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La Posta

Vol. 47, No. 4

Whole Number 268

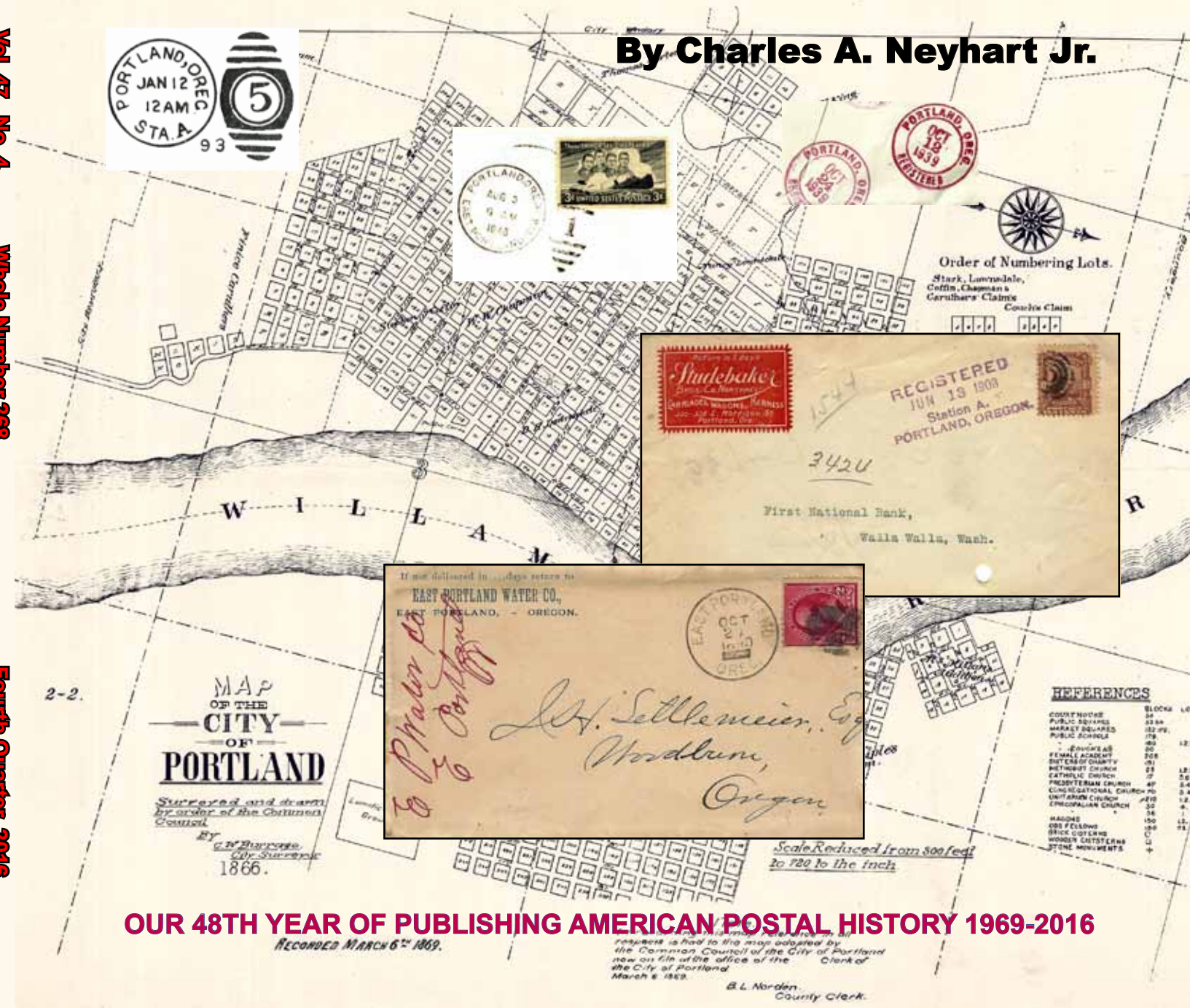
Fourth Quarter 2016

Vol. 47, No. 4  
Whole Number 268  
Fourth Quarter 2016

## LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

# East Portland, Oregon: A Postal Heart Still Beats

By Charles A. Neyhart Jr.



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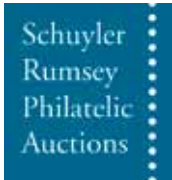
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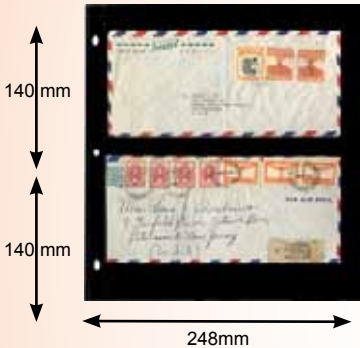
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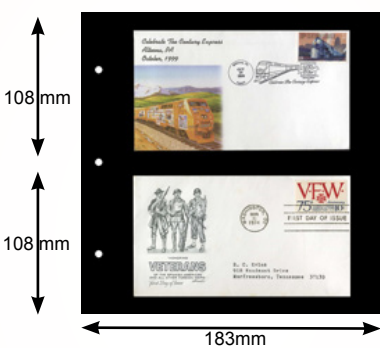
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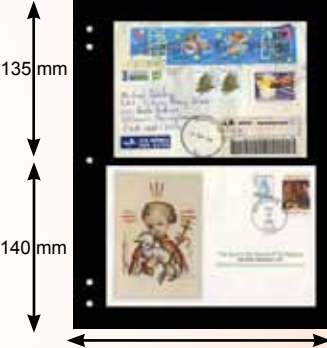
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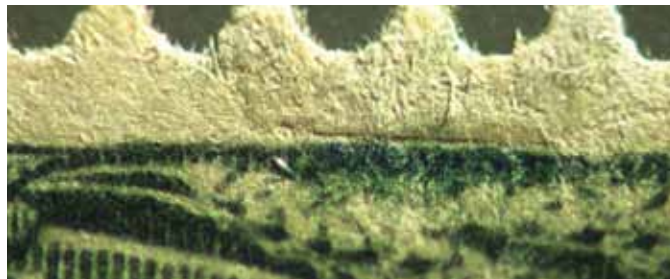
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# LA POSTA

## THE JOURNAL OF AMERICAN POSTAL HISTORY

Vol. 47, No. 4

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Fourth Quarter 2016

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## Thank You for Another Successful Year

As we close our 48th year of publishing *La Posta*, I want to thank the many people who have made this fantastic run possible.

I believe founder Bill Helbock would be proud of how his original idea of a small postal history newsletter has grown into the leading journal for American postal history and one of the longest running independent philatelic magazines in the history of the hobby.

Thanks go to all the authors, editors, advertisers and the crucial Patron, Benefactor and Sustaining subscribers who have made possible the continuing growth and expansion of *La Posta*.

In addition, special thanks are due to the anonymous Angel who provided critical support in the transition of *La Posta*'s move to Virginia.

I must also recognize the loyalty and devotion of all *La Posta* subscribers, the majority of whom have been with the journal for decades and who continue to renew at the incredible rate of nearly 90 per cent.

As we enter the new year, we will continue to strive to bring you the top authors and the best articles related to American postal history.

Also, please support our advertisers and let them know that you saw their ad in *La Posta*.

### **New Book**

As we announced in the Third Quarter issue, *La Posta* will be publishing its first new book since 2009. *Aspects of American Postal History* will feature 16 top authors writing about 16 different American postal history specialties. There is something for everyone.

Take advantage of the prepublication discounts and, if your name appears on page 4 of this issue, take advantage of the extra savings for Patron, Benefactor and Sustaining subscribers.

If you'd like to further contribute to the project, become a book supporter and have your name included in the book.

The deadline for all this is February 20. The book will be released in March. For full details, see page 31.

We have a number of excellent monographs in the hopper and expect to release several in 2017. The original *La Posta* monograph series consisted of 11 volumes that were published from 1987 through 1995.



### **Voting for Helbock Prize**

The end of the year also means that it's time to begin voting for the best article appearing the 2016 issues of *La Posta*. Cash prizes are awarded to the top three finishers so your votes are important.

If your name appears on the *La Posta* Patron, Benefactor or Sustaining subscriber list on page 4, please review the four 2016 issues of *La Posta* and select your top three (Patron), top two (Benefactor) and top choice (Sustainer) for what you consider the best article in the 2015.

You can e-mail your votes to: [pmartin2525@yahoo.com](mailto:pmartin2525@yahoo.com) with Helbock Prize in the subject line. You may also vote by regular mail by sending a postcard with the same information to: *La Posta*, POB 6074, Fredericksburg, VA 22403. All votes must be received by March 1, 2016.

### **Small Bites of Great American Postal History**

In the First Quarter *La Posta* we announced an effort to get more people to write about American postal history. We called the column, "Small Bites of Great American Postal History."

We continue to receive Small Bites and will announce the "Small Bite of the Year" in the First Quarter issue. The winner receives a \$100 cash prize.

The Small Bite in this issue is "Smoking Gun Found for 1905 Portland Lewis and Clark Exposition Cancel Usage" by Kirk Andrews (page 56).

We invite more of you to make a submission. Review the criteria in my First Quarter *La Posta* column and send your "Small Bite" by e-mail to [pmartin2525@yahoo.com](mailto:pmartin2525@yahoo.com) or by mail to: *La Posta* Small Bites, POB 6074, Fredericksburg, VA 22403.

We'll offer another cash prize for the best Small Bite received in 2017, so plan now to prepare your entry.

### **Happy Holidays**

On behalf of the entire *La Posta* team, I offer my thanks for your continued support, and wish you health and happiness for the holidays and the New Year!

*Peter Martin*



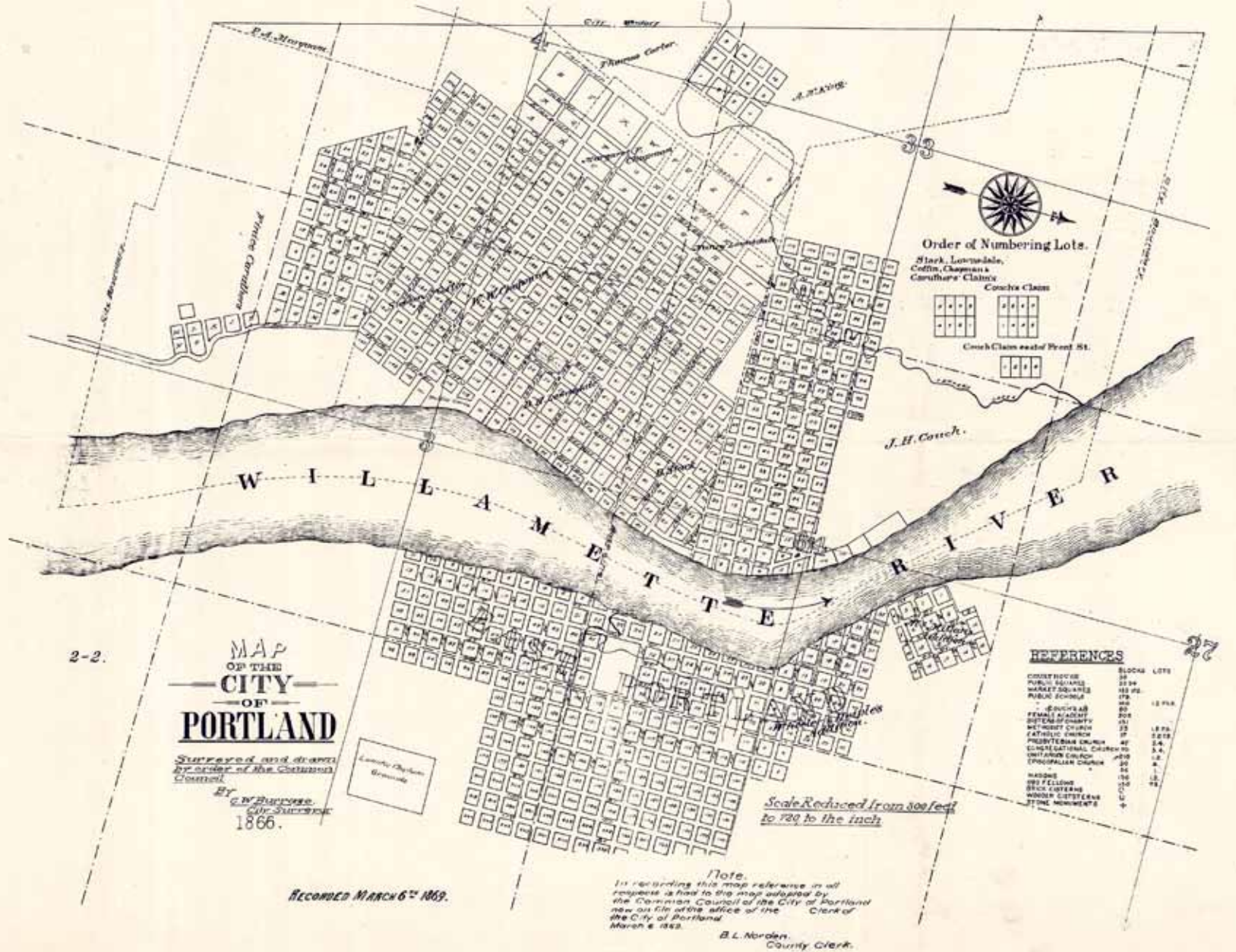


Figure 1 (Above): A map of the city of Portland, including East Portland, surveyed and drawn by order of the Common Council, C.W. Burrage, surveyor, in 1866. (*City of Portland (Oregon) Archives, A2014-001*)

Figure 2 (Right): The Pioneer Post Office, Portland, Oregon, circa 1880. (*U.S. Post Office Department*)







**Figure 3: View of Portland (foreground) and East Portland across the Willamette River, looking northeast, circa 1883. (City of Portland (Oregon) Archives, A2004-002.3564)**

## **East Portland, Oregon: A Postal Heart Still Beats**

**By Charles A. Neyhart Jr.**

The former town of East Portland, Oregon was situated on the east bank of the Willamette River directly opposite the town of Portland. Consistent with rules in place at the time, an independent post office was established. Today, the original East Portland Post Office is embodied in East Portland Station, a descendent.

Why that transpired as it did may not be surprising, but it portends interesting postal history. Tracing that history and illustrating postal artifacts left in its wake are the major objectives of this study. Also, it is useful to take into account how, over time, the post office helped bind together the citizens and shape the character of East Portland.

Other researchers may find this to be a useful template to analyze similar situations of interest, especially since official records at this level are now rarely available. Also, please check the endnotes, which are an integral part of this study.

### **The Players**

Overland American migration to Oregon Country began in earnest not long after Lewis & Clark and the

Corps of Discovery returned to St. Louis in 1806.<sup>1</sup> Prospects for a better future, sought for various reasons and realities, drove this movement. Word from successive settlement parties confirmed the existence of abundant natural resources, especially in the 150-mile long Willamette Valley.

The American presence within Oregon Country eventually reached a critical mass by the 1840s that served to offset existing British interests in the territory.<sup>2</sup>

Settlers elected a provisional government in 1843 comprising three branches: executive, judicial and a legislature. In that year, the government began offering conditional 320-acre parcels of public land to single settlers (640-acres for married couples). These transformative transactions were later sanctioned, with some revision, when the U.S. Congress passed the 1850 Oregon Donation Land Law.

Oregon Territory was established in 1848 and was made up of today's states of Oregon, Washington, and Idaho and portions of Montana and Wyoming.

Oregon was admitted to the Union in 1859 as its 33rd state.

Portland was settled in 1843 on the west bank of the Willamette River 12 miles south of the confluence with the Columbia River. The town was platted in 1845 and incorporated in 1851 when it had 800 residents.

The river was central to Portland's growing maritime presence serving as a deep water trading link between the abundant agricultural goods grown in the fertile Tualatin Plain to the southwest of Portland and domestic and international markets. Hard and soft infrastructure built up rapidly. Portland served as an important economic hub in the region; yet, future growth and development of the city itself was physically limited on the west and southwest by the foothills of the Tualatin Mountains.

The Portland Post Office was established November 8, 1849, with the appointment of Thomas Smith as postmaster. It operated in a log building on the southeast corner of Front and Washington Streets, close to the river and downtown core. The post office moved 12 times, leasing within privately owned buildings in the central district, before moving into a new permanent federal facility that was designed to accommodate all federal offices and functions in Portland.

Portland block 172 was acquired from the city for \$15,000 and \$395,000 was appropriated by the U.S. Congress to construct the building on the full city block between Morrison (N) and Yamhill (S), Fifth (E) and Sixth (W) Streets. Construction commenced in 1869 and the building opened October 1, 1875.

The post office was housed on the first floor, the federal district court on the second floor. Due to the public prominence of the post office, the building was popularly referred to as the "Pioneer Post Office."

The town of East Portland was settled on the east side of the Willamette River directly across from Portland in 1845, platted in 1861, but not incorporated until 1871 when it had just over 500 residents.<sup>3</sup>

James B. Stephens, a pioneer and a cooper by trade, purchased a 640-acre land claim from the Hudson Bay Company's chief factor James McLaughlin and then supplemented his holdings by purchasing other claims, which led to the settlement of the area.

The town, not surprisingly, aspired to compete commercially against Portland. Despite having ample land at its disposal, development and growth were initially hindered by Portland's existing appeal, the need for built up infrastructure, and the lack of financial wherewithal. Moreover:

*Topography was the main cause of eastside financial difficulties. Transportation there required elevated roadways, landfills, and accessways, many of which of which had been poorly constructed the time they were built. ... [B]efore ships could moor on the east side, expensive trestles and wharves had to be built across its marshland and floodplains.<sup>4</sup>*

The length of the town from north to south paralleled the river and was 3.2 miles in length; the average width was 1.25 miles. There were approximately 25,000 acres within these boundaries.

East Portland initially adopted the trustee form of government whereby a board of trustees served as the legislative body of the municipality. The board president was typically granted the powers given to a mayor by law. In 1884, when the population was 6,000, East Portland adopted a mayor-city council government that consisted of a mayor and six councilors.

The mayor was elected at large, but the councilors were chosen from three wards. The mayor was the chief executive officer; the council was the legislative agent.<sup>5</sup>

Federal offices and facilities, with the exception of the post office, were located across the Willamette River in Portland.

The situation in East Portland improved significantly with the addition of the railroad to the east side beginning in 1870. An extensive rail yard was established in the town of Albina directly north of East Portland on the east side of the Willamette River with associated warehouses and wharves built on the river.<sup>6</sup>

Rail service to the east opened when the Oregon Railroad & Navigation Co. (OR&N) opened a rail line east from its Albina yard along the Columbia River linking up with the Northern Pacific Railroad in 1883 and the Union Pacific Railroad in 1884.

By 1887, the Oregon & California Railroad (O&C), an eastside company, had completed a line to the California border where it attached to the Southern Pacific Railroad, which then assumed control of the financially troubled line.

The O&C opened a passenger station in East Portland at First and Washington Streets that helped spur development in that area. The OR&N also opened the Steel Bridge that connected the company's Albina yard with Portland's west side Union Station. The bridge's top deck was later added for public and streetcar use.

The presence of the railroad, combined with growth in allied industries, a budding streetcar system and a rapidly escalating residential demand, spurred housing and business development in East Portland. Many property owners and developers, though, were downtown Portland merchants and much of the financing was supplied by Portland banks and merchant coalitions.

The first bridge across the Willamette River, the Morrison Bridge (1,244 ft.), opened in 1887, followed by the top deck of the Steel Bridge (600 ft.) in 1888 and the Madison Street Bridge (1,644 ft.) in 1891.<sup>7</sup> Regular transport across the river had previously been limited to two ferries.



## The East Portland Post Office

The East Portland Post Office was authorized May 15, 1866, with Milton S. Hosford appointed postmaster.

The post office was first located on the southeast corner of Fourth and I (later Pine) Streets inside the postmaster's family retail store, Hosford & Bros.

The East Portland Post Office was classified as independent, that is, a main post office in its own town with its own postmaster and that processed its own incoming and outgoing mail and was responsible for its own administrative and financial functions.

An as independent office, East Portland reported directly to the Post Office Department at Washington, D.C.

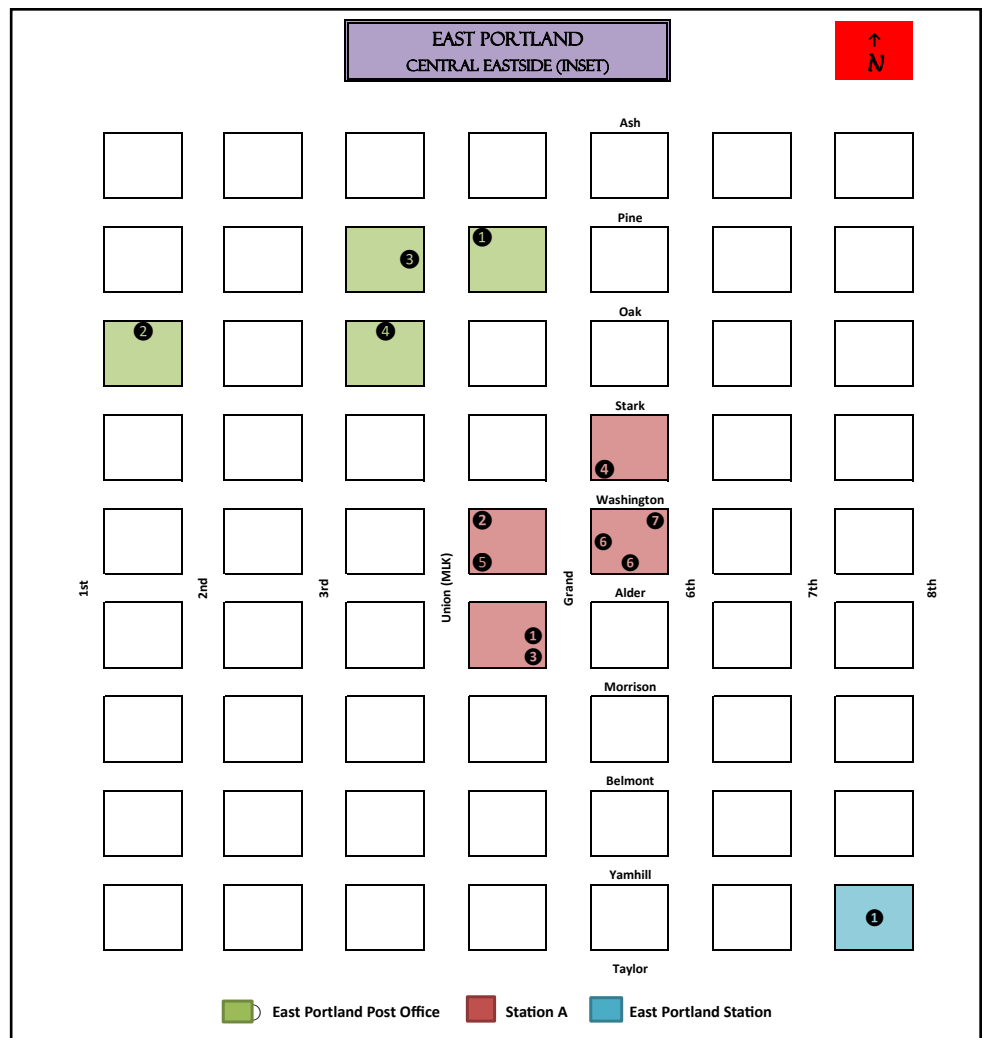
The East Portland Post Office was put up in privately owned commercial premises whereby the Post Office Department was responsible for rent, light and fuel. The building owner/lessor was responsible for furniture and tangible postal fixtures. (There was no permanent federal facility available to accommodate the East Portland Post Office.)

The owner/lessor who agreed to this arrangement received a nominal financial rent plus access to potential customers who otherwise may not have entered their premises.

Until discontinued on March 31, 1892, the post office was represented by eight postmasters serving at four different locations. Table 1 and Figure 4 are interrelated, i.e., data in the former informs the other.

The map inset in Figure 4 is handy throughout this study inasmuch as it includes locations for Station A and East Portland Station as discussed later.

Some comments about Table 1 and Figure 4 may be in order. Annual postmaster salaries at



**Figure 4: A map inset of East Portland showing the locations of the East Portland Post Office (1866–92), Station A (1892–1937) and East Portland Station (1937– present).**

**Table 1:  
East Portland postmasters and post office locations.**

| Postmaster        | Date of Appt.  | Post Office Street Address | Map Site # | Occupation                   | PO Employees                                |
|-------------------|----------------|----------------------------|------------|------------------------------|---|
| Milton S. Hosford | May 15, 1866   | se cor 4th & Pine          | 1          | Merchant                     |   |
| Abram M. Loryea   | Oct. 12, 1870  | ss Oak b 1st & 2nd         | 2          | Doctor<br>Banker             | Dr. Dav Raffert, deputy                     |
| Wm. S. Smith      | Aug. 27, 1875  | se cor 4th & Pine          | 1          | Grocer                       |   |
| Hall S. Williams  | July 3, 1876   | ws 4th b Pine & Oak        | 3          | Stationer                    |   |
| Wilbur G. Kerns   | July 29, 1879  | ss Oak b 3rd & 4th         | 4          | Tobacconist<br>Public Admin. |   |
| Mary Cowgill      | June 13, 1882  | " "                        | 4          | Unknown                      | Rita Cowgill, asst.                         |
| Wm. B. Welch      | Feb. 14, 1887  | " "<br>ws 4th b Pine & Oak | 4<br>3     | Druggist                     | Ethel Cowgill, clerk                        |
| John M. Lewis     | March 17, 1890 | " "                        | 3          | Public Admin.                | Jennie Gray, clerk<br>Dolly Williams, clerk |
| Discontinued      | March 4, 1892  | Papers to Portland         |            |                              |   |

b – between cor – corner se – southeast ss – south side sw – southwest ws – west side

East Portland, which were initially based on defined activity-based allowances and graduated commissions and, beginning in 1883 as a set salary, ranged from \$12 to \$1,850.<sup>8</sup>

The only postmaster to live on site was William Smith. No one who served as postmaster at East Portland had previous post office experience.

