

Postal History Journal



NUMBER 166

FEBRUARY 2017



Earliest Letters from Annapolis Royal, Nova Scotia

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Boston "List of Letters" Circulation Wars

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"Gold Star Mothers" Cachet Iconography

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Honoring U.S. National Parks

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Part 2: Mormon Post Offices in Southern Alberta, Canada

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Local Postal History & Hanover, New Hampshire

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Earliest Letters from Annapolis Royal, Nova Scotia

by Tim O'Connor

Introduction

Queen Anne's War 1702-1713 or, in Europe, The War of the Spanish Succession, is philatelically famous for the creation of two rapid communication services, the Dummer Packet of 1702 servicing the Caribbean and the Bristol Packet of 1710, landing at New York. Letters carried by these Packets are scarce. This review examines the postal history of a minor theater in Queen Anne's War. It started with the "discovery" in the Winthrop archive at the Massachusetts Historical Society of a 1710 letter from Annapolis Royal to Waite Winthrop in Boston. (See Figure 6.)

Historical Context

The area southeast of the St. Lawrence River, east of the Hudson River and bounded by the Atlantic ocean encompassed territory claimed by the Dutch, English and French in the 16th, 17th and 18th centuries, with Dutch North American claims ending in 1674. Many armed conflicts arose, most often in the context of larger dynastic battles in Europe. Locally, the fur trade, timber and fishing rights were the prizes, in addition to control of strategically located bases from which Atlantic shipping could be plundered. At least six major conflicts have been described (1697-1759). This article deals with a moment in Queen Anne's War.



Figures 1 & 2: Montrésor, John, and Andrew Dury. Map of Nova Scotia, or Acadia; with the islands of Cape Breton and St. John's, from actual surveys. London; Printed & sold by A. Dury, 1768. Map. Retrieved from the Library of Congress, <https://www.loc.gov/item/74696153/>. (Accessed December 11, 2016.) On next page, a simpler contextual map from the endpapers of Samuel Vetch, Colonial Enterpriser by G.M. Waller, Chapel Hill, 1960 - each map showing the location of Annapolis Royal with a red star.



By 1707, the War in Europe had been ongoing for five years. British citizens in North America, mostly in New York and New England, had experienced depredations at their borders with the French and their Indian allies raiding outlying settlements. French vessels based in Port Royal enjoyed privateering rights. London shivered at the thought of the prize tobacco fleet falling to the French. Prominent New Yorkers and New Englanders saw an opportunity to redress these insults and aid the Queen's cause by promoting an invasion of Acadia. Accordingly, after transatlantic conferences, the Crown agreed to support an invasion of Montreal, Quebec and parts east. Much of the financial support was to come from wealthy North American merchants, who were projected to prosper by a French decline. In early 1710 the force had been assembled and were awaiting the arrival of a British Fleet with Men-of-War, mortar ships and a contingent of Marines. However, a Government change in England (Tory to Whig), and "an unhappy development in Portugal" caused the British military support to be redirected. Feeling betrayed, and in debt having raised and supported a significant force, the Council of War agreed to a more manageable target. During the last week of September 1710 (late in the season to initiate a conflict), the combined militias of all the New England colonies and New York, aided by what British ships were at Boston and New York, besieged the French Fort at Port Royal. After a week, the surrounded French under commander Subercasse capitulated. The main city and port of Acadia was renamed Annapolis Royal (see Figures 1 & 2).

St. James's, January 17.

JEREMY DUMMER, Esq; Agent for New-England, being introduced to Her Majesty by the Right Honourable the Lord Dartmouth, one of Her Majesty's Principal Secretaries of State, and accompanied by several Knights, Merchants, and other eminent Persons trading to that Province, presented to Her Majesty several Addresses from the Government there, to Congratulate Her Majesty on the Conquest of Port-Royal, now Annapolis; to which her Majesty was pleas'd to return a very gracious Answer.

The humble Address of the Governour, Council, and House of Representatives of the Province of New-Hampshire in New-England, dated the 24th of August, 1710, to thank Her Majesty for the Stores of War, &c. sent thither: And

Another humble Address from the said Governour, Council, and Representatives of the same Province, dated the 22d of October, 1710, to Congratulate Her Majesty upon the Success of Her Forces against Port-Royal, now Annapolis, in Nova Scotia; were severally presented to Her Majesty by Henry Newman, Esq; introduced by the Right Honourable the Lord Dartmouth, one of Her Majesty's Principal Secretaries of State.

Figure 3: Report of the capture of Acadia in the press. Boston News-Letter, June 11, 1711, page 1. [American Antiquarian Society]

Personalities

These early letters involve prominent colonials and their letters to two major early American dynasties, the Winthrops and the Livingstons. The Winthrop papers reside at the Massachusetts Historical Society, and the main Livingston archive is at the Gilder-Lerhman Museum of the New York Historical Society.



Figure 4: Samuel Vetch, from Charles Knowles Bolton, The founders; portraits of persons born abroad who came to the colonies in North America, published by The Boston Athenaeum 1921. Vetch chose to be painted in armor - the military role he wished to be remembered

Samuel Vetch, born a Scot, was educated in the Netherlands, spoke Dutch and campaigned the Crown tirelessly to invade Canada. Somewhat adventurous, and with military training, he appreciated Queen Anne's desire to thwart French expansionism. His Dutch connections granted him easy access to New York Society and he married Robert Livingston's daughter Elizabeth who bore a daughter, Alida. Samuel's early trading ventures included missions to Atlantic Canada, before overt hostilities. These allowed his trained eye to view shoreline battlements and defensive positions. His skill set and Crown connections were rewarded with the rank of Adjutant General of the Port Royal invasion. He would be named the first Governor of Annapolis Royal.

Charles Hobby was born in Boston, into a wealthy mercantile family. He was knighted for bravery during an earthquake in Jamaica. He sought the contacts, advancement and the Crown's pleasure in London. Figure 5 reproduces his letter of introduction to Sir Henry Ashurst, the Crown's Agent for New England. While in London, he met Vetch who, at the time, was defending himself against charges of "trading with the enemy." These charges were promulgated by competitors in Boston allied with the Mathers who opposed Vetch's backer, Governor Joseph Dudley. After a reconciliation, Hobby joined Vetch in the military enterprise, having been given the rank of Colonel in the Massachusetts Militia. Eventually, he would become Vice-Governor of Nova Scotia. He died insolvent in 1715.

Waite Still Winthrop, born in 1642, was in the third generation of Massachusetts Winthrops. He was a Major-General in the Militia, a member of the Governor's council and ultimately, a Chief Justice of the Massachusetts Supreme Court. He died in 1717.

