: two double oval cancels with an E in the center; a purple registry exchange label handstamp;

and, on the back, a dated and identifiable double circle postmark also in purple ink. The machine number 71316 is a transit registration number placed at the receiving post office.

Because this was official mail, the cover was franked with a 10-cent Postal Savings stamp to pay the registration fee and a two-cent Postal Savings envelope that paid fourth class postage at one cent per ounce. The Act of Congress establishing the Postal Savings system provided for the use of Postal Savings stamps or stamped envelopes in lieu of penalty or franked envelopes in the transmittal of free mails resulting from the administration of the act.¹⁶

I have not seen an example of a document with the station’s money order business imprint. This is not necessarily surprising even though the station likely engaged regularly in these transactions. Documents that normally would have been stamped with the M.O.B. imprint, i.e.: the receipt stub retained by the issuing post office, the advice sent to the payee post office and the official envelope to transmit the advice, were held only for a required minimum time by the post offices involved and then destroyed as waste paper. Customer receipts were typically not retained after use. Based on the absence of recorded examples, it appears that Station E was not issued machine cancelers upon its move from the Federal Post Office building to the Montgomery Ward building. I have not seen an example of a Station E machine cancel dated subsequent to Dec. 3, 1920.

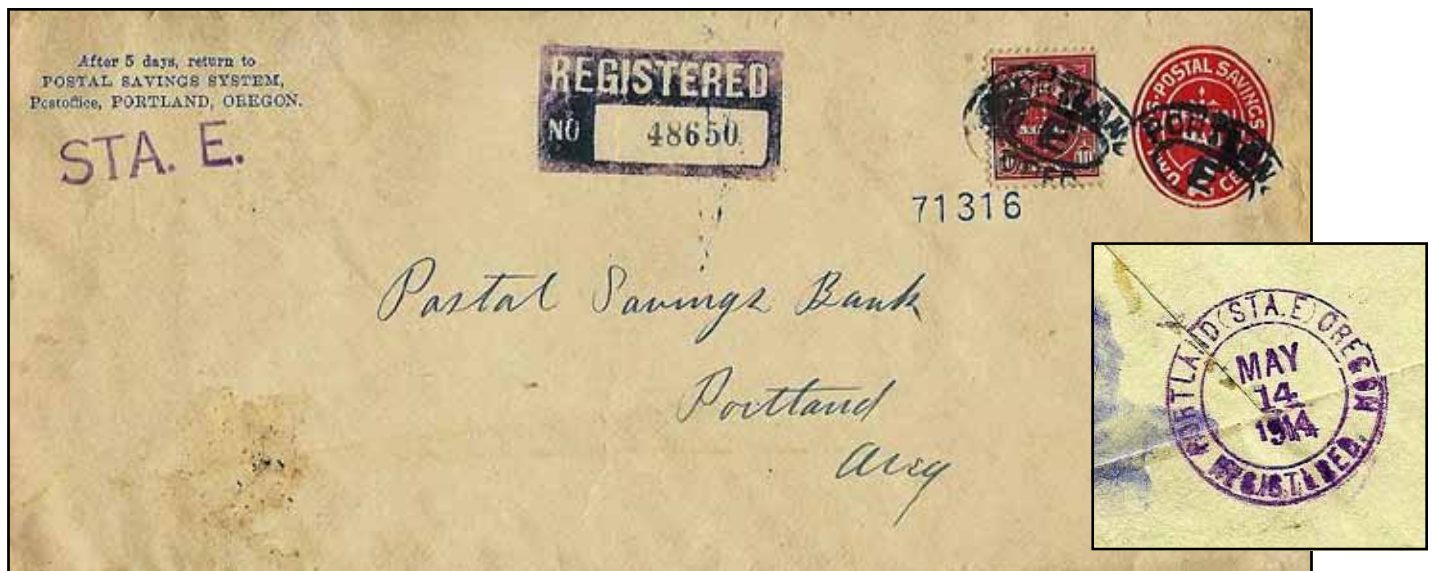


Figure 17: Front of a registered cover mailed from Station E. Inset: Reverse side. (Courtesy Larry Maddux)

Helbock notes that after 1911 "...it appears that standard procedure called for all first class mail originating at Portland stations and branches to be postmarked 'Portland.'"¹⁷ Full implementation may have taken some time, but eventually all first-class mail was to be canceled at the main post office.¹⁸

Station E Becomes Wardway Station

Station E was renamed "Wardway Station" on July 16, 1940, with Robert Henkle continuing as superintendent. This change, announced in the June 28, 1940, *Postal Bulletin*, reflected a preferred change from lettered to named stations.

Wardway was issued a duplex steel handcancel, but the assignment was based more on time-honored tradition than on its actual utility since all first class mail was to be postmarked "Portland." As a practical matter, use of the duplex cancel was largely confined to specific requests from patrons. Thus, Wardway markings are found only occasionally on postcards or as favor cancels (Figure 19).

The postcard in Figure 20 is an artifact prepared by Superintendent Henkle to reflect the July 1, 1940 transition from Station E to Wardway Station. The card received a variety of markings: a Station E postmark; a station double-oval cancel of the one-cent stamp; a strike of the Wardway duplex cancel topped by a lighter Wardway postmark over the one-cent stationery imprint; and an inverted main Portland post office machine cancel.

Station E retained its distinctive duplex handcanceler and hand marking devices for parcel post and registry and money order business for its move to Montgomery Ward. The same devices were provided when the name was changed to Wardway Station.

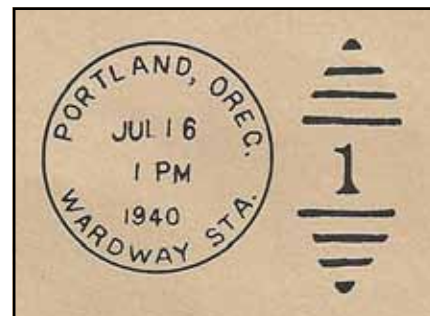


Figure 18: Opening date of Wardway Station. (Richard Helbock)



Figure 19: A 'favor' cancel? (Courtesy Bill Beith)

Despite these markings identifying Station E and later Wardway as the point of origin, examples are difficult to find. Possible reasons for this are that potential users may not have known about the full range of postal services offered at the station. The main post office was conveniently situated in downtown Portland for those who might want to send sensitive and important matters through the mails.



Figure 20: A postcard mailed by the Wardway Station superintendent. (Courtesy Len Lukens)



Figure 21: Today's NW Wardway Street.

Figure 22: Quonset hut, the temporary home to the new Forest Park Station after Wardway closed in 1964. The photo shows the structure being torn down in the 1980s. (Courtesy Mike Ryerson)



Figure 23: One of three rail spurs entering under cover at the east entrance to the building. Up to 18 freight cars could be offloaded daily on site. Loading docks lead to banks of freight elevators and a conveyor system. (Courtesy Heritage Investment Corp.)



Figure 24: Printed and dated precanceled stamp used by Montgomery Ward (MW) in its mail order business, November 1949.

Moreover, there was that presumed “aura” of increased security and a promise of speedier delivery if registry was handled at the main post office. Handstamped markings from Station E and Wardway while operating at Montgomery Ward form a narrow collecting arc, but existing examples have proven scarce, probably because they tend to be embedded in general Portland or broader Oregon collecting materials.

During construction of the Montgomery Ward building, the company donated its right-of-way for a street connection between Vaughn Street and Linnton

Road at 29th Street and Nicolai Street to the city of Portland.¹⁹ Montgomery Ward paid for construction of the 1,600 foot connector to the Lower Columbia River Highway and it was dedicated by Portland Mayor George Baker on Nov. 1, 1924.

Montgomery Ward’s apparent largesse in this situation was, in reality, a way to enable direct automobile access to its more mobile customers from the towns of Linnton and beyond to the north. The city proceeded to name the new road “Wardway Street,” most likely an abridged version of a company training



Figure 25: Wardway Station group photograph, April 18, 1957. Superintendent Robert Weygant is seated center in dark suit. Jack Perryman is in the top row, second in from the left; Frank Lolich is in the front row sixth in from the left. (Courtesy National Association of Letter Carriers, Branch 82, Portland, Oregon)

catchphrase, “The Ward Way.”²⁰ It is still called NW Wardway Street today, even though Montgomery Ward is long gone.

Wardway Station closed May 31, 1964. Jack Perryman, a clerk at Wardway from 1950 to 1964, said the station was “pushed out” because Montgomery Ward needed the space.²¹ On June 1, 1964, former Wardway Station workers moved operations two blocks south to a Quonset hut at 27th and NW Upshur, the temporary home of the just-named Forest Park Station.²²

The Post Office let bids for leased space for the new station in early 1966; however, it wasn’t until mid-1968 that an announcement of acquiring property at 24th and NW Savier was made. The Forest Park Station building was dedicated in 1969.

The Mystery of Contract Station 42

Helbock’s *Portland Area Portland History* makes footnote reference to a “Contract Station No. 42.” Note 2 (page 40) indicates that Contract Station No. 42 was operated in the mail order department of Montgomery Ward & Company for the handling of parcel post, post insured and COD.

Contract Station 42 was established Jan. 1, 1924 and discontinued June 30, 1962. Note the overlap of these dates with those of Station E/Wardway Station while at Montgomery Ward.

Several knowledgeable observers have said it would have made more sense for a contract station to be located at Montgomery Ward before Station E or after Wardway Station, but not at the same time. This does seem to be a peculiar pairing; yet, the overlap has been confirmed.²³

So, how do you explain a classified station and a contract station co-existing in the same building?

Given the start date for Station 42, its origin was probably part of the overall plan of the Portland Post Office that first led to the move of Station E to the Montgomery Ward building.

Station E’s initial focus was managing the back end of Montgomery Ward’s parcel post; in essence, it served as a dedicated parcel post depot. But with expected population growth in northwest Portland, an increased public demand for postal services normally offered at a classified station would be expected. Creating Station 42 may well have been a way to move the parcel post operation to the “back room” so to speak, without overtly infringing on the public services of Station E.²⁴

Station 42 can be best described as an “artifice of convenience” jointly created by the Portland Post Office and Montgomery Ward, who held the contract and who directly benefited from it. This was not a standard contract station; rather, it was created to directly support Montgomery Ward’s mail order business. Postal services normally available at a contract station were not routinely offered to the public at Station 42; these services, instead, were provided exclusively at Station E (and, later at Wardway) in the building.

As a regional warehouse and distribution center, the Portland Montgomery Ward facility regularly processed large volumes of merchandise, not to mention recurring shipments of mail order catalogs. To handle this amount of hard goods required an advanced materials-handling logistical system. Three rail spurs entered the covered first floor courtyard under the elevated east entrance. This enabled up to 18 freight cars per day to be offloaded and loaded directly on site (see Figure 23).

Goods carried for parcel post shipment to customers would be sent upstairs by freight elevator or conveyor to the company’s mail order department—the “home” of Station 42. Here, packages would be



Figure 26: Author's granddaughters, Madisen and Amber, with the original Wardway photograph in Figure 25, at the same site.

administratively processed for shipment, including application of applicable postage.²⁵ Floors four through nine functioned solely as warehousing space from which orders were dropped down a system of chutes to loading docks for sorting and bagging.²⁶ The parcels would enter the postal mail stream directly from Montgomery Ward to road or rail or, later, air transport.

So, why create a contract station? I suspect it was a way for Montgomery Ward to regulate its proprietary materials handling system and to constructively “employ” post office personnel on site to speed up entry of the parcel post directly into the mail stream.

Jack Perryman disclosed that three Wardway clerks were routinely assigned, albeit part time, to upstairs operations at Montgomery Ward to handle parcel post.²⁷

According to Frank Lolich, a Wardway Station letter carrier from the early 1950s until its closing in 1964, while he was a substitute carrier early in his career, he and other utility men would routinely get in their eight hours by sorting and bagging parcel post on the Montgomery Ward loading dock at the bottom of the chute in preparation for sending it directly to the carrier.²⁸

Why would the Portland Post Office be a party to this? Probably for two reasons: First, the main office wanted a classified station at Montgomery Ward for the reasons suggested earlier and, second, the de facto allocation of postal personnel to Montgomery Ward's parcel post operations allowed a more direct and timely entry of the parcel post into the mail stream, thus bypassing the need for processing at a regular parcel post depot downtown or at the main post office. This benefit may well have resulted in a *quid pro quo* financial arrangement between the parties.

I do not know why Station 42 was discontinued in 1962, but it was likely initiated by the company. We do know that Montgomery Ward's catalog mail order sales were in significant decline at the time. Thus, what originally led to the creation of Station E and Station 42 in 1924 was no longer financially viable by the early 1960s. Moreover, Montgomery Ward may have already been contemplating taking over the Wardway Station space for retail expansion. Other reasons would be welcomed.

Not surprisingly, there is no remaining tangible evidence identifying Station E/Wardway Station at today's Montgomery Park. I have seen no photographs of the station's working interior, but, instead, have relied on forming a composite description from several people familiar with Wardway Station and its layout.

The space reflected the character of the building's reinforced concrete construction. The photo in Figure 16 was likely posed in Station E given the stark and spare appearance of the background. The space was neither large nor ornate: a single room roughly 50 feet wide by 75 feet deep on the main floor at the southeast end of the building. Floor height was 18 feet supported by structural columns 20 feet on center. Interior walls and partitions were moveable. The flooring was bare concrete and there were no windows in the Station. Rows of hanging white glass globes, later replaced by fluorescent lighting, were suspended from the ceiling for lighting.

The layout of the station space was conventional. The public space had built-in convenience desks along the south wall. The clerks' postal screen, which separated the public space from the open work room



Figure 27: Today's Montgomery Park. The ↖ points to the former location of Wardway Station. The roadway fronting the building (lower left) is NW Wardway Street. (Courtesy Mike Ryerson)

and closed storage area, had service windows for the various branches, e.g., registry, each of which could be closed by drawing down a covering grill.

The public could enter the station's west side through the Montgomery Ward main entrance and then passing through the Farm and Garden Department or entering the east side through the station's outside loading dock doors.

There were no post office boxes for postal customers at the station. A drop box was located by the clerks' counter and immediately outside the station.

The building and grounds have been reconfigured to some degree, but the proximate location of the photograph in Figure 25 above looks like Figure 27 today.

Acknowledgements

As is often the case, I owe a huge debt of thanks to many people who generously contributed to this study. One of the unexpected benefits of conducting this project was working with a diverse set of individuals, many who I didn't know and probably otherwise would not have come to know. Their willingness to share recollections, procedural knowledge, photographs and additional leads was instrumental in turning this project into much more than I had originally anticipated is much appreciated. My thanks to:

- Kirk Andrews, Bill Beith, Len Lukens and Larry Maddux
- Branch 82, National Association of Letter Carriers (Jim Cook)
- Eddie Kane, Frank Lolic and Jack Perryman
- Oregon Historical Society
- Mike Ryerson

The archives of *The Oregonian*, dating from 1861, are available through the Multnomah County Library's online catalog: <http://www.multcolib.org>. A Multnomah County Library library card is needed to gain access.

Endnotes

- 1 The building was purchased by private interests in 1984 and, after adaptive reuse, named "Montgomery Park."
- 2 Four of these remain, although all have been adapted for reuse: Baltimore, Fort Worth, Kansas City and Portland. The Oakland and St. Paul buildings were demolished in 2003 and 1996, respectively.
- 3 Geographically, Portland is bisected into east and west by the Willamette River. The west side was developed first and encompasses the downtown business core and the associated accoutrements of wealth.
- 4 *Daily Bulletin*, U.S. Post Office Department, No. 8146 (Nov. 11, 1906).
- 5 The Hotel Medford was built in 1907. The Medford Building today is used for transitional housing by the city.
- 6 "Big Task is Lessened, Mailing Division of Main Postoffice to be Moved," *Morning Oregonian*, Oct. 20, 1909.
- 7 "City News Briefs, 'More Carriers Added,'" *Morning Oregonian*, Aug. 1, 1911.