Numbered street addresses in early East Portland were relatively uncommon, hence only a general description of location was available.

However, Figure 5 is a Sanborn insurance map dated to 1889 showing the numbered street address of post office Site #3 at “ws 4th b Pine & Oak” as 1107 Fourth Street.

Additional research with city directories reveals that the post office leased the rear half of the space occupied by Peaslee Bros. Printers and Stationers. This location was bookended by Welch & Good Druggists at 1103 and Schmeer & Co. Grocery at 1111. There were nine storefronts on this apparently busy block.<sup>9</sup>

East Portland and its post office did not qualify for free delivery of mail by postal carriers, having failed to meet the statutory thresholds for population and gross postal revenue.<sup>10</sup>

Thus, postal patrons had to procure their mail in person at the post office from a rented post office box or the delivery window, or, through use of a private delivery service.

Due to its proximity, East Portland’s mail service was linked with Portland’s regularly scheduled overland mail services—regular transfers between East Portland and Portland grew over time from six up to 12 per week and took place via horse-drawn wagon across the Willamette River (originally by ferryboat and, later, the Morrison Bridge).<sup>11</sup>

A messenger service operated as well. East Portland was also part of several linked star routes with towns to the east, including Eagle Creek, Highland, Sandy, Troutdale, and other in-close offices, including Mt. Tabor, Lents and Sunnyside.<sup>12</sup>

No tangible traces remain of the original buildings that once housed the East Portland Post Office. The physical build out of that area was soon on course to expand as a major wholesale, warehouse and light industrial district. Technological advances in building materials allowed for safer, stronger and much larger buildings that replaced the earlier mostly wooden-based infrastructure. Competition for warehouse space was strong; redevelopment was widespread. In the end, there was little business incentive to preserve the former buildings housing the post office.

### East Portland Postal Markings

The eight postmark types from the East Portland Post Office have been described by Whittlesey.<sup>13</sup>

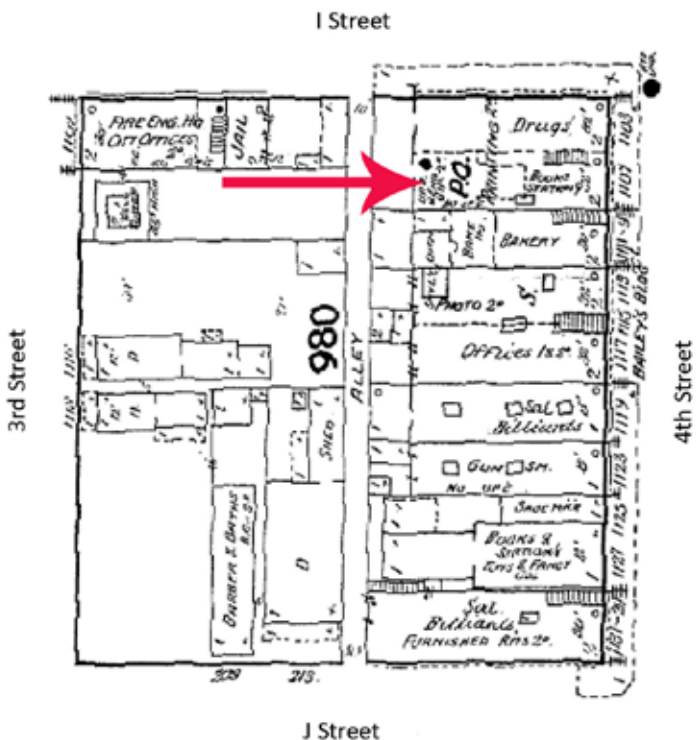


Figure 5: A Sanborn insurance map, dated to 1889, showing the numbered street address of East Portland Post Office site #3 as 1107 Fourth Street. (Multnomah County Library, Digital Sanborn Maps 1867–1970)



Figure 6: This once vibrant city block described in Figure 5 looks like this today. (2016 author photograph)

The Type 1 marking is a manuscript cancel. All others are from steel handstamps with removable slugs to change the month–day or month–day–year.

Three of the handstamps are duplexes. Examples of Whittlesey’s types are shown in Figures 7 through 14. Unless otherwise cited, the postal illustrations used in this study have been provided by Larry Maddux.

Whittlesey did not illustrate the Type 5 postmark but did describe it with a postmark code, the keys of which were a tight double circle outline with no lettering between, the state spelled out, MDY in any order arranged vertically, block print style, and a 28mm outer diameter of the dial. An example of a Type 5 duplex is now shown in Figure 11.<sup>14</sup>





Figure 7: East Portland Type 1 manuscript cancel.



Figure 8: East Portland Type 2 postmark.



Figure 9: East Portland Type 3 postmark.



Figure 10: East Portland Type 4 duplex with Wheel-of-Fortune killer.



Figure 11: East Portland Type 5 duplex with Wheel-of-Fortune killer.



Figure 12: East Portland Type 6 duplex with Wheel-of-Fortune killer.



Figure 13: East Portland Type 7 postmark.



Figure 14: East Portland Type 8 postmark.

The procurement details for the devices that imprinted East Portland's circular datestamps and cancels are lost to time; however, certain things can be surmised with some confidence. Until the 1880s, East Portland did not qualify to receive such devices at government expense; rather, the applicable postal laws and regulations stipulated that the postmaster would need to obtain a device, if so desired, at his or her own expense.<sup>15</sup>

East Portland's first two circular datestamp devices, the Type 2 and 3 imprints, were purchased from private contractors.<sup>16</sup>

The killers, which were applied separately from the datestamp, were made of cork, some of which were enhanced with simple geometrics.

The next three devices, Types 3, 4 and 5, were steel duplexers with a "wheel of fortune" killer acquired from contractor F.P. Hammond Co. of Aurora, Illinois, during the end of watch of Mary Cowgill and the start of her successor, William Welch, both of whom received presidential appointments.<sup>17</sup>

At this time, the cost of these devices was treated as an itemized expenditure to be accounted for by the Post Office Department. Types 7 and 8 were likely acquired from a government-approved contractor; killers were cork, again with simple circular geometrics, but which appear to be mostly uniform in size for use in an open socket type handstamp.

Based on a legislatively authorized vote of citizens, East Portland, Albina and Portland were administratively consolidated July 6, 1891, as the city of Portland.

East Portland supplied a population of 10,400 and a land area of five square miles to the consolidated city. Portland now had a population of 66,000 and a land area of 26 square miles. Two-thirds of the city's area was now on the east side of the Willamette River, but 65 percent of the population was on the west side. Consolidation did sustain some anticipated municipal economies of scale and made Portland a "larger" city, but it also put more resources under the control of entrenched west side politicians and financial interests.

Due to consolidation, by rule, formerly independent post offices were discontinued and reinstated as classified stations of the larger post office.

In General Order No. 133, taking effect March 31, 1892, Station A of the Portland, Oregon office, was established in lieu of the office in East Portland, Oregon, which office was by the same order discontinued. Per Departmental policy, the former postmaster at East Portland was given the option of becoming station superintendent.<sup>18</sup>

John Lewis, the most recent East Portland postmaster, opted to serve in that capacity at Station A. A regular clerk was also appointed.



**Figure 15: The old Morrison Bridge over the Willamette River looking toward East Portland with Mt. Hood in the background, 1894. (City of Portland (Oregon) archives, A2004-002.695)**

### **Portland Station A**

Opening Station A was a way for the Portland Post Office to keep pace with population growth and to offer local postal services directly to eastside residents. The expense of maintaining Station A was theoretically offset by the savings in salaries and allowances from the discontinued East Portland Post Office.<sup>19</sup>

Station A was a classified station—a full station operated by career post office personnel offering the full range of postal services and supplies, and from which letter carriers for the free delivery system operated. Seven carriers were initially assigned to Station A, the cost of which would be funded by a separate Post Office Department appropriation.

The west side of Portland already enjoyed the benefits of free mail delivery; now, Station A, on the east side, would fall within the covered delivery range of the Portland office. The original street boundaries of Station A's free delivery were: Halsey (N), Division (S), Willamette River (W) and parts of Twelfth, Sixteenth, Twentieth and Twenty-First (E).<sup>20</sup>

Three, and sometimes four, daily deliveries were scheduled. Contingency exceptions to the boundaries reflected the number of available postal carriers and carrier accessibility. Because extensive wetlands within the free delivery district often required streets and sidewalks to be built on trestles, Portland Postmaster Steel decreed that areas with unimproved streets and sidewalks were not eligible for free delivery.<sup>21</sup> Free delivery was inaugurated April 1, 1892.

Consolidation and free delivery made it necessary to do some street renaming for purposes of achieving some consistency among three previously separate street grids.<sup>22</sup>

Name changes were made to many east side streets within the new free delivery zone engendered by the new Station A. East-west streets on the former East Portland grid, previously designated by letters of the





**Figure 16:** Grand Avenue, the main commercial artery in East Portland, looking north from Morrison Street, circa 1919. (*City of Portland (Oregon) archives, A2004-002.2768*)



**Figure 17:** The Nathaniel West buildings on Grand Avenue were home to Station A in 1892–97 (building in center) and in 1903–94 (building on left). (2016 author photograph)



**Figure 18:** The original seven mail carriers at Station A in front of the building in Figure 17, in 1892. Joe Ben Lane, center, was the assistant station superintendent. Carrier names known are: Fred Cozens, Newton Gilham, T.C. Humphrey (a medical student), and George Steel (brother of Portland Postmaster George Steel). (*Courtesy of the Gholston Collection*)

alphabet, were renamed in 1891 by directly extending the west side Portland street names across the river to the east side or adding new names (see Figure 4 for this). Fourth and Fifth Streets, two locally important north-south streets on the east side, were renamed Union and Grand Avenues, respectively. It was affirmed that city blocks would have 20 address numbers per block.<sup>23</sup>

Station A was first located at 129 Grand Avenue in a Nathaniel West building.<sup>24</sup> Post office space in nongovernmental buildings was leased, typically for a period of five years. In the case of Station A, its initial annual lease was invoiced in the amount of \$690, which included rent, light and fuel.

N.K. West, the building owner/lessor, was responsible for the costs of furnishing a post office box set of 400 and furniture for the office.<sup>25</sup>

The Portland Post Office paid \$250 for a safe.<sup>26</sup> Furnishings also included the clerks' postal screen with service windows for regular business, registry and money orders, which separated the public space from the open workroom and closed storage area.

Station A required more physical operating space than needed previously by the East Portland Post Office due to the presence of mail carriers and their sorting table and mailbags.

The East Portland Post Office was always sited within a working commercial storefront; Station A, on the other hand, typically required, at a minimum, its own full storefront space and often required additional storage space. Lease terms were negotiated locally and approved by the Post Office Department. Cost control was an issue to be offset against the availability of suitably sized space at a publicly accessible location.

From a potential building owner's viewpoint, Station A could serve as a beacon for nearby businesses that wished to advertise their location. Lease terms grew from five years to 10 years; some were renewable. Local politics and civic involvement later played a role in locating Station A.

The incremental salary scale for regular postal carriers in 1892 was \$800, \$850 and \$1,000 based

upon work experience, size of office and scope of route; auxiliary and substitute carriers earned less. Allowances were provided for streetcar fare and horse hire. A similar salary scale for post office clerks was \$800, \$1,000 and \$1,200; processing clerks were paid less.<sup>27</sup>

John Lewis retired as Station A superintendent August 1, 1894, and was replaced by his assistant, Joe Ben Lane. Kirk Shelton was named assistant; Alice Wells as stamp clerk.

Summary information relative to the different locations of Station A is provided in Table 2 with reference back to the map inset in Figure 4.

### The East Side Uprising

Periodically shifting the location of Station A was considered a necessary operating constraint by the Post Office Department; but it was merely tolerated by local postal patrons as long as the move was neither unfair nor an outlier, either as to location or to the services rendered.

Even after consolidation, the east side perceived certain inequities in its treatment by west side powers. Two actions initiated by local postal officials with respect to Station A, both similar in scope, deserve scrutiny here because each action was flawed by effectively treating the business sector of the east Portland economy as unimportant.

First, on July 1, 1903, recently appointed Portland Postmaster Fred A. Bancroft closed Station A, opened three new contract stations, and reassigned the carriers to the main post office on the west side. Bancroft promised speedier residential delivery times.<sup>28</sup>

He gave little, if any, credence to possible constraints on businesses from closing Station A and minimized ensuing complaints. East side businesses ended up receiving fewer and more costly services.<sup>29</sup>

In a rather quick turnabout, effective August 15, 1904, new Portland Postmaster John Minto re-established Station A by adding back limited carrier service and discontinued the new central contract

**Table 2:**  
**Station A superintendents and station locations.**

| Map Site # | Station Superintendent | Station Address   |                      | Date of Station Relocation | Notes   |
|------------|------------------------|-------------------|----------------------|----------------------------|---|
|            |                        | Original          | Today                |                            |   |
| 1          | John Lewis             | 129 Grand Av      | 719 SE Grand Av      | 3/32/1892                  | Nathaniel West buildings                      |
| 2          | Joe Ben Lane           | 106 Union Av      | 616 SE MLK, Jr. Blvd | 3/29/1897                  | Logan building                                |
| 3          | J.W. Singletary        | 131 Grand Av      | 723 SE Grand Av      | 7/1/1903                   | Nathaniel West buildings (Contract Station 9) |
| 4          | Dr. H. L. Little       | 92 Grand Av       | 534 SE Grand Av      | 12/28/1904                 | Barber Block                                  |
| 5          | W.S. Halvor            | 116 Union Av      | 638 SE MLK, Jr. Av   | 5/1/1905                   | Baldwin building                              |
| 6          | Adolf G. Ott           | 407 E. Alder St   | No longer accessible | 7/19/1916                  | Citizens Bank building                        |
|            |                        | 114 Grand Av      | 632 SE Grand Av      | 9/8/1923                   | Citizens Bank building                        |
| 7          | W.L. Dalton            | 105-107 E. 6th St | 615 SE 6th           | 8/31/1926                  | T.J. Rowe building                            |





Figure 19: Station A was located in the Model Drugstore storefront space to the left of the central stone archway in the Barber block at 92 Grand Avenue, 1904-05. (*Oregon Historical Society, neg. R2-12, 1965*)



Figure 20: The Citizens Bank building incorporated a second building, erected by the Eastside Holding Co., in part to provide suitable space for Station A. As the bank expanded, the orientation of and entrance to Station A was changed. (*Oregon Historical Society, neg. 002126, 1929*)



Figure 21: The Rowe building was erected to accommodate Station A at the end of its lease at the Citizens Bank building in late 1926. (*2016 author photograph*)

Station 9 – symbolic steps taken to mollify intensifying business complaints.<sup>30</sup>

Classified Station A was fully re-established May 1, 1905.

Exhibiting a startling lapse of institutional memory, postal inspector Steven Morse recommended in 1915 to Postmaster General Albert S. Burleson that Station A be closed and all resources combined with those of Station E on the west side.<sup>31</sup>

This, too, would ostensibly speed mail delivery to the east side. Though not well organized and proving ineffective in stopping a similar change in 1903, coalescing business interests had become a formidable economic and political force by 1915. The East Side Business Men's Group vehemently objected to Morse's proposal by first having Oregon's congressional delegation intercede directly with Burleson on east Portland's behalf.<sup>32</sup>

Then, a formal petition signed by 325 parties of interest followed by insisting that closing Station A would be a great inconvenience to the general public and a disservice to 22 large implement houses and 150 manufacturing concerns in addition to merchants and shippers all doing business through Station A. Moreover, the petitioners requested that Station A be moved from Union Avenue to a more centralized location on Grand Avenue. In due course, Burleson accepted these requests.

Shortly after confirmation that Station A would remain on the east side and could be moved to a more central location, the East Side Business Men's Group, doing real estate business as the Eastside Holding Company, erected a building in conjunction with Citizens Bank to accommodate Station A.

At the completion of a 10-year lease at that site, T.J. Rowe, a plumbing contractor and former director of the East Side Business Men's Group erected another structure on the same city block to house Station A.

At its height in this location, Station A personnel consisted of a superintendent, four clerks, four part-time clerks, and 16 carriers. Fifteen additional carriers of Station A had to be accommodated at another location in the district because the assigned quarters were too small.<sup>33</sup>

Five of the seven buildings that once housed Station A during the period 1892–1937 still stand in east Portland, all in apparent good condition and in regular use.<sup>34</sup> With the exception of the Citizens Bank building (now U.S. Bank) and, to a lesser extent, the Rowe building, the exteriors of these buildings have not changed much.<sup>35</sup> Of course the interior spaces have largely been repackaged and updated. While it is possible to work out where Station A once operated in each building, there is no tangible postal reminder that would confirm that.



Figure 22: A tracing of Station A's original steel duplex handstamp. (Helbock)



Figure 23: An 1894 strike of the Station A duplex cancel on a cover with a decorative P. Sharkey & Son corner card.

### Station A Postal Markings

As a classified station, Station A was provided with the standard steel duplex handcancel and handstamps for registry and money order transactions, all of which incorporated "Station A" in the marking. Tracings of duplex markings from Station A have been provided by Helbock<sup>36</sup> and their classification by Helbock and Meschter.<sup>37</sup>

A tracing and an example of the original duplex cancel from Station A, all of which have a circled "5" in the barred oval, are shown in Figures 22 and 23, respectively. These are classified as a Type E killer—a vertical ellipse formed by a number of horizontal bars with a center circle containing a numeral. The numeral "5" could provide tracking capability, but what that might be is problematic.<sup>38</sup>

The replacement duplex cancel, with a more streamlined oval and a "1," took place around 1905 and is shown in Figure 24. It is a Type E2 killer, a more standardized shape and design, but still based on the original Type E above.

It is perhaps telling that all Portland stations were eventually given this very same oval with a "1" device, albeit at different times. This suggests that a Portland station's duplex cancel, as a practical matter, was



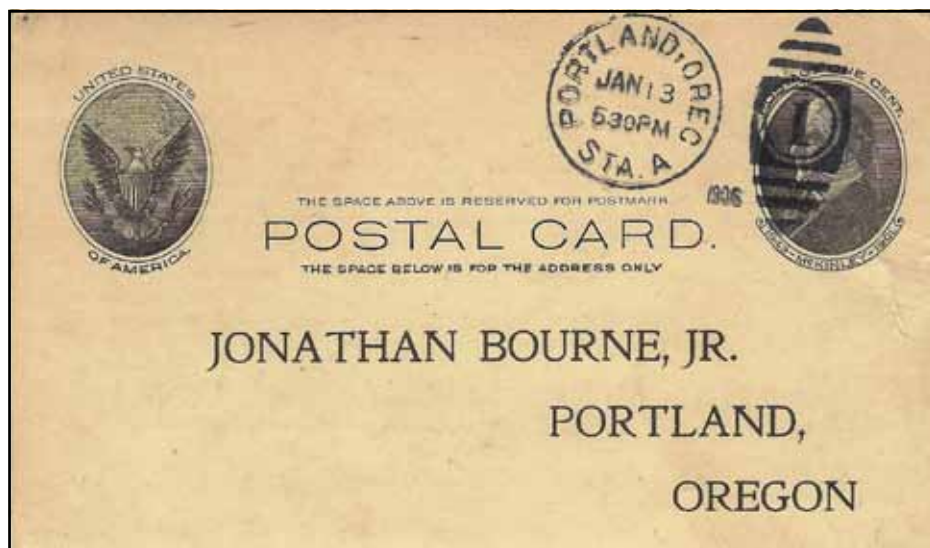
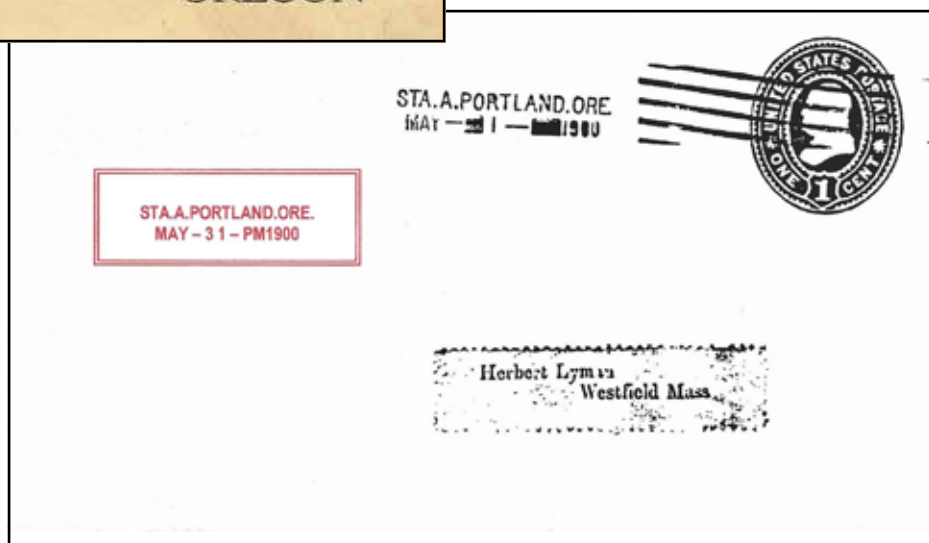


Figure 24: A postcard canceled at Station A on January 13, 1906, with a revised style of duplex cancel.

Figure 25: A very scarce Hampden Cancellling Machine Co. cancel. The inset in red shows the postmark as it would have looked had the machine operated properly. (Morris & Payne)



being relegated to only nonstandard use, e.g., based on specific requests from patrons. More efficient machine cancellers had been in place at Station A since 1900, as will be discussed. Moreover, it was about this time, that the Portland Post Office began to incrementally implement a policy whereby all first class mail originating at Portland stations was to be postmarked “Portland” at the central mailing division.

In early 1900, the Portland Post Office, after deciding to increase the canceling capacity at Station A, assigned it a hand operated machine canceller. The machine, made by the Hampden Cancellling Machine Co., produced a rectilinear strike with a two-line postmark and a six-line diagonal killer. That machine, however, was not wholly satisfactory—neither mechanically sound nor reliable, which was problematic inasmuch as this was the Post Office Department’s first machine acquired through purchase, rather than only by lease.

Its assignment had been rebuffed by most postmasters. By early 1900, things were so strained that the Department solicited bids to remodel and refurbish the Hampden machines, but not from the Hampden Co.<sup>39</sup>

Figure 25 shows a stamped envelope dated May (?), 1900, with a Station A Hampden cancel, HA SB-8.<sup>40</sup> Note that in the second line of the postmark, the slots for day and AM or PM indicia had failed to open. This was just one problem with the automatic print wheel mechanics of the machine. Despite being neither high speed nor heavy duty by design, the machine was not serviceable and was used only very briefly at Station A.<sup>41</sup>

Later that same year, to replace the Hampden machine, Station A received a hand operated American Postal Machines Co. No. 1 canceller. This produced the well-known flag cancel. A printed strike was made by two separate dies—one for the postmark dial and the other for the flag killer—that were carefully fitted together and inserted as one into the canceller. The design types based on the common characteristics of dials and flags are illustrated by Langford.<sup>42</sup>

The original Station A flag cancel has a Type B dial with “PORTLAND” curved around the top rim of the dial and “ORE.” curved around the bottom. The year date is distinctive by the “19” and “00” being widely separated in the three line vertical presentation. The flag killer is Type 38 in two halves: on the left is the

Figure 26: A Station A flag cancel dated November 7, 1900, on a cover with a Pacific Mutual Life Insurance of California corner card.



Figure 27: A Station A flag cancel on a postcard dated February 25, 1909, that used a different flag than that in Figure 26.

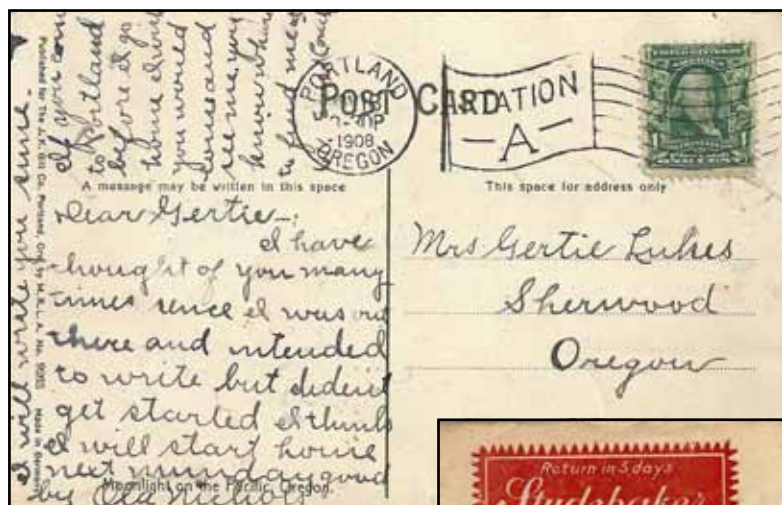


Figure 28: A Station A flag cancel on a postcard dated November 18, 1908, with a different postmark die.

Figure 29: A registered letter from Studebaker Bros. Co. Northwest with the full range of Station A registration markings properly applied to the face of the cover.





station name and the flag stripes are on the right. This first Station A flag imprint was used until June 30, 1903, when Station A was temporarily discontinued.

On May 1, 1905, Station A was re-established and was, again, assigned a hand operated American Postal Machines Co. No. 1 canceller. This produced a flag cancel that was structurally similar to the first; but, on closer inspection, a different flag killer die was used and this created a new variety.<sup>43</sup>

This second Station A flag imprint was used during 1905–1907 and in 1909.

The second Station A flag imprint (Figure 27) can be distinguished from first (Figure 26), which it otherwise resembles, by the absence of a finial on the flagpole and the point of the “A” is between the A and T of “Station.” (In Figure 26, there is a large finial atop the flagpole and the “A” is directly under the right leg of the A in “Station.”)