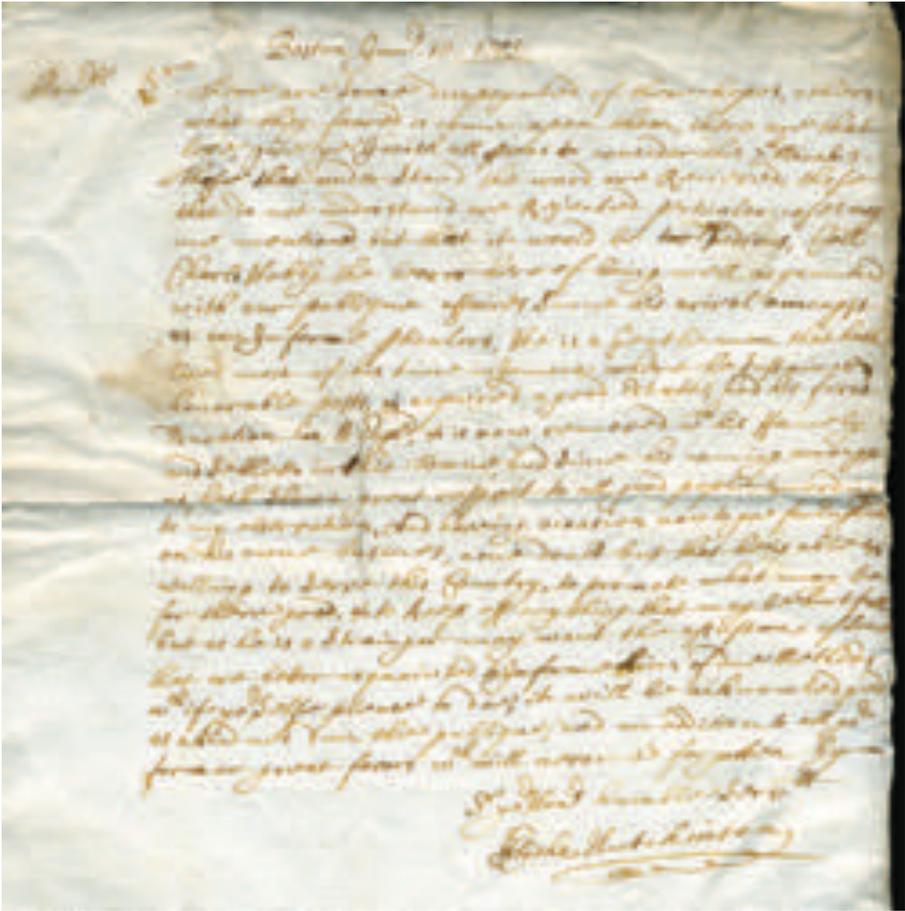


Figure 5: Written January 10, 1703 to the Right Honorable Sir Henry Ashurst in London, by Elisha Hutchinson (Supreme Court Justice of the Massachusetts Bay Colony), talismanic superscription "P Coll Chas Hobby QDC" (Quem Deus Conservat or whom God protect). There are no postal markings as the letter was probably carried by Hobby and placed in the hands of Ashurst, who was employed by New England as their "agent" at the Court. [Collection of the Author]





Figure 6: Dated Annapolis Royal March 9, 1710/1, from Colonel Charles Hobby to Waite Winthrop. "Having always a peculiar regard for Your Honour, (I) must acknowledge it a fault (that) I have not wrote to you since my being here, but being soncible of my omission am writing to promise amendment for the future I rejoice to hear of Honorables health thought it to be by better hands and through God's goodness have enjoyed a measure of it myself but our New England soldiers have been very sickly and many have died but they are most of them in a hopeful way of recovery On other accounts we have had easy without any disturbances from

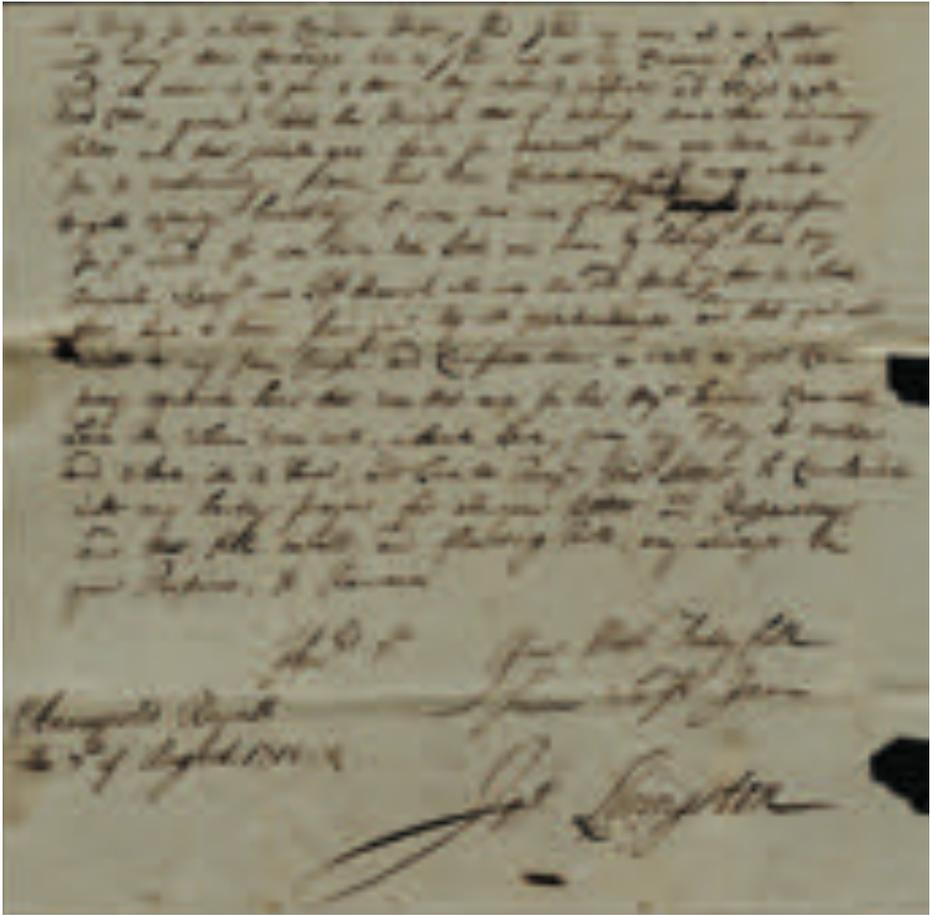
the Indians who seem very willing to come to an accommodation with us, the Particulars of which you will have in the Public Prints Please profess my humble service to your good lady and family I hope to have the honor to wait upon you in a short time in Boston till when I take my leave and subserve, Your Honorables most humble servant Chas Hobby." [Massachusetts Historical Society]

The letter in Figure 6 bears postal markings whose exact interpretation is unclear. The letter is rated and has a "townmark" Bo for Boston. The date places the letter in that period between the Neale Patent (1693-1707) and the Act of Anne 1711, effective June 1, 1711. During these three and a half years, the Colonies tended to perpetuate aspects of the Neale Patent, such as rates based on distance, payment in local currency and 1 pence for a Ship's Captain (or whoever turned the letter into the Post). The letter's text does not mention enclosures, but it's possible that there were some. 13 d (pence Sterling) includes 1p for the Captain. The remaining 12 could be a single rate from New York or, more likely, a double 6d from New London. I favor that the letter landed at New London, traveled to Boston (2 x 6 pence Sterling inland) where it was forwarded to Waite Winthrop. I speculate that the townmark is actually "Bo ford" and that 3 pence was added for this additional Postal service. I can find no corroboration in contemporary newspapers that Winthrop was elsewhere, and I have not been able to find any published record of a 3p rate, so this letter's rate explanation remains a unsatisfying mystery in many ways.