- 8 “Postal Bank to Expand,” *Morning Oregonian*, Jan. 20, 1914.
- 9 “Mail Service Bettered, Transfer of Distributors Obviates Hauling to Post Office and Back,” *Morning Oregonian*, Feb. 27, 1915. See also, *Daily Bulletin*, U.S. Post Office Department, No. 10547 (Sept. 28, 1914).
- 10 “Postoffice Taken Over, Terminal Station to be Part of Portland System,” *Morning Oregonian*, July 2, 1916.
- 11 Portland’s original street grid is composed of 200-foot square blocks, each with eight lots 50 feet wide by 100 feet deep.
- 12 “Station to Move,” *Morning Oregonian*, Oct. 27, 1918. Pioneer Post Office, the former main post office then became a substation and was renamed Central Station.
- 13 “City News in Brief,” *Morning Oregonian*, Dec. 4, 1920.
- 14 It appears that classified Stations A and B on Portland’s east side were also issued machine cancelers at around the same time, suggesting the mailing division was downsized when it was moved to the Fifth Avenue site. See, Richard E. Small, *A Checklist of Postal Machine Cancellations, rev. 2001*, which can be accessed from the Machine Cancel Society’s webpage: www.machinecancel.org.
- 15 The Postal Savings System, administered by the U.S. Post Office Department, began accepting deposits from individuals at selected post offices on Jan. 3, 1911. The system was designed to offset a lack of public trust in private banks and to accomplish a number of financial objectives focusing on individual depositors, many of whom could not, or would not, otherwise engage in a formal savings program.
- 16 Examples like the cover illustrated are likely not plentiful. Because it bears official stamps, it would have been retained for a period by the receiving office and eventually handled as waste paper.
- 17 *Portland Area Postal History*, p. 41.
- 18 The main post office retained Station E’s two Universal machine cancelers, which then required new dies from the manufacturer. The first of these appeared in late 1920 with PORTLAND and OREGON curved around the top and bottom of the postmark dial respectively, machine number “1” on the left side of the dial and a seven-bar wavy cancel.
- 19 Oct. 3, 1984 press release from H. Naito Properties.
- 20 Montgomery Ward’s “ready cut” homes were marketed (1922-31) under the name “Wardway.” The company’s early Portland advertisements referred to the street as “Wardway Boulevard.” See: Mike Ryerson, “The Wardway Station,” *Northwest Examiner* (February 2011), p. 13.
- 21 Mike Ryerson, retail store display manager at Montgomery Ward from 1963-66, confirmed that the Company most likely wanted to expand display and retail space in the facility. Conversation with the author, Dec. 26, 2010.
- 22 Announcement of the name change to Forest Park Station effective June 1, 1964, was published in the May 28, 1964 *Postal Bulletin*. No mention was made of a new location.
- 23 Based on a review of concurrent editions of the *U.S. Official Postal Guide*, *Directory of Post Offices*, and *Polk City Directory for Portland*.
- 24 Regrettably, no official Portland Post Office records for Station 42 are available for review. These records would have been kept separately, though, from regular postal records since it involved a private party contractor, in this case, Montgomery Ward.
- 25 Montgomery Ward used an enormous amount of precanceled postage, which enabled packages and catalogs to avoid having to be canceled at the post office. Starting in 1938, the user’s initials plus the month of use were required to be printed on precanceled denominations over six cents, although some companies applied it to all denominations as a form of advertising. Montgomery Ward [(MW) and Sears Roebuck (SRC) were heavy users of precancels, and their output is a distinct collecting area.
- 26 Mail order sales were located on floors 2 and 3; retail space was on floors 1 through 2.
- 27 Conversation with the author, Dec. 29, 2010.
- 28 Conversation with the author, Dec. 30, 2010.

(Charles Neyhart is a retired university professor and was president and librarian of the Northwest Philatelic Library in Portland, Oregon from its 2003 inception until the end of 2011. He is a member of the American Philatelic Society, the United States Stamp Society and the Precancel Stamp Society. He currently resides in Pacific Beach, California.)

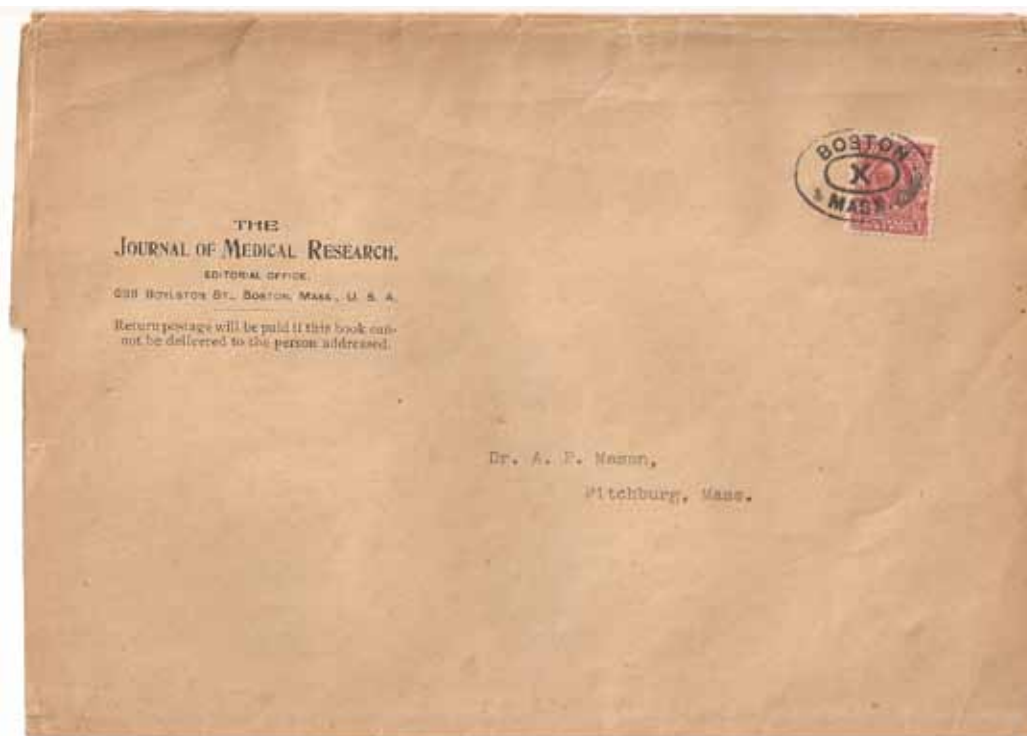


Figure 1: *The Journal of Medical Research* cover mailed to Dr. Mason.

Atherton Perry Mason Physician, Philatelist, Renaissance Man

By Jesse I. Spector and Robert L. Markovits

One would be on fairly safe ground to conclude that a person who graduated from Harvard College and then Harvard Medical School possessed exceptional qualities in academics and very likely in other domains as well. Even with that in mind, the accomplishments of the individual we discovered in the philatelic study we present still seemed particularly breathtaking. Not only were his endeavors varied and eclectic, but they were pursued with an understatement that was quite admirable. Join us as we raise the curtain on Atherton Perry Mason.

Ours was a philatelic introduction to the man through the acquisition of three large manila envelopes addressed to Dr. A.P. Mason in Fitchburg, Mass., used for mailing medical journals and medical communications early in the 20th century and subsequently augmented by other related philatelic material.

The two earliest mailings are identical, well-preserved 7 x 9.5 inch envelopes with corner cachets from the editorial office of *The Journal of Medical Research* located on Boylston Street in Boston. An additional imprint informs that return postage would be paid if the book enclosed was undeliverable to the recipient.

Figure one shows a typewritten address, Dr. A. P.

Mason in Fitchburg, Mass. and is posted with a 6-cent President James Garfield stamp (Scott 305) from the regular issue 1902-03 series of Famous Americans.

The earliest documented use of this stamp was May 8, 1903. Cancellation was accomplished with a bold, double oval imprint at "Boston, Mass." from a postal station identified centrally with the letter "X" in the cancel device.

It should be noted that few deceased American Presidents appeared more than twice on American postage stamps, and Garfield is clearly one of them. In all, there are nine different Garfield stamps issued during the last 130 years bearing Garfield's portrait, in addition to back of the book issues as well.

The second mailing from the same sender to Dr. Mason (Figure 2) contains a scripted recipient address and is posted with a similar series 10-cent Daniel Webster (Scott 307) stamp, whose earliest documented use was March 12, 1903.

Webster, constitutional lawyer extraordinaire, one of the most famous U.S. senators in the era leading up to the Civil War, as well as secretary of state, came from humble beginnings as a farm boy, one of nine siblings from New Hampshire, to become a "Boston Brahmin," a term coined by Dr. Oliver Wendell Holmes, one of Dr. Mason's predecessors at Harvard.

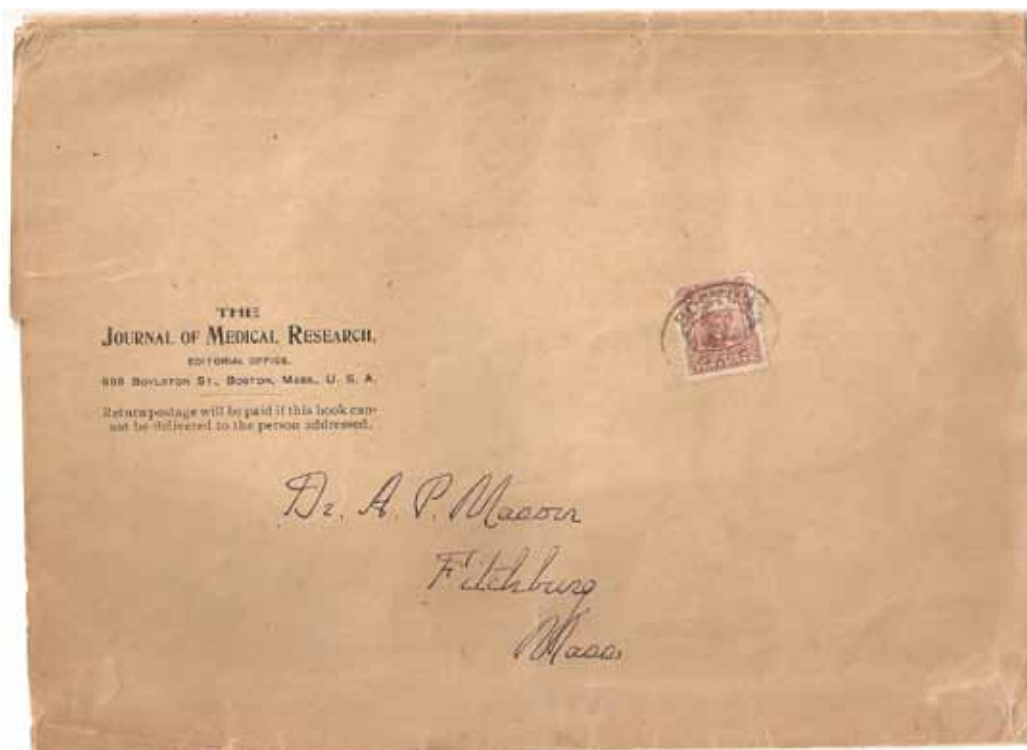


Figure 2: *The Journal of Medical Research* cover mailed to Dr. Mason.

Cancellation is once again with a double oval canceller, with a decidedly weaker impression than that in Figure 1, but again demonstrating a Boston mailing at a postal center designated with the letter “W” within the cancel’s center.

Our third mailing to Dr. A.P. Mason would take place almost a decade later in 1911 (Figure 3), and would be sent by Edwin H. Brigham M.D., Librarian at The Massachusetts Medical Society at No. 8, The Fenway in Boston to Dr. Mason at the family homestead where he would live his lifetime, 102 Rollstone Street in Fitchburg, Mass.

Dr. Mason had previously served for 15 years as the society’s librarian as Dr. Brigham’s predecessor.

The large manila envelope, essentially similar in size to the two previous mailings, shows a vertical imprint to the left indicating the contents to be medical communications from the year 1911, what we would presume to be a medical pamphlet from The Massachusetts Medical Society.

Postage of 17-cents total was paid using two stamps: a 2-cent Washington (Scott 375) from the regular issue 1910-11 and a 15-cent Washington (Scott 382) from the same series. Each stamp was individually cancelled with a bold, but incomplete, double oval device from a Boston postal center designated with the letter “B.”

While the iconic *New England Journal of Medicine* is the official publication of this society, that publication would not have been the content of the envelope since it was not until 1921 that the society acquired the journal in a purchase costing but one dollar. Whatever the content, let us introduce you to the receiver of these mailings.

Atherton Perry Mason, the eighth generation of his family in North America since his ancestor Captain Hugh Mason came from England in 1634 and settled initially in Watertown, Mass., is photographically, to say the least, an impressively handsome figure, as this splendid Figure 4, autographed, steel engraving shows.

The wavy hair, impressive mustache, subtle confident smile and penetrating eyes are captivating. To look at this individual is to certainly want to know more about him, and for that matter about his family, since in musings made by his father, Charles Mason, one establishes rather quickly that the apple does not fall far from the tree.

Atherton Mason was born in Fitchburg, Mass., on Sept. 13, 1856, the son and only child of Charles and Caroline Atherton (Briggs) Mason. Within a year of his birth the family would move into the residence at 102 Rollstone St. overlooking the town on Laurel Hill that would become the family homestead well into the latter 20th century.

His father had been raised on the family’s large farm in Dublin, N.H., and attended Phillips Exeter Academy, Dartmouth College and subsequently received the degree of A.B. from Harvard College in 1834. He then obtained a law degree at the Dane Law School of Harvard College and began the practice of law in Fitchburg in 1842.

In addition to his law practice he would go on to become commissioner of several state governmental agencies, as well as a member of the House of Representatives.

In 1853, he married Caroline Atherton Briggs, whose father had attended Williams College and

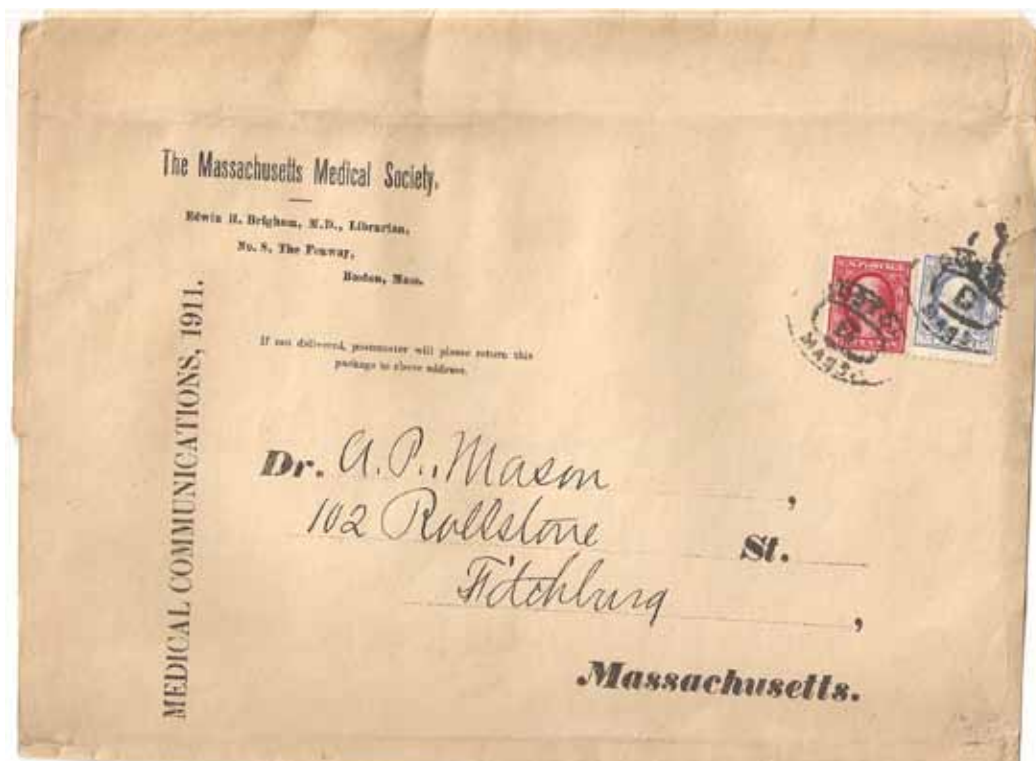


Figure 3: The Massachusetts Medical Society cover mailed to Dr. Mason in 1911.

subsequently was one of the first graduates of the medical school of Harvard College.

Caroline attended Bradford Academy and was a well known poet, publishing her first works before the age of 20 under the name “Caro.” Prior to her marriage she had already published a volume of 70 of her earlier poems in a volume entitled *Utterances* and was a contributor in many of the leading magazines of the era.

We prefaced the life of Atherton Mason with these brief biographies of his parents in order to set the stage for his own development, since as you will see it is not pure coincidence that Atherton would “perform” at the level he did without a firm buttress from parents such as these. Most telling are remarks made by his father at the memorial of the Harvard Class of 1834 prepared for the 50th anniversary of their graduation.¹

Charles Mason noted a quotation in the October 1883 issue of the magazine *Century* that “the main purpose of education is not to promote success in life, but to raise the standard of life itself.” He went on to say that “there is success in which I fully believe, and that is the success whose criterion is not primarily wealth or distinction, but character.” With that in mind, we turn our full attention to his son Atherton.

As a biography of the leading men of Massachusetts would state Atherton Mason spent his youth under the influence of “a father, firm yet kind, intellectual and trained to accuracy, a gentlemen of the old school... and a mother, gentle, imaginative and full of loving kindness. Such influences cannot be forgotten, or their power for good in the formation of character be overestimated.”²

Atherton graduated from Fitchburg High School in 1875 and in the fall of the same year entered Harvard College receiving an A.B. degree in 1879. Without delay, he then entered Harvard Medical School obtaining his M.D. degree in 1882.

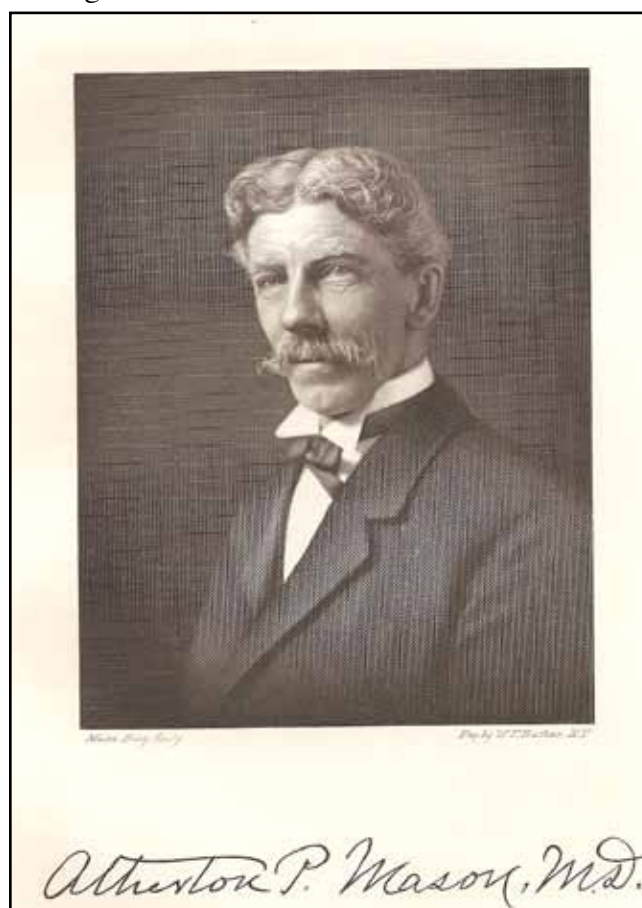


Figure 4: A steel engraving of Atherton Perry Mason.