Thus, while both flag killer dies were a standard Type 38, the added engraving in the flag canton of the Figure 27 die was slightly different from that done in Figure 26.

Figure 28 shows the third Station A flag cancel, also produced by the hand operated American machine canceller. This is the same standard Type 38 flag killer die as in the second imprint (see Figure 27), but the die for the dial was a new Type H rather than a Type B. On this dial “OREGON” is spelled out and the year date is not separated. The cancel was used only in 1908.<sup>44</sup>

Finally, an example of registry markings from Station A is shown in Figure 29. The letter was sent by automaker Studebaker Bros. Co. Northwest, doing wholesales business on the east side, to the First National Bank, Walla Walla, Washington. A 10-cent definitive stamp paid the two-cent first class postage and the eight-cent registry fee. A four-line marking in magenta ink reading: Registered/June 13, 1908/Station A./Portland, Oregon was applied to the face, as was a hand-entered outbound serial registry number. The stamp was canceled with a four-ring bulls eye.

The reverse of the cover, which is no longer available, likely had no additional markings from Station A as perhaps might be expected. The requirement that dated postmarks from the sending office be applied only to the back of registered matter was not instituted until 1910.<sup>45</sup>

The reverse side would, however, show receiving registry markings from both Portland and Walla Walla to corroborate chain of custody.

### East Portland Station

*This building and postoffice is yours. There is scarcely a home in the entire country that the postal service does not reach. It carries the joys as well as the sorrows of the world and it is the major*



Figure 30: East Portland Station. (U.S. Post Office Department)



Figure 31: East Portland Station after renovation in the 1960s. (2016 author photograph)

*instrumentality of trade and commerce among men and nations. This new building will not only provide better postal facilities and working conditions for our employees but will enable us to render more efficient service to our patrons.*<sup>46</sup>

These words were spoken by Postmaster General James A. Farley at the 1937 dedication of the new building to replace the Rowe building location on Sixth Avenue.

The building was authorized through a 1935 congressional allotment of \$95,000 (later increased to \$126,000) to acquire a site and construct the first government-owned building to accommodate Station A. This was part of a much larger 1933-35 program of public works, created under the National Recovery Investment Act.

The site selected, from out of four available, for the new one-story building was the full block bounded by Yamhill (N), Taylor (S), Seventh (W) and Eighth (E). The location of the new building can be seen in relation to all earlier postal locations in Figure 4.

The cost of the site was \$25,000; the building was constructed within 240 days by George Isackson Co. of Portland at a cost of \$78,240.<sup>47</sup>

Station A was renamed East Portland Station when it opened at 1020 SE Seventh Avenue on November 2, 1937, with James Henderson as Superintendent.<sup>48</sup>

In the mid-1960s, the station underwent an

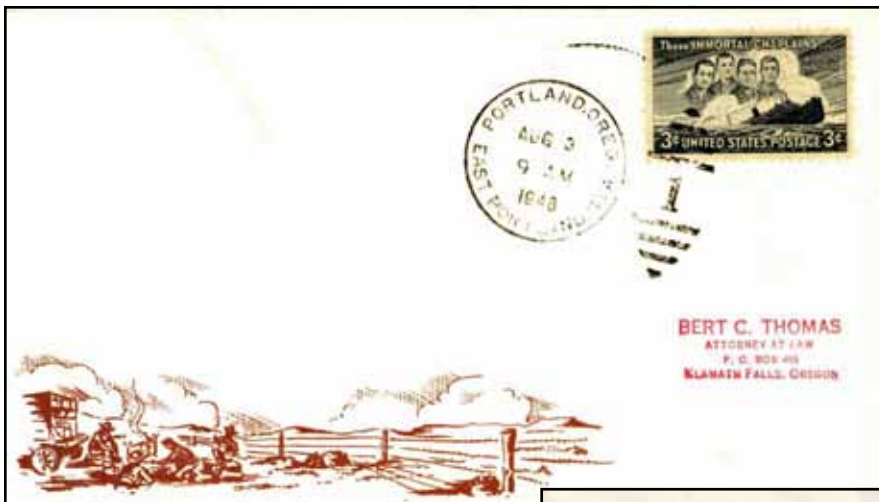


Figure 32: An East Portland Station duplex cancel, 1948. (Courtesy W.R. Beith)

Figure 33: A registered local letter posted at East Portland Station.

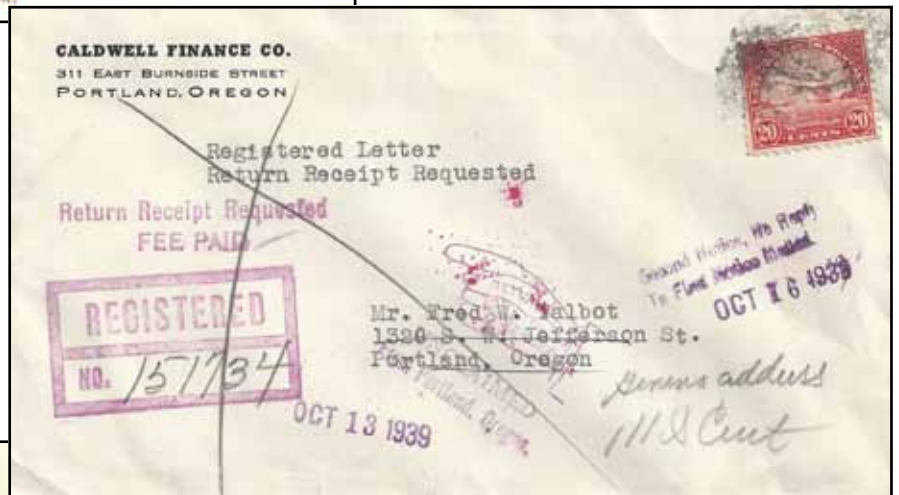
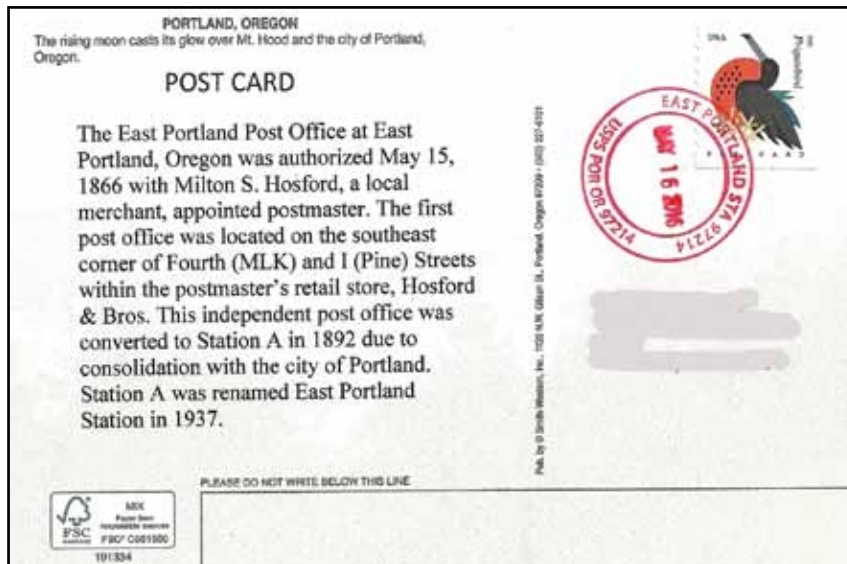


Figure 34: The reverse of the Figure 33 registered local letter posted at East Portland Station.

Figure 35: A first class payment remittance envelope cancelled with an East Portland Station utility handstamp rather than being batched for a standard Portland machine cancel.







**Figure 36: The current East Portland utility handstamp.**

expansion and modernization costing more than \$300,000. A north wing was added for a 2,800 square foot workroom, the loading dock was expanded and simulated brick cladding was added to the entire building. Added internally were a new service counter, new post office box sets, improved lighting and a new heating system.

### **East Portland Station Postal Markings**

It had long been accepted practice to provide certain postal marking devices that included the name of that station to newly opened postal stations. A station would usually be issued a steel duplex handcancel, but over time the assignment of such was based more on time-honored tradition than on its actual utility since all first class mail was to be postmarked "Portland" by the mailing division. The duplex handcancel for East Portland Station is shown in Figure 32.

A registered letter with return receipt requested, posted at East Portland Station to an address in southwest Portland, is shown in Figures 33 and 34. A single 20-cent definitive stamp paid for the following: two-cents for first class local postage; 15-cent registry fee; and three-cents for the return receipt. (Regular postage was three cents, but this was a local letter.) The postage was properly canceled with a dateless marking.

The face includes a hand-entered outbound serial registry number and a return receipt request with associated fee paid notice. The letter proved to be undeliverable and was returned to sender.

A series of dated double circle registry handstamp markings were applied to the reverse. Three postal registry units were involved: East Portland Station, Portland main office, and Central Station, the delivery unit for the letter's street address.

The order of application of these markings is as

follows: (1) East Portland Station, October 12 (two strikes required), (2) Portland, October 12, (3) Central Station, October 13, (4) Portland, October 24, and (5) East Portland Station, October 24 (two strikes required).

Figure 35 shows a remittance envelope from Pacific Power & Light Co. on which first class postage has been canceled by a strike of the East Portland Station utility marking. This double circle dated marking, a.k.a. the "round dater," is a conventional all-purpose utility cancel.

That this letter bypassed the usual treatment for first class mail, i.e., bagged for transfer to the city mailing division, suggests that the sender may have specially

requested use of the utility cancel to speed delivery to the addressee or, more likely, to insure the recording of a particular date of mailing.

The current East Portland Station round dater utility marking appears in Figure 36.

### ***The Post Rider***

Paul Grellert, a Portland artist, received a 1938 commission, funded by the United States Treasury Department Section of Fine Arts—Painting and Sculpture, to paint a mural for the newly opened East Portland Station. New Deal art funds were appropriated for artistic embellishment of public spaces in the form of murals or sculpture, which were expected to reflect the town's heritage in some fashion.

The commission was assigned to Grellert based on his 14 x 28-7/8 inch entry sketch, called *The Post Rider*, done in tempera on paperboard. The design elements included: western expansion, settlers on the frontier, a postman riding a white horse and a western landscape (see Figure 37).<sup>49</sup>

The ensuing 14 feet by 6 feet, 10 inch mural, done in tempura on canvas, was glued in place in East Portland Station in 1939.<sup>50</sup>

During major renovation of the building in the 1960s, the mural inadvertently fell off the wall and was severely damaged. Construction vibration and failure of old glue that held the mural to the wall were thought to have caused the problem. Conservation must have seemed ill suited to the situation because the remnants of the mural were simply thrown away.

More than 30 years after painting the mural, Grellert personally discovered that it was no longer in place and, in fact, had been disposed of. But, fortuitously, working with the Post Office Department and the General Services Administration, Grellert was able to repaint the mural 1970.<sup>51</sup> It still hangs proudly in East Portland Station.

Figure 37: *The Post Rider*, a 14 x 28 inch model painted and submitted by Portland artist Paul Grellert to the Treasury Section of Fine Arts in 1938. Grellert was awarded the commission to prepare a mural for the newly opened East Portland Station. (United States Treasury Department)



Figure 38: The repainted *The Post Rider* mural that was done by Paul Grellert in 1970 and which still hangs in East Portland Station. (2008 photograph by Barry Benjamin Frankel used with the permission of the United States Postal Service)



East Portland Station continues today as an operating classified postal station—a descendent of the East Portland Post Office that first opened on the corner of Fourth and I Streets 150 years ago. Not many current residents, though, know the history that led to this postal station, but which, after almost 80 years, seems to fit so well into its surroundings.

This was no accident; smart and tested actions, subject to some degree of financial prudence, kept pace with East Portland's growth from 1866 and promoted continued convenient and reliable access to the mails for all citizens that, in turn, engendered reasonably good public outcomes. And, maybe not surprisingly, what goes on today at East Portland Station is little different in substance from what was done starting in 1866 at the East Portland Post Office.

Having its own post office was important to East Portland's welfare, beginning as it did by committing to a relatively small, but aspiring group of people. A named post office validated the town and a striving underclass and bound them together.

Community relations developed and become more complex. The mails reliably circulated all kinds of ideas and goods at little cost and at a progressively faster rate. Postal operations regularized communication in all written forms and often made it better and more widespread. It was now easier to let the outside in.

It is true that the post office stumbled badly and failed to adapt to new messaging technologies, which led to a loss of prestige and morale and lowered service expectations. Despite missed opportunities, the post office could still strive to excel at what it currently does best, but to also seek newer ways to fulfill its distinctive longstanding mandate.

### Acknowledgements

I owe a special debt of gratitude to Larry Maddux for the use of his cover collection, which is impressive. Larry has generously accommodated my research requests. I also thank Bill Beith for answering my many technical questions; Len Lukens for his willingness to step forward and assist me; Mark Humpal for close-up information about the mural at East Portland Station, and Norm Gholston for the stunning photograph of the first Portland Station mail carriers.

Several organizations provided assistance: Portland Archives and Records Center, Oregon Historical Society, and Northwest Philatelic Library.

The *Oregonian* newspaper from 1861 and Sanborn Insurance maps, 1867-1970 were available in digital format at Multnomah County Library.

I also thank members of the Pacific Northwest Postal History Society who spoke up constructively when I wanted to test hypotheses.



## Endnotes

- 1 This description represents a synopsis and is not intended to capture the full complexity that is intrinsically part of a predominantly social venture. For a more nuanced sociological viewpoint of what drove the growth of Portland via consolidation, a rich and detailed bibliography is available, including: (1) E. Kimbark MacColl (with Harry Stein), *Merchants, Money & Power: The Portland Establishment 1843-1913*, Georgian Press, 1988; and (2) Carl Abbott, Portland, University of Nebraska Press, 1983.
- 2 The 1846 Oregon Treaty established the United States-British North America boundary at the 49th parallel.
- 3 East Portland, the municipality described herein, is not to be confused with similarly described areas today in Portland, including "East Portland" or "Outer East Portland," which are east of 82nd Avenue. The town of East Portland extended from the river eastward only to Twenty-First. As used herein, East Portland today better conforms to the city's Central Eastside district.
- 4 Jewel Lansing, *Portland, People, Politics, and Power, 1851-2001*, Oregon State University Press, 2003, p. 202.
- 5 In 1913, well after consolidation, the City of Portland adopted the commission form of government; A small elected commission that combined legislative and executive functions in the same body.
- 6 Albina was settled in 1873 and incorporated in 1887. Other early development focused on housing.
- 7 The Morrison Bridge was originally privately owned and a toll was charged until it was acquired by the city of Portland in 1895. The Madison Street Bridge was also privately owned but quickly purchased by the city and made free. Portland also acquired both the Albina and Stark Street ferries and made them free. There are currently 12 bridges that span the Willamette River in Portland.
- 8 Richard Helbock, *Oregon Postmasters Compensation, 1851-1911*, Raven Press, 1982. For context, John Lewis' salary of \$1,850 in 1890 would be equivalent to \$49,229 in 2015 dollars.
- 9 Note that East Portland City Hall is at the northeast corner of the block in a two-story building with the Mt. Hood Hook and Ladder (Fire) Co. occupying the ground floor and the city officers on the second. The storefronts along Fourth Street from top to bottom are: Drugs, Books & Stationery (PO in rear), Bakery, Photo, Offices, Billiards, Gunsmith, Shoemaker, Books & Stationery, and Billiards.
- 10 That was true even when the two limits were reduced from 20,000 and \$20,000 to 10,000 and \$10,000 in 1887. East Portland also had not completed the tangible infrastructure requirements relating to sidewalks, crosswalks, and assigning numbers to houses.
- 11 By 1866, the Portland Post Office had daily service south to Sacramento and northeast to the Dalles and northern mines; three times per week service north to Cowlitz, Monticello, Olympia, Puget Sound and Victoria; twice per week service northwest to Cathlamet, Oak Point and Astoria; and, one per week service west to Hillsboro and Lafayette. See: S.J. McCormick, *Portland Directory, Oregon Farmer Book and Job Printing Office*, 1866, p. 24.
- 12 Details can be found in the online *U.S. Postal Bulletins* using the keywords 'East Portland.' See: [www.USPostalBulletins.com](http://www.USPostalBulletins.com).
- 13 Charles A. Whittlesey and Richard W. Helbock, *Oregon Postmarks*, La Posta Publications, 1985, pp. 68-69.
- 14 See: W.R. Beith, Larry Maddux and Charles Neyhart, 'Illustrating the East Portland Type 5 Postmark,' *The Oregon Country*, v. 35, n. 4 (Spring 2016), pp. 8-9.
- 15 Dr. A.M. Loryea, who, with Dr. J.C. Hawthorne founded the Oregon Hospital for the Insane and served a term as mayor of East Portland, was the second postmaster. An East Portland booster, he undoubtedly pressed for the introduction of a formal named postmark (perhaps paying for it with personal funds). The first postmaster, Milton Hosford, on the other hand, was apparently unwilling to incur the cost of furnishing a canceling device, either because the volume of mail did not require it or it did and Hosford, instead, simply added more labor to the task at hand. Thus, a manuscript cancel (Type 1) in ink was used throughout his tenure.
- 16 Private contractors, some of whom also supplied devices for the Post Office Department, routinely advertised post office supplies in the *U.S. Official Postal Guide* and through direct mail. Many of these vendors supplied similar devices, often making it difficult to determine the actual manufacturer.
- 17 East Portland is listed as a user of the F.P. Hammond 'wheel of fortune' cancel in: James M. Cole, *Cancellations and Killers of the Banknote Era, 1870-1894*, U.S. Philatelic Classics Soc., 1995, p. 60.
- 18 *Daily Bulletin*, Vol. XIII, No. 3689, Post Office Department, Washington, D.C., April 6, 1892. This same situation occurred at the same time with the independent Albina Post Office, which gave rise to Portland Station B. Station B was discontinued in 1919 and, when it reopened in 1926, it was located on the west side of Portland. As a result, Station B will not be studied herein, even though it shared a birthday with Station A.
- 19 For example, John Lewis, postmaster at the East Portland Post Office, earned a salary of \$1,850; as superintendent of Station A, his compensation was \$1,079.
- 20 The street details of the eastern boundary are: Twelfth south to Everett, east to Sixteenth and south to Washington, east to Twentieth and south to Yamhill, east to Twenty-Third and south to Salmon, west to Twentieth and south to Division. 'East Side Affairs,' *Morning Oregonian*, March 31, 1892, p. 10. This district was somewhat smaller than the boundaries of the former city of East Portland by not including then unplatted territory.
- 21 A carrier window was opened to give mail to those who were ineligible for free delivery.
- 22 Eugene E. Snyder, *Portland Names and Neighborhoods: Their Historic Origins*, Binfort & Mort, 1979.
- 23 These outcomes would be revisited and clarified in the 1933 'Great Street Renaming.'
- 24 The two central Nathaniel West Buildings and a contiguous third building on the north end called West's Block, were built in phases during 1892-96. A contiguous fourth structure built by West on the south part of the block was demolished in 1935 to accommodate an entrance ramp to the Morrison Bridge.
- 25 It was not that uncommon for postal patrons to fund the furnishings of the office. At the last East Portland Post Office location, a patron subscription program had raised \$2,000 in funding for office furniture and fixtures.
- 26 'Post Office Receipts,' *Morning Oregonian*, January 2, 1893, p. 18.
- 27 The eight-hour workday Post Office Department rule for carriers became effective January 1, 1895. A similar 8-in-10 rule for clerks became effective March 4, 1913.
- 28 *Morning Oregonian*, April 17, 1903. See, also: *Daily Bulletin*, Vol. XXIV, No. 7085, Post Office Department, Washington, D.C., May 29, 1903. The new contract stations were: Station 8, Hawthorne & Grand (Forbes Jancke Drugstore); Station 9, 131 Grand (Singletary Bookstore); and Station 10, Burnside & Grand (Love's Drugstore).
- 29 For example, deliveries to (and pickups from) east side implement houses would only occur on Sundays; businesses would have to pickup and drop off parcels and packages at the main post office on the west side on other days.
- 30 'Station A Opens Today,' *Morning Oregonian*, August 15, 1904. Station 9 was next administratively assigned to Exposition Station, a temporary classified post office at the 1905 Lewis & Clark Exposition.
- 31 Station E, established in 1906 and located directly across from Union Station, had added the city mailing and city delivery divisions to its location because of inadequate space at the main Pioneer Post Office and the station's proximity to the mail trains.
- 32 The group was organized in 1906 to '... promote the inter-commercial interest of the central portion of the East Side, and to build up business in it.' *Morning Oregon*, October 18, 1906, p. 11.
- 33 'New Postal Station on East Side to Occupy Space of Entire Block,' *Morning Oregonian*, December 25, 1935.
- 34 Three of the buildings are listed on the National Register of Historic Places. Those three, plus two more, are included in the East Portland Grand Avenue Historic District.
- 35 The Logan and Baldwin buildings, both on the same block, were demolished. A service station and a paved parking lot now take up the entire block. Citizens Bank remodeled the exterior of its building and in so doing removed the original Alder Street main entrance lobby to the bank and Station A.
- 36 Richard W. Helbock, *Portland Postal History*, Raven Press, 1983, p. 36.
- 37 Richard W. Helbock and Dan Meschter, 'Duplex Handstamps,' *La Posta* (March 1987), pp. 7-16.

- 38 The numeral in the same type of duplex cancel at Station B was '6.' While this could allow, for instance, the Portland Post Office to keep separate track of first class mail from its two postal stations, numerals assigned to the two stations may have been due to nothing more than the main post office was already using numerals '1' through '4' for tracking (or not) its own mails.
- 39 Reg Morris & Robert J. Payne, 'Hampden' *The Machine Cancel Society Specialized Study No. 9*, (1991). The Doremus Machine Co. won the bid and refurbished about 70 percent of the machines, but it was soon determined that the rework would not extend the useful life to the Post Office Department.
- 40 *Ibid*, p. 165.
- 41 Richard Small, *Checklist of Postal Machine Cancellations* (2012) reports that a Hampden machine had also been used at Station B from May 24 until June 12, 1900. Based upon the respective dates of use at the two stations, the machine may have been passed on to Station B after the short period of use at Station A.
- 42 Frederick Langford, *Standard Flag Cancel Encyclopedia*, 4th ed. (2008), p. 157.
- 43 For example, Helbock, *supra*, Note 36, p. 32 does not recognize this difference and, instead, treats it as a Type I. This difference was brought to my attention by W.R. Beith.
- 44 Portland Station B also added a new dial die, in this case a Type Y in 1906. (This was that type's only use in the United States) Thus, these additions may have been motivated by a potential need for additional machines. Nonetheless, Langford notes that dials B and Y were used concurrently in 1906 at Station B, but made no similar statement about dials B and H in 1908 at Station A.
- 45 *Daily Postal Bulletin*, U.S. Post Office Department, No. 9375 (November 26, 1910).
- 46 'Text of Farley Address at Portland Dedication,' *The Sunday Oregonian*, October 17, 1937, p.12.
- 47 *Ibid*.
- 48 Station C, at Thirty-Ninth & Belmont, was discontinued as a result of providing larger capacity at East Portland Station. However, contract stations were continued nearby.
- 49 The original sketch is at the Smithsonian American Art Museum, but not currently on view. According to Mark Humpal, of Mark Humpal Fine Art in Portland and one who knew Paul Grellert personally, the entry sketch was submitted for a commission to execute a post office mural for the state of Texas. Grellert did not win that commission, but the judges deemed his work was of such high merit that he was appointed to create his mural at the new post office in East Portland. (Meeting, March 17, 2016.)
- 50 Surprisingly, there is no public photograph of the original mural.
- 51 The new mural was done in oil on canvas. In the original model, the horse appears to be white; moreover, the background of the repainted mural was changed to a more 'Oregon-like' setting. *Supra*, Note 49. An excellent research reference for this topic is: Marlene Park & Gerald E. Markowitz, *Democratic Vistas: Post Offices and Public Art in the New Deal*, Temple University Press, 1984.
- (Charles Neyhart, a three-time winner of the Helbock Prize, resides in Portland, Oregon, and can be contacted at: [charles.neyhart@comcast.net](mailto:charles.neyhart@comcast.net))

## A Jacksonville Ship 2 Marking

By Deane R. Briggs

The interesting cover at right was sent from Key West, Florida, to Columbus, Georgia, by a private, noncontract ship via Jacksonville. All mail at this time from Key West was sent by ship, usually by a U.S. contract mail ship that would often require more postage than the rate for a noncontract ship.

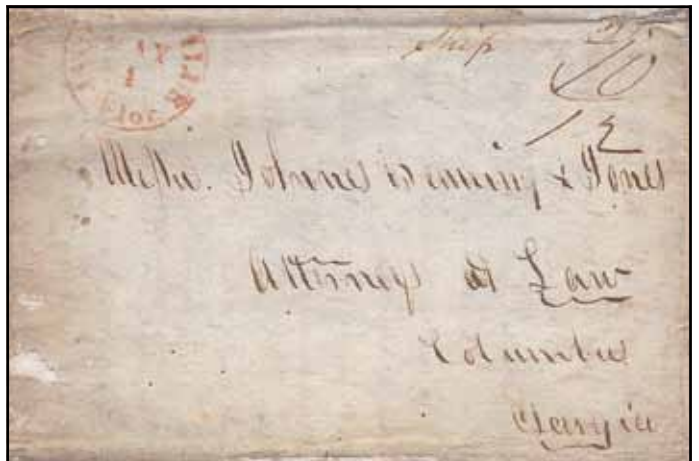
Contract mail by ship at this time had only once or twice monthly scheduled service. The once a month Route 2477 from Key West to Charleston was awarded on June 8, 1839, to Lord and Stocker at \$1,500.

The twice a month Route 2478 from St. Marks by Key West to New York was awarded on September 19, 1838, to William W. Pratt at \$2,000, but it was rescinded the following year.