Figures 7 & 8 (next pages): Dated Annapolis Royal August 7th 1712. In this letter, Jonathan Livingston reports to his Father, Robert. "This comes to acquaint you that we are all well here, & have no news from Brittain yet, Now the Garrison is established which makes us all

1847

I have been thinking of you very much lately
 and wondering how you are getting on
 I hope you are well and happy
 I have not much news to write at present
 but I shall write again soon
 I am your affectionate friend
 J. B.



(? uneasy) for Mr. Borland will not advance more money for ye Queen till his bills a payd, at home, he having advanced about 1900 pounds and Governor Vetch 7000 pound all which was not payd Your 19th of May last Vetch had an account from London which gives Governor Vetch an account that ye Parliament had votted 23,000 pound Sterling for this place, only it was not signed by Her Majesty. I have payd all my men to ye 19th of December except the two Lieutenants ...” The letter continues with more warnings about a lack of financial support, and ends with a request for more communication. [The Gilder Lehrman Institute of American History. GLC03107.00936]

Figure 8: Address leaf to the letter in Figure 7 (with an inset of the docket inscription) bears a superscription “Per Capt Bull to be delivered to Madame Vetch” It bears a postal marking NL 9d. NL is the abbreviation for New London Connecticut and 9d equals 9 pence Sterling which is the Act of Queen Anne rate to New York. There does not seem to be a Captain’s ship fee credited on the address panel. Shipping information in contemporary newspapers shows that Captain Jonathan Bull was regularly sailing between New London, Boston and Atlantic Canada. (The April 14, 1712 issue of the Boston News-Letter published on Newbury Street by postmaster John Campbell included the announcement: “Cleared Outwards Flood for Piscatqua; Ince and Buffet for Connecticut; Ed Curtis for Virginia; Cha. Deming for Newfoundland; John Bull for Annapolis Royal.”)

man Livingston 25th of Sept 1712
for Hall John Livingston
Letter for Annapolis Bayall

Rob^t Livingston Esq^r
Letter to the Honour of Livingston
P. 13

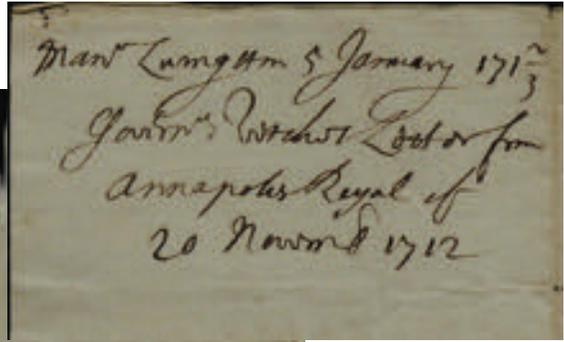
51

The opportunity of my Brothers joining
 my spouse and I could not enuuntt however
 our cordial regards to your self and mother
 and our love to all Brothers and Sisters My
 spouse reminds me from you have not yet
 been in a good season for my fathers life
 punishment by my spouse being here all
 winter where she was July both had had
 their health very well ever since their
 arrival: I hear from my father by the most
 fleet who was very well and all the family
 about the latter End of July, he informs us
 that the clouds gather again and great app-
 earances of a storm my Brothers will inform
 you of all affairs here and shall be very
 glad by every opportunity to hear of all your
 well fare which is all from

Yours most obedient son
 and humble servant
 Sam: Vetch

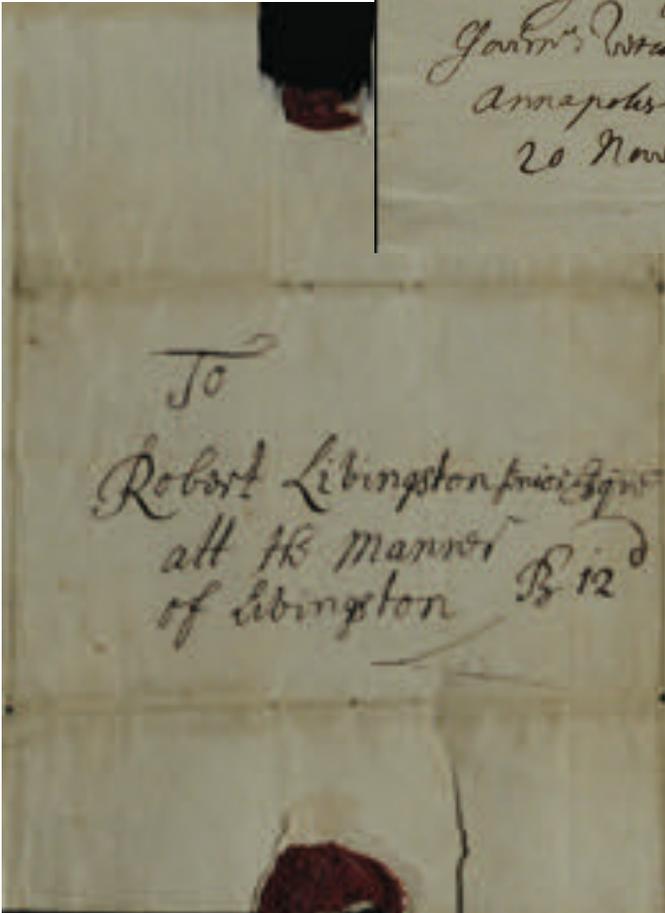
Annapolis royal
 Nov: 20th
 1712

Figure 9: Dated November 20, 1712, written by Samuel Vetch Governor of Annapolis Royal, to his Brother Robert Livingston, Junior - with personal inquiries, and mention that he is receiving other news from home. Carried privately to Boston (no ship fee), the letter was placed in the Post at Boston ("B") and rated 12 pence to New York, a standard Queen Anne rate (see address leaf next page). [The Gilder Lehrman Institute of American History, GLC03107.00945.]



Mr Garrison 5 January 1713
Garrison's Western Post for
Annapolis Royal of
20 Novemb 1712

Figure 10: The address leaf of the letter in Figure 9, with an overlay of the docket information indicating its origination in Annapolis Royal.



To
Robert Livingston fringed
all the manner
of Livingston B 12

Figure 11: Announcement in the Boston News-etter of December 7, 1713, page 2, announcing the arrival in Boston of Samuel Vetch from Annapolis Royal, and giving instructions for remuneration of claims to troops that had aided in capturing Acadia.

The Eastern and Southern Posts are both in: The Western Post comes not in till Saturday next.

Advertisements.

By His Excellency Francis Nicholson Esqr. &c:

THE Honourable Col. Samuel Vetch being now arrived at Boston from Annapolis Royal; All Persons concerned in the Country Troops (whether Officers or Souldiers) that were left in Garrison there after the Reductions of the said Place, are hereby desired to bring or send in their respective Claims to any pay due to them for their said Service in Her Majesties Garrison of Annapolis Royal, I order to have the same adjusted, and that within a Months time after the date hereof at Boston, the 21st day of November 1713.