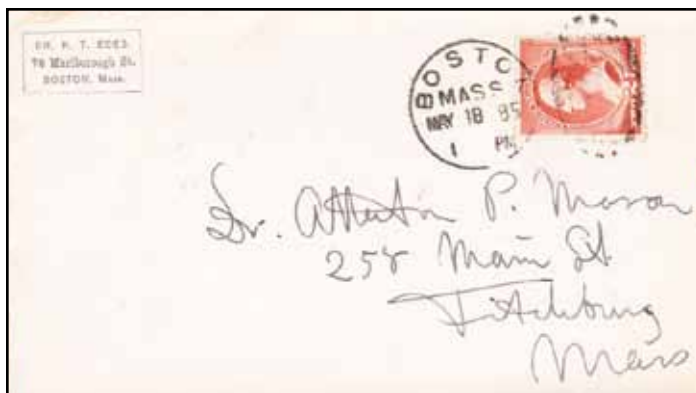


Figure 5: Cover to Dr. Mason from a Boston physician.

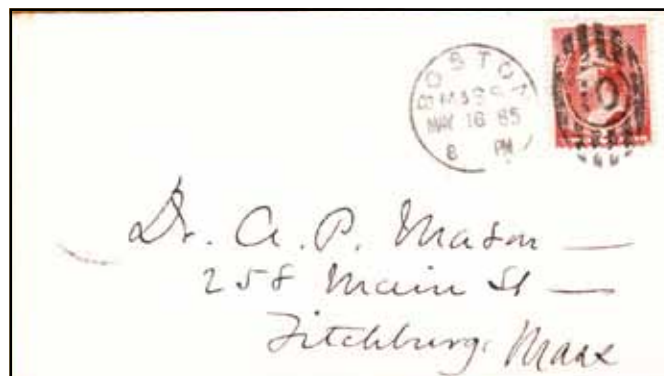


Figure 6: An 1885 cover addressed to Dr. Mason.

While in medical school he embarked on what would become one of his life-long activities as a medical librarian in his initial stint as librarian of the medical school. His graduation thesis, a report about original investigation and experiments on Erythroxyton Coca was one of four theses from his class recommended for publication in the *Boston Medical and Surgical Journal*, precursor to the *New England Journal of Medicine* and was printed in the Sept. 7, 1882 issue.

Atherton then spent a year at Massachusetts General Hospital where additional research publications would follow in rapid succession on subjects as diverse as “Neuralgia and Neuritis” and “Diphtheria and Croup,” both printed in 1884.

He then returned to Fitchburg in March 1884 and begin the practice of medicine, an undertaking that in various forms would occupy him for exactly the next 50 years.

Philatelically, we catch up with Dr. Mason in 1885 with two covers addressed to his Main Street office, one with corner cachet from a Boston physician and a tatty right corner from rough opening (Figure 5), a second without return address (Figure 6), both posted with a 2-cent Washington (Scott 210) stamp.

A third cover from the same time period but without clear date (Figure 7) was sent from Harvard University (formerly Harvard College) also posted with a 2-cent Washington.

A fourth medical communication (Figure 8) from 1889 was sent to Dr. Mason from the medical book publisher, F.A. Davis in Boston, still extant today, posted with a 2-cent Washington (Scott 213).

At this point it is necessary that we attempt to rein in our peripatetic doctor in order to catalog his eclectic life with some semblance of sanity, since in reality he seemed to be in a great many places at one time.

Dr. Mason married Gertrude Leone Black on July 17, 1890. Gertrude descended from the earliest English émigrés to America with associations to the like of Roger Williams at Providence Plantation, among others.

Gertrude and Atherton would have one child, Alice Caroline Mason, who would go on to receive both A.B. and A.M. degrees from Radcliffe College in 1912 and 1913 respectively. More on Alice shortly.

Medically, Dr. Mason was always interested in research and particularly in the then nascent field of bacteriology. With the opening of the Burbank Hospital in Fitchburg he became a staff member in the field of pathology and bacteriology, remaining there for the next 15 years.

To advance his knowledge in bacteriology, he studied under Professor Harold C. Ernst of the bacteriology laboratory at Harvard Medical School in 1899, returning then back to Fitchburg and setting up a laboratory there. In that same year, he was elected bacteriologist of the Fitchburg Board of Health, a position he would hold for the next 35 years.

In January 1911, Mason and another Fitchburg physician established the Worcester North Laboratories for research in multiple areas of bacteriological investigation. It’s interesting to note that he attributed his careful, accurate manner of investigation to the influence of his father. In 1925 he would give up his clinical medical practice and devote himself entirely to bacteriological laboratory work for the rest of his career.

During the years of his medical career, he was intimately involved in a host of ancillary medical endeavors. He was a fellow of the Massachusetts Medical Society, and subsequently elected as a councilor of the society, as well as serving as president of the Worcester District Medical Society, and serving for many decades as the librarian of the district society.

For almost 40 years, he served as medical examiner for the New York Life, the Northwestern Mutual Life and the Connecticut Mutual Life Insurance companies. He also demonstrated a great interest in public health matters and was a member of the Fitchburg Board of Health and, for more than two decades, the Massachusetts Association of Boards of Health, and the Fitchburg Society for Medical Improvement.



Figure 7: Harvard University cover to Dr. Mason.



Figure 8: Cover addressed to Dr. Mason from F.A. Davis, booksellers.

From 1899 onward he was a member of the Boston Society of Medical Sciences, and his research findings were presented in lectures in addition to print editions.

Well, you say, be that as it may, the good doctor was simply a conscientious humanitarian, perhaps a bit overstretched, but still confined to his avocation. While commendable, that does not inscribe Dr. Mason as a renaissance man. We agree, but patience, we are coming to his other parts.

For more than 40 years, he was an avid philatelist and was a member of the Boston Philatelic Society, the American Philatelic Society and the Association for Stamp Exhibitions. He attended the International Exhibition, the first one in America, held in New York City, Oct. 27 to Nov. 1, 1913.

His stamp collection reportedly contained many rare and valuable specimens. Similarly, he was a collector of books and autographs, with his collections containing many quality representations.

Dr. Mason was a lifelong historian. His *History of Fitchburg* was a “carefully prepared work upon which he lavished his gift for research and factual detail.”³

His interest in local historical matters resulted in numerous journal and newspaper publications, as well as lectures, and he was one of the founders of the Fitchburg Historical Society, of which he would serve as treasurer and librarian during the first decade of its founding.

Mason’s “recreation” proved to be in the area of horticulture. Beginning in his teenage years and continuing throughout his life, he maintained an intense interest in gardening and fruit culture; and, the recreational time he managed to find would be to a great extent devoted to caring for his vines and bushes, particularly in the years following his retirement. He also demonstrated an entrepreneurial bent, serving as president of the Fitchburg Horn Goods Company from the time of its incorporation in January 1905.

At this point we are no longer surprised at what Atherton might accomplish, but we have yet to come to his lifelong passionate interest—the weather.

Yes, scratch your head and wonder, but Dr. Mason for more than 40 years kept weather records with “infinite patience and accuracy, a feat of steadfastness that is a record in itself displaying perhaps by its regularity and uninterrupted attention, a philosophy of life that seems to have been lived by him to a marked degree.”

He kept at this activity for more than 40 years from 1857, initially as an independent observer, and then from 1888 when the United States established the Boston Weather Bureau, as a member of the New England Meteorological Society as an official observer for the federal government.

Dr. Mason’s religious heritage was that of Unitarianism, and he was intimately connected with the First Parish of Fitchburg. He held offices of treasurer, assessor and other minor offices in the parish and was a life member of the American Unitarian Association.

As we near the conclusion of our story, you did not really think we could end without a political commentary on our protagonist, now did you? Certainly not, for a man with so many and such disparate interests and endeavors being apolitical would be a *non sequitur* indeed.

Atherton Mason was a committed Mugwump as, interestingly, were many Harvard graduates. Oh, but we think we lost you on that last sentence dear reader. For those who are quizzically struggling with “Mugwumps” they were Republicans who bolted from the party in the United States presidential election of 1884. They supported the Democratic candidate, Grover Cleveland, the eventual elected candidate, over the Republican Party nominee, James G. Blaine, because of the financial corruption scandal then associated with Blaine.

Although Blaine would go on to serve as secretary of state, and U.S. senator, the sting of the scandal would lose him two presidential elections.

The name “Mugwump” derived from the Algonquian word “person of importance,” but became a pejorative for fence sitters with their “mug” on the

Democratic side of a fence and their “wump” (rump) on the Republican side. Charles William Elliot, president of Harvard, Mark Twain and Louis Brandeis were among many famous Mugwumps.

Finally, we briefly mention just a few of the organizations Dr. Mason was a member of, to solidify from our perspective any lingering doubt the reader might still possess in regard to our thesis that he was indeed a renaissance man.

Atherton Perry Mason was a member of the Associated Harvard Clubs; the Harvard Medical Alumni Association; the Law and Order Society; the Unity Club of Somerville, Mass.; the Windsor Club; Alpine Lodge No. 35, Knights of Pythias Nashua Tribe No. 37; and the Improved Order of Red Men.

We end on a philatelic note. Dr. Mason’s daughter, Alice Caroline Mason, born in 1891, and educated at Radcliffe would live out her life at the family homestead on Rollstone Street in Fitchburg.

Every 100 years, at the anniversary celebration of the founding of Dublin, N.H., where the Masons had roots, a member of the Mason family was on hand to take part in the proceedings. Alice attended the 200th anniversary in 1952 as her grandfather Charles Mason had in 1852. *The Fitchburg Sentinel* noted that on the 300th celebration in 2052 it was to be expected that some member of the Mason family would be on hand to take part in the ceremony.⁴

We do indeed hope so. A cover (Figure 9) from the Spruce Hotel in Philadelphia, posted on May 6, 1940 to Alice at her home in Fitchburg brings a lovely continuum to the Mason heritage.

Atherton Perry Mason retired from the practice of medicine in 1934, and in the remaining years of his life devoted a great deal of time to his love of horticultural pursuits. He died after a short illness on Oct. 20, 1941, early into his 85 year. He rests in the family plot at Laurel Hill Cemetery in Fitchburg (Figure 10) along with his wife, Gertrude, and their daughter Alice who died in 1971.

His extensive obituary in the *Fitchburg Sentinel*⁵ would stress many of the qualities we have alluded to and we were particularly struck by one sentiment expressed: just as he meticulously pursued his meteorological pursuits over forty one years for “nothing at all but the satisfaction of a job well done” so too did he live his life in its fullness and entirety. His obituary ended with the opening four lines of one of his mother’s most renowned poems *En Voyage*:

*Whichever way the wind doth blow,
Some heart is glad to have it so;
Then blow it east or blow it west,
The wind that blows, that wind is best.*

For a man of immense and varied interests, talents and pleasures, a fitting testament.



Figure 9: A 1947 cover with a Spruce Hotel corner card sent to Alice Mason.



Figure 10: Final resting place of Atherton Perry Mason, Laurel Hill Cemetery, Fitchburg, Mass.

Endnotes

- ¹ Memorials of the Class of 1834 of Harvard College, Prepared for the Fiftieth Anniversary of Their Graduation
<http://play.google.com/books/reader?id=IMUnAAAAYAAJ&printsec=frontcover&outp>
- ² Biography of the Leading Men of Massachusetts,
<http://genealogytrails.com/mass/biohistoryofmass.html>
- ³ History of Fitchburg,
http://archive.org/stream/proceedingsoffit06fitch/proceedingsoffit06fitch_djvu.txt
- ⁴ “Mason in Dublin for Every Centennial,” *Fitchburg Sentinel*, Aug. 22, 1952
- ⁵ Dr. Atherton P. Mason, obituary, *Fitchburg Sentinel*, Oct. 21, 1941

(Jesse I. Spector M.D., a retired hematologist-oncologist living in western Massachusetts, has published extensively on postal history. He and his wife Patty operate a 35-acre farm with about 70 animals.

Robert L. Markovits, an attorney and a world authority on United States Special Delivery mail, has also won the APS Champion of Champions competition. He resides in the Berkshire Hills of Massachusetts.)

U.S. Auxiliary Markings

By John M. Hotchner



Figure 1: Addressed to Nanking, this cover arrived in China as the Japanese were engaged in “The Rape of Nanking” so, per the oblong hand stamp, “Communication with Nanking temporarily suspended.”

The Problems of a Single Country—China

This article continues the category of mail addressed for delivery abroad that has been the focus of the past several columns. One folder in my “Covers by Country” file has got more material in it than any other country folder. That folder is for China and, if I do say so myself, it has a fascinating range of interesting and scarce covers, with both standard and highly unusual markings. But even the standard markings are on unusual, and often historically significant covers. I take pleasure in sharing them with you.

Pre-World War II “Return to Sender” (RTS) markings are no big deal, but the one on the 1937 cover in Figure 1 has a story. When the item was mailed from Sierra Madre, Calif., in 1937, five cents postage paid the international surface transportation rate. A receiver cancellation on the reverse from Shanghai is dated March 2, 1938.

The cover is addressed to a German resident in Nanking, China (present day Nanjing), but it was returned to the sender “unclaimed from San Francisco, Cal.” per the RTS handstamp. This is because, according to another handstamp probably placed in China, “Communications with Nanking temporarily suspended.”

People interested in the lead up to World War II

will know that the Japanese army invaded Shanghai in August 1937. It took three months to subdue Chinese resistance with heavy losses on both sides.

On Dec. 1, 1937, an order was issued to the occupation army by the Japanese high command to capture Nanking, then China’s capital. By mid-December, Japanese forces had captured the city. Eyewitness accounts of Westerners and Chinese in Nanking state that over the course of the six weeks following the fall of the city, Japanese troops engaged in murder, rape, theft, arson and other war crimes directed against Chinese military personnel and civilians.

Credible estimates were that hundreds of thousands of Chinese civilians and disarmed soldiers were murdered, and 20,000 to 80,000 women were raped by soldiers of the Imperial Japanese Army.

In his book, *The Search for Modern China* (1999), Jonathan Spence notes, “There is no obvious explanation for this grim event, nor can one be found. The Japanese soldiers, who had expected easy victory, instead had been fighting hard for months and had taken infinitely higher casualties than anticipated. They were bored, angry, frustrated, tired. The Chinese women were undefended, their men folk powerless or



Figure 2: Canton, where this 1939 cover was addressed, had fallen to the Japanese, but much of its population left before that event including, apparently, the addressee.

absent. The war, still undeclared, had no clear-cut goal or purpose. Perhaps all Chinese regardless of sex or age, seemed marked out as victims.”

While the cover shown here probably never got further than Shanghai, it is an historical artifact of the so-called “Rape of Nanking.” It is the only example of this kind that I have seen in 25 years of looking for covers delayed in the mail or returned as undeliverable.

Another pre-World War II RTS cover is shown in Figure 2. This was sent to Canton (present day Guangzhou) on June 9, 1939. Japanese troops had occupied Canton in late October 1938, only to find a largely deserted city that had been torched by the departing Chinese. What followed was apparently more orderly civil administration than had taken place in Nanking.

The Figure 2 cover reached Canton, as evidenced by the postmark at top center (and also a red Canton postmark on the reverse), but the addressee was not there. On the front and on the reverse are the French words, *Parti* and *Retour*. The literal translation of the former is “left.” So the mailing could not be delivered and was returned to the United States, where it was processed for return to the sender at the Exchange Office, Seattle, Wash., per the RTS handstamp.

World War II

World War II caused massive mail disruptions worldwide, including suspension of mail service to Japan and all areas under its control (*Postal Bulletin*

18343, Dec. 11, 1941). The cover in Figure 3 was mailed in late November 1941, and joined a backup of mail awaiting trans-Pacific shipping. It had not left the United States when the mail suspension was imposed. It is addressed to Paotingfu (present day Baoding), which was a regional headquarters for the Japanese. There was no way it could be transmitted or delivered, and so it was returned per note on the back by the sender, “received on February 28, 1942.”

Post-World War II

I call the cover in Figure 4 an example of a non-marking. It is clear that it was sent from Philadelphia to Harbin, China, sometime in 1946, and there is a Chinese receipt cancel (too light to read) on the reverse. But once it got to China, it was handstamped, “Mail route to destination blockaded, return to sender.”

Harbin was taken by the Soviet army in August 1945, and was never again under the control of the Nationalist Chinese. Transferred to the Chinese People’s Liberation Army in April 1946, Harbin had no international postal service until later that year.

Exactly how the cover got back to well-known philatelist Lester Glass is unclear as there is no U.S. marking—but it was in his collection, so the U.S. postal system must have returned it. Perhaps they added the blue arrow pointing toward the return address?