By 1851, contract mail from Key West was still only once a month. Route 3550 from Key West to Miami, in boats not less than 20 tons, was awarded on April 14, 1851, to Von Pfister and Clapp at \$500.<sup>1</sup>

As a result of this infrequent service, most mail from Key West went by noncontract ship and required a two-cent ship fee in addition to the regular postage rate based on the distance from port of entry.

The illustrated cover was sent by private ship to Jacksonville, supposedly because that was the quickest route to get the letter into the mails going to Columbus. However, it was datelined Key West, April 23, and not posted at Jacksonville until May 4, so one wonders if it really went on the fastest route. Jacksonville was not a normal port for mail from Key West to enter the mails. Charleston, South Carolina, on the Atlantic was by



A 'JACKSONVILLE/FLOR./MAY 4 (1847)' red postmark with a manuscript unpaid Ship 2 + 10 = 12-cent rate on a cover from Key West to Columbus, Ga.

far the most common port, followed by Apalachicola and St. Marks in the Gulf. The fact that a large and almost daily steamboat traffic plied the Apalachicola River, and both contract and noncontract mail went directly from Apalachicola to Columbus, Georgia, on the Apalachicola and Flint Rivers, would lead me to question why this cover went via Jacksonville. Perhaps there were no ships leaving Key West for Apalachicola for some time or there was some weather activity in the Gulf, though May was a little early for a hurricane.

For more about Florida covers, visit the Florida Postal History Society website at: [fphsonline.com](http://fphsonline.com).

### Endnote

- 1 Deane R. Briggs, ed., *Florida Stampless Postal History 1763-1861*, North Miami, Fla.: David G. Phillips Pub. Co., 1999, pp. 39, 49.



# Ben Franklin as a Printer

By Peter Martin

Benjamin Franklin was the first Postmaster General of the United States, serving from 1775-1776 under the Continental Congress, but one of his main occupations was that of printer.

Born in 1706, Franklin began apprenticing in his brother James' print shop in Boston in 1718. At 17, Franklin ran away to Philadelphia, where he found work as a printer, then started his own print shop and purchased *The Pennsylvania Gazette*. When he published the wildly successful *Poor Richard's Almanack* his fortune became secure.

The Figure 1 image at right is from the 1850 *The Illustrated Family Christian Almanac* (Figure 2) and here is their assessment of the then-current state of printing:

"When Franklin was a printer, it would have been a hard day's work to print 2,000 impressions, or 1,250 sheets on both sides, in a day, by the old fashioned *hand-press* that stands near him in the engraving. About 20 years ago, the *Napier* press was introduced, giving from 900 to 1,200 impressions per hour. The lately invented *type-revolving press* of Mr. Richard M. Hoe, of New York, in which the type on a large central cylinder gives off, at every revolution, four impressions upon sheets on four small cylinders, will print 10,000 small newspapers per hour! So much for modern improvement in *rapidity*. With other kinds of slow-moving machinery and the application of mechanical skill, there is an almost equal improvement in the *quality* of printing wood engravings. This sheet of the *Family Christian Almanac* is printed on a six-roller Adams, self-delivering press, which gives off six impression of 24 pages each in a minute—skill, care and consequent expense in the designing, is the engraving, in the printing and in the selection and preparation of all the materials employed, being equally indispensable."

Postage stamps were introduced in the United States in July 1847, shortly before this edition of *The Illustrated Family Christian Almanac* was published, and the continued development of printing technology was an essential element that allowed stamps to become widely used.

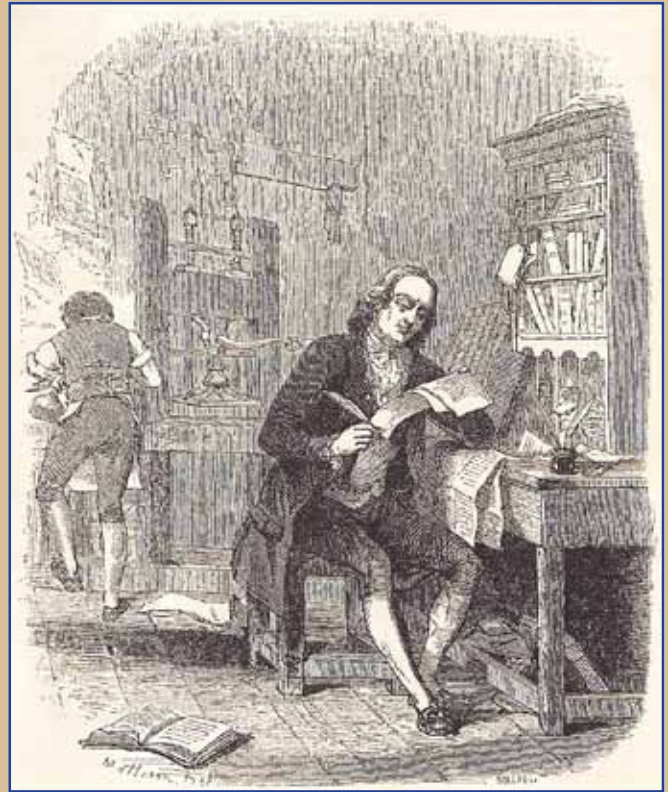


Figure 1: An engraving of Ben Franklin in his print shop.

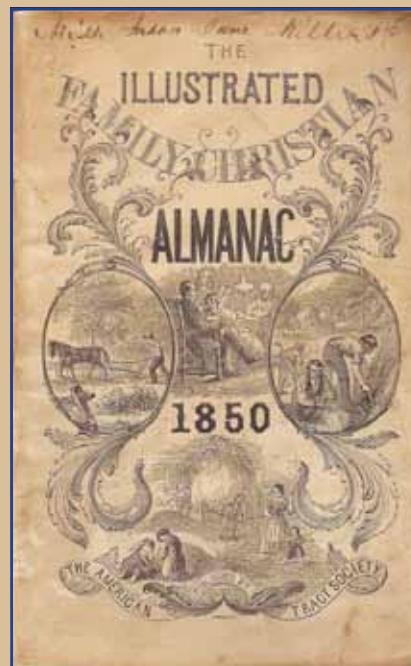


Figure 2:  
The front cover of  
the 1850 *Illustrated  
Family Christian  
Almanac*.

*Tell Advertisers*  
*"I saw it in La Posta"*



Figure 1: A 10-cent greenish blue, Type II, (CSA 12-ADc) tied on cover by a Columbia Mine, Ga., circular datestamp with a manuscript date of July 28.

## A Confederate Cover From Columbia (Gold) Mine, Georgia

By Patricia A. Kaufmann

What may be a surprise to many is that Georgia has been a Mecca for gold mining since the 1820s. And a cover from Columbia Mine, Georgia, used in the Confederacy is a bit of a gold mine itself!

Shown in Figure 1 is what is purported to be, according to the late William G. Bogg, the only Confederate use from Columbia Mine, Georgia. I have scoured auction catalogs and come up with no other. I also checked with Georgia postal history students and, although one thought he had seen another, he could not produce evidence to that effect.

The cover initially came to light via Robert Dickson many years ago when he acquired part of the J. Belknap Smith correspondence. It bears a CSA 10-cent bluish green Archer & Daly Type II stamp and the cover is addressed to Mrs. John H. Jones in Augusta, Georgia.

One of the first miners in the territory was Jeremiah Griffin, a wealthy local farmer, who bought out the interest of two traveling Englishmen who had discovered gold on nearby lands. By purchasing 3,000 acres that adjoined his claim, Griffin soon had a virtual

monopoly that shut out would-be competitors. Griffin later became a mining engineer and invented the gold stamp mill. It was erected on Little River about 1832. This invention was the forerunner of the gold mining mills of later years, and today the original stamp mill is housed at Yale University.<sup>1</sup>

A small book, titled simply *Gold Book*, located on the shelves of the Probate Court office in Appling, relates to the gold fever of 1832 when people could buy a chance in the unique land lottery of Georgia.

The prize was a hoped-for gold mine located on lands predominantly within the former Cherokee Indian reservation of northern Georgia.

In time, a branch mint would be built at Dahlonega, Georgia, for the manufacture of gold coins. Columbia County native Ignatius Few had a hand in helping to choose the architects for this project.

Unfortunately, in the 1840s, after Griffin had enlarged his plant, he was accidentally shot and killed in a mishap with his own gun while returning from Alabama on his horse. Shortly thereafter, his enterprise was bought out by the Columbia Mining Company.



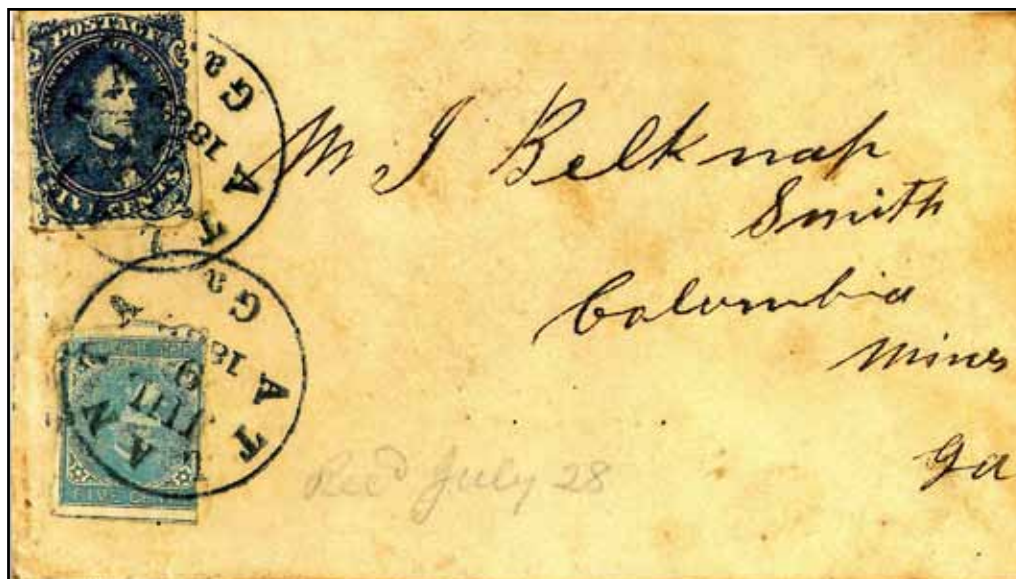
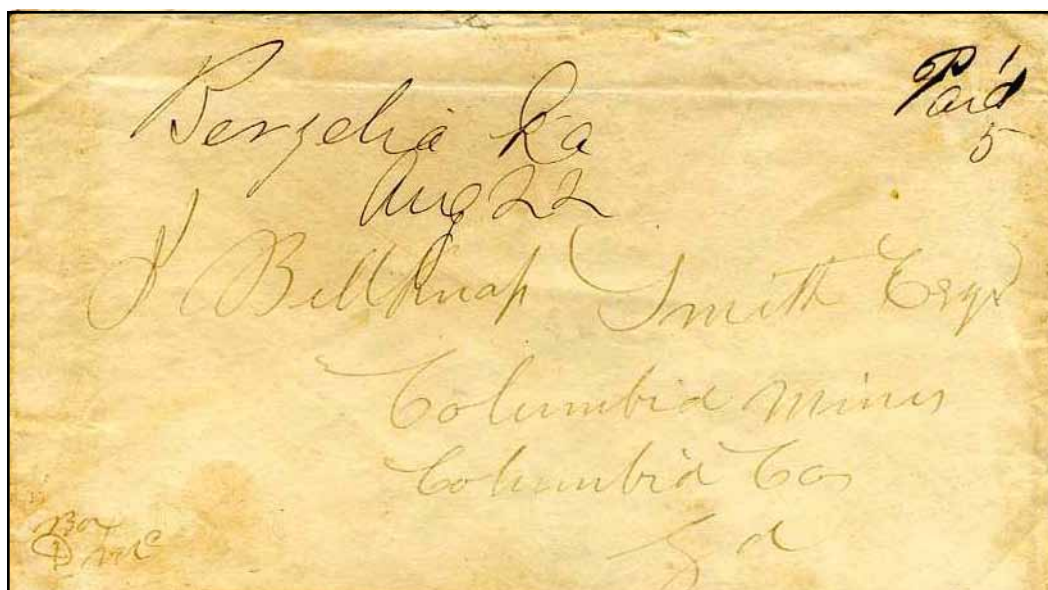


Figure 2: This mixed franking bears singles of the CSA five-cent blue lithograph and CSA five-cent London typograph issue, both tied by Atlanta, Georgia, July 9, 1862, circular datestamps on a cover addressed to, 'Mr. J. Belknap Smith, Columbia Mines, Ga.'

Figure 3: Confederate cover addressed to J. Belknap Smith at Columbia Mines from Berzelia, Ga, August 22, 1861, with a matching manuscript 'Paid 5.'



Gold was first found in the Columbia vein in 1823 and from that time until the beginning of the Civil War, the property was worked continuously by private methods, on a more or less extensive scale. Just preceding the Civil War, 120 slaves were employed on this property in mining and milling 10 tons of ore per day.

By 1830, when 6,000-10,000 people were engaged in gold mining, Georgia had become the foremost gold-producing state—a position it maintained until the late 1840s.<sup>2</sup>

This undertaking worked on a huge scale until the machinery was confiscated by the Confederate government during the Civil War and all the work came to a standstill. Also, about this time the mint was closed in Dahlonega.

Many Southern miners had previously left in 1849 for the more lucrative gold fields of the west, namely California. Nevertheless, early postal records reveal

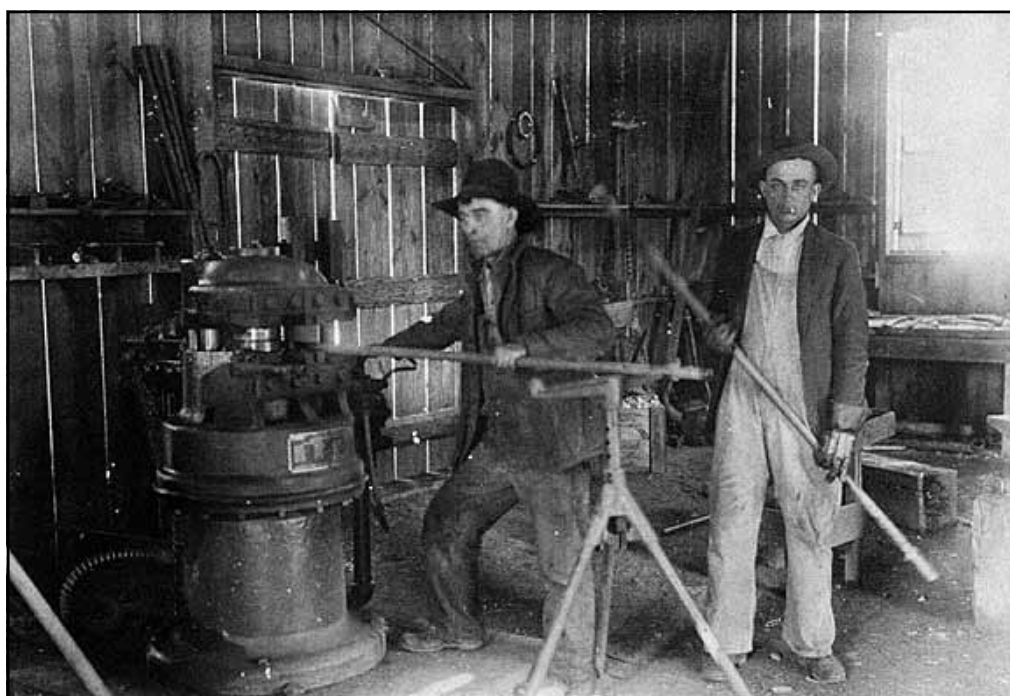
that there was a post office operating at the Columbia Mines site until it was discontinued June 22, 1866, with Benjamin Brownhead serving as postmaster.

Total production of Georgia gold from 1823 to 1944 was worth about \$17,945,000. This indicates a production of about 868,000 troy ounces, or about 36 tons, the current value of which is more than a quarter-billion dollars.<sup>3</sup> Six of the eight counties in the east-central district of Georgia have a history of gold mining. The Columbia Mine was one of the more extensive lode mines in the state. Total production prior to the Civil War was about two million dollars (four tons).

Joseph Belknap Smith (1802-1916) was a speculator and one of the founders of the Columbia Mining Company. His papers are housed in the Duke University libraries. Found there are schedules of property belonging to the Columbia Mining Company containing lists of slaves and their values; contracts for



**Figure 4: The Columbia Mine circa 1915.**



**Figure 5: Oscar William Dent and Vernon Dent in the steel shop at Columbia Mine, circa 1925.**

hiring slaves and freedmen; land deeds; advertisement for an apparatus of Edward N. Kent for separating gold from foreign substances; correspondence of Smith and one of his partners, George Wood, about their copper mines in Tennessee; a ledger (1860-1873) containing valuations of the mine and mill properties of Smith and his partners and the amount of the Confederate soldiers' tax and war taxes for some of the Civil War years.

The mixed franking cover in Figure 2, bears singles of the CSA five-cent blue lithograph and CSA five-cent London typograph issue, both tied by Atlanta, Georgia, July 9, 1862, circular datestamps on a cover addressed to, "Mr. J. Belknap Smith, Columbia Mines, Ga."

Figure 3 is another Confederate cover addressed to J. Belknap Smith at Columbia Mines. It is a stampless cover with manuscript postal markings from "Berzelia, Ga, Aug 22" and a matching "Paid 5," which dates it to 1861.

Berzelia was a community in Columbia County

that has pretty much faded away. It was about six miles east of Harlem, located on the former Georgia Railroad. It was one of the original stops on the rail line when it came through the area in 1837. Originally known as Bowery, it lasted more than 100 years.

U.S. mail service at Bowery was established July 19, 1833, with Hezekiah Magruder handling the initial postmaster duties. The name of the community was officially changed to Berzelia in 1837.<sup>4</sup>

Throughout the years, other gold seekers have tried their skills around the area with varying degrees of success. It was soon learned that once the gold bug had bitten, it was hard to let go.

Probably the last local gold boom was during the Great Depression years of the 1930s, when the Hamilton Mine of McDuffie County was worked for a while by William Fluker.

A noted geologist, Fluker was a lecturer on the speaker's circuit at many conventions and gatherings in that field. He was the general manager of the Columbia



Mining Company in 1899. In the early 1900s, reports and letters were sent out looking for investors and interested buyers for its property and equipment. Not surprisingly, the investors found gold mining a very volatile venture.

Figure 4 shows the Columbia Mine circa 1915. Oscar William Dent and Vernon Dent are shown in Figure 5 using the steel sharpener in the steel shop at Columbia Mine, circa 1925.

The J. Belknap Smith family and the William Fluker family rest in fenced-in graves in a small cemetery on the Wilkes County side of Little River, where once they crossed over for their gold-digging ventures.

Gold fever has periodically reawakened, with the lure of that profitable strike just around the corner. Only a fortunate few have found that elusive pot of gold at the end of the rainbow. Most were farmers who continued their agricultural pursuits while supplementing their incomes with unpredictable gold mining.<sup>5</sup>

## Endnotes

- 1 Charles Lord, "Columbia County once gripped by 'gold fever,'" *The Columbia County News-Times*, posted March 21, 2010. [http://newstimes.augusta.com/stories/2010/03/21/opi\\_570651.shtml](http://newstimes.augusta.com/stories/2010/03/21/opi_570651.shtml) Accessed November 24, 2016.
- 2 Vernon J. Hurst, *Gold in East-Central Georgia*, Atlanta: University of Georgia, 1990, p. 1.
- 3 *Ibid.*
- 4 Staff writer, *The Augusta Chronicle*, "Berzelia community fades away." [http://chronicle.augusta.com/stories/1999/12/10/met\\_277081.shtml#.V-rE3sn66kI](http://chronicle.augusta.com/stories/1999/12/10/met_277081.shtml#.V-rE3sn66kI) Accessed September 27, 2016.
- 5 Lord. *The Columbia County News-Times*.

(Patricia (Trish) Kaufmann is a fulltime dealer specializing solely in Confederate States stamps and postal history. She began collecting in the mid 1960s and has been a professional philatelist since 1973. E-mail: [trishkauf@comcast.net](mailto:trishkauf@comcast.net))



Figure 1: Newly reported Washington, D.C., Substation No. 4 special delivery marking dated May 17, 1895. (Courtesy, John Donnes)



Figure 2: Washington, D.C., Station No. 51 special delivery marking dated October 2, but no year date. (Courtesy Clarence A. Stillions)

## Additional D.C. Station Special Delivery Markings Reported

By Dennis H. Pack

Two new Washington, D.C., special delivery handstamps have come to light since the publication of my "Special Delivery Markings Used at Washington, D.C., Sub-Stations" in the Third Quarter *La Posta*. One is from a substation; the other is from a station.

A special delivery cover from Washington, DC, Substation No. 4, dated May 17, 1895, was provided by John Donnes. "SPECIAL DELIVERY" is entirely in capital letters. It is the second earliest reported marking, and it was sent to a local address. This cover is the ninth reported Washington, D.C., substation special delivery marking from six substations.

The original article showed and described a special delivery marking used at Washington, D.C., Station No. 57 after all substations were changed to numbered stations March 31, 1902. Clarence A. Stillions submitted a cover with the same type of

station special delivery marking, but from Station No. 51. All of the text is in uppercase letters, except "No.," but it appears that an additional handstamp has been impressed over the marking that has the station name in capital and small letters. It has a handwritten date of "10/2," but no year date. The two-cent Washington stamp was initially issued Nov. 12, 1903, so the cover was mailed after that. The cover was sent to a local address. This is the second reported marking of this type.

The original article asked: How many substations used the special delivery markings and were they ever applied to letters for delivery outside Washington, D.C.? Six substations are reported as having used the markings, and all of the covers were sent to D.C. addresses. Readers are encouraged to e-mail scans of Washington, D.C., substation cards or covers with special delivery markings to me at: [packd@hbc.com](mailto:packd@hbc.com).

## Oklahoma Joe is Still Buying—JUST DON'T ASK WHY!



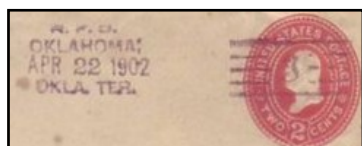
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 WEATHER FORECAST BACKSTAMPS  
 U.S. DESPATCH AGENT AND AGENCY MARKINGS  
 19th CENTURY U.S. FANCY CANCELS  
 PATENT CANCELS  
 PRIVATE PERFS ON COMMERCIAL COVERS

**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)

OKLAHOMA DOANE and R.F.D. CANCELS  
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 OKLAHOMA CIVIC ADVERTISING  
 MULTICOLOR A.B. SHUBERT, FUR BUYERS COVERS



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 YELLOW KID  
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 E-mail: [joecrosby@cox.net](mailto:joecrosby@cox.net)



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Figure 1: SS *Nieuw Amsterdam*.

## Espionage and Sedition in America in the First World War

By Jesse I. Spector and Robert L. Markovits

In the late morning of Monday, September 21, 1914, the elegant SS *Nieuw Amsterdam* of the Holland American Lines (Figure 1) steamed through moderate winds, clear skies and mid-70 degree temperatures into New York harbor. America was at peace, but in this eighth week of raging war in Europe the morning addition of *The New York Times* would report that a two day bombardment by German guns had wrecked the French city of Rheims and led to the destruction of the historic Rheims Cathedral in a massive conflagration.

*The Times* would also report, in bold front page headlines, that the left flank of the German juggernaut via Belgium into France had faltered, although the right flank continued to make advances. Intensive fighting by the French and German belligerents was described in military communiqués from the adversaries.

As the neutral Dutch SS *Nieuw Amsterdam* slipped into its mooring, a 32 year-old German passenger would obtain his first glimpse of America. The *Amsterdam's* list of alien passengers (Figure 2) would inform that Isaak (sic) Straus, a physician and German citizen born in Karlsruhe and residing in Berlin, was traveling alone with the purpose of immigrating to America.

Well now, simple enough, except for a few details not available through the passenger manifest. Dr. Straus had left a wife and three young children in Berlin, and was under secret instruction by the Imperial German government to imbed into the fabric of New York society so as to spread propaganda favorable to Germany in the neutral United States. Well, it's not

BALCON, CABIN, AND STEERAGE ALIENS MUST BE COMPLETELY MANIFESTED.

LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE UNITED STATES

Required by the regulations of the Secretary of Commerce and Labor of the United States, under Act of Congress approved February 20, 1907, to be delivered to the United States Customs and Border Patrol.

S.S. *Nieuw Amsterdam* sailing from *Rotterdam* September 21, 1914

| No. | Full Name    | Age | Sex | Birth Date | Birth Place        | Profession | Destination | Remarks                |
|-----|--------------|-----|-----|------------|--------------------|------------|-------------|------------------------|
| 1   | Isaak Straus | 32  | M   | 1882       | Karlsruhe, Germany | Physician  | USA         | Immigrating to America |
| 2   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 3   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 4   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 5   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 6   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 7   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 8   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 9   | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 10  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 11  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 12  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 13  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 14  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 15  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 16  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 17  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 18  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 19  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 20  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 21  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 22  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 23  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 24  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 25  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 26  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 27  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 28  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 29  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 30  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 31  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 32  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 33  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 34  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 35  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 36  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 37  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 38  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 39  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 40  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 41  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 42  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 43  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 44  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 45  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 46  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 47  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 48  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 49  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |
| 50  | ...          | ... | ... | ...        | ...                | ...        | ...         | ...                    |

Figure 2: The passenger list of aliens on the SS *Nieuw Amsterdam*.

too surprising in time of war for a belligerent to use whatever means possible to favorably influence a powerful neutral nation, would one not agree?

Oh, but then there is just one more issue to consider: Dr. Straus would not be performing medical work in the United States. Rather, he would be involved in the chemical industry to obtain U.S. secrets in the





Figure 3: A special delivery letter to Mrs. Edith Straus, Aeolian Hall, New York City.