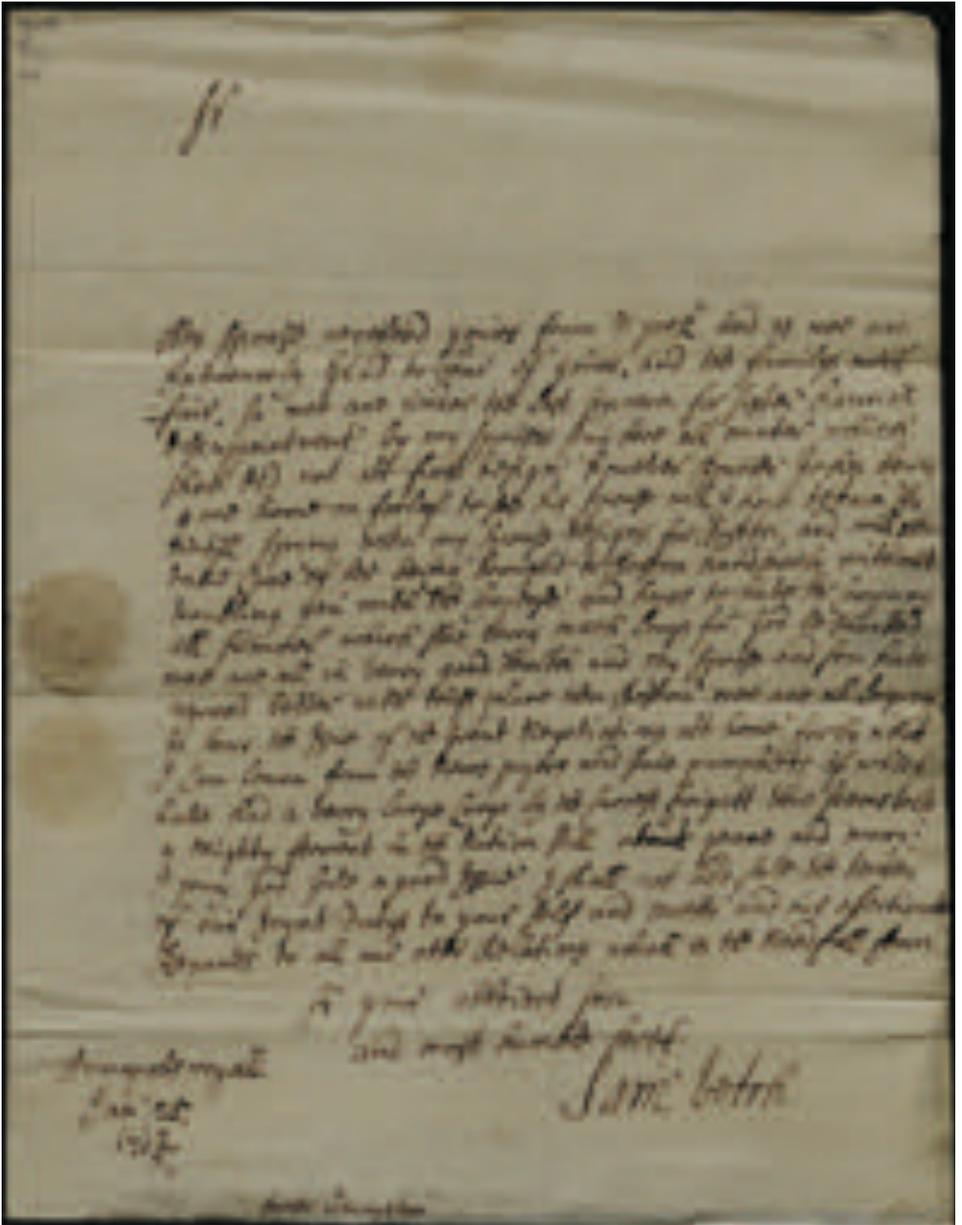


Figure 12: Dated AR January 25, 1712/3 Samuel Vetch to Robert Livingston, Junior. Placed into the Post at New London (NL), and rated 9 pence Sterling for the trip to New York. “Per Mr Strong Q D G” talismanic inscription indicates that he carried the letter to New London. Vetch responds to a letter his wife had received from Livingston; Vetch has made arrangements for her travel to Boston in the Spring without troubling Livingston and hopes to have her company at Annapolis over the summer. He is receiving news about the foment at home via a large cargo of newspapers and pamphlets: “we are all longing to hear the issue of the Great Negotiations.”

N: York 4 April 1713
 Son Vetcher's Letter from
 Annapolis Royal 25 Jan^r 1713

To
 Robert Livingston Junior Esq^r
 at his Manour of Livingston
 via New York

Figure 13: Address leaf and docket for the letter in Figure 12 (1713 Annapolis Royal via New London to New York to Robert Livingston.

Received
 May 25 1713

To
 Robert Livingston Junior Esq^r
 at his Manour of Livingston
 via Boston

albaty 25 may 1713
 Gov^r Vetcher's Letter
 fr Annapolis Royal 24th
 1713

Figure 14: Address leaf and docket (received May 25, 1713) for the letter in Figure 15, from Annapolis Royal via Boston and Albany to the Livingston Manor downriver on the Hudson.