In Figure 5 is a cover addressed to Changsha, Hunan (same name as in the present day). The cancellation date is not entirely clear, being March 22, 194x,



Figure 3: This cover addressed to Paotingfu, China, never left the United States. Mailed in November 1941, it was awaiting transportation to China when, on December 11, the Post Office Department suspended service to Japan and all areas under Japanese domination.

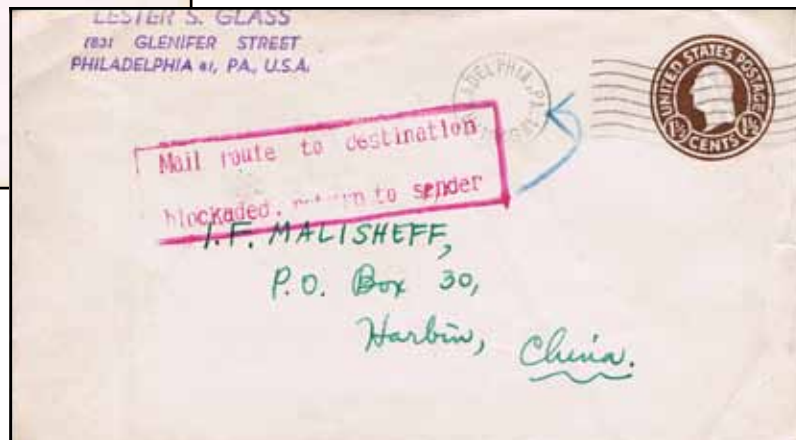


Figure 4: The only U.S. marking on this 1946 returned cover would appear to be the blue arrow pointing to the return address.



Figure 5: Highly unusual, this 1947 (?) cover was returned because it contained merchandise—probably stamps for a collector.

without the last number of the year. But we do have another clue in the message in the “Reason for return” box of the form pasted over the address. That message reads, “Merchandise not permitted in the letter mails to China. *Postal Bulletin No 18976.*” (Oct. 31, 1946). So, the letter was probably sent in 1947 (or 1948 or 1949).

That order (from the Second Assistant Postmaster General) says, in part, “It has been brought to the attention of this office that many packages containing merchandise and prepaid at the letter rate of postage are being accepted at United States post offices for delivery in China, notwithstanding the fact that, as indicated in

paragraph 7 of section 3 on page 5 of Part II of the *1941 Official Postal Guide*, China does not accept dutiable articles in letter packages.” This indicates that mail to China had at least partially resumed. Though sent from Chicago, this piece was turned around and returned from San Francisco.

Let us go forward a year to the “Service Suspended” letter in Figure 6, first mailed Feb. 28, 1947, at Davenport, Iowa. It was returned immediately by the Davenport Post Office as it was 20 cents shortpaid. With stamps added, it was remailed on March 1, 1947, addressed to Shantung. Arriving in Shanghai on



Figure 6: In 1947, when this cover reached Shanghai, the city of Shantung was in an area being contested between the Nationalist Chinese and the People's Liberation Army and could not be delivered.

May 9, per cancel on the reverse, it received Chinese handstamps noting that the letter could not be forwarded.

Shantung was at the time an area of military operations between the Communist People's Liberation army and the Nationalist Chinese. Shantung's postal operations were shut down. Note that the original stamp(s) at upper right were lost somewhere along the way before arriving in Shanghai. The "Service Suspended Return to Sender" was added in San Francisco as the letter came back from China.

A simple underpaid 1948 first class surface letter is shown, back and front, in Figure 7. Had there been a return address, the letter would have gone back to the sender for the needed postage. But it was decided to send it onward with the postage due marking, and indeed the blocks of Chinese stamps on the back cancelled in Shanghai document that the needed postage due was paid. Note that there is also a handstamped "Missent" on the front of the cover. I don't know why, unless it represents an attempt to return the letter back to the sender for the additional postage needed.

Finally from this era, we have in Figure 8 a properly undated third class mail cover addressed to Tientsin (presently known as Tianjin) likely from early in 1950 just after the Nationalist Chinese government fled (Dec. 7, 1949). For some time after that, the postal system was in transition, and mail to China was not accepted.

Normalization

In the modern era as the United States and the

Peoples Republic began the process of normalization of relations in the early 1970s, the Chinese were extremely concerned with form; making certain that due respect was being given to their sovereignty. The covers in Figures 9 through 11 are postal evidence of their sensitivities.

Shortly after President Nixon's visit to China in 1972, the PRC's postal authorities reminded the U.S. Postal Service that incoming mail that did not contain the PRC's name written in full would be subject to confiscation.

The Figure 9 cover, addressed to "Swatow, S. China" was handstamped by the USPS, "Postal authorities of continental China indicate that unless mail is addressed to PEOPLE'S REPUBLIC OF CHINA it will be detained and confiscated according to the laws of that country. RETURN TO SENDER." This cover was not resent.

A fascinating companion piece is shown in Figure 10. It is diplomatic mail from the U.S. embassy in Pakistan to the new U.S. Liaison Office in "Peking, PRC." Peking is now known as Beijing.

It seems to have gone from Islamabad to Washington by diplomatic pouch, and from there, in error, into the U.S. mail for transmission to USLO, Peking. However, "P.R.C." was not spelled out, and when the letter reached the China exchange office of the USPS in San Francisco, it was handstamped with the name notice.

At this point it should have gone back to the State



Figure 7: This simple underpaid 1948 cover to Shanghai turned out to be more difficult as there was no return address to send it to for the additional postage. The postage due was eventually paid by the recipient, as evidenced by the Chinese stamps on the reverse (above).



Figure 8: Sent to Tientsin in 1950, this letter containing advertising was returned because the area was newly under the domination of the People's Liberation Army and U.S. mail had been suspended to the area.

Figure 9: The government of the People's Republic of China sent out a reminder in 1972 that the full name of the country must be part of the address. The USPS then began returning any mail addressed to China that did not comply.

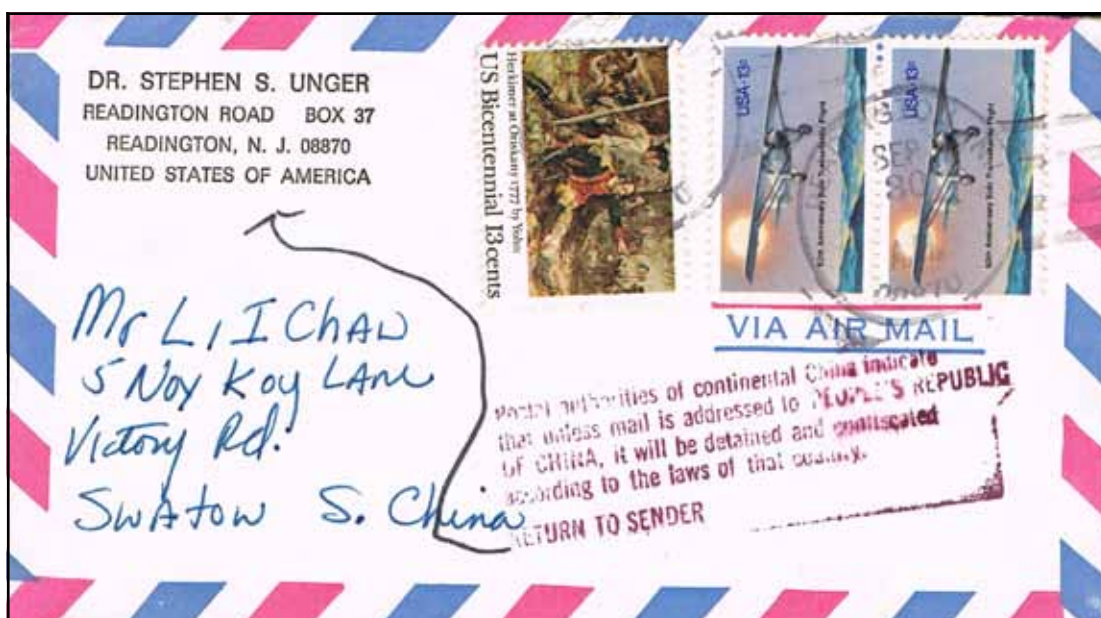




Figure 10: This cover went from Islamabad, Pakistan, to the State Department in Washington, D.C., to San Francisco, to Peking. It should never have gone into the normal mail stream.



Figure 11: Misaddressed to the nonexistent "Embassy of United States of America," this pre-1979 cutting from a printed matter envelope bears a message from the government of the People's Republic complaining that the address was inaccurate.

Department, where the mistake would have been recognized and the letter put into the diplomatic pouch for delivery in Peking. However, it appears that the exchange office simply added "Peoples Rep of China" in pen, and sent it onward; ignoring the fact that it also needed postage as the State Department frank was valid only for domestic mail.

A Chinese marking on the front, and a (mostly unreadable) receiving cancellation on the back, shows that the letter was received in Peking where it was processed by the PRC's Branch 90, which handled all diplomatic mail, and delivered to the USLO.

How sensitive could the Chinese be? Full diplomatic relations at the level of exchange of ambassadors did not occur until Jan. 1, 1979.

From 1973 until 1979, representation was maintained as liaison offices. These were embassies in all but name; but a name that held much meaning as evidence of full U.S. recognition of the legitimacy

of the PRC to govern Mainland China. Until normalization, the United States recognized only the Nationalist government on Taiwan as the legitimate authority for China.

The cover in Figure 11 was sent from Hong Kong prior to Jan. 1, 1979 to the "Embassy of United State of America" in Peking. The ever-sensitive Chinese postal employees at Branch 90 added the "educational sticker" that reads: "The receiving unit's name does not correspond to its actual status. Please inform the sender to note this and correct it."

My thanks to Louis Fiset (a leading student of suspended mail service) and Jerome Ogden (a former staff member of the U.S. Liaison Office, Peking, for information used in this article.

If you have comments, questions, or other examples to share, please contact me at: John Hotchner, POB 1125, Falls Church, VA 22041, or by e-mail at jmhstamp@verizon.net.



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#10 Cover Album

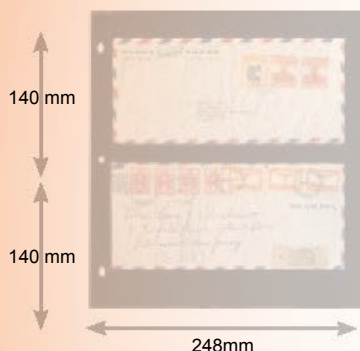
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- Same with all-clear pages (holds 100 covers or 50 viewed from both sides)

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Cover Album

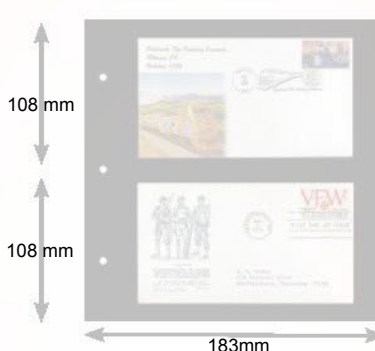
- Album with 25 pages (page size 8⅞x9") Available in: **Blue, Black, Wine Red**

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ZGK-838A \$31.17, **\$23.38**

- Same with all-clear pages (holds 100 covers or 50 viewed from both sides)

ZGK-838AC \$31.17, **\$23.38**



Euro Cover Album

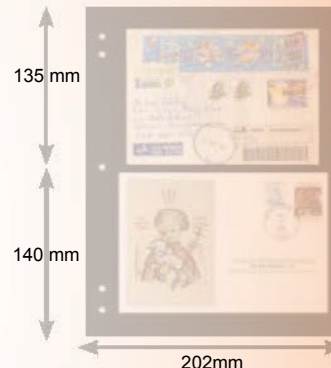
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Postcard	6¼x4"	(153x98mm)	ZGK-836CU	26.61	21.29	199.58
U.S. Covers	7¼x4⅞"	(182x103mm)	ZGK-838CU	30.40	24.32	228.00
European Covers	8x5¼"	(197x128mm)	ZGK-850CU	36.48	29.18	273.60
European Covers #2	7¼x5¼"	(183x128mm)	ZGK-850CU1	36.48	29.18	273.60
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United States Post Offices

This column features United States post office photographs from the collection of the Post Mark Collectors Club's Margie Phund Memorial Postmark Museum and Research Library, which is located in the historic Lyme Village near Bellevue, Ohio. The museum has more than a million and a half postmarks from all over America and a photograph collection of more than 50,000 United States post offices. Both are the largest collections in the world. Information about PMCC, the museum and more post office views are available at www.postmarks.org.

Georgia Post Offices

By Steve Bahnsen

These photographs are of post offices from Georgia and come from cities large and small. A variety of people took these over the years. The PMCC Museum's collection has more than 1,050 pictures from Georgia. They range from black and white views from the 1970s to color digital photos from 2014.



Shady Dale Post Office, Casper Co., 1994



Mershon Post Office, Pierce Co., 1992



Oakfield Post Office, Worth Co., 2012



White Oak
Post Office
Camden Co., 1988



Nicholson Post Office, Jackson Co., 1997



Plains Post Office, Sumter Co., 2012



Oliver Post Office, Screven Co., 1997



Sharon Post Office, Taliaferro Co., 1997



Ty Ty Post Office, Tift Co., 2001

Embry Hills
Post Office,
De Kalb Co.
2013



Oakman Post Office,
Gordon Co., 1976



Varnell Post Office, Whitfield Co., 1999



Sasser Post Office, Terrell Co., 1990

Georgia Post Offices



Poulan Post Office, Worth Co., 1999



Pulaski Post Office, Candler Co., 2006



Wrightsville Post Office, Johnson Co., 2012



McCaysville Post Office, Fannin Co., 2006

Atlanta Post Offices

By Steve Bahnsen

Today, there are 49 stations and branches as part of the Atlanta postal system. Of these, 22 are within the city limits, including those shown here.

My first visit to Atlanta occurred in May 2013. I was totally impressed by its postal architecture. Virtually every office I went to had been modernized to the point of being stylish.



Atlanta, Fulton Co., 2013



Atlanta Civic Center Sta., 2013



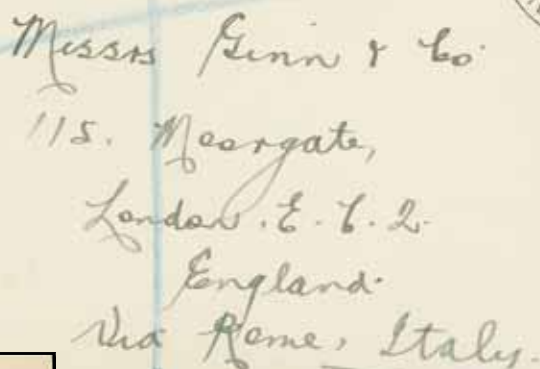
Atlanta Little Five Points Sta., 2013



Atlanta Pharr Road Sta., 2013



Atlanta Old National Sta., 2013



(Gary Lyon is president of Eastern Auctions,
POB 250, Bathurst, NB, Canada E2A 3Z2)

[illegible]

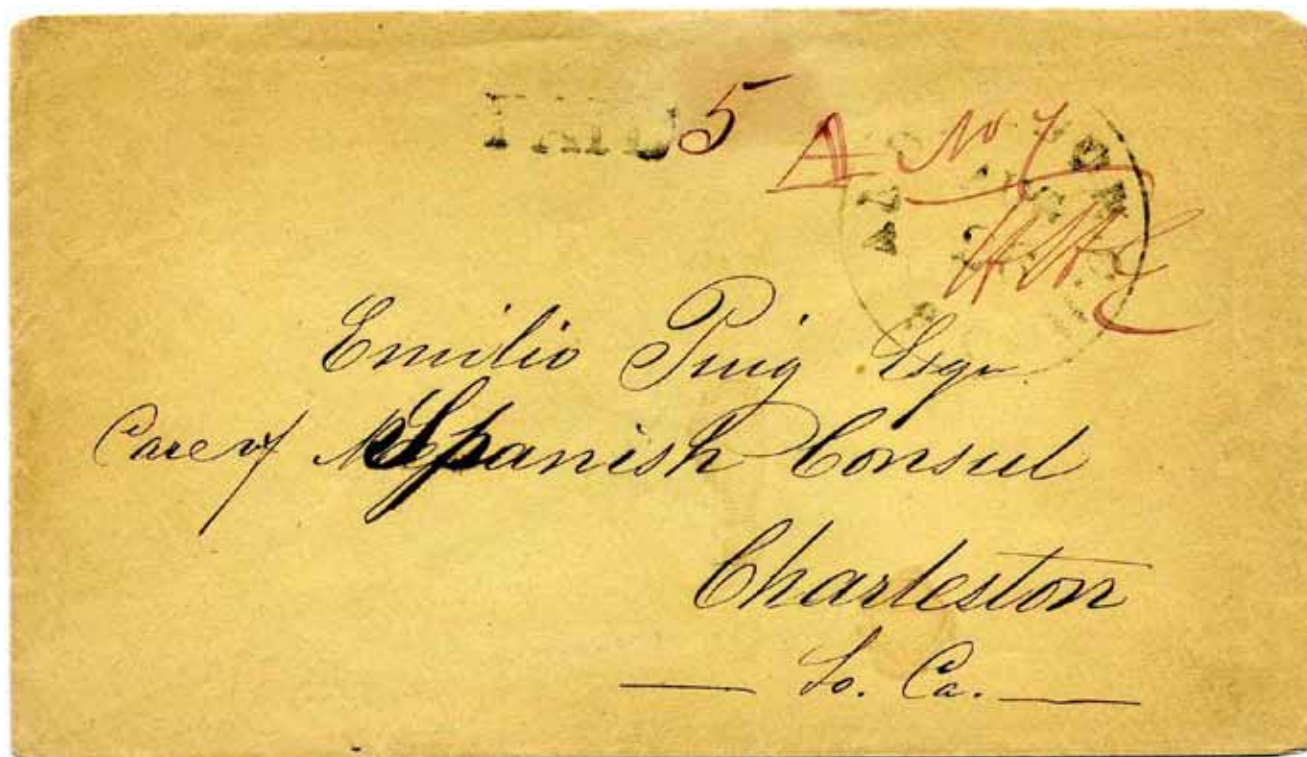


Figure 1: What appears to be a simple Confederate stampless cover from Anderson C. H., S.C. is actually a coveted prize court cover. It bears the magenta manuscript court docketing and initials HHE of Henry H. Elliot, the New York Prize Court commissioner.