Figure 4: The reverse of the Figure 3 cover.



production of chemicals used in making gas masks and in the production of the explosive TNT. Yes that does shed a different light on things. Join us as we raise the curtain on espionage and sedition in America during the First World War.

The cover that attracted our attention, albeit without foreknowledge of how far it would carry us into its eventual investigation, is a three-cent Washington stamped envelope (Scott U436) mailed special delivery from New York City on February 25, 1918, using a 10-cent Scott E11 to Mrs. Edith Straus in New York City (Figure 3). This is a busier cover than one at first concludes, and actually a particularly difficult cover to decipher.

Below the recipient's name, a difficult to decipher scripted notation states that the letter is in-care-of "Chronios or perhaps "Chronus." Further research would prove that we were wrong in both cases and only later would the critical name become clarified as our story unfolded. The recipient was located at room

830 in Aeolian Hall on West 42nd Street in New York City. An inverted special delivery fee-claim stamp completes the information on the obverse of the cover.

It is the reverse side of the cover that becomes the piece de résistance to the ever-inquisitive social postal historian (Figure 4). There, in the center, is a stamped notation: "Censored, U.S. Dept. of Justice, Ellis Island, N.Y." The reverse side is thus disturbing for what one perceives regarding its implication in wartime America with our entrance into the Great War on April 6, 1917, and the subsequent creation of the Alien Espionage and Sedition laws.

While we did not know who the sender was, the cover served as an introduction to the receiver, and thus would begin the arduous search that would eventually prove incredibly rewarding.

Straus is an extremely common surname of German derivation, and with several million Germans having immigrated to America between 1850 and the Great War it was ubiquitous in the United States.

Edith was also a quite common given name associated with the Straus surname, but we eventually discovered among many, one Edith Straus in the 1920 U.S. Federal Census who tweaked our fancy. She was married to an Isaac Straus, age 38, who had immigrated to the United States from Germany in 1914. Edith and Isaac had four young children, aged nine through two, and were living at the time in Monroe, Orange County, New York, just west of New York City.

Now, do not ask why we became intrigued with this family, since there is an unequivocal mystique to researching postal history that at times defies explanation, yet something here aroused our curiosity. Suffice it to say, however, that by this time we had also discovered that there were numerous Isaac Straus listings in New York and throughout the United States, putting us on thin ice to begin with.

At that point we backtracked to records of immigrants coming to America in the 20th century and located a ship manifest indicating that Isaak (sic) Straus had arrived in New York from Rotterdam, Holland aboard the Dutch liner, *SS Nieuw Amsterdam*, on September 21, 1914. This German citizen was born in the same year, 1882, as reported in the 1920 Federal Census record for Isaac Straus; perhaps this was our man. The trail was warming up.

The *New York City Directory* for 1918 proved manifestly unhelpful in that alphabetic listing was by individual business categories rather than by surname; however, the *1917-1918 Directory of Directors in the City of New York* (Figure 5) identified an Isaac Straus at 33 West 42nd Street in New York City. Straus was listed as president, treasurer and director of the Alpha Omega Publishing Company.

Well, you say, that is not all that helpful, since we had previously stated that there were numerous Straus's living in New York, many with the given name of Isaac, and the address of 33 West 42nd Street does not match that on our cover. But, hold on, for the address does match. You see, Aeolian Hall at 29 West 42nd Street is actually the Aeolian Building, whose full address is 29-33 West 42nd Street, and is the exquisite 18-story building (Figure 6) home to the 1,100 seat Aeolian Concert Hall (Figure 7) on its third floor, where among other great performances was the first performance of "Rhapsody in Blue" performed by George Gershwin, accompanied by Paul Whitman's orchestra, on February 12, 1924. Oh, but lest we digress, we return to our protagonist Isaac Straus.

With the information now obtained we explored the world of printing, although we found it disconcerting that Straus, the printer in the Aeolian Building, seemed far afield from Straus, the physician, as noted in the 1914 ship manifest we previously described. Nevertheless, we worked on our initial presumption that we had the

| 706   | DIRECTORY OF DIRECTORS.  |
|---|--|
| <p>STRATTON, FRANK M., 90 West St.<br/>Sundstrom &amp; Stratton Co., Sec'y and Dir.<br/>STRATTON, GERALD, 135 Christopher St.<br/>Purdie Frederick Co., The, Dir.<br/>STRATTON, HARRY L., 1764 Broadway.<br/>Cold-Stratton Co., V. Pres., Treas. and Dir.<br/>STRAUB, OTTO L., 334 Fourth Ave.<br/>Central Textile Co., Incorporated, Treas. and Dir.<br/>STRAUS, ADOLPH D., of the firm of A. D. Straus &amp; Co., 18 Broadway.<br/>Hanover Fire Insurance Co., Dir.<br/>STRAUS, H. GRANT, 422 Fulton St., Brooklyn.<br/>Abstract Realty Co., Dir.<br/>Fidelity Trust Co., Dir.<br/>Fourteenth Street Realty Co., V. Pres. and Dir.<br/>STRAUS, HARRY H., 220 West 19th St.<br/>Hygrade Button Works, Incorporated, Pres. and Dir.<br/>STRAUS, ISAAC, 33 West 42d St.<br/>Alpha Omega Publishing Co., Pres., Treas. and Dir.<br/>STRAUS, JESSE ISIDOR, of the firm of R. H. Macy &amp; Co. Broadway, corner West 34th St.<br/>Lincoln Trust Co., Dir.<br/>Mercantile Insurance Co. of America, The, Dir.<br/>N. Y. County National Bank, Dir.<br/>North British &amp; Mercantile Insurance Co. of London &amp; Edinburgh, Dir. in N. Y.<br/>STRAUS, MARCUS, 221 Fourth Ave.<br/>Rothfeld, Stern &amp; Co., Dir.<br/>STRAUS, MARK J., 49 Madison Lane.<br/>Hosmer Riglander &amp; Co., Sec'y and Dir.<br/>STRAUS, NATHAN, JR., 210 Fifth Ave.<br/>Fack Publishing Corporation, Pres. and Dir.<br/>STRAUS, OSCAR S., Chairman, Public Service Commission, 120 Broadway.<br/>N. Y. Life Insurance Co., Dir.<br/>STRAUS, PERCY S., of the firm of R. H. Macy &amp; Co. Broadway, corner West 34th St.<br/>C. &amp; Co., Limited, V. Pres., Treas. and Dir.<br/>Second National Bank of the City of N. Y., The, Dir.<br/>STRAUS, PHILIP R., 1904 Broadway.<br/>Hardman Tire &amp; Rubber Co. of N. Y., V. Pres. and Dir.<br/>Levanille Import &amp; Export, Incorporated, Pres. and Dir.<br/>STRAUS, PHILIP R., 110 West 40th St.<br/>Cinical Film Co., Incorporated, Treas. and Dir.<br/>STRAUS, ROGER W., 120 Broadway.<br/>American Smelters Securities Co., Sec'y to Labor &amp; Welfare Department, Sec'y to Construction Committee, Assistant to Chairman of the Board of Dir. and Dir.<br/>American Smelting &amp; Refining Co., Sec'y to Labor &amp; Welfare Department, Sec'y to Construction Committee, Assistant to Chairman of the Board of Dir. and Dir.<br/>Federal Mining &amp; Smelting Co., Dir.<br/>New River Collieries Co., Dir.<br/>Yukon-Alaska Trust, Trustee.<br/>Yukon Gold Co., Dir.<br/>STRAUS, ABRAHAM, 607 West 46th St.<br/>Straus &amp; Adler, Incorporated, Pres. and Dir.<br/>STRAUS, ALBERT, of the firm of J. &amp; W. Seligman &amp; Co., 1 William St.<br/>Astoria-Alsea Railway &amp; Electric Corporation, Dir.<br/>Astex Land &amp; Cattle Co., Limited, Dir.<br/>Banco Mercantile Americano del Peru, Dir.<br/>Cuba Cane Sugar Corporation, Dir.</p> | <p>Cumberland County Power &amp; Light Co., Dir.<br/>Decker Land Co., Dir.<br/>Georgia-Carolina Power Co., Dir.<br/>Guaranty Trust Co. of N. Y., Dir.<br/>J. G. White Engineering Corporation, Dir.<br/>J. G. White Manufacturing Corporation, Dir.<br/>Mercantile Bank of the Americas, Incorporated, V. Pres. and Dir.<br/>Mercantile Overseas Corporation, Dir.<br/>Mississippi River Power Co., Dir.<br/>National Bank of Nicaragua, Incorporated, Dir.<br/>Pacific R. R. of Nicaragua, Dir.<br/>Pierce Arrow Motor Car Co., The, Dir.<br/>Rochester Oil &amp; Refining Corporation, Dir.<br/>STRAUS, BERNARD, of the firm of Bestloer, Strauss &amp; Meyer, 24 West 23d St.<br/>Crown Point Spar Co., Dir.<br/>STRAUSS, CHARLES, 312 Fourth Ave.<br/>Broadway Safe Deposit Co., Sec'y and Dir.<br/>Eastchester Development Co., Dir.<br/>N. Y. Board of Water Supply, Pres. and Dir.<br/>Seaman Realty Holding Co., Pres. and Dir.<br/>Underwood Computing Machine Co., Dir.<br/>Underwood Typewriter Co., Dir.<br/>STRAUSS, CHARLES H., 1328 Broadway.<br/>Cohn &amp; Rosenberger, Incorporated, Treas. and Dir.<br/>STRAUSS, DANIEL, 73 Fifth Ave.<br/>D. Strauss Co., Incorporated, Pres., Treas. and Dir.<br/>STRAUSS, DAVID, 2 Rector St.<br/>Continental Iron &amp; Steel Co., Pres. and Dir.<br/>Royal Manufacturing Co., Railway, N. J., Treas. and Dir.<br/>STRAUSS, EMIL, 103 Park Ave.<br/>Torrill Gas Machine Lifting Co., Sec'y, Treas. Manager and Dir.<br/>STRAUSS, FANNIE, 22 West 21st St.<br/>William Strauss Co., Incorporated, Sec'y and Dir.<br/>STRAUSS, FERDINAND, 50 Church St.<br/>Strauss Toy Shops Co., Incorporated, Pres., Treas. and Dir.<br/>STRAUSS, FRANK, 126 Fifth Ave.<br/>J. K. Riefel &amp; Co., Sec'y and Dir.<br/>STRAUSS, FREDERICK, of the firm of J. &amp; W. Seligman &amp; Co., 1 William St.<br/>Albany Southern R. R. Co., Dir.<br/>American Hide &amp; Leather Co., Dir.<br/>Central Trust Co., Trustee.<br/>Columbia Gas &amp; Electric Co., Dir.<br/>Columbia Trust Co., Dir.<br/>Cuba Cane Sugar Corporation, V. Pres. and Dir.<br/>Equitable Road &amp; Share Co., Dir.<br/>Equitable Life Assurance Society of the U. S., The, Dir.<br/>Great Falls Power Co., Montana, V. Pres. and Dir.<br/>J. G. White &amp; Co., Incorporated, Dir.<br/>Manatt Sugar Co., V. Pres. and Dir.<br/>Mercantile Bank of the Americas, Incorporated, Dir.<br/>Montana Power Co., V. Pres. and Dir.<br/>Morrison Trust Co., Dir.<br/>National Bank of Nicaragua, Incorporated, Dir.<br/>Pacific R. R. of Nicaragua, Pres. and Dir.<br/>Peru Marquette Railway Co., Dir.<br/>Portland Railway Co., Oregon, Dir.<br/>Portland Railway, Light &amp; Power Co., Dir.<br/>St. Louis-San Francisco Railway Co., Dir.<br/>Tattle Co., Dir.<br/>Utah Securities Co., Dir.<br/>STRAUSS, HENRY C., 1333 Broadway.<br/>Hank, Strauss &amp; Co., Incorporated, Pres. and Dir.</p> |

Figure 5: A 1918 New York City directory identifying Isaac Straus.

right person in our sights, and explored the publication world where we found the print industry weekly publication, *The Fourth Estate*. And there it was!

In the February 23, 1918, weekly issue in the lower right corner of page 2 (Figure 8) was a barely noticeable article with a heading of "Detained on Ellis Island." It read: "Dr. Isaac Straus of Alpha Omega Publishing Company has been taken into custody by agents of the Navy intelligence alien camp of Ellis Island pending an investigation. Federal authorities are investigating his alleged connection with a chemical company manufacturing tuluol, the chief ingredient in T-N-T, a powerful explosive."

Well, dear reader, if we are correct in assuming that we now have your undivided attention, let us introduce you to Isaac Straus, physician, president of Alpha Omega Publishing Company, director of the Chromos Chemical Company and one of the best known and wealthiest German subjects residing in New York City.

Isaac Straus was born in 1882 into the Jewish community of Karlsruhe, Germany, the second largest city in the state of Baden-Württemberg along the Franco-German border of southwestern Germany. He received his education in Germany and married Edith





Figure 6: Aeolian Hall, West 42nd Street, New York City.

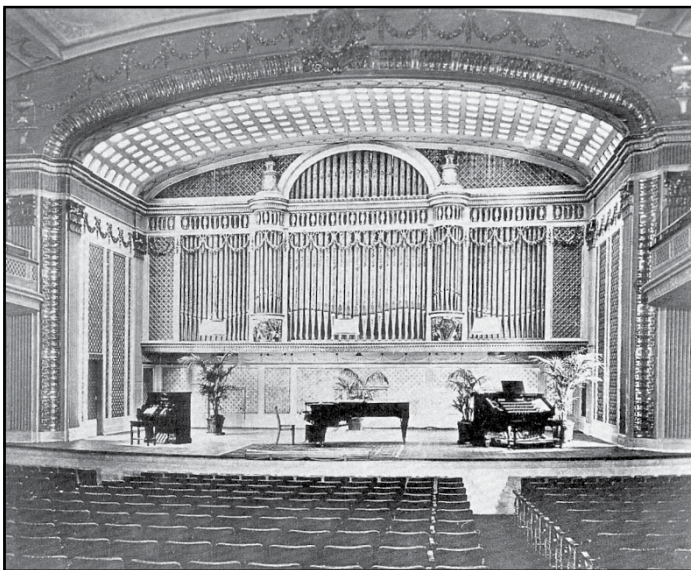


Figure 7: The Aeolian Concert Hall.

Figure 8: The Feb. 23, 1918, issue of *The Fourth Estate* commenting on the arrest of Isaac Straus.

#### DETAINED ON ELLIS ISLAND.

Dr. Isaac Straus, president-treasurer of the Alpha Omega Publishing Company, New York, has been taken into custody by agents of the Navy intelligence alien camp on Ellis Island pending an investigation. The Federal authorities are investigating his alleged connection with a chemical company manufacturing toluol, the chief ingredient in T-N-T, a powerful explosive.

TURDAY, FEBRUARY 16, 1918.

#### ARREST DR. I. STRAUS AS AN ENEMY ALIEN

**Manufacturer of an Ingredient  
Used in Explosive Is Taken  
to Ellis Island.**

Agents of the Department of Justice arrested last Wednesday Dr. Isaac Straus, who makes his home at the Hotel Nassau, Long Beach, L. I., and who is the head of a concern which is engaged in making an ingredient used in the manufacture of trinitrotoluol, one of the most powerful explosives known. Dr. Straus has an office at 33 West Forty-second Street. The Federal authorities said last

night that Dr. Straus had been arrested by order of the Attorney-General in Washington, who acted under authority of the President's enemy alien regulations. Dr. Straus, it was added, has not been interned but is held on Ellis Island pending the outcome of investigations which are being made by the Secret Service. Dr. Straus has a wife and several children who are now at the Hotel Nassau. He is about 40 years old and is said to be one of the best known and wealthiest German subjects resident in this city.

Another German subject, whose name is withheld, was also taken to Ellis Island yesterday, where he is detained while an investigation is made of his past activities. It was reported that this man was arrested at about the same time as Dr. Straus and was also taken under an order of Attorney General Gregory.

#### GERMAN WITH TOLUOL ARRESTED AT LONG BEACH

Owing to the fact that Dr. Isaac Straus, who makes his home at the Hotel Nassau, Long Beach, L. I., did not have a permit from the Bureau of Mines to have toluol in his possession, he was arrested on Wednesday and detained for examination on Ellis Island. Dr. Straus, who is a German, is the head of a concern which is engaged in making an ingredient used in the manufacture of trinitrotoluol.

The Chromos Chemical Company, of which Dr. Straus is head, has a factory in Brooklyn for the manufacture of benzoate of soda. Dr. Straus stated that he used the powerful explosive found in his possession in the making of the soda.

Straus came to this country from Germany soon after the beginning of the war and took out first citizen's papers. He lives in a six-room suite with his wife, three children and a maid at the Hotel Nassau.

#### PUBLISHER DETAINED AT INTERNMENT CAMP

By Associated Press.

NEW YORK, Feb. 15.—Dr. Isaac Straus, president and treasurer of the Alpha Omega Publishing company, is being detained at the internment camp on Ellis Island, it was learned tonight, pending an investigation by federal agents of his alleged connection with a chemical company which makes toluol, an ingredient used in the manufacture of powerful explosives. Government officers declined to discuss the case.

Figures 9-11 (From Top): Newspaper articles reporting the arrest of Isaac Straus.



in the first decade of the 20th century. At the time of his arrival in the United States on September 21, 1914, Isaac had left behind in Berlin his wife Edith and three children—George, age 3; Emanuel, age 2; and a newborn, Eva. For this 32 year-old to leave behind a wife and young family with war between the Allied and Central Powers less than two months old must have resulted from some extremely compelling circumstances. As will become shortly evident, the circumstances were directly under the influence of the German Imperial Government, funded eventually by 55 million dollars in total towards reaching their desired ends. But let us not get ahead of ourselves.

Isaac Straus arrived on our shores with a fund of \$15,000 and over the next four years led a peripatetic existence of profound productivity. He established the Alpha Omega Publishing Co. and inaugurated *The American Jewish Chronicle*, of which he was the publisher. *The Chronicle*, for reasons that will become clear shortly, would advocate and propagandize close ties between the Russian-Jewish community in the United States and Germany during the three-year period of European War prior to the U.S. entry into the conflict.

If Straus's activities seem overwhelming in their own right, consider that he then created the Chromos Chemical Company with two large plants in Brooklyn, New York. There you have it—Chromos—the name on our cover that was so difficult to discern, even in a hindsight reviewing of his scripted writing.

All of his business entities—newspaper, publishing company and chemical company—were housed in the Aeolian Building in Straus's eighth floor location. As these ventures pursued individual goals, Straus then brought his family to the United States. Edith Straus and her three children, together with a housekeeper, Hedwig Schalke, arrived in New York, April 5, 1916, on the *SS Kristianiaffjord* from Bergen, Norway.

Dr. Straus ensconced his family in a luxurious six-room suite at the Hotel Nassau at Long Beach, Long Island. During this relatively brief interval in the United States, Dr. Straus had become one of the wealthiest and most prominent members of the German-Jewish community in the United States funded by German sources through banks and through German bond subscriptions in North and South America.

So far, so good, one might imagine. But, there was yet a fly in the ointment—Isaac Straus was unaware that his activities and those of a score of co-conspirators were under the gaze of the United States Secret Service. The bubble was about to burst.

With United States entry into the Great War on

**Figures 12-13 (From Left): A detailed description of charges against Isaac Straus from the April 5, 1918, *Brooklyn Daily Eagle* and *New York Tribune*.**

## STRAUS, SAID TO HAVE SECURED GAS MASK FORMULA, INTERNED

Brooklyn Chemist Sent With 20  
Other Dangerous Enemies to  
Fort. Ogelthorpe.

ONCE DERNBERG SECRETARY

Dr. Isaac Straus, head of two chemical factories in Brooklyn, and during 1914-1915 one of the foremost figures in conducting German propaganda here, leaves the Tombs Prison today with twenty other dangerous enemy aliens, bound for the prison camp at Fort Ogelthorpe, Ga.

Shortly after his arrival here Dr. Straus became editor of *The Jewish Chronicle*, said by Federal Agents to be devoted to a propaganda for a German-ruled Palestine. He is also said to have maintained communications with G. L. Dahlgren of Rotterdam, who was evidently in close touch with Berlin.

Through his Brooklyn factories he is alleged to have come into possession of the Government gas-mask formula; though whether he was able to get the information to Germany or not was not revealed.

Dr. Straus was arrested in February at Long Beach, where he was living with his wife and three children at Hotel Nassau. The reason given for his arrest was that he had toluiol, a component of TNT, a high explosive, in his possession, without any Government license for possessing the same.

The doctor was at that time head of the Chromos Chemical Company, with offices at 33 West Forty-second street, Manhattan, and factories on Stewart avenue and at 7 Bridgewater street, Greenpoint. He said that the toluiol he had was to be used in the manufacture of benzoate of soda, a preservative.

Inquiries made today revealed that Mrs. Straus, his wife, is at present vice president and virtual head of the Chromos Chemical Company and that the Stewart avenue plant still turns out a quantity of benzoate of soda and benzoic acid for use as preservatives. Employees of the concern said, however, that the Bridgewater street place, at which the toluiol was made, had been closed down. All the activities of the company are strictly peaceful, it was said.

It is alleged that Dr. Straus negotiated with the Government as a manufacturer of chemicals ready to undertake gas mask contracts, and that it was thus that he received the formula of the neutralization compound used in the masks. If this formula reached the enemy they would merely have to use another kind of gas to render the masks useless.

Straus was at one time a secretary to Dr. Dernberg. Since his arrest he has been confined in the Mercer County, N. J., Penitentiary pending investigation. He is now to be interned for the duration of the war.

Among other aliens sent South today were Hermann Lohmann and Karl Joehelme, arrested on warrants from Federal District Attorney Melville J. France. The men were picked up by Naval Intelligence officers on December 29 near Fort Wadsworth, Staten Island, after letters of a decidedly anti-American character had been found in their possession. They also had a number of alleged pro-German connections here.

Baron Gustav von Hasberg, one of the founders of the New York Yacht Club; Joseph von Bruck, who recommended the purchase of a New York newspaper to the German Government; Dr. Karl O. Bertling, friend of Von Bernstorff; Von Papen and Dr. Muck and Charles Kuttman, said to have been arrested in Brooklyn, were also in the party.

Maurice Von Seebeck, a former soldier in the United States Regular Army, one time headquarters interpreter for General Pershing's staff in France, was returned to this country on General Pershing's order. No charges of treachery were made against him; but he will be interned for the duration of the war with the others.

The others were Dr. Alfred Pick, involved in ship plots; Franz Kreisel, formerly a sergeant in the Coast Artillery and stationed in the defenses of Boston Harbor; Johann Heimkamp, Oscar Tau, Wilhelm Tachlenberg, Karl Hilbert and Hermann Tummler arrested in Boston; Gustav Brewer, Lazari Egadio and Wilhelm O. Fauer, arrested in Trenton, N. J.; Otto Senne, arrested in Newark; Wilhelm Hohage, arrested in Hoboken, and Ernest Perez, who claims he is a Spaniard and who was arrested on his arrival in New York a few days ago.

## Berlin Agent Sought Secret Of Gas Masks

Isaac Straus Headed Chemical Co. Here as a  
Blind

Ordered Interned  
With 20 Others

Von Bruck, Propagandist,  
Also Among Aliens on  
Way South

A party of twenty-one enemy aliens from all parts of the East, including two who are said to be among the most dangerous German plotters yet taken in custody, and two recently discharged United States soldiers, arrived here yesterday, and will start for Fort Ogelthorpe, Georgia, to-day. They have been ordered interned for the duration of the war.

Dr. Isaac Straus and Joseph von Bruck are the two masters of Prussian intrigue who have been directing a system of espionage and propaganda, which, if successful, it is asserted, would not only have been dangerous to America's cause, but fatal to many of Pershing's men on the battlefield.

Straus was the publisher of "*The American Jewish Chronicle*" and also president of the Chromos Chemical Company, which has two large factories in Brooklyn. He is known to have made bids for making gas masks for American soldiers, and in this way to have tried to get the formula for the chemicals used in the masks. According to Federal authorities he intended to send these formulas to Berlin, where German chemists might produce a gas against which the masks would be useless.

Active in Propaganda  
Von Bruck has been in this country for some time as agent of the Mannesmann Tube Works, of Germany. He handled large amounts of money coming from Germany. He has been actively engaged in propaganda work, according to officials, and has been in communication with Berlin since the United States entered the war.

Dr. Straus, who is an expert chemist, came here in the fall of 1914. He was sent on a special mission by the Committee of the East in Berlin and brought a fund of \$15,000 with him to carry on his work. In 1916 he founded "*The American Jewish Chronicle*," which has offices in Forty-second Street.

About six weeks ago agents of the Naval Intelligence Service arrested Straus at the Hotel Nassau, Long Beach, where he was living in a luxurious suite with his wife and children. He was sent to Ellis Island, and later to the Mercer County prison, while agents of the government investigated his case. This investigation has been directed by Assistant United States Attorney Robert Stephenson, who recommended that the man be interned.

The Committee of the East in Berlin was founded in 1914 with an object of spreading propaganda which could tend to incite Russian Jews and convey the idea that Germany intended to free them. To aid this campaign for Jewish internationalism, as it was termed by the Kaiser's press agents, Straus was furnished with an abundance of money for the work in the United States. He was in close touch with former Ambassador von Bernstorff and Dr. Dernburg.

Questioned About Funds  
When interrogated by Mr. Stephenson, as to the fund handled by him, Straus tried to explain that most of it was credit advanced him from Germany. In addition to the \$15,000 brought from Germany, he said, a stranger came to his hotel and delivered a package containing \$30,000. He denied that he knew just where this money came from, but said that it had all been used for the paper. Later, Herr H. Albert, financial attaché of the German Embassy, turned over \$35,000 to him. He gave a receipt for this money, but never accounted to his Prussian superiors for the other donations.