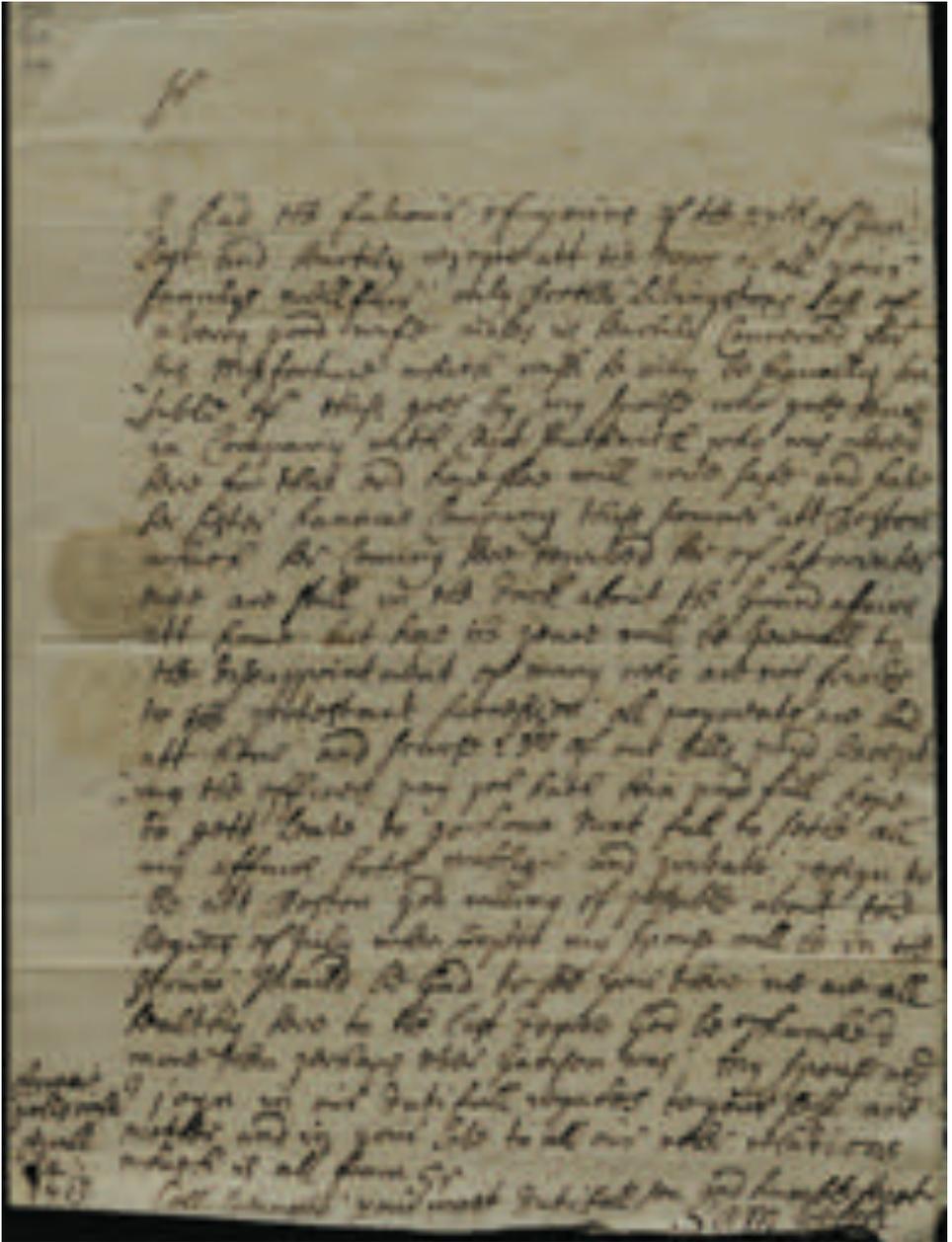


Figure 15: Letter from Samuel Vetch, written at Annapolis Royal April 24, 1713 (worried about the grand events on the continent, and the Protestant Succession, as well as payment to his troops) to Robert Livingston. Vetch hopes to be in Boston by July. Sent "via Boston" where it entered the mails to Albany NY.[The Gilder Lehrman Institute of American History, GLC03107.01007.]

Postscript

This is the third report of the Early Postal History Project which uses archival research to shed light onto the beginnings of our Post. These letters illustrate the strong connection between Nova Scotia and New England. Vessels were regularly plying the Atlantic waters and there must be other examples of letters carried. Historically, Annapolis Royal remained in British hands despite frequent assaults by the French and their allies.

References

- ¹ Tim O'Connor, "Neale Patent Mail 1693-1707," *Chronicle of the USPCS*, whole no. 237, vol. 65 no. 1, pages 10-24 - gives more detail about the first Intercolonial Post under the Neale Patent.
- ² Alex L. ter Braake, *The Posted Letter in Colonial and Revolutionary America 1628-1790* (1975) - perennially useful with a large volume of data.
- ³ G. M. Waller, *Samuel Vetch Colonial Enterpriser* (University of North Carolina Press 1960) - pertinent information about Vetch and Hobby, with detailed background concerning Queen Anne's Wars and the politics in Boston, New York, and London.
- ⁴ Hugh Rathbun, "Annapolis Royal, Nova Scotia: Communications of the 1700s," April 2012, BNAPS Exhibit series No. 67 - useful background information.

Appendix: Act of Queen Anne

The Act of Anne 1711, effective in North America and the West Indies June 1, 1711, established rules for all of "Her Majesties Dominions." Chief Post Offices were established and rates were calculated from the places. Rates were based on distances, but certain named cities were exceptions. For instance, the Act stated that the rate Boston to Portsmouth (New Hampshire) was 4 pence Sterling, even though the distance was greater than 60 miles (about 64 miles). When not specifically stated, 4 pence was the rate for "under 60 miles" and 6 pence for 61 to 100 miles. The rates were stated in Sterling, not "local mony" or "currant mony" as in the Neale Patent. In the time period of this article, postal accounts were settled periodically (monthly or quarterly), and payable in Sterling. It was not until the late 1720s that local currencies, i.e. Massachusetts Tenor, would appear as rates on the letters.

Tim O'Connor is a retired physician, and part time Ben Franklin impersonator. He is a member of the Philatelic Group of Boston, the Spellman Museum of Stamps, USPCS, CCNY, BNAPS, PHS, PHS Canada, RPSL, and is a Director of this Society. His exhibit of colonial mail has received a Grand award, and he has given presentations at a Spellman Symposium, at APS Summer Seminar, and at World Stamp Show NY 2016 (see photo at right, taken on the show floor).



The Boston “List of Letters” Circulation Wars

by Robert Bramwell

Introduction

In my companion article titled “Advertising Letters in a Small Town,”¹ I show how one newspaper editor met the Post Office Department’s requirement to supply the postmaster with a receipt for his payment after publishing the List of Letters. To be reimbursed for this contingent expense ²any postmaster had to submit a receipt for money paid, a statement of how many letters were mentioned in the List, and proof that the List had been published.

The effort to compose type for a single name from a List of Letters Remaining in the local post office and getting paid two cents to do so may not sound like a very big deal. But when the whole list amounted to 1,300 names, as it did in the big city of Boston as early as 1825 producing \$26.00 of revenue for a chosen newspaper, it apparently *was* a big deal. Or perhaps there was more than money at stake, because the fight over these Lists broke out not only in cities like Boston but even in small towns where quarterly Lists of Letters amounted to only a few dozen names.

In this article I will look at the convergence of American partisan politics, newspapers, and postmasters subject to removal at any time for almost any reason.

Introduction to Lists of Letters

As a descendant of the British Royal Post, the nascent U.S. postal system carried about 85% of all letters without pay from point of origin to destination. There were a number of reasons why, but about 10% of all letters were not delivered at the stated destination.³ To honor the sacred trust of accepting a sealed letter for delivery, the U.S. postal system continued the colonial post tradition of advertising the existence of unclaimed letters (excluding refused letters) in newspapers. Postmasters were instructed to make an alphabetical list of the names on the face of every letter remaining in their offices at the exact end of each calendar quarter and to place the list with the editor of the nearest newspaper for publication three times in succession for the price of two cents per letter. Hence: Lists of Letters.⁴

What Postal Law and Regulation Said About Awarding Lists of Letters

Section 18 of the Postal Act of 1792 set the early standard, stating that each deputy postmaster should publish his List of Letters “**in one of the newspapers published at, or nearest the place of his residence.**”

Propinquity was the only consideration.

Over the following decades many changes were made in the rules for this procedure, and while publishing Lists of Letters in newspapers continued into the 20th century this article will look only to 1854.⁵ We will look at the postal laws approved by Congress and also the Instructions given to postmasters that implement those laws, because Instructions provide important details not stated in the legal text.

Section 16 of the Postal Act of 1799, reflecting the growing realization that too many newly established offices had no newspaper published nearby, gave postmasters the option to “**make out a number of such lists, and cause them to be posted at such public**

places in their vicinity, as shall appear to them best adapted for the information of the parties concerned”.