Civil War Prize Court Evidence

By Patricia A. Kaufmann

Civil War blockade-running could be a highly profitable enterprise. The outbound ships carried compact, high-value cargo while inbound vessels brought rifles, medicine, brandy, lingerie and coffee. It is estimated that two round trips a month, which incurred \$80,000 in wages and expenses, generated \$250,000 in revenue. If captured, the officers and crew of the capturing ship divided the spoils after adjudication by a prize court.

Under international maritime law as it existed before, during and exists since the Civil War, a blockade was lawful and recognized in law only if (among other criteria) it was imposed by one sovereign nation against another sovereign nation as part of an officially declared war. Since the United States refused to recognize the sovereignty of the CSA, declaring the confederacy to be in a state of rebellion, not war, the blockade was unlawful. Therefore, every ship captured by the Union Navy and taken as a prize of war should have been found by the court to have been unlawfully taken as a result of an act of piracy by one nation (United States) against the commerce of

another sovereign nation, e.g., Spain or Britain. The vessels should all have been returned to their owners with payments for damages incurred as a result of the official piracy.¹

Prize courts were common in the 17th through 19th centuries during times of American or European naval warfare. A prize court had jurisdiction over all captures made in war on the high seas. A prize court could order the sale or destruction of the seized vessel and the distribution of any proceeds to the captain and crew of the seizing ship.

Today, pursuant to Title 10 of the United States Code, the United States district courts have exclusive jurisdiction in prize cases, but due to changes in the nature of naval warfare, no prize cases have been heard since the statutes were adopted in 1956.²

The cover shown in Figure 1 appears to be a simple stampless cover from Anderson C. H., S.C. dated Aug 26 [1861]. The date is easily determined by the 5-cent Confederate postage rate that appears in manuscript next to a straightline PAID marking to the left of the postmark. The only month of August with

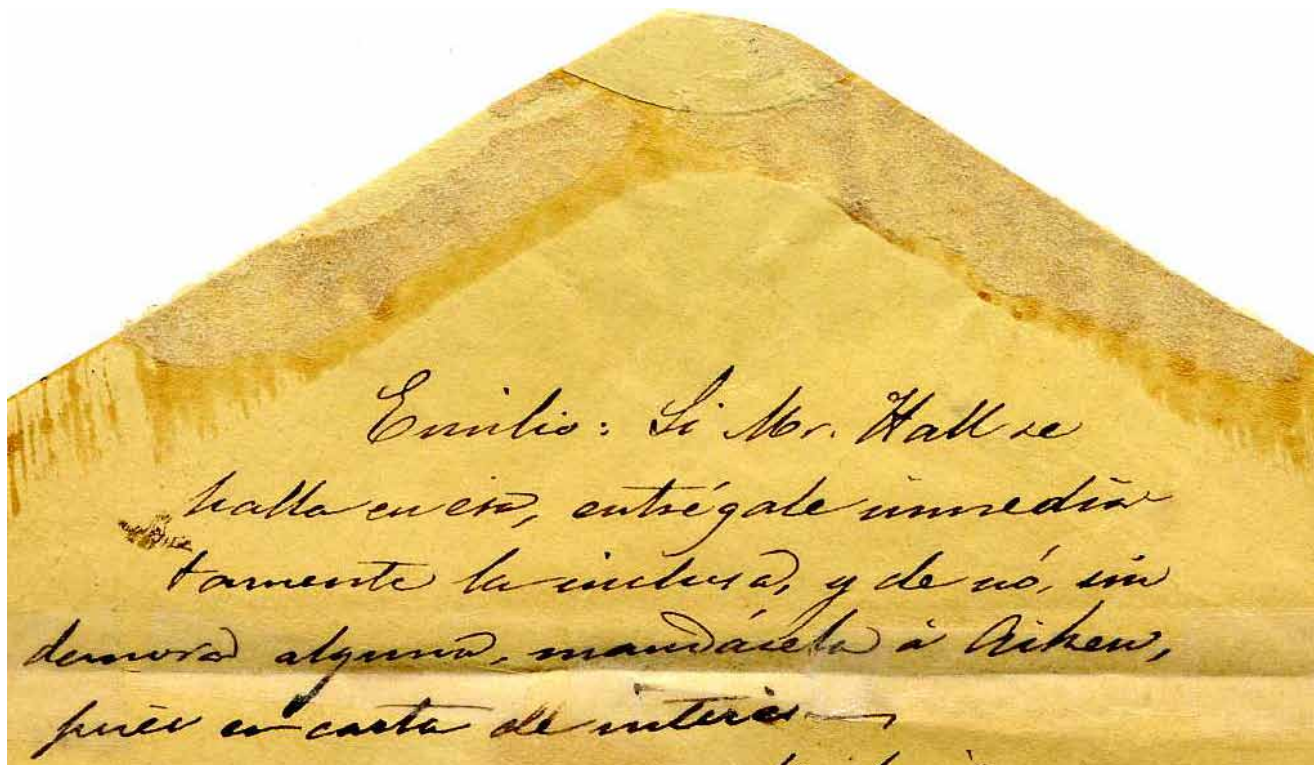


Figure 2: Under the backflap of the cover is a note in Spanish to addressee Puig signed Malga. Victor Malga was a cousin of Puig and in the import/export business in Havana, Cuba.

this rate was the first year of the war, 1861. The cover is addressed to “Emilio Puig, Esqr., Care of Spanish Consul, Charleston S.C.” What makes this cover out of the ordinary is the magenta manuscript court docket of “A No 7 HHE.” Henry H. Elliot was the New York prize court commissioner who initialed the envelope as evidence in the case. This was one of the early prize court cases of the Civil War.

There was also a prize court in Philadelphia and evidence there was similarly docketed by Philadelphia Prize Court Commissioner Henry Flanders, a prominent maritime lawyer married to a South Carolina lady.³

It was not until 1997 in the “Prize Court Covers” article by Joseph T. Holleman in *The Confederate Philatelist* that Confederate students came to a better understanding of the telltale magenta markings. Holleman’s tenacity and research skills finally explained the unusual docketing on these covers.

Under the back flap is a note in Spanish (Figure 2) to Puig signed “Malga” which translates, “Emilio, If Mr. Hall is in Charleston, deliver the enclosed letter to him immediately and if he is not, send it without any delay to Aiken, as it is an important letter.” Addressee Emilio Puig was a Spanish citizen and a prominent Catalán businessman who lived in Charleston and was involved in prize court cases both in 1861 and 1863.

Undoubtedly more often than just these two instances, he smuggled mail and important dispatches from Charleston to Cuba aboard blockade vessels. Victor Malga was also captured twice.⁴

Emilio Puig was a cousin of Malga. V. Malga & Co. of Havana, Cuba, was in the import/export business and was connected with the W.P. Hall Co. Malga was a brother-in-law of Hall.

Their respective companies were involved in shipping, maritime trade and blockade running in and out of Charleston during the Civil War. William Peroy Hall is shown in the 1880 census as born in Cuba in 1835.

The magenta markings on prize court covers convert them from simple stampless covers to captured blockade-run rarities.

One should be cautious about buying documents with these same magenta court markings. While collector-cherished prize court covers were discarded by the courts more than a century ago and are legitimately on the market, the letters and documents were retained and are now in the National Archives. Unfortunately, some were stolen and have made their way into the open market. Such documents should be vetted through the National Archives before purchase.

Endnotes

- ¹ Patricia A. Kaufmann, personal communication with Steven M. Roth.
- ² Patricia A. Kaufmann, “The Lost Plate,” *The Confederate Philatelist*, July-September 2012, pp 16-22.
- ³ Patricia A. Kaufmann, Frank J. Crown, and Jerry P. Palazolo, *Confederate States of America Catalog and Handbook of Stamps and Postal History*, 2012, p. 205.
- ⁴ Joseph T. Holleman, “Prize Court Covers,” *The Confederate Philatelist*, July-August 1997, pp. 161-66.

(Trish Kaufmann is a fulltime dealer specializing solely in Confederate States stamps and postal history.)

The Prexies

A regular series of articles featuring postal history of the 1938 Presidential series, more commonly known as 'The Prexies.'



Figure 1: Mailed three days before the outbreak of war in 1939, this surface letter to Berlin marked *Bremen*, then *Normandie*, traveled by neither ship and ended up in the hands of French military censors.

The Letter that Missed the Boat—Twice

By Lawrence Sherman

The last days of August 1939 were the worst of times for Americans mailing letters to Europe, but the best of times for later collectors of World War II postal history.

There was fear of war, talk of war, and diplomatic and military actions that soon brought war. On August 21, the German foreign ministry announced the imminent conclusion of a Soviet-German nonaggression pact.

In Moscow on the 24th, Foreign Ministers Molotov and von Ribbentrop signed the pact that contained a secret protocol dividing central Europe between the two totalitarian regimes. Poland was about to be crushed. On the day the pact was signed, British diplomats in Berlin began burning secret papers while Adolf Hitler issued orders for his army to prepare its Polish invasion. On September 1 Germany struck. Two days later, Britain and France declared war on Germany.

In New York City, a mailer on the Upper West Side of Manhattan sent a surface letter to Berlin postmarked

August 29. A two-cent John Adams Prexie and three-cent Panama Canal issue paid the UPU rate from the United States. The intended Berlin address was neatly typed in black on the cover.

At the upper left, also neatly typed—but in red, and doubly underlined in red as well—was “Via s.s. *Bremen*!” Four inked lines crossed off these words. Why? The luxurious *Bremen*, pride of Norddeutscher Lloyd, the German steamship line (it had won the Blue Riband for fastest transatlantic liner speed when it entered service in 1929), had been ordered home.

On August 30 the liner left Pier 86 in New York City hurriedly and without passengers or mail. She sailed not for her home port, Bremerhaven, but for Murmansk, Russia, to avoid British cruisers somewhere on the high seas.

The mailer’s second choice of ship carriage—“Via s.s. *Normandie*!”—was neatly lettered in ink above the typed Bremen notation. National pride was at stake as swift transatlantic liners were developed in



Figure 2: After censorship, the letter was returned to sender in New York City.

the 20th century, and *Normandie* was the crown jewel of Compagnie Générale Transatlantique, the French Line. The ship claimed the prestigious Blue Riband transatlantic speed award upon entering service in 1935.

On Aug. 23, 1939, *Normandie* left Le Havre for New York City. She arrived on the 28th, was moored along pier 88, and was scheduled to get underway for return on the 30th. Fearing an encounter with German submarines, French authorities cancelled her departure that day. Booked passengers were transferred to Cunard-White Star's *Aquitania*, which left the evening of the 30th for Liverpool. *Normandie* was destined never to return to France.

Did *Aquitania* carry the letter? It is possible: the ship was often referred to as RMS (Royal Mail Ship) *Aquitania* for the large load of mail it carried on its transatlantic route. But there is no evidence of the letter arriving at a British port. Moreover, though *Aquitania* arrived a few days after the invasion of Poland, and British censorship of the mails was well underway, the letter was not censored.

In which ship, then, did the letter travel to Europe? Most likely, the carrier was a ship of the American Export Line (AEL), the largest U.S.-flag shipping company operating cargo services between the United States east coast and Mediterranean ports between 1919 to 1977.

AEL's four transatlantic vessels offered regularly scheduled passenger and cargo (including mail) service between New York and Lisbon and Mediterranean sites,

including Gibraltar, Marseille, and Genoa. Steamships *Excalibur*, *Exeter*, *Excambion*, and *Exochordia* were the quartet of alliteratively named ships of the export line.

The Berlin-addressed cover likely traveled on one of these four ships, was removed (along with all Germany-bound mail mailbags) in Marseille when it arrived after September 1, and handed over to Controle Postal Militaire. Opened by a military censor in Narbonne (WL452 handstamp), the cover was also handstamped on its front, "Voir Au Dos" (Look at the back), and on its back, "Retour/a L'Envoyeur."

Michael Deery, in his book, *Return to Sender: Devices Used to Identify Service Suspended Mails During WWII*, pages 16-17, lists 18 covers to Germany with the same "RETOUR" device applied in France; 12 of them also have the "VOIR AU DOS" directive on the front. The book reports that these devices were in use on covers postmarked from July 29 through Nov. 6, 1939.

Finally, the letter returned to its sender in the neutral United States just as it had traveled to Europe, on an unknown ship that likely had never been considered for the Blue Riband award.

(Lawrence Sherman, M.D., the author of *United States Patriotic Envelopes of World War II, lives in San Diego. For readers who share an interest in United States mail to foreign destinations during World War II or the postal history aspects of World War II U.S. military medicine, he can be reached by e-mail at: larrysherman@san.rr.com*)

The New North Carolina Postmark Catalog

By Richard F. Winter

In the Summer 2005 (Whole No. 91) issue of the *North Carolina Postal Historian*, the “President’s Message” announced that work had begun to assemble information to document 20th and 21st century North Carolina postmarks and to incorporate them into the existing catalog of North Carolina postmarks.

In 1996, the North Carolina Postal History Society had published a four-volume set of books titled, *Post Offices and Postmasters of North Carolina*. These carefully prepared books, under the editorial leadership of Vernon S. Stroupe, documented not only the post offices and postmasters of 6,915 different post offices in North Carolina from the pre-revolutionary times to modern times, but also illustrated all the known postmarks from these offices used before the 20th century. The tracings were made by Stroupe.

For the past eight years, a long-term project has been underway to update that catalog with new postmark information from the 19th century and to add the known postmarks from the 20th and 21st centuries.

Since it would take many years to complete this work, the North Carolina Postal History Society decided to share the information in the new catalog as it was being developed, county by county. In this way we hoped to make readily available the postmark data for the 100 counties of North Carolina without having to wait until the whole catalog was completed, a time period estimated to be more than 10 years.

In the *North Carolina Postmark Catalog Update*, the format used comes from the original catalog. Each post office is listed alphabetically within a county along with all the postmasters of the county post offices. Also shown are all the known postmarks of those offices.

For each postmark, we provide either the black and white tracing from the original catalog or color scans of new markings made from actual postmarks, if available.

A small quantity of the “color scans” are from black and white photocopies because that format was the only information available to us.

Each marking will show a new type number, sometimes different from the original catalog number, the dimension of the marking, the color of the marking, and the dates of use that we have observed. The listed markings include any new 19th century markings as well as the more modern ones not previously listed.

These include the following cancel types: Doane, 4-bar, machine, station, branch station, rural station, temporary station, received, R.F.D., registered, machine service, general delivery, special delivery, parcel post, M.O.B., C.O.D., and third class.

Each county catalog has been created in a separate PDF file that can be viewed online and downloaded, if desired. The entire project is available from the North Carolina Postal History Society web site: www.ncpostalhistory.com.

A separate tab on the Home page leads to the catalog update project. The files are reasonably sized and can be downloaded easily for users with high speed Internet access. All the data from the original catalog is presented along with the added new information. The rights to the digital information contained in these files belongs to the North Carolina Postal History Society; therefore, any use other than personal use is prohibited without the consent of the North Carolina Postal History Society.

In determining the classification types of the new markings, we have used the classification systems that have been published by a number of 20th century postal historians.

The classification of duplex metal handstamps was published by Richard W. Helbock and Dan Meschter in the May 1988 *La Posta*. The Doane and 4-Bar postmark classifications were published by Doug DeRoest in the September 1990 *La Posta*.

Tony Crumbley, who maintains the Doane database for North Carolina, has provided the latest information on North Carolina Doane cancels.

The machine cancellation types have been validated by members of the Machine Cancel Society. This society has shared with us the current information of North Carolina machine markings from their extensive database of United States machine cancels.

An important part of the new information for this catalog has come from the Postal History Collection at the North Carolina State Archives. The archives staff has actively supported this project from its start.

In addition, almost all the important 20th century data has come from the Post Mark Collectors Club Research Center in Bellevue, Ohio, where they maintain the largest postmark collection found anywhere in the world.

Additional update information has come from the massive records maintained by the editor of the previous catalog, Vernon Stroupe, who never stopped collecting information about North Carolina postmarks and graciously shared this data until his untimely death in 2006. Finally, a large number of new markings have come from collectors, such as Tony Crumbley, whose extensive collection of North Carolina postal history is unparalleled.