According to Mr. Stephenson, "*The American Jewish Chronicle*" has never reflected the ideas of its German director. The paper is still being published and has never been in difficulty with the government.

In the Chromos Chemical plants large quantities of benzoate of soda and toluiol were kept. In addition potassium of permanganate and sodium of permanganate were handled in bulk. All of these chemicals are ingredients of high explosives. Straus had no permit to handle these chemicals and in doing so, being an enemy alien, he violated the President's proclamation.

It is believed by the Federal agents that the chemical plants were operated to give Straus an opportunity to bid for United States Government contracts.

Remitted to Berlin



April 6, 1917, the axe would fall on both guilty, as well as innocent German aliens in suspected plots of treachery.

The Espionage Act of 1917 was a federal law enacted on June 15, 1917, intended to prohibit interference with military operations and to prevent the support of U.S. enemies during wartime. Its constitutionality was frequently contested in the courts, but never overruled.

The Sedition Act of 1918, enacted on May 16, 1918, extended the 1917 Espionage Act to cover a broader range of offenses, forbidding the use of “disloyal, profane, scurrilous, or abusive language” with regard to the U.S. government, flag and armed forces.

The Sedition Act, in contrast to the Espionage Act, would be repealed on December 13, 1920, as a response to the public’s concern that the right of free speech had been assailed.

Newspapers, the mainstay of public communication in the pre-radio days of World War I, would rapidly convey the war’s events throughout the United States. It was through the news media that the dam burst when, beginning on Saturday, February 16, 1918, newspapers across the United States reported the arrest of Dr. Isaac Straus as an enemy alien on Wednesday, February 13, 1918 for illegal use of toluol, a main component in the manufacture of the explosive trinitrotoluol—TNT (Figures 9-11).

The published reports were initially quite opaque, with the government declining to discuss the case against Dr. Straus in detail. As the extent of complicity of Straus and other German conspirators unfolded, his notoriety was such that by 1920 newspaper headlines concerning a “Dr. Straus” left no question in the public’s mind as to who was being referred to.

By April 1918 the details of Isaac Straus’s arrest became newspaper fodder. *The Brooklyn Daily Eagle* reported on April 5, 1918 (Figure 12) that Dr. Straus was one of the foremost figures in conducting German propaganda in the United States. It also reported that Straus had negotiated with the U.S. government to obtain a contract to construct gas masks for the military and, by this means, to obtain the formula for the neutralization compound in the mask that protected the soldier from the gas attack. His motive was to forward the information to Germany so that chemists could develop another kind of gas that would render the masks useless.

On the same day, *The New York Tribune* (Figure 13) reported that Straus had been sent to the United States in 1914 by the “Committee of the East” in Berlin, an agency set up in 1914 with the object of spreading propaganda that would tend to influence Russian Jews, and convey the message that Germany was fighting Russia—the latter being notoriously anti-Semitic—to free Russian Jews from oppression.



Figure 14: Dr. Straus transferred to Fort Oglethorpe, Ga., as a dangerous alien.

Straus was availed of extensive funding by German agents, to the tune of almost \$100,000, to carry out his mission.

*The Tribune*, as well as numerous other newspapers, would include the information that Straus, among 20 other enemy aliens considered “dangerous” had left Ellis Island under military guard for internment prison at Fort Oglethorpe, Georgia (Figure 14).

The scene was chaotic as the military-escorted prisoners arrived at Pennsylvania Station in New York and experienced “rough handling” by an angry crowd. During the transit from the Tombs prison to the station an angry crowd shouted “hang them,” “shoot them.” Despite the threats, newspapers, including even the *Muskogee Times Democrat* in Oklahoma would report on April 9, 1918, of the prisoners’ arrival at Fort Oglethorpe.

In July 1918, a more nuanced picture of the activities of these German agents was made available to the public. A report in the *New York Tribune* was but one example—and indeed an excellent one—revealing the massive plot undertaken by Imperial Germany to influence the war in America.

Among the subterfuges attempted was the use of German-leaning and German-owned newspapers to “befog” war issues in the United States. With specific regard to Dr. Straus, it was made known that he had received \$85,000 from the German paymaster, Dr. Albert, and in what must have been an amusing interchange with his interrogators regarding another \$30,000 he had received, Straus responded that an unknown person had left it at his hotel for him.

The war concluded with the Allied victory and the armistice of November 1918. *The Washington Post* reported on June 15, 1919 that among the “Hun Plots” perpetrated during the war years, Dr. Straus’s propaganda effort had consumed \$786,000 in just the first year of his efforts into mid 1915!

Isaac Straus was released from detention in early 1919. We know this from the fact that we find him living in Monroe, New York, as reported in the 1920 Federal Census previously alluded to. The actual census taking had been carried out in the latter half of 1919. Ah, but Dr. Straus was not out of hot water by any means.

*The Washington Herald* reported on December 19, 1920 (Figure 15) that a grand jury for the District of Columbia Supreme Court had indicted Dr. Straus for alleged violations of the Trading with the Enemy Act, an extension of the Espionage Act previously discussed. Straus had failed to report owing \$227,500 to the German government, and failed to report that he held shares of stock in a corporation that was the property of Heinrich Albert, an agent and official of the German government.

We find no record of Dr. Straus having been subsequently found guilty of these charges and, based on changing sentiment in the United States during the early 1920s, it is quite likely that nothing came of the indictment. In the aftermath of war, the public had tired of continued judicial activity focused on retribution for wartime German espionage.

Were that not enough, Americans were increasingly troubled by government oversights, such as the Espionage Act and the Sedition Act impinging on free speech now that peace had been reestablished. The axiom “forgive and forget” replaced “hang the Hun” for most Americans.

Well then, what became of Isaac Straus and family? It would come out in government testimony that Edith was by no means an innocent bystander. The records indicate that she directed Isaac’s activities through his several businesses on the eighth floor office of the Aeolian Building. And, by the bye, Edith did spawn a fourth child, Charlott in 1918 conceived immediately prior to his incarceration by our calculations.

But the story does not end quite yet. For, you see, a 1924 address book of “Directors and Supervisory Board Members in Berlin” includes a Dr. Isaac Straus, supervisor of a concern dealing with radioactive materials. Now it’s just a hunch on our part, but a steamship passenger list in 1927 shows Dr. Isaac Straus, physician, born in Baden, Germany, in 1882 having arrived in New York on the SS *Leviathan* from Cherbourg, France. And again in 1929, this same Dr. Straus makes two trips to the United States. Review of the departure dates corroborates that the sailings

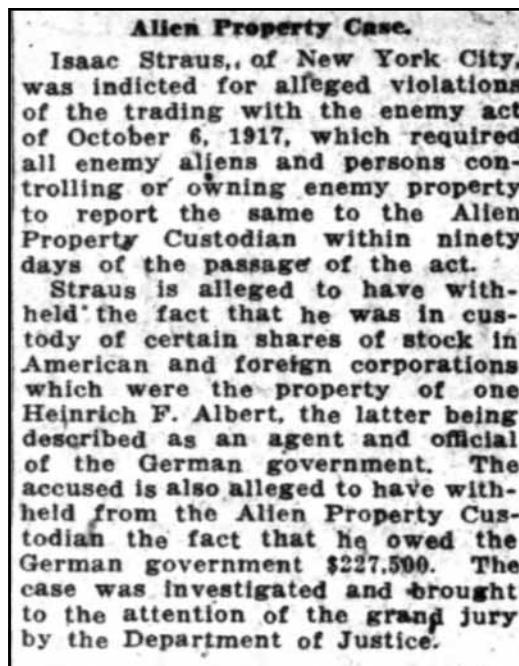


Figure 15: The indictment of Isaac Straus.

were initiated in Europe. Yes, it appears that Dr. Straus and family—never more to be located in any record sources in the United States—had indeed returned to Germany for good.

To conclude our story we must add a postscript, albeit a troublesome one. Many German Jews in World War I were fervently nationalistic. Why? Because, despite anti-Semitism being rife for centuries in Europe and Russia, the early decades of the 20th century saw Germany no worse, and in comparison to Poland or Russia, a “safer” place for Jews.

Tragically, the story is told repeatedly of male German Jews before being herded to the gas chambers in Nazi concentration camps during World War II, desperately showing their medals won while fighting for Germany in World War I—to no avail. We mention these facts for “completeness.”

With that in mind, we then went through all of the Holocaust records extant searching for Dr. Straus and family, either as victims or survivors. We came up empty-handed. That conclusion to our story must remain a mystery.

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## Snapshots

The "Snapshots" column features photographs of interest to postal historians. *La Posta* readers with interesting or historical photographs should send a 300 dpi or better scan, or a sharp color or black and white photocopy, plus a photo caption to: *La Posta* Snapshots, POB 6074, Fredericksburg, VA 22403; E-mail, [pmartin2525@yahoo.com](mailto:pmartin2525@yahoo.com). Be sure to include your name and address.



### A Marine Post Office on Saipan

This undated World War II photo shows the U.S. Marine Corps 4th Marine Division Post Office on the island of Saipan in the Mariana Islands. Wooden signs indicate that both stamps and money orders were available.

Saipan is the largest island of the Northern Mariana Islands. Today, it is a commonwealth of the United States in the western Pacific Ocean. It is located about 120 miles north of Guam.

During World War II, Japan considered Saipan as part of the last line of defenses for the Japanese homeland, and thus had strongly committed to defending it. In mid-1944, nearly 30,000 troops were based on the island.

The Battle of Saipan, from June 15 to July 9, 1944, was one of the major campaigns of World War II. The United States Marines and United States Army landed on the beaches of the southwestern side of the island, and spent more than three weeks in heavy fighting to secure the island from the Japanese.

The battle cost the Americans 3,426 killed and 10,364 wounded, whereas of the estimated 30,000 Japanese defenders, only 921 were taken prisoner. Weapons and the tactics of close quarter fighting also resulted in high civilian casualties. Some 20,000 Japanese civilians died during the battle, including more than 1,000 who committed suicide by jumping from "Suicide Cliff" and "Banzai Cliff" rather than be taken prisoner.

The 4th Marine Division was activated August 16, 1943, at Camp Pendleton, California. The unit left for the Pacific on January 13, 1944, and participated in the following campaigns during 1944-45: Marshall Islands, Saipan, Tinian, and Iwo Jima.

In April 1945, the division was relocated to Maui, Territory of Hawaii, before returning to Camp Pendleton in November 1945, where it was deactivated.

## U.S. Auxiliary Markings

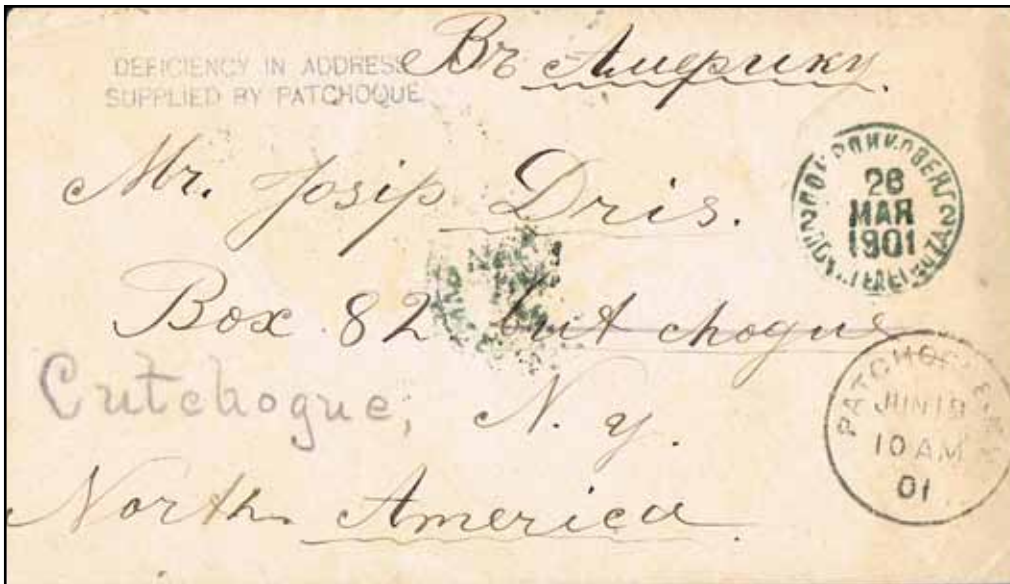


Figure 1: Sent in 1901, this Russia-origin cover needed directory service to make sense of the town name. It was given, per the handstamp at upper left, in Patchoque [misspelled], New York. The reverse of the cover shows (in European fashion) the stamp, and the Patchogue and Cutchogue receiver cancels.



## Address Problems with Incoming Covers from Abroad

By John M. Hotchner

In the last issue of *La Posta* we looked at covers originating abroad that a postal service decided could not be delivered where sent and had to be either returned to the sender or forwarded.

In this issue, we will look at a range of covers that were delivered, but only after some post office help in determining the correct address.

We begin with a simple "Deficiency in Address" cover from Russia, sent March 26, 1901, to an address in what looks like "But choyue," New York. It is shown front and back in Figure 1.

There is a "Cutchogue," New York, but it appears that the letter was sent first to the larger and better known

"Patchogue," New York, where it was given locator service, and rerouted to Cutchogue, handstamped "Deficiency in Address supplied by Patchoque." Note the misspelling of "Patchogue."

A 1931 miniature cover from France is shown in Figure 2. It bears an often seen format of "Deficiency in Address supplied by \_\_\_\_" circular handstamp, this time from Cleveland, Ohio.

I have examples from several other locations. Another feature of this cover is that the address change, from Indiana to Maryland, is accomplished by lining out the original state name and adding "Md" in red ink.

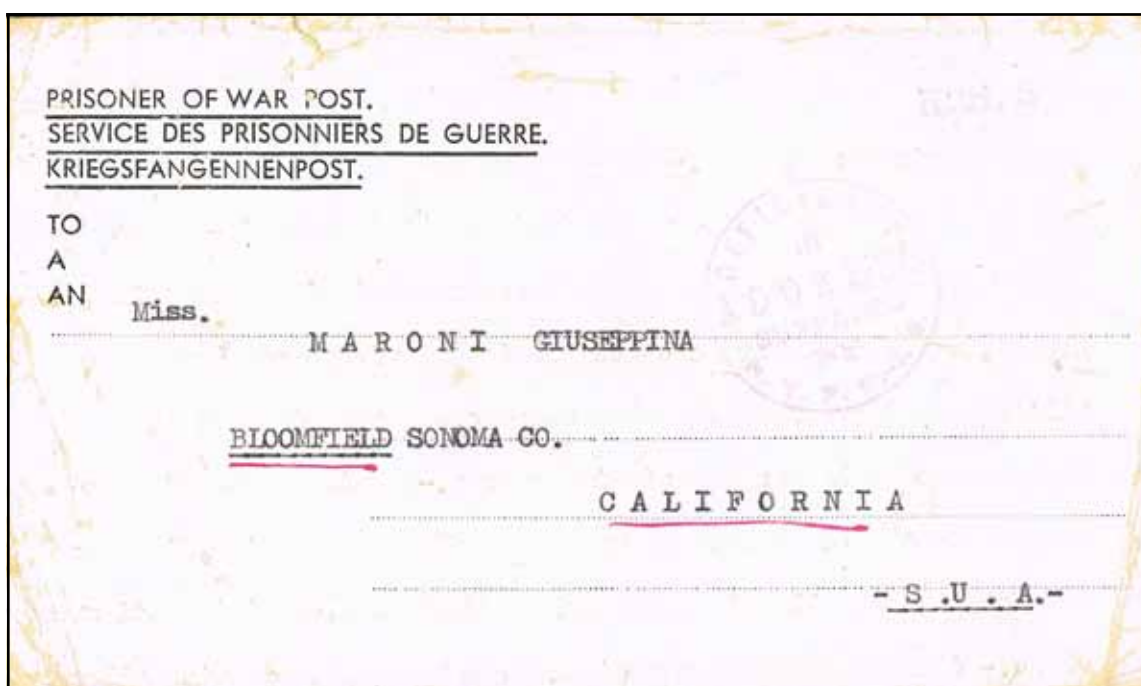
While red ink was not uniformly used by post





Figure 2: This small 1931 cover from France shows a standard round “Deficiency in Address” handstamp, and an address correction in red ink.

Figure 3 (Below): The same sort of round “Deficiency in Address” handstamp as shown in Figure 2 is used on this 1945 prisoner of war cover; this one applied by the New York Post Office inquiry section.



office clerks when changes to addresses were made, it is often seen in the first 40 years of the 20th century, especially in larger locations. I am unable to say that this was officially ordered, but it is seen often enough that it is clear that it became standard practice in some locations; and one must admit that it does stand out.

Another use of this type of circular handstamp, and red ink besides, is shown in Figure 3. It is a piece of prisoner of war mail from an Italian POW being held in Algeria (per address on the reverse) to a young lady in Bloomfield, California. It was written on January 5, 1945, but was not delivered until April 29, 1946, per the Bloomfield receiver cancel on the back.

The letter is neatly typed in Italian, and relates the fact the sender had been a prisoner of the English for two years, and also provides personal history and thoughts.

Directory service was given by the inquiry section of the New York Post Office (NYPO-IS), but actually nothing in the address has been changed. Only Bloomfield and California have been underlined in red. Perhaps it was routed to the inquiry section because there was no street address. The war in Europe formally ended on May 7, 1945. The letter was written on May 1, so I see no reason why the letter would have been delayed for over a year. But then I don't know where it was held, or with what in mind. There is no censor marking. In the upper right corner there is in the same purple as the handstamp “R.H.S.,” presumably the initials of the clerk who provided the locator service.

In Figure 4 is a 1948 postcard from the Bahamas to a person in Santa Barbara, California. It is evidence that post office clerks tried to locate addressees by using post office and other (such as telephone)

Figure 4: With no street address available, this Bahamas-origin postcard from 1948 was probably delivered by way of general delivery pick up.

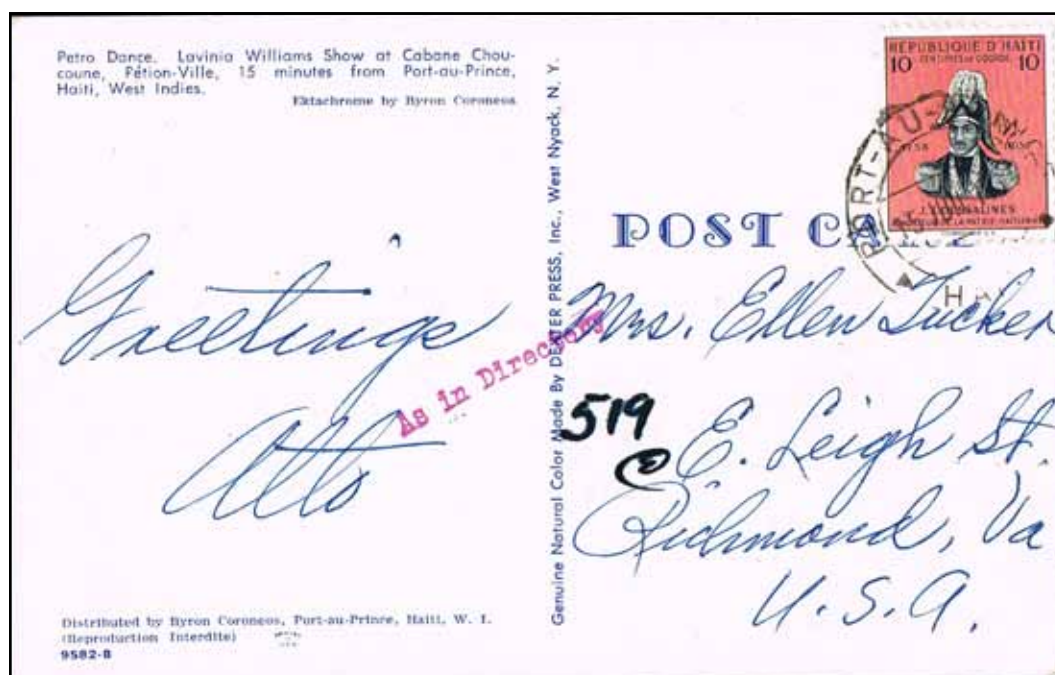
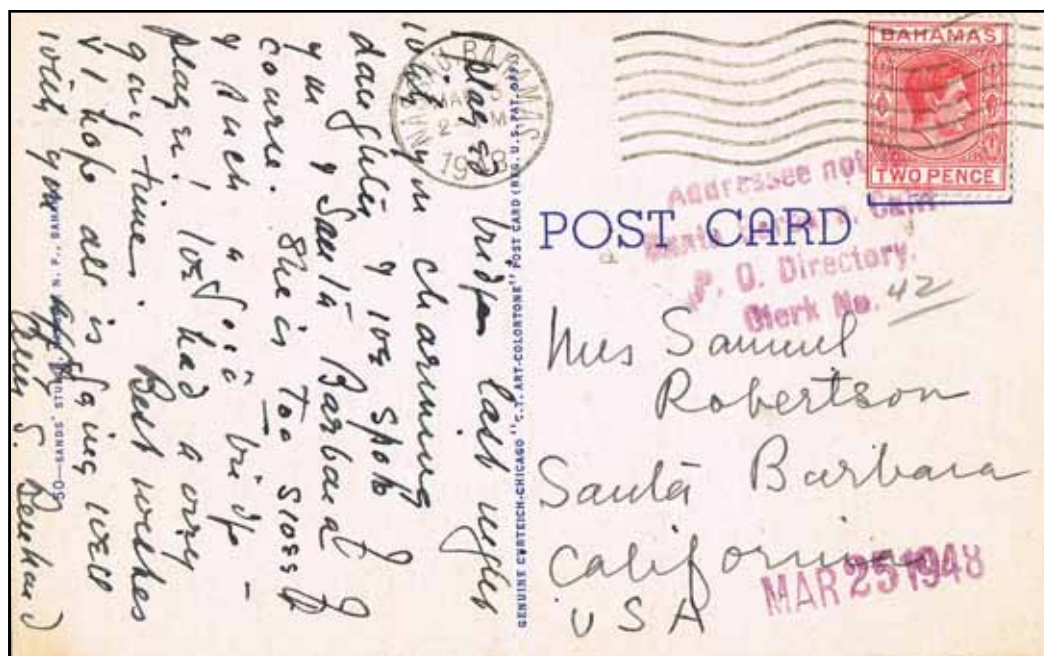


Figure 5: ‘As in Directory’ is a short form method of indicating how the house number came to be added to this postcard from Haiti (circa 1955).

directories to help locate addressees. The handstamp reads, “Addressee not in Santa Barbara, Calif. P.O. Directory, Clerk No.42.” Per the cancel on the front of the card, it was placed in general delivery, hoping that the addressee would appear and pick it up. Given that there is no indication of any other action, that is probably what happened.

This postcard helps to explain the next one, another postcard, shown in Figure 5. It is from Haiti, with a cancellation that is unreadable as to year. However, the stamp was issued in 1955.

The marking is a cryptic “As in Directory” and the post office clerk has added a house number to the street name in Richmond, Virginia, provided by the sender. This is one of the unusual examples that does not show where the directory service was given.

A 1965 cover from England (Figure 6), got a street address and Zip Code courtesy of Directory Clerk #36 in Los Angeles, California.

In Figure 7, we have a 1977 letter addressed from Japan to the Voice of America in Washington. But which Washington? Where this service was given we don’t know, but someone in the postal service added a handstamped “Washington, D.C.” to the cover.

Somewhere along the line it became standard practice to add language to address related handstamps encouraging recipients to, “Please advise correspondents and publishers of your correct address,” as shown on the 1980 British cover in Figure 8.

This cover is also interesting because of the “Delivery Effected Thru Zip Code” handstamp. Apparently, the letter was sent to the post office that





Figure 6: Both a house number and the ZIP Code have been added to this 1964 British cover by the Los Angeles Post Office.



Figure 7: ‘Washington’ can mean the state or the city, and sometimes requires clarification, as on this 1977 incoming cover from Japan.

included 53216 in its area, and they were able to determine the proper street number.

My earliest cover with “please advise” language is shown in Figure 9. The message is dated on the back as “23 October 1964,” but the U.S. cancels on the front are dated in January 1965. It seems to have been routed to the Indonesian Embassy in Washington, D.C., by the Claims and Inquiry Section of the New York Post Office, but found its way to the intended addressee, the Voice of America, from there.

The entire text of the card and the address, as well is, in Indonesian, the “deficiency in address” handstamp ends with, “Advise correspondents of your correct address.”

The 1963 cover, shown back and front in Figure 10, does not require a great deal of translation, as it says pretty clearly, though in Dutch, “Post Office, Philatelic Bureau, Washington, USA.”

Nevertheless it was sent, per the handstamp, to: “Div. of International Service Translations Section,

Figure 8: Without a street number this British incoming cover was sent to the post office delivering in the ZIP Code noted, and there the addressee was located.