Cost Effectiveness became an additional consideration.

Chapter IX of Instructions to Postmasters circulated in 1808 stated the selection of newspapers with a new twist: “**If there is a newspaper, published near the office, and the editor will insert the advertisement ... at the rate of two cents for each letter mentioned in the advertisement, they are then to be published in such newspaper. If there is no newspaper which has much circulation in the neighborhood of the office, or if the editor will not advertise them for the price abovementioned, then manuscript lists ...**” [are to be prepared &c. &c.].

Price and Circulation become governing considerations.

Chapter XVIII of 1832 Instructions to Postmasters, after quoting the 1825 Act as Section 145, added this sentence: “**146. The newspaper having the most extensive circulation in the vicinity of the office, should have the preference, in publishing this notice, ...**”

Most extensive circulation becomes the governing consideration; price remains a “given.” The emphasis changed because in 40 years the bare existence of a newspaper had become the likely existence of multiple newspapers competing for the Lists.

Section 35 of the Postal Act of 1836 states in its entirety “**That advertisements of letters remaining in the post offices may, under the direction of the Postmaster General, be made in more than one newspaper; Provided, That the whole cost of advertising shall not exceed four cents for each letter.**”

While no purpose is given for this new provision, only larger offices are known to have paid and passed on the four cent maximum fee to claimants of advertised letters. This suggests that recognizing *division of subscriber market share together with multiple time of day editions among publishers* was accepted as a necessary condition for efficiency in large markets such as New York and Boston.

A Circular to Postmasters of November 1st 1841, almost as an aside, concluded “**It is believed that the practice of advertising letters, remaining in the post offices at the end of each quarter, in newspapers not printed in the towns and villages where the post offices are situated, is attended with considerable expense to the Department, without any corresponding benefit to the public. Post-masters, in towns and villages where there is no newspaper published, will hereafter advertise letters in the mode prescribed in the act of Congress of 1825, viz. “make out a number of such lists, and cause them to be posted at such public places in their vicinity as shall appear to them best adapted for the information of the parties concerned.”**”

In effect, *the effectiveness of propinquity* emerges once again.

Chapter 33 of the Instructions of 1843, in Section 225 removes the words “**It is believed that**” from the sentiment of the 1841 Circular; it also adds meaningful provisions to the 1836 act, stating “**But neither the additional expense of the advertisement in a second paper, nor of more frequent advertisements in a single paper is to be incurred at any office, unless specially directed by the Postmaster General**” - a clear indication that *abuses* occurred.

Section 1 of the Postal Act of 1845 ends with an important provision that indirectly affected how everyone reacted to advertised letters: “**And all letters which shall hereafter be advertised as remaining over in any post office shall, when delivered out, be charged with the costs of advertising the same in addition to the regular postage, ...**”

This was the first legal provision that claimants pay for advertising by the office of destination.

The Postal Act of **1847** (citing the act of **1845**) further complicates matters, particularly for the largest cities with the following law: “**And all advertisements made under the orders of the Postmaster General, in a newspaper or newspapers, of letters uncalled for in any post office, shall be inserted in the paper or papers, of the town or place where the office advertising may be situated, having the largest circulation, provided the editor or editors of such paper or papers shall agree to insert the same for a price not greater than that now fixed by law; and in case of question or dispute as to the amount of the circulation of any papers, the editors of which may desire this advertising, it shall be the duty of the postmaster to receive evidence and decide upon the fact.**

(Holy Macaroni.) Finally a law we recognize as Fully Modern. Applying this to Boston, if the Post Office were moved even three blocks, chaos could ensue.

Section 5, Postal Act of March 3, **1851**, amends and adds content regarding the advertising of letters remaining as follows: “**That lists of letters remaining uncalled for in any post office in any city, town or village, where a newspaper shall be printed, shall hereafter be published once only in the newspaper, which, being issued weekly or oftener, shall have the largest circulation within the range of delivery, of said office, to be decided by the postmaster at such office, at such time, and under such regulations as the Postmaster General shall prescribe; and at a charge of one cent for each letter advertised. And the postmaster at such office is hereby directed to post in a conspicuous place in his office a copy of such list, on the day or day after the publication thereof; and if the publisher of any such paper shall refuse to publish the list of letters as provided in this section, the postmaster may designate some other paper for such purpose. Such lists of letters shall be published once in every six weeks, and as much oftener, not exceeding once a week, as the Postmaster General may specially direct; *Provided*, That the Postmaster General may, in his discretion, direct the publication of German and other foreign letters in any newspaper printed in the German or any other foreign language, which publication shall be in either lieu of, or in addition to the publication of the list of such letters in the manner first in this section provided, as the Postmaster General shall direct.**

Anticipating what had become the usual disputes, the Postmaster General issued an Instruction Circular to Postmasters shortly after the act was approved. Regarding proper justification for awarding the List of Letters, the circular reads “**The advertisement is to be inserted in one newspaper only ... The newspaper must have the largest circulation within the range of delivery of the post office – that is, the largest single circulation of each issue where more than one newspaper is issued from the same office, and not the aggregate of daily, weekly, tri-weekly, &c. ... When there is a dispute as to the**

circulation of the newspapers claiming the advertising, the postmaster is to receive evidence and decide upon the fact, the decision remaining good for one year, and the evidence to be open to public inspection. These instructions seem sufficiently precise and definite to be easily and clearly understood ...”

Circulation, and its definition, together with *Delivery*, and its mapping, became the metrics postmasters were to use in deciding which newspaper could have the lists if the proprietor accepted the terms. Lists now yield but *one cent per letter*. *Foreign language* newspapers may be awarded special lists. *Frequency* is increased.

But How Did Awarding Advertising Actually Work?

Reading all the law and regulation, you might get the feeling that the Lists of Letters were to be advertised in the newspaper read by the greatest number of the people whose names were on the list. That would make sense if clearing unclaimed letters out of the post office, and getting paid to do so, were in the best interests of both the Public and the Post. But reading some Massachusetts newspapers a different motive emerges after the inauguration of Andrew Jackson in March of 1829.

On July 10, 1829, the *Springfield Republican* reported at length about the replacement of “**Mr. Lombard, the worthy and faithful Postmaster in this town,**” followed immediately by the notice “**The Springfield Republican has been removed from the office of publishing the quarterly list of Letters from the Post Office in this town, and the Hampden Journal appointed. Both papers are opposed to the Administration, but our new Postmaster probably thought there was ‘a choice of evils’.**”

A day before, the *Worcester Spy* reported, under the heading Reform “**We perceive that the *Aegis* is no longer the official paper of the post office in this town. While we are ready to do full justice to the faithfulness with which our postmaster performs the duties of his office, we must be permitted to say, that, in this instance, the public good has not been consulted; and that the transfer of the advertising of letters to a paper which has not half the number of subscribers in this town that the *AEGIS* has, is too much in character with the reform going on at Washington to give general satisfaction.**”

The following week, Boston’s *Columbian Centinel* included this clip taken from the *New York Commercial Advertiser*: “**Speaking of the orders from Washington, commanding postmasters to advertise the list of letters in Jackson papers, the editor of the *Albany Argus* says: ‘No rule has been more scrupulously observed, than that by which the partisans of Mr. [John Quincy] Adams, under the late reign, gave the post-office advertisement, without a single exception that we know of, to THEIR party papers.’” Then *Centinel* points to the greater local virtue: “**And in Boston the list was alternately published in the *Statesman* and *Patriot*, the former of which is well known for the violence of its opposition to the late administration.**”**

Quite clearly, from almost the earliest days, politics was the purpose of newspapers and the bane (or lifeblood) of a postmaster’s life.