GREENSBORO

Greensboro,' Greensborough, Greensboro

(Guilford)

Robert Johnson	14 Aug 1810
Simeon Gearin	12 Oct 1810
Gearin appointment rescinded	18 Jan 1811
Robert Johnson continued	18 Jan 1811
James Johnson	20 Sep 1815
John A. Mebane	11 Dec 1822
I. J. M. Lindsay	13 Sep 1833
Wilson S. Hill	3 Dec 1845
William Gott	28 Feb 1849
Levi M. Scott	15 Jul 1851
Branson G. Graham	15 Aug 1853
Spelling changed to Greensborough	1858 ledger
Branson G. Graham	15 Aug 1853
B. G. Graham, CSA	3 Jul 1861
James E. Thom, CSA	18 Oct 1862
CSA office closed on or before	30 Apr 1865
Jonathan D. White	23 Jun 1865
George H. Gregory	22 Jul 1885
Jonathan D. White	2 Aug 1889
Name changed to Greensboro	14 Dec 1893
James W. Forbis	14 Dec 1893
Tyre Glenn	21 Jan 1898
Robert D. Douglas	11 Jul 1906
A. Wayland Cooke	5 Jan 1916
Roscoe C. Chandley	5 Jan 1922
John W. Coleman	1 Feb 1934
Joseph Tracy Moore, Acting	22 Mar 1939
Joseph Tracy Moore	5 Aug 1939
Robert E. Sharpe, Acting	30 Dec 1966
Robert E. Sharpe	8 May 1967
Henry B. Fountain Officer-In-Charge	19 Dec 1972
Henry B. Fountain	2 Jun 1973
Peter A. Bernard Officer-In-Charge	2 Jan 1976
Gene L. Hodges Jr. Officer-In-Charge	7 May 1976
Robert L. Hodges	5 Jun 1976
Willie H. Hathman Jr. Officer-In-Charge	4 Oct 1980
Robert J. Sheehan 2	4 Jan 1981
Lyle F. Ames Officer-In-Charge	9 Jul 1982
Rudolph Dean Buchanan	5 Feb 1983
Charles A. Ward	21 Jul 1984
William J. Henderson	29 Mar 1986
Enola C. Mixon Officer-In-Charge	7 Nov 1992
Enola C. Mixon	26 Feb 1992
James F. Tarter Officer-In-Charge	9 Jun 2004
James F. Tarter	21 Aug 2004

Greensboro

Manuscript

26 Feb 1812

20 Oct 1821

Greensboro
Nov. 12

Manuscript

12 Nov 1823

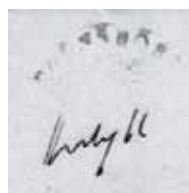
18 Nov 1826

Greensboro
Apr. 26

Manuscript

26 May 1828

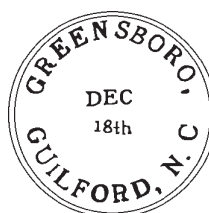
9 May 1833



Type 1

Partial handstamp Black

10 Jul 1832



Type 2

29.5 mm Black

20 Dec 1833

20 Feb 1834



Type 3

30 mm Black

(Guilford, N.C. inverted)

7 Jul 183x

PAID

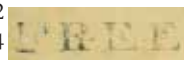


Type 4

30.5 mm Red

24 Sep 1834

1 Jul 1851



30 mm Blue

2 Jan 1836

20 Jul 1850



Type 1



2 Type 3

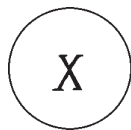


Type 2

30 mm Black

6 Feb 1846

19 Jul 1848



Type 1



Type 2

Figure 1: A typical page from the digital catalog. Greensboro (Guilford County) is one of the separately created city files, showing integration of postmarks from original catalog (black & white tracings) and new markings (color scans). The postmaster listing has been updated (the original listing stopped at 1967) and postmark sizes, color and dates of use have been added.

ASHEVILLE

Asheville, Ashville (Cont.)

(Buncombe)



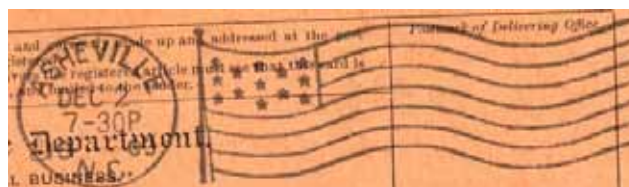
Type 11
28 mm Black
Metal Duplex Type G
27 Oct 1890
30 Oct 1895



Type 12
24.5 mm Black
Metal Duplex Type E2
9 Dec 1895
23 Feb 1919



Type 13
21.5 mm Black
American Machine
Type B14 (1)
18 Sep 1899
21 Feb 1903



Type 14
21.5 mm Black
American Machine
Type B14
1 Apr 1903
11 Feb 1906



Type 15
22 mm Black
American Machine
Type B14 ()
6 Mar 1905
3 Nov 1909



Type 16
25 mm Black
Metal Duplex Type E2
(Numerals 1 and 2)
19 Jul 1907
3 Nov 1923

Figure 2: Another typical page of the new digital catalog for Asheville (Buncombe County), also a separately created city file, showing a mixture of duplex handstamps and machine cancels used at the turn of the century.

The status of the *North Carolina Postmark Catalog Update* as of March 2014 is:

- a. Counties developed—67 of 100 counties
- b. Separate files for major cities—four of five or six cities planned
- c. Catalog pages created—3,770 pages
- d. New markings not previously listed—14,654 markings
- e. Estimated time to complete—six years

As the development of the catalog has progressed, many new sources of information have come available. As a result, many of the earlier-produced county files will be significantly revised. These updates are being made periodically along with the development of new counties. To identify when changes have been made, each county file on the website is dated.

Our desire is that interested collectors will examine the listed markings against their collections.

Where new postmarks are found, such as dates of use, color, etc., we hope that this new information will be submitted for consideration to be included in the catalog.

If you wish to report new postmarks, please make a 300 dpi color scan as a jpeg file or a high resolution color photocopy of the marking and send to the address shown, either electronically or by regular mail.

Please make certain that the new postmarks show 100 percent of the actual marking size. This way the data can be incorporated into the catalog, if needed. Questions or inquiries are invited.

We know of no other state cataloging effort that is as comprehensive as the one for North Carolina. We welcome input from everyone.

Please send your data to: Richard F. Winter, 5432 Geneva Terrace, Colfax, NC 27235; E-mail: rfwinter@triad.rr.com.

Manteo (Cont.)	(Dare)
	<p>Type 13 21.5 mm Black International Machine Type J400 (The Lost Colony/375th Anniversary/July 1-Sep 2) 8 Jan 1962 6 Jul 1962</p>
	<p>Type 14 21 mm Black International Machine Type Hz30 (27954) 16 Feb 1966 13 Aug 1981</p>
	<p>Type 15 21.5 mm Black International Machine Type J26 (National Parks/Centennial Year/1872-1972) 10 Mar 1972 25 Apr 1972</p>
	<p>Type 16 32.5 mm Black 1963 Type F/2 4-Bar (27954) 21 Nov 1973 13 Jul 1984</p>

Figure 3: Part of a page from Dare County illustrating Manteo postmarks from the 1960s and 1970s. They show a variety of different canceler types, including regular and slogan cancels, and a 4-bar cancel.

I AM STILL BUYING—JUST DON'T ASK WHY!!!

OKLAHOMA AND INDIAN TERRITORY COVERS
WEATHER FORECAST BACKSTAMPS
U.S. DESPATCH AGENT AND AGENCY MARKINGS
19th CENTURY U.S. FANCY CANCELS
PRIVATE PERFS ON COMMERCIAL COVERS
“CROSBY” POSTMARKS—Any State (Not Crosby cachets—No, we were not related)

COVERS ADDRESSED “IF NOT DELIVERABLE TO ADDRESSEE, PLEASE HAND TO _____”
(THE WEIRDER THE BETTER)

WILEY POST COVERS
A & M COLLEGE CANCELS AND
AGRICULTURAL EXPERIMENT STATION FRANKS
ILLUSTRATED MAIL PHOTOGRAPHY & RELATED
MULTICOLOR GUN COVERS
OKLAHOMA CIVIC ADVERTISING
MULTICOLOR A.B. SHUBERT, FUR BUYERS COVERS

POST CARDS
CHARLES M. RUSSELL
BUSTER BROWN
YELLOW KID
OKLAHOMA STREET SCENES

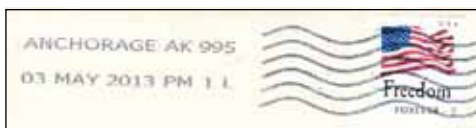
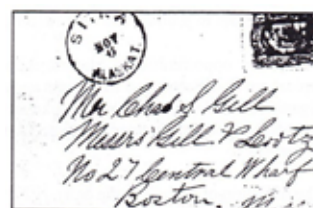
JOE CROSBY
5009 BARNSTEEPLE CT., OKLAHOMA CITY, OK 73142-5405
E-mail: joecrosby@cox.net

Alaska Collectors' Club

Postal History on the last frontier



Alaska Postal History,
From the earliest

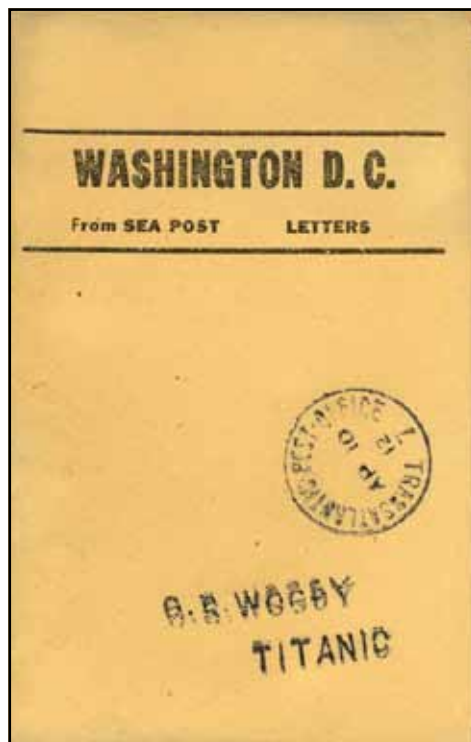


To the latest

The Alaska Collectors' Club is dedicated to developing a wider interest in the study and preservation of Alaska's Postal History. We have members in all aspects of Alaska postal history from the first covers to the latest events

Dues \$15 per year.
Information available from:
Eric Knapp
Secretary/Treasurer
4201 Folker Street, Unit C102
Anchorage, AK 99508-5377
E-mail: eknapp@gci.net

Kelleher's February Fire and Ice Auction



Shown are two of the featured items in Kelleher Auctions' February 12 "Fire & Ice' Zeppelins, Aerophilately & Titanic" auction. The lot descriptions and prices realized are included. The Kelleher Auctions website is at www.kelleherauctions.com.

Lot 401

Facing Slip from Oscar Scott Woody, postal clerk on board R.M.S. *Titanic*, April 10, 1912, recovered from his body and stamped with his name. This slip marked mail going to "WASHINGTON D.C./From Sea Post Letters," and bears the postmark "Trans Atlantic Post Office/AP 10 / 12" & "TITANIC / O.S. WOODY" two-line personal handstamp, 3-1/8 in. x 5 in. (8 corner margin. x 12.7 corner margin.), Extremely Fine, a similar slip from mail from NY realized \$21,250. Estimate \$10,000-15,000; Unsold.

Facing slips were used on board royal mail ships to mark bundles of mail by their destination. They allowed the postal clerks to organize mail and account for any sorting errors. As required by the postal service, Woody stamped his name on his slips so that any errors in sorting could be charged to him. On the night of April 14, 1912, O.S. Woody and the other four postal clerks were celebrating his 44th birthday, but after the ship hit the iceberg they refused to leave their post and struggled to save the mail in their charge. They were last seen carrying sacks of mail from G deck to C deck to save it. All five men perished in the line of duty, only two of their bodies were recovered, Mr. Woody and Mr. March, both Americans. President George W. Bush signed a bill on June 25, 2004, designating the USPS facility at 223 South Main Street in Roxboro, N.C., as the "Oscar Scott Woody Post Office Building."



Lot 416: Mexico, 1935, Los Angeles-Mexico-Newark-New York, Amelia Earhart Flown and Signed. Cover leaving Los Angeles on April 19, 1935 franked with (Scott C7) and arriving in Mexico on April 20 and franked with a 40-cent airmail stamp and returned to Newark where it was franked with 18 cents (Scott 696, 720) for carriage to New York, signed "Carried by air Amelia Earhart." One of the few covers that were actually carried by Earhart on both her solo flights. Extremely Fine and rare. Estimate \$4,000-6,000; Realized \$3,442.

Postcard Pursuit

By Charles A. Fricke

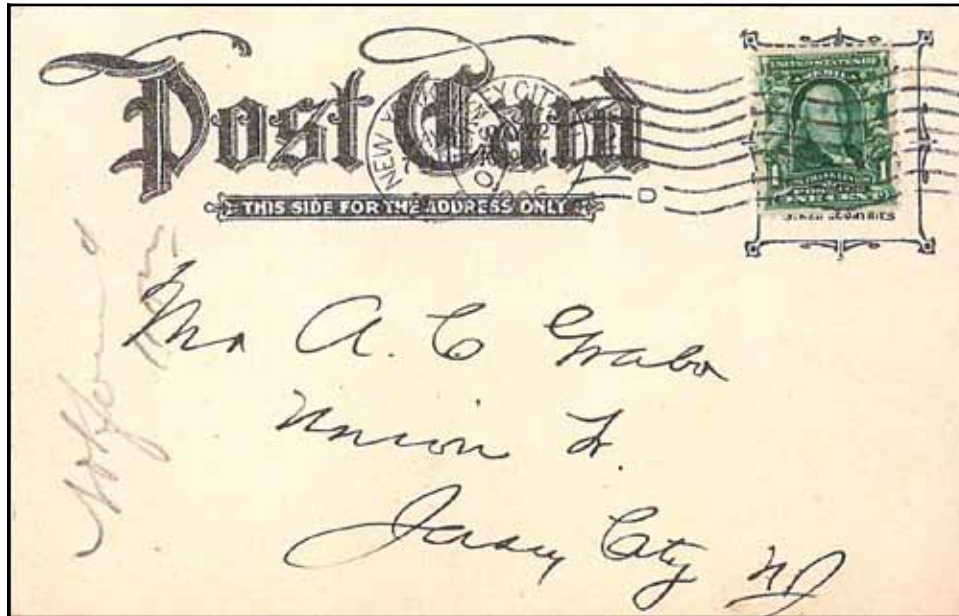


Figure 1: A postcard mailed in 1906 from Station O in New York City to Jersey City, N.J. The manuscript notation at left is “Not found.”

A HAPPY THOUGHT Postcard

The HAPPY THOUGHT postcard shown in Figure 1 was mailed with a one-cent Franklin stamp (Scott 300) and postmarked “New York, N.Y. Sta. O, May 22, 7:30 pm, 1906, D.” The card is addressed to “Mr. A. C. Grabo, Union (?), Jersey City, N.J.”

With a receiving postmark of “Jersey City, N.J., May 22, 10:30pm, 1906” and a pencil notation “Not found 11am.”

Looking at the nondescript postcard certainly does not indicate that it is anything more than an ordinary postcard.

But the other side of the postcard, shown in Figure 2, leads to some conjecture. Is it a funny postcard or something else?

The two figures feature a lady dressed in all of her finery with an outstanding hairdo, while the elegantly dressed gentleman, wearing a top hat and diamond stickpin, evidences their wealth.

The illustration shows the wife holding an outsized package of “Happy Thought, Ribbon Cut, The Clean Chew, Chewing Tobacco.”

The message above the two figures says it all:

*The secret of a wife's success
Is this—she always ought
To greet her husband with a smile
And buy him “HAPPY THOUGHT”
Kind regards (in manuscript)*

A question about the advertisement is why they would show an elegantly dressed and obviously wealthy husband and wife and have her offering him a package of chewing tobacco.

Since chewing tobacco is usually associated with the lower class, why would this type of advertising postcard incite a person to buy HAPPY THOUGHT chewing tobacco based on a concept of a wealthy man chewing tobacco on a regular basis?

While my original thinking about the HAPPY THOUGHT postcard was that, because of the layout, it was a comic type of postcard, as it turns out it is really an advertising postcard for HAPPY THOUGHT chewing tobacco.

The HAPPY THOUGHT chewing tobacco was produced by the firm of Wilson & McCallay Tobacco Co., located in Middletown, Lemon Township, Butler County, Ohio. The firm had general offices and a warehouse in Chicago.

The business was established in 1870 and, since the postcard is dated 1906, it probably was a growing business. Somewhere along the line the company probably consolidated with another tobacco firm.

Be that as it may, the HAPPY THOUGHT advertising postcard is without a doubt a most unusual tobacco related postcard by its presentation of a wealthy man who enjoys chewing tobacco.