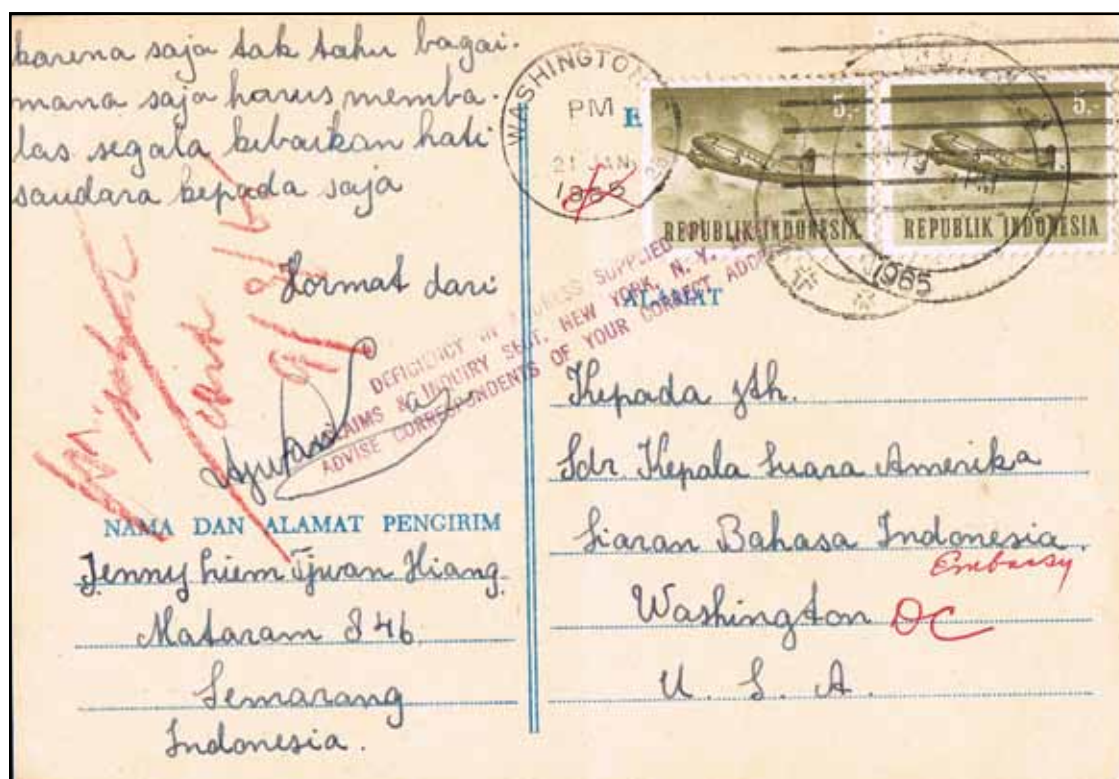


Figure 9: An early use of 'Advise correspondents of your correct address' is shown on this 1964 postcard from Indonesia.

P.O.D.," where it was receipted on September 27, 1963, and, from there, sent to the proper location.

The breadth and depth of these address correction markings are nearly limitless, and I could go on with them for pages and pages, but I hope this gives you an overview. I will end this installment with two covers.

One is the Netherlands cover, cancelled in 1987 (Figure 11), that carries the ubiquitous-after-the-early-1960s when ZIP coding was introduced, "This mail delayed because of incorrect ZIP Code."

Once people got used to ZIP codes and learned to use resources available to determine the proper code, this handstamp all but disappeared. 1987 is a late usage and the postal folks were actually wrong about this cover. Look carefully and you will see that the ZIP Code as written is correct, but the "8" is not well shaped, and the "7" at the end of the five digits is made with a cross bar, as the Europeans would do it, making it look like something else, maybe a "4."

Finally, the Belgian cover in Figure 12 was sent to a



Figure 10: Shown front and back, this Netherlands-origin cover from 1963 was sent (per back stamp) to the translations section of the Post Office Department to figure out the proper recipient.

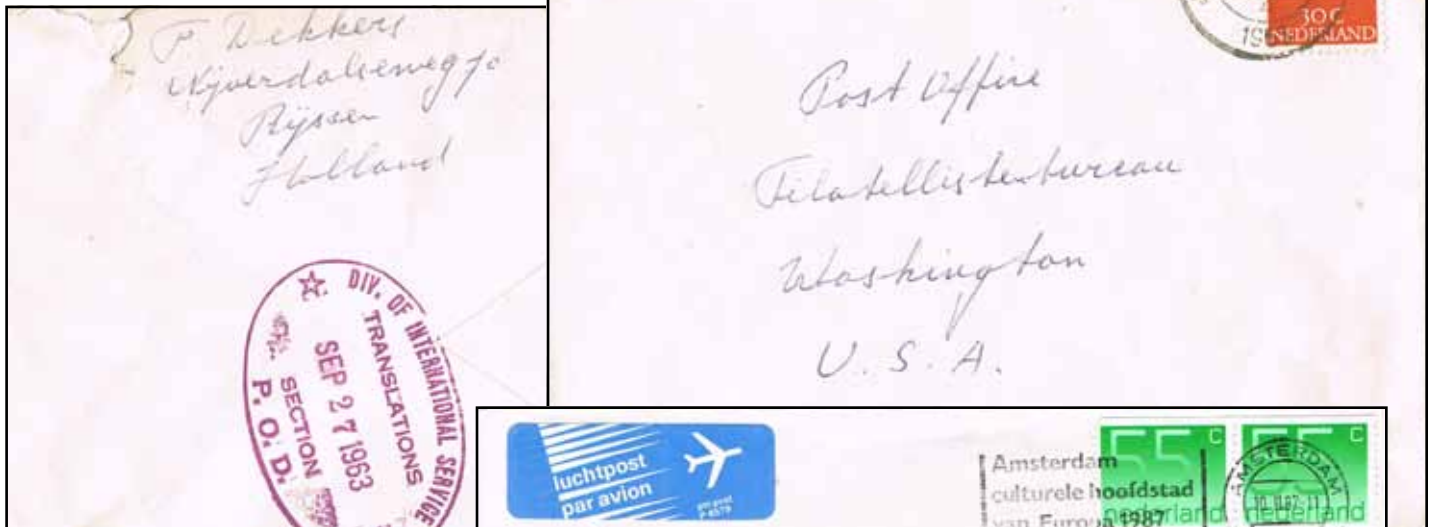


Figure 11: Another standard marking appeared with the implementation of the Zip Code system. It reads, ‘This mail delayed because of the incorrect ZIP CODE.’ However, the marking on this 1987 cover is incorrectly used.

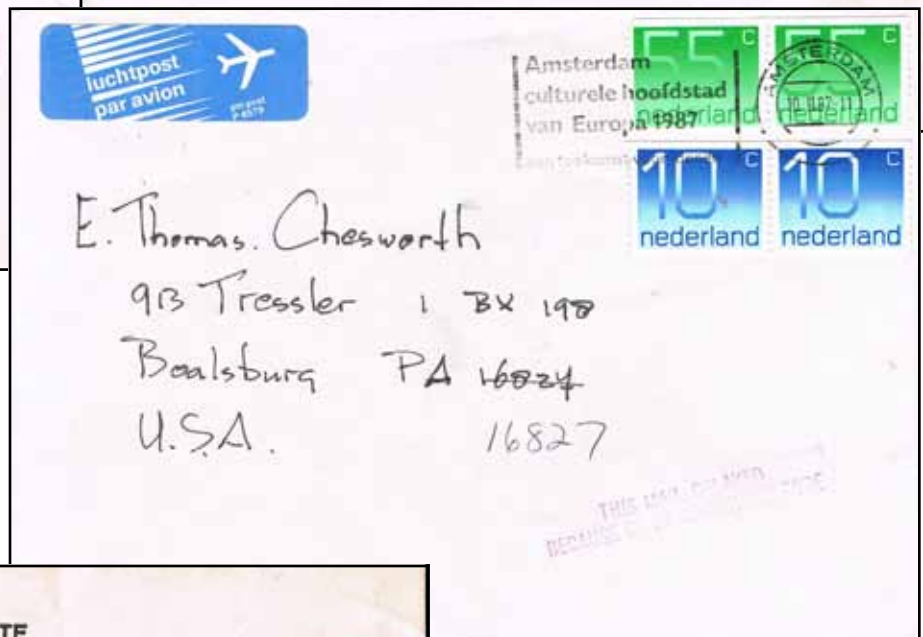


Figure 12: The post office in Oshkosh used this ‘Sorry....’ handstamp to apologize for initially putting this letter in the wrong post office box.

carpet company in Oshkosh, Wisconsin, but without a street address. The Oshkosh Post Office apparently knew that the company had a PO box, and slotted it into what they thought was the proper pigeonhole. Unfortunately, they got it wrong, and a customer returned it as being in the wrong box. The post office then handstamped it, “Sorry, misthrown to another Post Office box,” and tried again, this time successfully.

Next time, we will look at some covers from the same genre as in this article, but with much more complex stories.

Meanwhile, 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](mailto:jmhstamp@verizon.net).

# Postcard Pursuit

By Charles A. Fricke



Figure 1: Both sides of the booklet of 20 Vintage Seed Packets stamps issued April 5, 2013.

## The Vintage Seed Packets Forever Stamps and a 1919 Postcard Counterpart

The issue of the booklet of 20 Vintage Seed Packets stamps with an April 5, 2013, first day continues the recognition of America's heritage in growing plants and crops.

The complete set of 10 different Vintage Seed Packets forever stamps (Scott 4754-4763; pane/10 Scott 4763a) shown in Figure 1 include the following types of seeds: phlox, calendula, digitalis, linum, alyssum, zinnias, pinks, cosmos, aster, and primrose.

A U.S. Postal Service first day cover with a digital color postmark affixed to a linum forever stamp is pictured in Figure 2.

An unofficial FDC with a primrose forever stamp is shown in Figure 3. This first day of sale postmark was used at Macy's Department Store in Philadelphia as part of their flower show.

The illustrated April 5, 2013, postmark reads: MACY'S FLOWER SHOW STATION/FIRST DAY OF SALE/PHILADELPHIA, PA/19107. The cachet appropriately pictures a vintage "Burpee Farm Annual" seed pack.

In correlation with the Vintage Seed Packets of forever stamps is the postcard shown in Figure 4. The blank card with no inscription was mailed with a two-cent stamp (Scott 498) paying the two-cent war rate. It is postmarked with a "MEMPHIS, TENN, DE SOTO STA. 2 JUN 18 7:30 AM 1919" machine cancel and is typewriter addressed in red to, "Comstock-Fere & Co, Wethersfield, Conn."

At the left side of the postcard, reading up, is the following text: "I am on my way to the American Seed

Trade Convention. 'Are you coming.'"

So, even in 1919, there was a seed trade convention. What a nice tie to the 2013 Vintage Seed Packets stamps picturing seed packets from 1910 to 1920.

The other side of the postcard is shown in Figure 5. Next to the company logo at the top, the text reads: "R.B. BUCHANAN, BUCK BRAND TESTED SEEDS, 18 S. FRONT ST., MEMPHIS, TENN."

In the center of the postcard there is an illustration of a load of bulk bags of R.B. Buchanan types of Bulk Brand Tested Seeds with shipping tags in an R.F.D. (!) wagon pulled by a galloping horse and a determined driver.

At the bottom is a series of open blocks to indicate type of shipment: Express, Freight, Boat and Parcel Post.

The shipping tags (literally interpreted) and the types of bags of seeds are identified from the bottom left to the top of the pile:

1. Ann Out Seed, Gilmer, Texas  
Buck Brand Seeds
2. Amos Kale, Tomato, Ark.  
Cabbage Plants
3. John Doe, Tiger Tail, Io  
Buck Brand Seed Corn
4. Bill Lettuce, Tyroy, Miss.  
POTATO SLIPS
5. Jimmy Spinach, Way Wallon, Ky.  
BUCK BRANK RED CLOVER
6. No shipping tag  
BUCK BRAN ALFALFA SEEDS



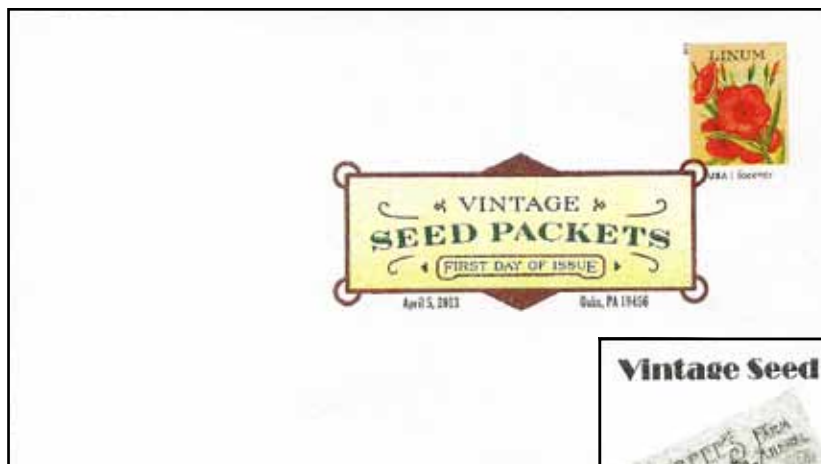


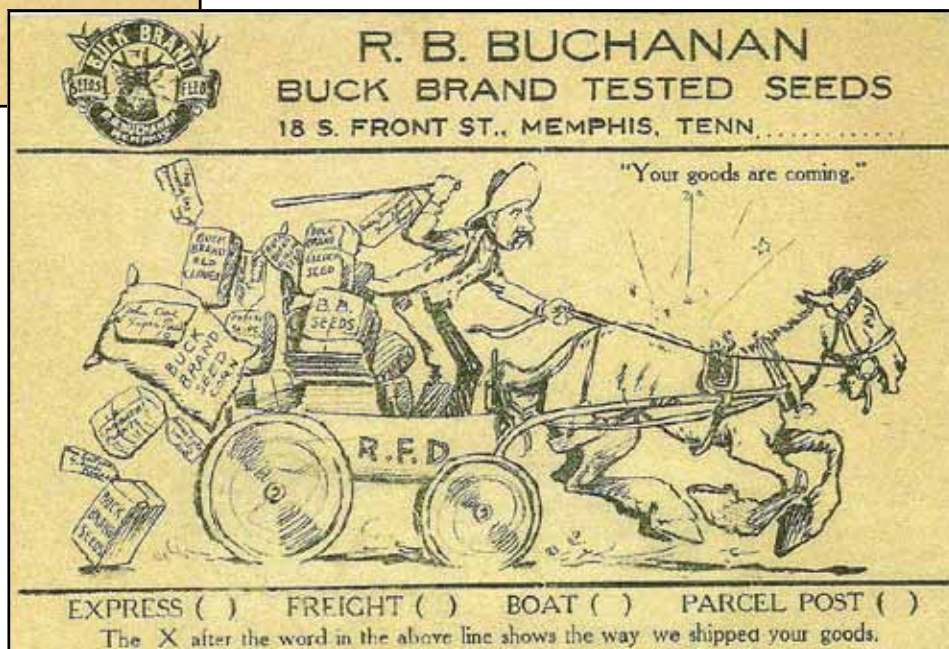
Figure 2: A U.S. Postal Service first day cover with a digital color postmark affixed to a linum forever stamp.

Figure 3: An unofficial FDC with a primrose forever stamp cancelled at Macy's Department Store in Philadelphia.



Figure 4 (Left): The front of the 1919 Memphis, Tenn., postcard

Figure 5 (Below): The back of the postcard advertising R.B. Buchanan seeds.



7. Barley Turnip Seeds, Yuma Dringes, Miss.

BUCK BRAND GARDEN SEEDS

8. Placed on wagon seat B.B. SEEDS

Figures 1 through 5 show the correlation of the booklet of 20 Vintage Seed Packets (1910-1920) forever stamps, the two first day covers and the contemporary 1919 postcard showing the reference to the seed trade convention and then the illustration of the wagonload of R.B. Buchanan Buck Brand bulk seed bags to complete the picture.

This is an interesting relationship to say the least.

My appreciation is extended to Alan Warren for providing the unusual Macy's Department Store first day cover.

(Charles A. Fricke, the 1981 American Philatelic Society Luffaward recipient for distinguished philatelic research, the 2016 Charles J. Peterson Philatelic Literature Life Achievement award recipient, and a longtime postal card specialist, lives in Jenkintown, Pa.)

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

### *New Philatelic Books for the Holidays*

**Editor's Note:** The holiday season brings a host of recently published books that would make excellent gifts. After many years of having no books about the U.S. Postal Service, 2016 saw three such tomes, including *Special Delivery*, *How the Post Office Created America* and *Neither Snow Nor Rain*. With the help of several colleagues, here are reviews of some of the main offerings.

#### *Special Delivery*

*Special Delivery* by Marcia Myers. Chico, Calif.: Marcia Myers Publishing, 2016. Hardbound, 9-1/4 x 12 inches, 208 pp., color illus., dj and attached satin ribbon bookmark. ISBN 978-0-9741048-2-9

Available for \$59.95 plus \$7.95 Priority Mail shipping, which will be waived if you mention *La Posta* when ordering. Order from: Marcia Myers Publishing, 780 Hill View Way, Chico, CA 95926 or on the web at: [www.marciamyerspublishing.com](http://www.marciamyerspublishing.com).

A handsome new coffee table book about America's postal system debuted in 2016. *Special Delivery* is the title of this 208-page work by Marcia Myers.

There are no chapters in this lavishly illustrated volume. But dozens of stories are printed side by side on 9 x 12 inch pages. Each essay has black and white or color photographs that tie into the text. Rural mailboxes, letter carriers with dog bites and love letters during wars are among the topics.

Many stamps both on and off cover along with postal and post cards are shown as they relate to the article.

*Special Delivery* covers a wide range of history from homing pigeons used in France, to German post horns and a report from America's first Postmaster General Benjamin Franklin.

Very contemporary, the book discusses the current upswing in parcel delivery caused by online shopping.

There is no selection of post office photographs per se. However many are shown in passing in conjunction as part of postal operations.

Some of the popular murals and bas relief sculptures placed in post offices in the 1930s are shown in towns from California to Rhode Island.

Santa Claus mail, Federal Duck stamps, postal delivery vehicles used over the years and "Dear John" letters are discussed in their own articles. Stories of songs about the mail such as Elvis Presley's "Return to Sender," along with the lyrics to "Please Mr. Postman," are mentioned.



This would not be a complete postal book without coverage of the Pony Express, which was handled nicely. After that is a segment on the Railway Mail Service which carried the bulk of America's mail for nearly a hundred years.

On a personal note I wish Marcia had mentioned the first regularly scheduled Railway Post Office began operations in 1864 from my hometown of Clinton, Iowa, to Chicago.

To get an intimate look at mail delivery, Marcia went along with her former letter carrier Mike Strick on his Chico, California, route.

The satchel cart he uses is identical to the one I handled in Chicago. Marcia's friend Connie Ballou designed and laid out the very attractive book.

The printing is distinct and clear. The only controversial part in the book was to use a period after Harry Truman's manufactured middle initial "S," since he did not have a middle name.

*Special Delivery* has the right blend of photos and text. It is easy to read and enjoy this colorful book.

Steven J. Bahnsen

#### *How the Post Office Created America*

*How the Post Office Created America* by Winifred Gallagher. New York: Penguin Press, 2016. Hardbound, 6 x 9 inches, 326 pp., illus., dj. ISBN 978-1-59420-500-2 Available for \$28 from: Penguin Press, 375 Hudson St., New York, NY 10014 or on the web at: [thepenguinpress.com](http://thepenguinpress.com).

Winifred Gallagher, who has written seven other insightful books about a variety of subjects ranging from heredity to God, has put her talents to work on the effects of the American Post Office upon the creation of the nation.

Her opening claim in *How the Post Office Created America* that, "The history of its post office is nothing less than the story of America" will not surprise postal historians, but the narrative





that supports her claim will help others to understand the importance of the U.S. Post Office to the development of the United States.

From her "Why the Post Office Matters" introduction to the 16 following chapters that begin with "Inventing the Government: B. Free Franklin and end with "The U.S. Postal Service" Gallagher lays out the case of how the founding, settling, and growth of the United States can be seen through the development of the U.S. Post Office.

Her well-researched cultural history of America is easy to read and offers valuable insights into the nation's history.

From developing post roads, to stagecoach, rail and mail by air, the Post Office played a major role in developing means of faster transportation and supporting communication in an ever expanding America. The road network in rural America was developed largely by the demands of the Post Office.

These, and other, factors are described through characters and important milestones, that Gallagher provides to tell this compelling story.

A 16-page photo spread is included, as is an afterword that reviews the USPS's current troubled situation, an extensive notes section that provides original sources, a suggested reading list, and an index.

By reading *How the Post Office Created America*, even veteran philatelists will learn something new.

*Peter Martin*

## *Neither Snow Nor Rain*

*Neither Snow Nor Rain: A History of the United States Postal Service* by Devin Leonard. New York: Grove Press, 2016. Hardbound, 6 x 9 inches, 334pp., illus., dj. ISBN 978-0-8021-2458-6

Available for \$26 from: Grove Press, 154 West 14th St., 12th floor, New York. NY 10011 or on the web at: [groveatlantic.com](http://groveatlantic.com).

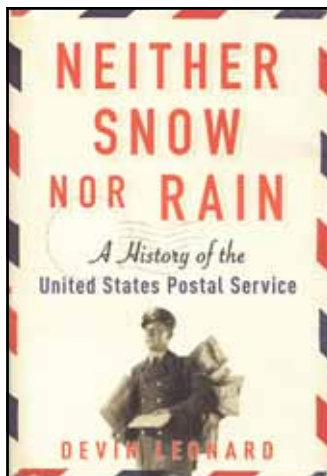
The third entry into post office history is Devin Leonard's *Neither Snow Nor Rain: A History of the United States Postal Service*.

Leonard, a staff writer for *Businessweek*, has taken a slightly different approach by focusing on some of the personalities that have shaped the development of the U.S. Postal Service.

Included are founding father Benjamin Franklin, a stamp collecting president, glad-handing politicians, swashbuckling airmail pilots, union bosses, and competitors.

Leonard notes that the USPS has a storied history. During its beginnings, it was the information network that bound far-flung Americans together, fostered a common culture and helped American business to prosper.

Today, on a daily basis, more than 300,000 letter carriers deliver 513 million pieces of mail, more than 40 percent of



the world's volume. It is far more efficient than any other mail service; it is more than twice as efficient as Japan's and easily outpaces Germany's and Britain's.

Yet, Leonard says, the post office is in trouble with mail volume down, the workforce shrinking, and post offices closing.

Leonard tackles the whole story, from the first letter carriers of Franklin's days, when postmasters worked out of their homes and post roads cut paths through the wilderness; to the period of Andrew Jackson when the post office became a vast patronage machine that by the 1870s saw more than 70 per cent of federal workforce belong to the post office; to the aggressive development of new technology, including mobile post offices on railroads, airmail, mechanical sorting machines and optical character readers.

Leonard also examines the USPS's prospects for the future.

An epilogue features Evan Kalish, a frequent contributor to the Post Mark Collectors Club's *PMCC Bulletin*, who, by late 2015, had visited 6,557 post offices.

All photos are included in a 16-page photo insert. An extensive notes section and index completes the book.

*Neither Snow Nor Rain* is another valuable addition to the history of the U.S. Postal Service.

*Peter Martin*

## *Insights into U.S. Postal History, 1855-2016*

*Insights into U.S. Postal History, 1855-2016* by Anthony S. Wawrukiewicz. Bellefonte, Pa.: American Philatelic Society, 2016. Hardbound, 8.5 x 11 inches, 240 pp., illus., ISBN 978-0-933580-79-4

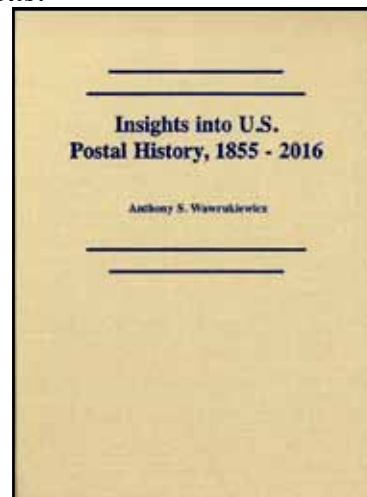
Available for \$50 (\$40 for APS members) plus \$2 shipping from: American Philatelic Society, 100 Match Factory Place, Bellefonte, PA 16823 or on the web at: [www.stamps.org/Publications](http://www.stamps.org/Publications).

Author Anthony S. Wawrukiewicz (Tony W to friends and people who can't pronounce his last name) is well known in the postal history community.

Two of his previous works, *U.S. Domestic Postal Rates, 1872-2011* and *U.S. International Postal Rates, 1872-1996* (co-authored with Henry Beecher) are essential references in the hobby.

His latest book, *Insights into U.S. Postal History 1855-2016* is another major contribution.

Wawrukiewicz is also a *Linn's Stamp News* columnist and frequently receives questions about a cover that went through the mails. After often extensive research he answers these questions in *Linn's* and other publications, some of which reach a limited audience. This book takes



13 of those subject areas and discusses them in depth. Two of the chapters have coauthors. The subjects are arranged chronologically and date from 1855 to 2016. They include:

Short Paid U.S. Surface Domestic First-Class Letter Mail, 1855-2016; Held for Postage Mail and Related Markings, 1855-1958; The Dead Letter Office, 1859-2016; The Remailing of Undeliverable and Unmailable Mail, 1869-2016; U.S. Domestic and International Airmail Forwarding, 1928-2016; Auxiliary Markings on Typed Labels, 1973-1981; and Nondenominated 'A'- 'G' Definitive Stamps on International Mail, 1978-1995.

Tables and crisp full color images support the narratives.

There are two appendices. One is an errata of various editions of the Wawrukiewicz-Beecher rate books and one provides a description of research sources.

Wawrukiewicz takes facts from a wide variety of sources to support his conclusions and much of the provided information is not available from other sources.

This is definitely a book you'll want on your postal history bookshelf.

*Peter Martin*

## *Every Stamp Tells a Story*

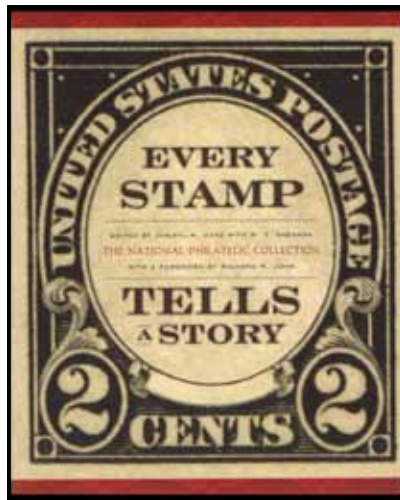
***Every Stamp Tells a Story*, edited by Cheryl R. Ganz with M.T. Sheahan. Washington, D.C.: Smithsonian Institution Scholarly Press, 2014. Hardbound, 8 x 10 inches, 150 pp., illus., dj. ISBN 978-1-935623-42-7 Available for \$29.95 from: Smithsonian Institution Scholarly Books, POB 37012, MRC 957, Washington, DC 20013-7012 or on the web at: [www.scholarlypress.si.edu](http://www.scholarlypress.si.edu).**

For many philatelists, a trip to Washington, D.C., is not complete without a stop at the Smithsonian National Postal Museum where one can view the National Philatelic Collection.