How Boston Postmasters Awarded the Lists The Washington & Adams Presidencies

During the presidencies of George Washington (1789-1797) and John Adams (1797-1801), Boston postmaster Jonathan Hastings published most of the Lists in the *Boston Gazette* until 1792, then in the *Independent Chronicle*. But Lists also appeared in *Argus*

(1791-1792), *Columbian Centennial* (1793), and *Massachusetts Mercury* (1794-1801). Jonathan Hastings served Boston as postmaster from 1775 to 1808 and there was no suggestion that his awards were politically driven.

The Jefferson, Madison, Monroe & Quincy Adams Presidencies (1801-1829)

Jefferson's presidency ushered in the first truly ideological/political administration and the first dominant political party, Democratic-Republican. It saw the first change in Boston's postmaster in 33 years when Hastings was replaced by partisan Aaron Hill, who served from 1808 until the 1829 inauguration of Andrew Jackson. It also saw an era in which postmaster Hill quietly shared the federal largess with only a few Boston newspapers. The *Independent Chronicle*, in one nameplate or another, continued until 1825. The *Boston Patriot* emerged and consumed *Chronicle*, and finally the *Daily Statesman*, ultimately just *Statesman*, published by soon-to-be-postmaster Nathaniel Greene, took the prize.

The Jackson & Van Buren Presidencies (1829-1841)

When the dominance of Jefferson's Democratic-Republican party under Quincy Adams fell to Andrew Jackson's populist Democrat party in 1829, the earthquake upset how postmasters would be appointed and brought awarding Lists of Letters a few notches up in the political hierarchy. Hardly a month after his inauguration, the following page 1 clip appeared in the *Boston Commercial Gazette*: **"The *Baltimore Patriot* has been deprived of the governmental patronage which it has for many years enjoyed; and the *Baltimore Republican* will hereafter publish the list of letters. The *Patriot* whines a little at the deprivation."**

This and other 1829 notices are a small part of the record of the politicization of the Post Office Department under Jackson's presidency (see discussion on previous page under how advertising worked). They also confirm that the right to publish Lists of Letters, especially for a large office like Boston, was a plum of great significance. Was it coincidental that the publisher of *Boston Statesman* Nathaniel Greene was appointed Postmaster of Boston shortly after Jackson's inauguration and confirmed the award of Boston's List of Letters to his own paper? Was it coincidental that Greene remained Postmaster of Boston until a Whig was elected president in 1841? Probably not.

The Harrison/Tyler, Polk & Taylor/Fillmore Presidencies (1841-1853)

Many presidents for only twelve years, but Whigs Harrison/Tyler and Taylor/Fillmore ended up with James K. Polk, of the Democratic party (1845-1849), as the cheese in the Whig sandwich. But of greater import to awarding the Lists of Letters were the proprietors of Boston newspapers who were appointed Postmaster.

The first move was to replace Nathaniel Green in 1841 with George W. Gordon, who had no known newspaper connection and was therefore malleable. Immediately on the inauguration of Whig President Harrison, Boston's *Daily Atlas* made the following announcement: **"The List of Letters remaining in the Post Office may be found upon our fourth page."** Another area paper opined: **So, then, the Atlas comes in for a share of the spoils; ... and the most bitter party paper in the Union, has been rewarded in part by the pap from the Post Office of Boston. Well, who's Postmaster? Mr. Gordon? ... Who would ever have supposed that the Atlas would have got the Post Office advertising under the administration of Nathaniel Greene, Esq.?** And true to political course, Gordon was replaced by Greene when V.P. John Tyler succeeded to the

Presidency upon Harrison's death.

In the same year, 1841, one William Hayden became co-owner of Boston's *Atlas*. *Atlas* did not hold that award for long, as it went to *Boston Daily Times* after Polk became President in 1845. Hayden, with no postal experience, replaced Nathaniel Greene on May 14, 1849, as Boston Postmaster upon Zackary Taylor's inauguration. Hayden had the misfortune of walking face-first into an epic conflict over the Boston List of Letters that we will examine in our final pages. And he didn't escape the carnival ride, being replaced in 1850 when Millard Fillmore brought back George Gordon. The tally in 12 years was five presidents, four postmasters and 2 newspapers.

The Pierce & Buchanan Presidencies (1853-1861)

If the Postal Act of 1847 rocked the boat for postmasters' awarding their Lists of Letters by putting them in the middle of party politics on one hand and circulation grudge matches among publishers on the other, the Postal Act of 1851 was a tsunami. As publisher, imagine having to certify your count of subscriptions plus news stand sales plus national exchange volume for each of the Morning Edition, Lunch Edition and Evening Edition put out by the three or four top competitors in a market like Boston. As postmaster, imagine having to define your area of delivery down to the street corner. Then imagine having to submit all this to public exposure and comment.

The one thing we know for sure is that in September 1853 President Pierce replaced George Gordon as Boston Postmaster with Edwin C. Bailey, and that Bailey awarded his Lists of Letters consistently to the *Boston Daily Times*.

The Boston Circulation War

The Postal Acts of 1845 and 1847 were game-changers for newspaper competition in Boston. The major papers were aligned with either Whig or Democratic party views and it was no secret that Boston postmasters were expected to award government publishing jobs accordingly. But then a new sheriff arrived in town. John A. French, leading a group a local printers, established the *Boston Herald* in 1846 under a young editor who promised readers: "The Herald will be independent in politics and religion; liberal, industrious, enterprising, critically concerned with literacy and dramatic matters, and diligent in its mission to report and analyze the news, local and global." All in one page for a penny.

They must have done it, since French & Co. acquired *Boston Daily Times* and one other Boston paper in 1847. Obviously a shrewd businessman, French maintained the political leaning of *Daily Times*, which had the Lists of Letters.

But as *Herald* grew quickly in circulation French began to badger postmaster Greene to place the Lists with *Herald*, but to no avail. So he changed tactics to open warfare. An opening salvo from French was placed in the *Herald* on September 25, 1848 (Figure 1, below):

On Dit. That Mr. Henry Crooker, a gentleman and a scholar – although a locofoco – is about being appointed Postmaster of Boston. A better selection could not be made, nor one at which the business community of Boston would more rejoice. We hope the report will prove true. That some change is necessary in the management of post office affairs in this city, is manifest to every person who has business with the office.

Nathaniel Greene was indeed replaced, but by local newspaperman William Hayden rather than by gentlemanly Henry Crooker. Whatever negotiating went on behind closed doors, a campaign against Hayden began in earnest on June 5th, 1849, challenging him to award the Lists to *Herald* in accordance with French's reading of the 1845 law.

Figure 2: Boston Herald of June 5,

FIRST EDITION.