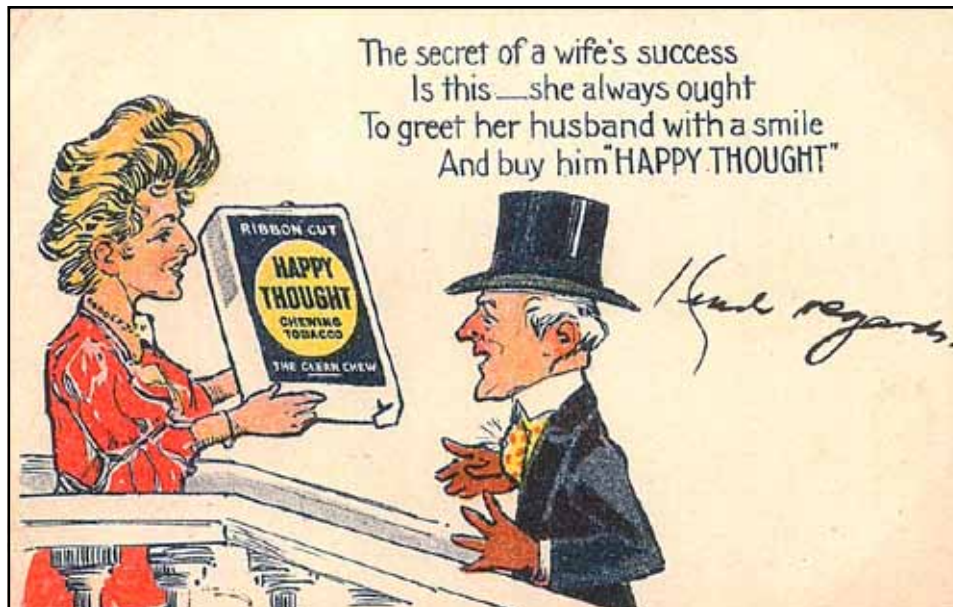


Figure 2: The reverse of the Figure 1 postcard showing an upperclass woman presenting her husband with a box of HAPPY THOUGHT chewing tobacco.

With the general offices and warehouse located in Chicago and the factory and office located in Middletown, Ohio, how come the postcard was mailed from New York City?

Was the promotional advertising postcard given away with a purchase of HAPPY THOUGHT by the proprietor of a tobacco shop or was there some other method of distribution?

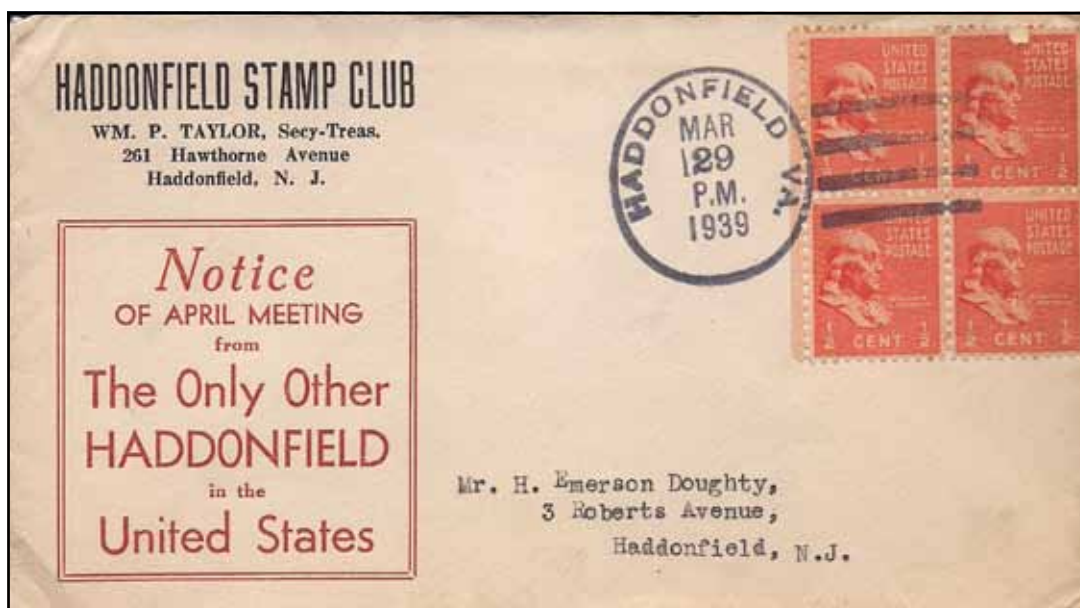
Another question is how did the postcard survive

through the years when it was a “Not found” piece of mail? As such, the real purpose of the HAPPY THOUGHT advertising postcard got lost in the shuffle. But here it is, more than 100 years later as a part of the social structure to which it belongs.

(Charles A. Fricke, the 1981 American Philatelic Society Luffaward recipient for distinguished philatelic research and a longtime postal card specialist, lives in Jenkintown, Pa.)

The Odd Lot

A Haddonfield Stamp Club Event Cover



In March 1939, The Haddonfield (N.J.) Stamp Club had some fun with preparing the announcement for their April meeting by having it postmarked in Haddonfield, Va. The cachet explains that the notice was mailed from, “The only other Haddonfield in the United States.”



Figure 1: The dedication cover cachet incorrectly notes that the Schofield Barracks Post Office was discontinued on June 30, 1919, and became a station of the Honolulu Post Office on July 1, 1919. Based upon *POD Postal Bulletins* of that era, the correct information is that the Schofield Barracks Post Office discontinued operations on June 30, 1920, and became a station of the Honolulu Post Office on July 1, 1920. Albert P. Lino, who at the time was postmaster at the Honolulu Post Office, served from June 30, 1939, to Aug. 31, 1958.

The Schofield Barracks, Hawaii, Post Office

By Paul Petosky

Schofield Barracks is a U.S. Army installation located in Honolulu that was established in 1908 and built in 1909. Its main purpose is to provide a base for the U. S. Army dedicated to the mobile defense of Hawaii, particularly Pearl Harbor.

Schofield Barracks was named after Lt. Gen. John M. Schofield. He was a recipient of the Medal of Honor and served as Secretary of War in 1873 and commanding general of the United States Army from 1888 to 1895. He had been sent to Hawaii in 1872 and had recommended the establishment of a naval base at Pearl Harbor.

During the Dec. 7, 1941, attack at Pearl Harbor, as Japanese planes bombed and strafed nearby Wheeler Field, some of the enemy planes may have made passes at Schofield Barracks but the 25th Infantry Division staff duty journal, with one exception, makes no mention of Schofield Barracks being fired upon.

Today, Schofield Barracks is still home to the 25th Infantry Division (the Tropic Lightning Division), as well as the headquarters for the United States Army Hawaii and the 8th Theater Sustainment Command.

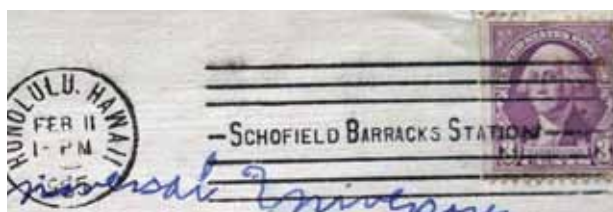
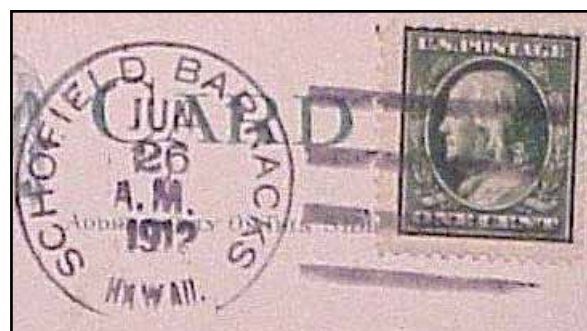
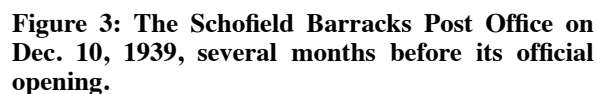
The post office was originally established on May 21, 1910, as “Schofields Barracks” in Honolulu County, Territory of Hawaii with Mrs. Minnie Goldsburg as its first postmaster. The name and spelling were changed to Schofield Barracks on April 1, 1911.

The Schofield Barracks Post Office discontinued operations on June 30, 1920 and converted to a station of the Honolulu Post Office on July 1, 1920.

The current Schofield Barracks Post Office (still a station of the Honolulu Post Office) was dedicated on Feb. 21, 1940. It is located at 1 Schofield Barracks in Building 258, and uses ZIP code 96857.

The thick columns and red-tile roof reflect a Spanish-American style that was an exception to the Art Deco construction trend being used on Schofield Barracks in the late 1930s.

My special thanks to Stephen A. Kochersperger, USPS senior research analyst in Washington, D.C., and to Jack Weirs, the Pau Hana editor, *Hawaii Army Weekly*, U.S. Army Garrison, Hawaii Public Affairs Office, for their assistance in research and photos for this article.



POSTMARKS

Schofield Barracks, Hawaii, Postmasters

Mrs. Minnie Goldsburg.....May 21, 1910
Marion J. Borges.....July 13, 1913
William L. Hardy.....Sept. 5, 1918
Ernest G. Millard.....Dec. 31, 1919
to June 30, 1920



The La Posta Challenge

"The *La Posta Challenge*" offers readers the opportunity to dig through their collections to see if they have items that match the subject in each issue. Readers can send scans or photocopies, along with a brief description of the item, and we'll showcase the responses received by the deadline in the next issue. Readers should submit items to The *La Posta Challenge*, POB 6074, Fredericksburg, VA 22403; E-mail, pmartin2525@yahoo.com. Be sure to include your name, address and e-mail address.

A Most Unusual Auxiliary Marking

The Fourth Quarter 2013 *La Posta Challenge* was to find the most unusual auxiliary marking on a cover that originated in the United States or Canada.

Joe Crosby, from Oklahoma City, provided the only entry and it is shown at right.

Crosby reported that, "I have a fabulous purple large hand pointing cancel in a light bulb!

"I also suggest that we give a plug to The Auxiliary Markings Club (www.postal-markings.org) and its journal *Auxiliary Markings*."

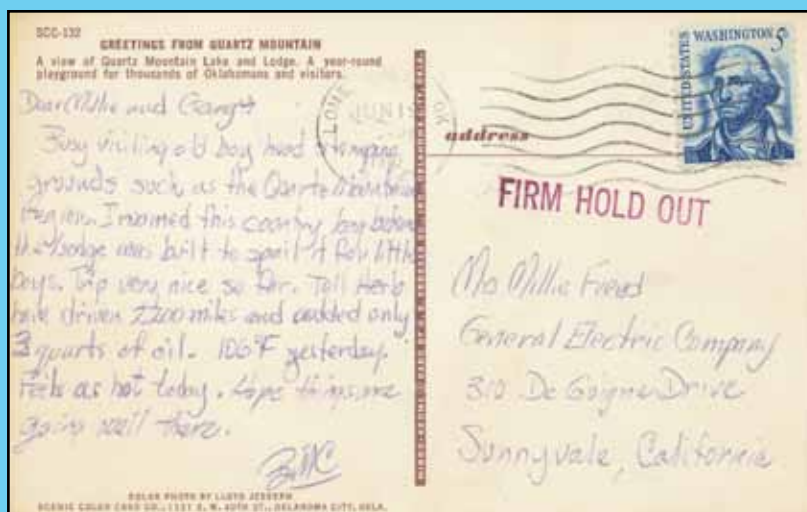
The last two *La Posta Challenges* have had a limited response, so we're mothballing this column until we get some more feedback about subjects that you would like to see or suggestions about how we can make the subject more enticing for readers to respond.



Provide your comments to the address at top of the page or via e-mail to: pmartin2525@yahoo.com.

A Special Purpose Marking for General Electric Company Mail

By Joe H. Crosby



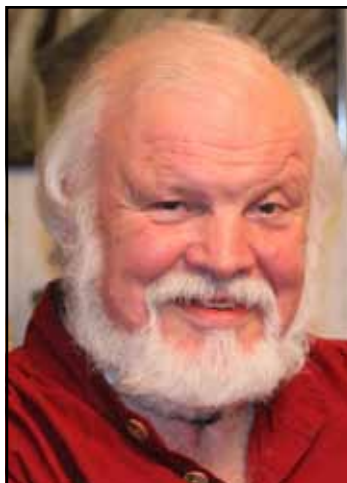
"FIRM HOLD OUT"—Is this an auxiliary marking for the National Football League? Probably not, although most years there are several players threatening to be firm hold outs, and some who even go through with it, like DeSean Jackson and Frank Gore in 2011.

This purple straightline marking appears on a picture postcard mailed at Lone Wolf, Okla., on June 19, 1970. It is addressed to: Mrs. Millie Freed/General Electric Company/310 DeGoigne Drive/Sunnyvale, California.

The "FIRM HOLD OUT" marking indicates that it was held out of the mail for delivery and put in the General Electric Company's firm box for their messenger to pick it up along with other company mail. I doubt that the postal clerk even noticed that the message, about camping out in Southwest Oklahoma in 106-degree weather, was purely personal and had nothing to do with General Electric Company business.



Charles Neyhart



Hank Berthelot



Richard Hemmings



Barry Jablon

Charles Neyhart Wins 2014 Richard Helbock Prize

By Peter Martin

Charles Neyhart was selected as the winner of the 2014 Richard W. Helbock Prize for his “The 1905 Portland, Oregon, Lewis & Clark Exposition Postal Stations” article that appeared in the Second Quarter 2013 issue of *La Posta*.

The 2014 Richard W. Helbock Prize is awarded to the best postal history article appearing in a 2013 issue of *La Posta: The Journal of American Postal History*.

Neyhart, who holds a PhD in business administration from Penn State, retired in 2001 as emeritus professor of business from Oregon State University and lives in Portland.

His article was an analysis of the impact of the 1905 Lewis & Clark Exposition on operations of the Portland Post Office and the postal markings left in its wake. For his win, Neyhart receives cash and prizes valued at nearly \$450. The runner-up and third place recipients also receive cash and prize awards.

Runner-up for the 2014 prize was “U.S. Foreign Offices’ Use and Handling of Fractions on Insufficiently Paid UPU Cards” by Henry J. (Hank) Berthelot (Second Quarter 2013 *La Posta*), a retired attorney who lives in the metropolitan New Orleans area.

Berthelot has a BS degree from the United States Military Academy and a JD degree from Tulane University’s School of Law.

For the last 50 years, Berthelot has focused on postal history, especially that involving U.S. postal cards. His article provided an easy to understand explanation for a very complex postal rate area.

Third place wound up in a tie between “Intoxicated Ground Zero” by Richard S. Hemmings

(First Quarter 2013 *La Posta*) of Stewartstown, Pa., and “Auxiliary Markings of the 1869 Three-Cent Pictorial Issue” by Barry Jablon (Fourth Quarter 2013 *La Posta*) of Los Angeles.

Hemmings, the winner of the inaugural Helbock Prize in 2013 with “New York City’s Cortlandt Street: One Way to the River,” returned in 2013 to complete his popular trilogy about New York’s Twin Towers District.

Jablon is an attorney in Los Angeles who specializes in the U.S. three-cent pictorial issue. He has written elsewhere about pastoral eclogues, *Lis Pendens* and life in East Asia.

Also receiving votes were: “The United States’ Large Grant Postal Cards Use in the UPU Mail” by H.J. Berthelot; “The Postage Meter Tips Off Mail Preparation” by David Crotty; “The 411 of 9/11” by Richard Hemmings; “First Battalion Florida Special Cavalry: ‘Munnerlyn’s Cow Cavalry’” by Patricia A. Kaufmann; and “The SMS *Kronprinz Wilhelm* Revisited” by Jesse Spector and Robert Markovits.

The selections were based on voting by the *La Posta* editorial staff and the Benefactor subscribers of *La Posta*.

The Richard W. Helbock Prize is named in honor of the founding editor of *La Posta* who died from a heart attack in 2011. Helbock founded *La Posta* in 1969 and continued to edit the journal for more than 42 years until his death.



Bill Helbock



Figure 1: A one-cent government postal card with a rare 1905 Udakta, Alaska, postmark.

A 1905 Postal Card From Dutch Harbor, Alaska

By Don Glickstein

Dutch Harbor, located in the city of Unalaska, Alaska, is the economic hub of the Aleutian Islands and the North Pacific rim. Its harbor is deep draft and ice-free year-round and it's become the nation's leading fishing port in terms of the value of the catch.

Nearly 4,800 people call Unalaska their permanent home, and the population doubles during peak fishing season. Moreover, it's a diverse population, with not only native Aleut (Unangan) people, but also whites, latinos, and Asians. The Museum of the Aleutians is one of the nation's respected small museums. Archaeological digs have found prehistoric sites that date back 8,000 years.

Because of its key location, it was a major military post during World War I. Twice the Japanese bombed Dutch Harbor. Because of its role during the war and its important native presence, Congress created the Aleutians World War II National Historic Area in 1996 to preserve the history and heritage.

Although it's off the beaten track, Dutch Harbor/Unalaska also attracts tourists, who like hiking in the bear-free hills and mountains that share the jagged, volcanic qualities of Hawaii—but with better views when it's not raining, foggy, or snowing, because there are no trees.

Back in 1905, Dutch Harbor/Unalaska was a quieter place with a population in the hundreds, not thousands.

Charles Sherriff Morley (1884–1959) of East Orange, N.J., passed through the area that year on his way back from Nome, where he participated in waning years of the Nome gold rush. He was 21. While in

Nome, he experienced a major fire that destroyed 60 buildings, including City Hall.

Morley's great grandfather was a Revolutionary War soldier from Pennsylvania; his father was a Civil War veteran who worked as a tailor. Morley himself had four siblings, all sisters, and they grew up in East Orange, just west of Newark. When his father died, he dropped out of school after finishing the eighth grade to help support the family.

"Both of my grandparents were very poor when they were young," said grandson Charlie Sincerbeaux. "I remember hearing stories of their not having enough to eat or clothes and shoes to wear when they were growing up."