But if you're one of those people who may not know about the museum or the national collection, a new book will help. Titled *Every Stamp Tells a Story*, the book was edited by Cheryl R. Ganz with M.T. Sheahan.

Ganz was curator of the Smithsonian National Postal Museum and Sheahan is a scriptwriter and editor for Smithsonian National Postal Museum exhibits and its website.

The hardcover book offers a glimpse of the many treasures that can be found in the national collection. There are 18 essays written by leading authorities. The foreword was written by Richard R. John, a professor at the Columbia Journalism School and an author. He stated that the contributors, each an authority on his or her topic,



“have brought a wealth of knowledge to the challenging task of locating individual postage stamps in their political, cultural, and economic setting...”

There is no question the handful of experts has done an admirable job. It is estimated that around 20,000 objects from the National Philatelic Collection are on display in the William H. Gross Stamp Gallery at the National Postal Museum.

Beyond what Professor John described as the munificence of philanthropist William H. Gross, the public will now benefit from the work of many, especially the curators who worked diligently to prepare the exhibits. The book, printed with great attention to detail, is a primer of sorts for the national collection, but is also a basic introduction to philately. It is written in a nontechnical fashion and each essay is concise and to the point. There is little philatelic “lingo” among the 150 pages, including a bibliography (titled “Resources”) and Index.

Printed on coated paper, the book is divided into six sections: Connecting Stamps to History and Culture; Focusing on United States Stamps; Expanding Beyond the National Stamp Collection; Binding the Nation; Understanding Worldwide Cultures Through Philately, and Creating a New Home for a National Treasure.

The topics covered include the world of stamps and the Inverted Jenny, gems of American philately, history and creation of the National Philatelic Collection (two separate essays), U.S. stamp designs over time, U.S. revenues, military mail, a section on Hawaii and another on the Canal Zone and the 1962 “missing bridge” error, and international treasures.

Many of the 121 illustrations are of unusual and eye-catching subjects. Included is a letter postmarked on the Moon by Apollo 15 astronaut David R. Scott, an event described “as nationally significant as planting the flag.”

Other gems include a cover postmarked at 8 a.m. in Honolulu on December 7, 1941, the exact moment the Japanese air raid targeted Pearl Harbor. And there is the duplex handstamp recovered from the USS *Oklahoma* showing the last date of its use, December 6, 1941, the day before the Japanese attack.

The book is published by the Smithsonian Institution Scholarly Books.

*Dr. Everett L. Parker*

## *Cataloging U.S.*

### *Commemorative Stamps: 1950*

***Cataloging U.S. Commemorative Stamps: 1950* by Charles Posner. Bellefonte, Pa.: American Philatelic Society, 2016. Hardbound, 6-3/8 x 9 inches, 105 pp., illus., ISBN 978-09335-808-0**

**Available for \$24.99 (\$19.99 for APS members) plus \$4 shipping from: American Philatelic Society, 100 Match Factory Place, Bellefonte, PA 16823 or on the web at: [www.stamps.org/Publications](http://www.stamps.org/Publications).**

*Cataloging U.S. Commemorative Stamps: 1950* by Charles Posner is based upon the articles Posner has been



writing for *The American Philatelist* and the APS website.

According to the APS, “this is the first in a planned series of similar yearbooks that will republish Posner’s march through the years as he reviews the U.S. commemoratives through the 1950s and beyond.”

Posner’s concept is to fill in at least part of the gaps between the 20th century stamp books by Beverly King, Max Johl, Ralph Kimble, and Sol Glass, which covered U.S. stamps through 1952, and the Linn’s *U.S. Stamp Yearbook* series that started in 1983.

The idea is a worthy one, but the one book per stamp year needs to be rethought. The Linn’s series worked because the books covered all stamps, postal cards, and postal stationery issued during the year, usually more than 100, and included the Federal Duck stamps.

The APS books won’t be nearly as comprehensive and will only include commemorative stamps.

As proposed, the APS 1950s series which, per the author’s criteria, will not include the Liberty series will cover:

|                |                |
|----------------|----------------|
| 1950—11 stamps | 1955—9 stamps  |
| 1951—6 stamps  | 1956—14 stamps |
| 1952—13 stamps | 1957—14 stamps |
| 1953—12 stamps | 1958—18 stamps |
| 1954—5 stamps  | 1959—18 stamps |

The years 1950 through 1952 were largely covered by Sol Glass in *United States Postage Stamps 1945-1952* and while the APS book expands upon Glass’s descriptions and includes new color images of related material, information such as the complete plate records was not carried forward.

Rather than a book for each year, it would be much more useful to have a book for the decade, or for no fewer than five-year periods.

*Cataloging U.S. Commemorative Stamps: 1950* covers the stories of these 11 stamps: American Bankers Association, Samuel Gompers, National Capitol Sesquicentennial (four stamps), Railroad Engineers of America, Centenary of Kansas City, Boy Scouts of America, Indiana Territory Sesquicentennial, and California Statehood Sesquicentennial.

The book examines the history of each stamp, from the origins of the designs and printings to the first day ceremonies.

Each stamp has a technical details section. The images are crisp and large enough for details, but I find the drop shadow around every image to be unnecessary and annoying.

While the author identifies some of his sources in the introduction, the book has no endnotes, bibliography, or index. For more information about the book visit the APS blog at: [blog.stamps.org](http://blog.stamps.org).

*Peter Martin*



## *American Air Mail Catalogue, 7th ed., Volume 2: Polar Aerophilately*

*American Air Mail Catalogue, 7th Edition, Volume Two: Polar Aerophilately*, compiled, written and edited by Hal Vogel. Mineola, N.Y.: American Air Mail Society, 2016. Hardbound, 7-1/4 by 10-1/4 inches, 492 pages, ISBN 0-939429-28-4

Available for \$100 plus \$4 shipping from: American Philatelic Society, 100 Match Factory Place, Bellefonte PA 16823 or on the web at: [www.stamps.org/Publications](http://www.stamps.org/Publications). There is special pricing for AAMS and APS members.

This priced catalog of polar aviation related mail took a decade to create and stands as the definitive listing of such material. Introductory pages define Polar global geographic areas, mail flown outside a postal system, pioneer and contract and foreign air mail (CAM/FAM), flights over the poles, airship polar flights, expedition support flights, and many other topics.

The catalog listings begin with early 19th century material. Approximate values are indicated based on market information, and some extremely rare items are described with quantities known.

Many items are shown in color and large enough to reveal details. Entries often include several paragraphs of descriptive text that provide background, as well as important data on routes, markings, dates, types of aircraft, and pilots.

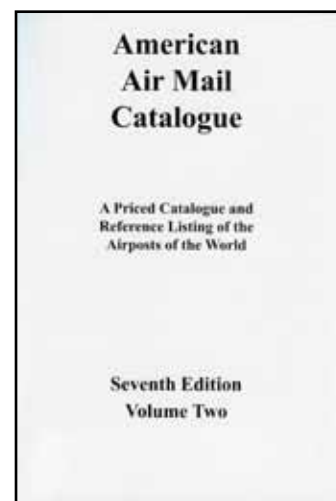
The listing is in chronological order and on a worldwide basis. Entries end with 2007. Following the catalog listing is a chapter that expands upon several major topics like the 1925 Amundsen North Pole flight cards, Wilkins’ 1926-1928 Arctic flights to establish the polar basin route, lighter than air flights, Zeppelin Polar flights, clarification of cachets recording first over and landing at the South Pole, as well as first North Pole airmail, and modern round-the-world and record flights.

A five-page polar aerophilately glossary concludes the catalog.

This magnificent volume constitutes the authoritative resource for describing and valuing Polar aerophilatelic mail that is related to both major flights, as well as many lesser known ones, that are still significant landmarks in this complex field.

The advantage that this catalog has over simple date and value listings is the deeply researched descriptions of the listed material that will enable collectors to understand what they have or need to look for. The catalog is highly recommended.

*Alan Warren*



# 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 two million 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](http://www.postmarks.org).

## Alaska Post Offices

By Steve Bahnsen

These photographs are of Alaska post offices. A variety of people took these photos of Alaska—The Final Frontier over the years. The PMCC Museum has 290 Alaska post office views ranging from 1960 black and white pictures to 2012 color ones. The Alaska collection is far from complete. We would welcome more photos. Alaska does not have counties, so I have included the census area (CA) for each post office.



Anchorage Post Office, Anchorage CA, 2003



Unalaska Post Office, Aleutians West CA, 1996



Seward Post Office, Kenai Peninsula CA, 1992



Levelock Post Office, Lake & Peninsula CA, 2000



Dillingham Post Office, Dillingham CA, 2000



Old Harbor Post Office, Kodiak Island CA, 1992



Fairbanks Post Office, Fairbanks-North Star CA, 1993



Wasila Post Office, Matanuska-Susitna CA, 2010





**Kake Post Office, Petersburg CA, 2002**



**Ester Post Office, Fairbanks-North Star CA, 2006**



**Chiniak Post Office, Kodiak Island CA, 1992**



**Circle Post Office, Yukon-Koyukuk CA, 1987**



**Tenakee Springs PO, Hoonah-Angoon CA, 2002**



**South  
Naknek  
Post Office,  
Bristol Bay  
CA, 2000**



**Yakutat Post Office, Yakutat CA, 2002**



**North Pole Post Office, Fairbanks-North Star CA, 2003**



**Petersburg Post Office, Petersburg CA, 2002**



**Chitina Post Office, Valdez-Cordova CA, 1987**

# The American Philatelic Research Library Celebrates its Grand Opening

By Tara E. Murray  
APRL Librarian



On October 29, the American Philatelic Research Library opened a new chapter when APRL President Roger Brody and American Philatelic Society President Mick Zais cut a strip of postal labels to officially open the library's new space. About 300 people were on hand at the Match Factory in Bellefonte, Pennsylvania, for the historic moment.

The APRL has long had a world-class collection of resources. The new 19,000-square-foot space gives it a building to match. During the grand opening weekend, visitors marveled at the new library's open atrium and comfortable reading lounges, but they also got to see the features that make the library an efficient workspace and a secure home for valuable resources.

Upon entering the library, visitors are greeted by two service desks. In addition to welcoming visitors and helping them to use the library, the staff members at these desks take phone calls and e-mails from library users around the world and supply book loans by mail and a photocopy and scanning service.

Behind the circulation desk, a new workroom provides space for receiving the in-kind donations that are the main source of acquisitions for the APRL.

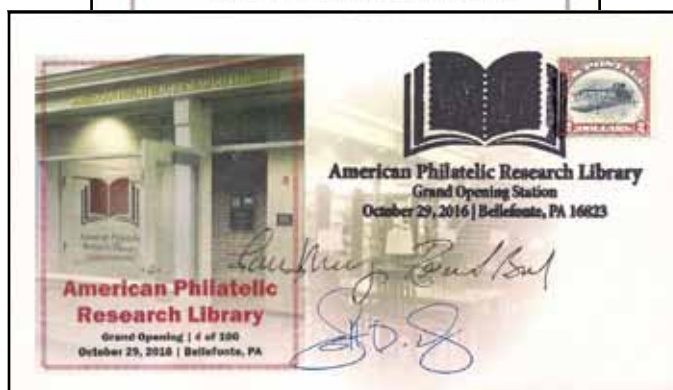
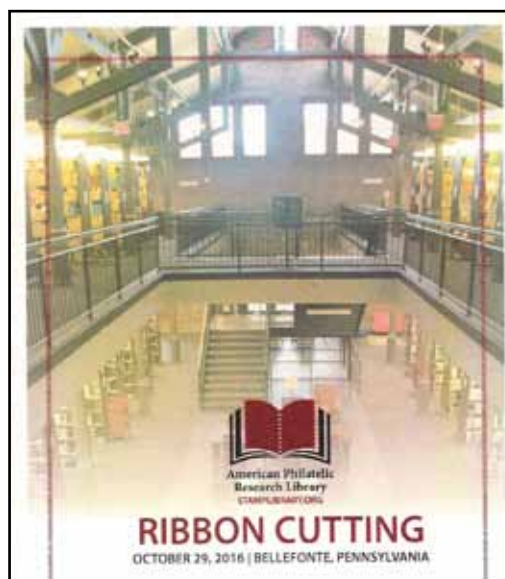
Walking a little further into the library, the visitor will encounter a scanning and computer station. Both are available free of charge to visitors, and the scanner is also used for digitization projects and for the library's scanning service.

In the open atrium, three wooden worktables give the library a traditional look, but offer the modern convenience of embedded outlets for charging tablets, phones, laptops, and other devices. The library also provides Wi-Fi throughout.

The open stacks hold the library's books, government documents, stamp albums, U.S. show programs, exhibit copies, and name sale auction catalogs. The library was carefully designed so that the aisles between shelves provide ample room for browsing and support columns and lighting are spaced so as to not interfere with the flow of the stacks.

A faux-copper ceiling gives the stacks area a vintage look in keeping with the Match Factory's historic nature.

The rear of the first floor offers two reading lounges and a new children's area. Adjacent space houses the librarian's office, a work area for library volunteers, and a closed stacks area housing "closed stacks" books and non-name sale auction catalogs on space-saving



Two souvenirs from the APRL grand opening: A program/souvenir card and a signed and numbered event cover.

high-density movable shelving. The closed stacks books are not classified as rare, but are designated for in-library use because of value, special features such as loose plates, or condition.

The auction catalogs are not restricted, but are shelved on high-density shelving because of their volume and relatively infrequent use. They are available on request for in-library use and are also available for borrowing.

Visitors can access the library's second floor using an internal elevator or a wide-open staircase near the center of the library. Upstairs, they will find another service desk and a second computer and scanning station, as well as wired worktables and two more reading lounges.

The second floor open stacks house the library's extensive journal collection, airmail books, and non-





**Above: Visitors use the library's second floor study space.**

**Left: A crowd awaits the ribbon cutting for the new APRL.**

book formats like CDs and microfilm. Walking into the adjacent space, visitors will find the library's carrel room. This room, with a high ceiling and large windows overlooking Talleyrand Park, contains six university-style reading carrels with lockable storage cabinets. These can be reserved by visiting researchers.

The second floor closed stacks area includes the rare book room and map room, as well as a second high-density movable shelving system. This system holds second copies of worldwide catalogs and government documents, dealer pricelists, new issue announcements, non-U.S. show programs, and the library's vast collection of unique archival material.

Significant archival collections include the Daniel Hines Air Mail Collection, papers of philatelists and postal historians such as Richard Graham, Thomas Alexander, Dale Pulver, Harlan Stone, David Straight, Wallace Cleland, and others, U.S. stamp files, clipping files on a wide variety of countries and subjects, and the American First Day Cover Society archives. Rare books, maps, and archival material are for in-library use only, but other material from this area can be borrowed.

In all, the library includes more than 85,000 items, the vast majority of which are available for borrowing, and almost all of which are accessible via the library's photocopy and scanning service.

During the grand opening weekend, visitors seized the opportunity to use the library's collections. Soon after the conclusion of the ribbon cutting ceremony, they could be seen retrieving books and journals from the stacks, spreading out books and notes on the large work tables, asking questions at the reference desk, and scanning.

They were also able to enjoy two other areas of the new library: the Heritage Room, showcasing items from the APS and APRL archives, and the gift shop, where they could purchase new and used books, souvenir items, and stamps and covers.

Visitors were also able to enjoy a celebratory

dinner on Friday evening featuring a keynote address by David Beech, former curator of the British Library's philatelic collection, and, on Saturday, a book fair featuring five new books and author signings.

An event cover featuring a cachet, a pictorial cancel featuring the library's logo, signatures of the APRL's president, administrator, and librarian, and franked with the \$2 Inverted Jenny stamp, was available on Saturday. As of this writing, a few of the numbered run of 100 covers are still available for purchase on the APS website ([stamps.org](http://stamps.org)).

Far from relaxing after their big event, APRL staff and volunteers have been busy taking advantage of their new space to process new items and archival collections and to work on a major digitization project: the entire run of *The American Philatelist*.

The APRL is the world's largest and most accessible philatelic library. Members of the APRL and the American Philatelic Society may borrow materials directly through the mail and others may access the collections through interlibrary loan.

The APRL is open to the public and scholars are welcome to take advantage of photocopy and scanning services or do research on site.

For more information, visit the APRL on the web at: [www.stamplibrary.org](http://www.stamplibrary.org); call (814) 933-3803 and select "Option 3" for the library; or e-mail, [library@stamps.org](mailto:library@stamps.org).



## Smoking Gun Found for 1905 Portland Lewis and Clark Exposition Cancel Usage

By Kirk Andrews

In 1904 and 1905 the Portland Post Office deployed a cancellation that advertised the Lewis and Clark Exposition. This is the very common “World’s/Fair/Portland/1905” machine cancel that is easily found on postcards of the era. The post office used two of these cancellations—one as a sending cancellation and one as a receiving cancellation.

The receiving cancellation (Figure 1) is much harder to find than the sending. On very rare occasions, the receiving cancellation is found used as a sending cancellation. With the exception of one set of mailings (May 26, 1905, invitations for a June 1 exposition dinner with the vice president), instances of this use that I have seen are always found on items mailed within the city limits of Portland (Figure 2).

These have always been found on postcards of a drop letter or advertising nature. This use always left me wondering if the receiving cancellation was actually used as a sending cancellation, or if the sending cancellation was missed and the receiving mark was applied as it was supposed to be used.

In the first two editions of *Postal Markings of United States Exhibitions*, William J. Bomar identified this as an actual first class usage of this marking. Dave Savadage backed off that claim in his third edition update of the book and asked the same thing: was the sending cancellation missed and was this just proper use of the receiving cancellation?

We now have the smoking gun that shows evidence that this postmark was indeed very rarely used as a sending cancellation (Figure 3).

Note that the back of the cover in this newly found (2015) example carries a receiving cancellation from Portland Station A time stamped at 1 p.m. on the same day it was mailed out of the main post office at 10:30 a.m.

(E-mail Kirk Andrews at: [kirkjandrews82@gmail.com](mailto:kirkjandrews82@gmail.com))

**From Top—Figure 1:** The front and back of a 1905 Oakland cover with the Portland receiving mark on the reverse.

**Figure 2:** The receiving postmark used on a Portland intra-city use on a postcard.

**Figure 3:** The smoking gun use of the Portland receiving postmark on a first class letter.





*La Posta* welcomes reader letters about journal content or anything related to a postal history topic. Send your comments to: Peter Martin, Editor, *La Posta*, POB 6074, Fredericksburg, VA 22403, or e-mail [pmartin2525@yahoo.com](mailto:pmartin2525@yahoo.com).

### More About Civil War POWs

By the bye: Patricia Kaufman's musings on page 30, column 2, paragraph 3 of her "California Overland Mail to a Confederate Prisoner of War" article in the Third Quarter *La Posta* is regrettably quite correct.

Rock Island Prison had an abysmal record as a POW camp. The remarkably in-depth report of POW Charles Wright, a British citizen ([www.csa-dixie.com/CSA/prisoners/t28.htm](http://www.csa-dixie.com/CSA/prisoners/t28.htm)) is a scathing commentary on treatment of Confederate prisoners.

It is well known that treatment of Confederate POWs was consciously changed after the facts in the South's Andersonville POW camp became known to the Union. The abhorrent mistreatment of Union POWs in Andersonville resulted in the hanging of its commandant at war's end.

From about mid-1864 to the end of the conflict in April 1865 the Union was bent on making the South pay dearly for their depredations at Andersonville, yet, unfortunately (and contrary actually to POW treatments in World War II even by the Germans, whereby Allied powers and German powers felt it to be in their best interests to treat POWs as humanely as possible so as to avoid depredations to their own POWs in the hands of belligerent powers) the "message" sent by the North that they would treat Confederate POWs less favorably than prior to the Andersonville disclosures, did not result in an attempt to rectify the inhumane situation.

**Jesse Spector**  
**Lenox, Massachusetts**

### Recalling a Florida Post Office

I had to chuckle a bit at the "Florida Post Offices" photos by Steve Bahnsen provided in the Third Quarter *La Posta*. He noted palm trees and tropical temperatures.

A photo on page 55 shows the Wellborn Post Office in Suwannee County, about 20 miles south of the Georgia line. The United Methodist Church I served in Wellborn for five years before returning home to Maine was just "up the street" from the post office (which looks exactly the same today).

I am told by native folks living less than a quarter mile behind the post office that there are photos of the post office with two inches of snow on the ground in 1989...the last time it snowed! So much for tropical!

**Everett Parker**  
**Lake City, Florida**

### Handstamp is a Postmark

I thought I'd point out that the postmark shown in Steve Swain's "A 'Train Late/Mail Delayed' Auxiliary Marking" article in the Third Quarter *La Posta* is not a handstamp but rather is an American Postal Machine Co. postmark.

The *American Service Marking* monograph published by the Machine Cancel Society classifies this as a B-51 postmark. The B dial on this postmark is the same type of dial used on the flag on the front of Swain's cover. These dials were actually made up of a lower and an upper half. You can see the break at the 3:00 mark on the right of his example. There is a corresponding break at 9:00 on the left of the dial, but it overlaps with a portion of missing rim.

Looking at the front of his cover there seems to be an offset from the oval visible just to the right of "Mich." in the address. I would guess the Train Delayed oval lines up exactly with this offset. The offset happened when the backing roller in the postmarking machine was accidentally inked (perhaps the dial rotates when an envelope is not going through the machine) and the ink that is deposited on the backing roller then prints opposite the postmark. Normally these offsets are on the back of covers, but since his postmark is a backstamp, it appears on the front.

The monograph, published in 1991, has an earliest known use of May 1, 1900, and a latest date of June 9, 1901. The postmark is given a rarity rating of E, which corresponds to a \$10-20 postmark. I'm not sure if those prices have gone up or down in the last 25 years.

Clearly Swain's data extends these dates significantly. Sometimes cities had both handstamps for these markings, as well as machine cancels. I know that Cleveland had both; I'm not sure about Detroit.

**Gary Carlson**  
**Secretary**  
**Machine Cancel Society**

**Send your letters to the editor to:**

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**Peter Martin**

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*Peter Martin*

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### Two *La Posta* Contributors Receive Awards

I'm delighted to report that two *La Posta* contributors recently received major philatelic awards.

Contributing Editor Alan Warren was named the American Philatelic Society 2016 Summer Seminar Distinguished Philatelist and Postcard Columnist Charles Fricke received the Charles J. Peterson Philatelic Literature Life Achievement award.

Warren, who resides in Downingtown, Pennsylvania, has been involved with organized philately for more than 60 years at the local, national and international levels. His current collecting areas include the prestamp postal history of Sweden, the stamps and postal history of Tibet, and United States and Scandinavian first day covers.

He is currently secretary and editor of the American Society of Polar Philatelists, secretary of the Scandinavian Collectors Club, and a director of the Nepal and Tibet Study Circle. He is a past president of the APS Writers Unit 30 and his articles have appeared in more than 60 journals in the United States and abroad.

His many honors include the APS John N. Luff award for exceptional contributions to philately, and the distinguished service awards of the American First Day Cover Society, the Military Postal History Society, the Scandinavian Collectors Club and the APS Writers Unit, who also inducted him into its Hall of Fame.

Fricke, who is 92, resides in Rydal, Pennsylvania. He has authored or edited more than a half dozen books about postcards, including the *Centennial Handbook*



Alan Warren (L) and Charles Fricke (2004 photo).

of the *First Issue United States Postal Card 1873-1875*, and has written more than 1,000 articles that have appeared in at least 40 philatelic publications.

His focus has been on some aspect of postal card or postcard use including rates, auxiliary markings, routes, cancellations, interesting points of origin or destination, varieties, advertising cards, first day items, novelty cards, paid reply cards, earliest known use, and other stationery items like stamped envelopes and wrappers, as well as many divergent subjects in the field of philately.

Among his honors, he has received the APS John N. Luff Award for distinguished philatelic research in 1981 and was named to the Writers Unit Hall of Fame in 1989.

**Peter Martin**

### National Postal Museum Launches 'America's Mailing Industry' Virtual Exhibition

The Smithsonian's National Postal Museum recently launched a new virtual exhibition, "America's Mailing Industry," telling the story of the partnership between the U.S. Postal Service and private industry, who together have helped American citizens and businesses communicate and conduct business for more than 200 years.

It is the story of a partnership that helps people shop, ship, deliver, communicate and conduct transactions, gain information, seek entertainment, build relationships, enhance communities and foster citizenship. The mailing industry consists of all those that communicate with customers and constituents through the U.S. mail on a large scale—from direct marketers, to publishers, to nonprofits, to public entities—as well as all the businesses that help prepare mail, such as ad agencies, print shops, software vendors and transportation providers.

The partnership between the mailing industry and

the postal system is a critical part of the American economy, as its total economic value exceeds \$1 trillion and it employs almost 8 million people.

In order to present a comprehensive look at the complex world that is America's mailing industry, the museum partnered with researchers and experts from the U.S. Postal Service, mailing-industry associations and private companies to present stories of success and service to American consumers and businesses. The virtual exhibition offers stories that focus on how companies, entrepreneurs and family businesses, in partnership with the U.S. Postal Service, have helped to create and enhance commerce and communications channels throughout American history.

Future plans include the design and construction of an onsite physical "America's Mailing Industry" exhibition at the museum.

For more information visit the museum website at: [www.postalmuseum.si.edu](http://www.postalmuseum.si.edu).

**Marty Emery**



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