Morley ended up working in a tailor shop, where a colleague instilled in him a love of opera. But he was still a young man, and around 1904, at age 20 or 21, he wanted to see the world and make his fortune.

He went west, possibly selling fruit trees and shoes in Montana. He steamed to Skagway and made his way to the Klondike, in Canada's Yukon Territory.

Sincerbeaux recalled: "He operated a 'donkey engine' hauling ore from a mine. When he asked to be paid for his work, he was told that his only pay would be food and shelter. He told the operators of the camp that he would leave if he was not paid.

"They told him to feel free to do so inasmuch as it was the middle of the winter, and he was hundreds of miles from 'civilization.' He elected to stay on until spring.Æ

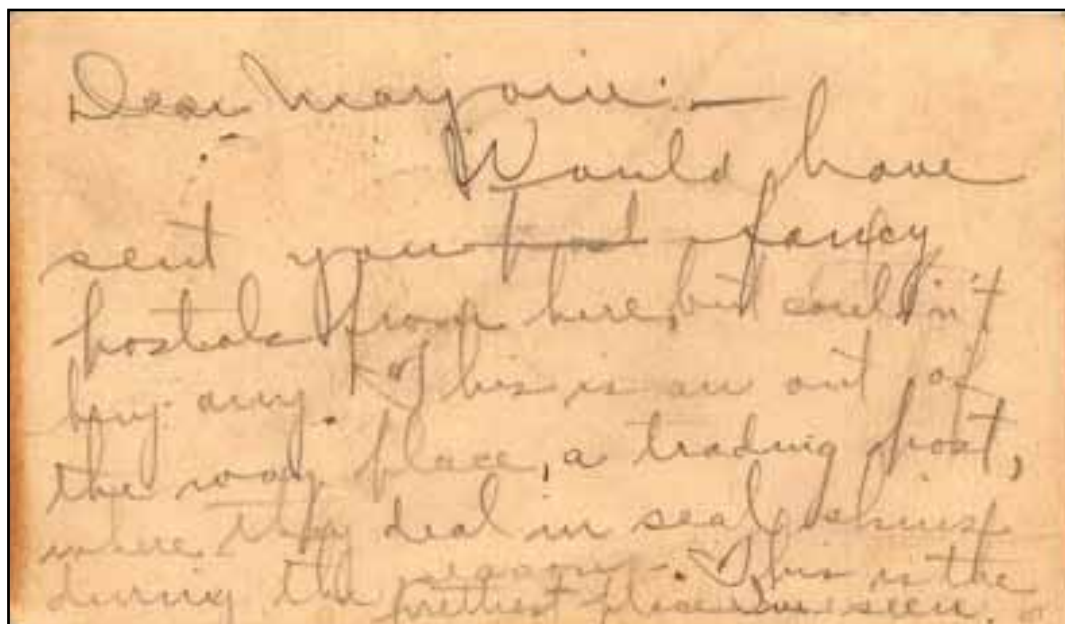


Figure 2: The reverse of the Figure 1 postal card with a message from Charles Morley to his future wife in East Orange, N.J.



Figure 3: Dutch Harbor, 1899. (Library of Congress, American Memory, <http://memory.loc.gov/mss/amrvm/vmh/vmh.html>)

Then, he made his way to Nome and eventually Dutch Harbor. There, he wrote a postal card (Figures 1 and 2) to his future wife, Marjorie Cooke (1893–1982), who was then just 12 years old:

Dear Marjorie—

Would have sent you fancy postals from here, but couldn't buy any. This is an out of the way place, a trading post, where they deal in seal skins during the season. This is the prettiest place I've seen.

Indeed, the business of Dutch Harbor then was fur-sealing and serving as a halfway station for ships steaming between Seattle and Nome. According to one prewar guidebook, until World War II began, Dutch Harbor remained “scarcely more than a trading post, a few warehouses,” and a naval radio station (Figures 3 and 4).

Morley mailed his card from the Udakta post office, a short-lived (1899–1910) office on Amaknak Island that preceded the Dutch Harbor Post Office and coexisted with the Unalaska Post Office on the larger Unalaska Island. The two islands nestle together to form the harbor, and today, are separated by a bridge.

The cancel is faint, but under a magnifying glass, it clearly shows the “akta” of Udakta, with a far clearer mailing date of Oct. 28, 1905. All three Udakta cancels that have been identified are uncommon-to-rare. In 1986, *La Posta*’s founder and an Alaska expert, the late Richard Helbock, gave it a rarity factor of “6” with a value of \$100–\$200. This card sold in late 2013 for \$450.

Not rare at all is the Seattle transit cancel of Dec. 2, 1905.



Figure 4 On the Udakta wharf, 1899. (*Library of Congress, <http://memory.loc.gov/mss/amrv/vmh/vmh.html>*)

What adds to the card's interest is the "HELD ON S.S. OHIO" purple straightline marking. An official mail route that stopped at Dutch Harbor operated only from May 15 to Sept. 14. After September 14, presumably the postmaster would send mail via a passing ship.

In this case, it was the *Ohio*. The *Ohio* had been built 33 years earlier in 1872 by a subsidiary of the Pennsylvania Railroad to carry both passengers and cargo. For a quarter century, it plied a Philadelphia–Liverpool and other trans-Atlantic routes. But in 1898, the Alaska Steamship Company, the dominant carrier during the Alaska Gold Rush, bought the aging ship for its Seattle–Nome route, which included the Dutch Harbor stop.

Two years after carrying Morley's card, the *Ohio* hit an iceberg in the Bering Sea. (Figure 5) The ship survived, but 75 passengers panicked and jumped overboard onto the ice. Four were killed.

In 1909, the *Ohio* hit an uncharted rock in British Columbia's inside passage about 500 miles north of Vancouver. The captain managed to beach the ship before it sank, and all but four of the 214 people on board were saved.

As for Charles Morley, he entered the securities business in 1909 and was a successful stockbroker. His firm was eventually bought out by Wood, Walker & Co., which became part of Legg Mason, the Baltimore-based financial services conglomerate.

I'm grateful to the Sincerbeaux family, including Charlie and Richard, grandsons of Charles and Marjorie Morley, for their family information.

Sources

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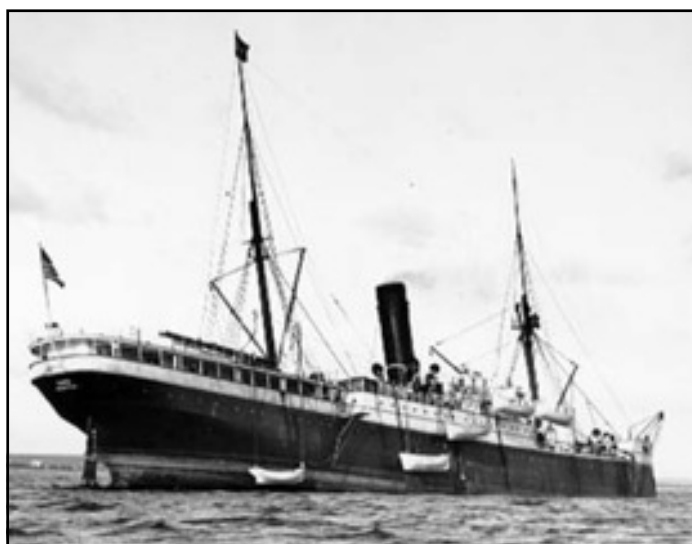


Figure 5: The SS *Ohio* in 1907 anchored off Nome after hitting an iceberg. (*University of Washington Libraries, Special Collections, UW1374*)

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San Francisco Call, Sept, 19, 1905. California Digital Newspaper Collection, <http://cdnc.ucr.edu/cgi-bin/cdnc?a=d&d=SFC19050919.2.80>



United States Post Offices, Volumes 1 through 8 **Compiled by Richard W. Helbock**

The *United States Post Offices* series is the first complete listing of all of the United States post offices that have ever operated in the nation. The listings are based on the U.S. Post Office Department's "Records of Appointments of Postmasters," but contains data that has been refined by numerous postal historians who have published listings of the post offices that operated in individual states.

United States Post Offices is a single set of CDs that contain the name, county and state location, dates of operation, and scarcity index value for each and every independent post office to have operated in the nation. Hard-to-find historic maps show early county boundaries, and post office listings are presented both in PDF and Excel spreadsheet format, making them readily searchable and sortable.

This remarkable series was researched and written over a period of 14 years, commencing in 1993 with Volume 1- The West, and concluding in 2007 with Volume 8 – The Southeast. Originally published as books by La Posta Publications, they are available now only on CD or by direct download. The late Richard W. Helbock published *La Posta: A Journal of American Postal History*, for 42 years, and conducted nearly 100 auctions of American postal history.

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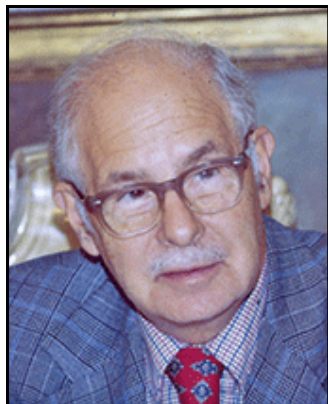
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2014 APS Hall of Fame Inductees Include Two Postal Historians

Two of the three 2014 American Philatelic Society Hall of Fame inductees were postal historians.

The American Philatelic Society Hall of Fame was established at the 1940 APS Convention by President Rollin W. Flower. The award recognizes collectors posthumously for a lifetime of outstanding service in philately.

This year's honorees are Earl Panero Lopez Apfelbaum, and well-known postal historians Richard B. Graham, and David Lee Straight. At the time of his death, Straight was a *La Posta* columnist writing about USPS forms and their usages.

Earl Apfelbaum (1905–1985)

Earl Apfelbaum, together with his father Maurice, established a part-time business to meet the needs of stamp collectors and turned it into an international firm that continues to this day. Earl and his father decided to convert their sideline into a full-time enterprise in 1930 and opened their shop in Philadelphia.

In the 1960s he began a popular column in *Linn's Weekly Stamp News* known as "Apfelbaum's Corner" that continued for two decades. A number of the columns were collected and published in book form in 1983. He was a founding member of the American Philatelic Congress and eventually contributed seven papers to the Congress books. He served the American Philatelic Society as secretary and vice president, and was president of the American Academy of Philately.

Apfelbaum's engaging style was reinforced by his outstanding speaking abilities. Apfelbaum also helped organize the National Philatelic Museum in Philadelphia, which flourished for many years, and later was merged into the Cardinal Spellman Museum. He received the APS John N. Luff award for exceptional contributions to philately in 1962.

Richard B. Graham (1922–2012)

Richard Graham was a highly regarded postal history expert, researcher, and author. He brought attention to the vast field of 19th-century United States and Confederate States postal history and helped popularize these areas for collectors.

He wrote approximately 1,000 articles and columns that appeared in philatelic press between 1960 and 2012 and was a vital force with the United States Philatelic Classics Society and its journal, *The Chronicle*, where he served as associate editor and then editor of its 1861–1869 section.

For many years he wrote a column about U.S. postal history for *Linn's Stamp News*. Approximately 60 of these columns were reprinted in his 1992 book *United States Postal History Sampler*.

The USPS recognized Graham's work with the Elliot Perry Cup (1965), the Carroll Chase Cup (1969), the Stanley B. Ashbrook Cup (1975), the Susan M. McDonald award (2005), and he was twice recipient of the Lester G. Brookman Cup for service to the society (1979, 1994). In 1989 he received the society's Distinguished Philatelist award.

Graham was elected to the Writers Hall of Fame in 1991 and received the APS Luff award for distinguished philatelic research in 1992. He also was recognized by the Confederate Stamp Alliance with the Dietz award for distinguished service in Confederate philatelic research and writing.

David Straight (1955–2012)

David Straight was a prolific writer and researcher. He published more than 250 articles about subjects ranging from pneumatic mail, to the history of the Registered Mail system, to the disgraceful treatment of E. G. Lewis by the Post Office Department, to extreme back-of-the-book topics.

He had made acquaintances within the U.S. Postal

Service who gave him access to more information about post office forms than has ever been published.

A librarian by training and vocation, Straight retired at the age of 55 to write full time. He was constantly researching some esoteric subject. His research notes fill many file cabinets and his articles appeared in many journals

Straight was quite vocal about making technology work for philately, at the same time realizing that files must be constantly upgraded to new technologies to keep them viable. He was one of the organizers of the Winton F. Blount Symposium on Postal History and he was also the driving force behind the Philatelic Union Catalog and the Philatelic Librarians Roundtable

Straight was a longtime member of the board of the American Philatelic Society and a trustee of the American Philatelic Research Library. He was also a vice president of the Postal History Society.

Straight was honored in 2011 by becoming a Fellow of the Royal Philatelic Society London.

Ganz Retires as Postal Museum Chief Curator

Cheryl R. Ganz, chief curator of philately and lead curator of the William H. Gross Stamp Gallery, retired from the Smithsonian's National Postal Museum at the end of February.

Her retirement follows a decade (2005-14) in which she transformed the vision for philately at the museum and set new international standards for museum postage stamp exhibits.

The Smithsonian Institution grants emeritus status to exceptional employees, who have made significant and lasting contributions to the Smithsonian and Smithsonian Secretary Wayne Clough recognized Ganz with the title curator of philately emerita. She is the first National Postal Museum employee to receive this honor.

Ganz's exhibit strategy of selecting rare philatelic objects and framing them with strong narratives engages a variety of visitors. By organizing exhibits around the idea that "every stamp tells a story," her exhibits offered a fresh perspective of history and culture and make philately exciting, accessible and engaging for all visitors.

As lead curator of the William H. Gross Stamp Gallery, which opened in September 2013, Ganz



Cheryl Ganz

developed the conceptual plan for the new gallery, incorporating input from more than 100 staff members and stakeholders. She led the museum curatorial, script and content teams in creating the world's largest postage stamp gallery.

Ganz received the Smithsonian Secretary's Research Award for the best research book of the year in 2011. Smithsonian Scholarly Press is currently preparing her latest book, *Every Stamp Tells a Story: The National Philatelic Collection*, for publication in 2014.

Spellman Museum and U.S. Philatelic Classics Society Host Postal History Symposium

The Spellman Museum of Stamps and Postal History will host a postal history symposium cosponsored by the United States Philatelic Classics Society, and with support from the American Philatelic Society.



The event will take place on the campus of Regis College (College Hall, room 202) in Weston, Mass., where the museum is located, on Thursday, May 1, 2014, starting at 9 a.m., a day before the opening of Philatelic Show, the WSP show in nearby Boxboro.

The theme of the symposium is "Transition Periods in American Postal History." The presenters include Alfredo Frohlich, "Panama: The Path between the Seas;" Gordon E. Eubanks, Jr., "Creating the Postal Age and the Introduction of the Issue of 1851;" Douglas N. Clark, "The Transition of the Whaling Industry from Nantucket to Martha's Vineyard;" and Ron Cipolla, "William F. Harnden's Express: The Dramatic Catalyst that Changed America's Postal System."

The displays in the Spellman Museum's galleries are open to the public.

Admission to the symposium is free but the sponsors ask that attendees register on the Spellman website at: <http://stamps.org/Spellman-Registration>. For questions, e-mail: info@spellman.org or go to www.spellman.org.

Postal History Events

- | | |
|--------------------|---|
| April 23-24 | Burlingame, Calif., APS Road Course: "Collecting Western U.S. Postal History," prior to Westpex |
| May 1 | Weston, Mass, Spellman Museum of Stamps & Postal History Symposium |
| May 1 | Postal History Symposium Deadline for Paper Proposals |
| Sept. 12-14 | Bellefonte, Pa., Postal History Symposium and Aerophilately 2014 |

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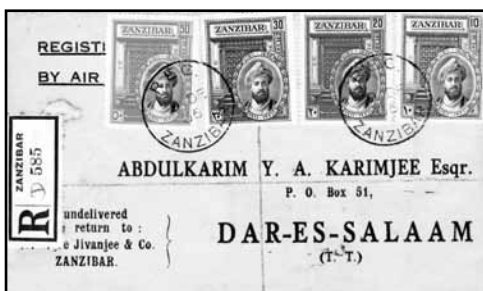
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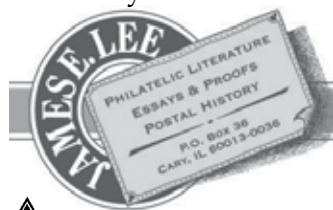
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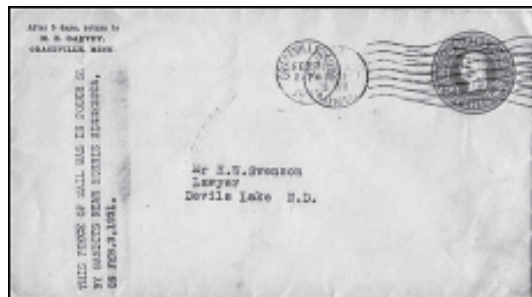
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AD DEADLINE FOR NEXT ISSUE:

May 10, 2014

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Patricia (Trish) Kaufmann is the Editor-in-Chief of the *Confederate States Catalog and Handbook of Stamps and Postal History* (CSA Catalog) published in November 2012. She is a past president of the Confederate Stamp Alliance, as well as a regular columnist in *The American Stamp Dealer and Collector*, *The Confederate Philatelist* and *La Posta*. A member of the Confederate Stamp Alliance Authentication Service since 1996, she is currently serving on the Council of Philatelists of the Smithsonian National Postal Museum.

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