TUESDAY MORNING, JUNE 5.

The "Boston Herald."

**A FEW WORDS
TO THE
POSTMASTER OF BOSTON.**

The "Times" has a LARGER daily circulation than ALL the sixpenny papers published in the city combined, and LARGER than ANY THREE daily papers published in Boston. – *Boston Daily Times*.

The proprietor of the BOSTON HERALD this day makes formal application to the Postmaster of Boston, for authority to publish the advertisement of the List of Letters remaining in his office.

We do this by the right guaranteed to us by the law of Congress, passed March 15, 1845, which contains the provision that such advertisement shall be officially published in the paper or papers having the largest circulation.

In the face of the above extract from the *Boston Daily Times*, (a paper which for several years has enjoyed the patronage of the Government in this and other respects) we make this application; and for the reason, that we are justly entitled, by our circulation and influence, to the advertisement of the list of letters.

In order to sustain our position, we are ready to make the following wagers, - and dare the *Daily Times*, and all other papers published in Boston, to accept them: -

1. ONE THOUSAND DOLLARS that the circulation of the *Times* is NOT three times larger than that of any other three *Daily Papers* published in Boston.

2. ONE THOUSAND DOLLARS that it is not larger than that of any TWO *Daily Papers* published in Boston.

3. ONE THOUSAND DOLLARS that it is not larger than that of the BOSTON HERALD alone.

4. ONE THOUSAND DOLLARS that it is not AS LARGE as that of the BOSTON HERALD.

5. And TWO THOUSAND DOLLARS that the daily circulation of the BOSTON HERALD is ONE THOUSAND greater in the city of Boston than that of the "*Boston Daily Times*."

We have for some months past been entitled, under the law of congress, to the advertisement of the list of letters. We have this day laid the subject before Mr. Postmaster Greene in an official manner – accompanied by proper affidavits, data, and figures. It now remains for that gentleman to perform a common act of justice towards us, by instituting an immediate examination into the matter. It may be an unpleasant business for Mr. Greene, who is just about retiring from office, should he be compelled to remove from the columns of a congenial political print, the advertisement of the list of letters. But justice is justice – and we are determined to be kept no longer from our just dues.

This challenge was put out among the major papers of Boston over circulation. A meeting was held in the Boston post office building to submit respective circulation numbers, and on June 18th *Boston Herald* published the report in Figure 3:

**The Opinion of a Government Official
Of the "Boston Herald."**

"I know it is one of the BEST OF TAYLOR PAPERS, but it is NOT WHIG"!!!!

The Last Gasp of the Expiring Press.

The fruits of that famous meeting in the "un-tenanted room over the *Mail* office;" are just beginning to develop themselves. Having discovered that we far outstripped their sheet in point of circulation, the proprietors of the *Times*, in order to make a grand effort to hold on to the advertisement of the list of letters, have announced their intention of coming out with an evening edition, by which they hope to gain an opportunity to give away papers enough to make their circulation tally with ours. But it won't do, Messieurs of the *Times*. You have had your day, and now comes our turn; and you might as well try to hang on to the skirts of a streak of chain lightning as to endeavor to keep pace with the gigantic strides of the *Herald* in the favor of the public. As a man of honor, Mr. Haydon cannot but show us fair play when the examination into the extent of our respective circulations takes place. That is all we ask.

Figure 3: Boston Herald of June 18, 1849.

The *Syracuse Reveille*, receiving *Herald* in exchange, opined as follows and its exchange appeared in *Herald* on November 14th 1849, Figure 4:

The *Boston Daily Herald* appeared on Monday morning, printed on a new and beautiful type, from the foundry of Messrs. Hobart & Robbins, of that city. It is now one of the handsomest printed dailies published in New England, and it is certainly the best *News* paper. Our friend, John A. French, its enterprising proprietor, deserves success. The *Herald's* circulation is larger than any other daily paper published in Boston, and yet the Postmaster refuses to give it the List of Letters, in compliance of the law. The same trick was played on us, Mr. *Herald*; but never mind, "There's a good time coming," when Right shall triumph over Wrong. – *Syracuse Reveille*.

Figure 4: Boston Herald of November 14, 1849.

An independent committee having been formed in June to assess the circulation claims of the three Boston majors, by November 26th Mr. French was becoming impatient (Figure 5):

The Post Office Business.

Since our last article on this subject, Mr. Hayden has received an elaborate report from a minority of the committee appointed to examine the circulation of the *Herald, Mail*, and *Times*. This movement made the majority of that committee promise a report, which ought to have been made before this. How much longer are we to wait for that report, or have the *Times* and *Mail* got up some other project to induce Mr. Hayden to delay his decision? Somebody will have to pay us damages for the fraud by which the list of letters has been refused us since the first of July last, and the longer our rights are deferred the heavier will be that bill of damages. Hereafter we shall give an account of the impositions which have been practiced by our contemporaries and their abettors, and then the community can judge whether another such a set of precious scoundrels can be found in this community. We Shall publish a copy of the minority report in a few days, and if Bostonians don't think scoundrels too mild a name for our defrauders, we are mistaken.

Figure 5: Boston Herald of November 26, 1849.

Two weeks later, French had transcripts of all submissions to the committee and published them in full, taking a quarter of the column space of *Herald* for five consecutive days, December 11 – 15, 1849. One of the conclusions that must be drawn is that the word “circulation” becomes a slippery eel in the hands of newspaper publishers! Circulation must include subscriptions, but should it include papers not picked up at the post office? Should it include Early Morning papers distributed to newsboys but not sold once the Late Morning issue comes out? Maybe that’s why every newspaper in Boston featured the kind of images in Figures 6 & 7:

Yes, the *Boston Herald* of 1849 had won the circulation game, but it was not until 1854 under postmaster Edwin C. Bailey and Democratic President Franklin Pierce that *Herald* published its first List of Letters in very early January, 1854 (yes, 1854; you think politics are convoluted today?)

BOSTON HERALD
Circulation Largest in N. England.

FOUR EDITIONS DAILY, VIZ: -
First Edition – Five o'clock, A.M.
Second Edition – Eight o'clock, A.M.
Third Edition – Twelve o'clock, M.
Fourth Edition – Half-past Two, P.M.

The BOSTON HERALD has a larger circulation in the city of Boston and throughout New England, than any other Paper published here or elsewhere. This we are prepared to prove by HONEST Affidavits.

JOB PRINTING of every description neatly, cheaply and expeditiously executed at the office of the “BOSTON HERALD,” 19 State Street.

TUESDAY MORNING, DEC. 11.
FIRST EDITION.
THE CIRCULATION OF THE BOSTON HERALD.

During the publication of the controversy concerning the publication of the letters uncalled for from the Boston post office, our readers will please bear in mind that our CITY CIRCULATION for the month of June last, as represented in our affidavits which have been filed with Mr. Hayden, averaged ELEVEN THOUSAND TWO HUNDRED AND FIFTY-THREE (11,253) COPIES PER DAY.

Figure 6: Boston Herald of December 11, 1849.

MONDAY MORNING, JAN. 14.
FIRST EDITION.
CITY CIRCULATION
OF THE
BOSTON PENNY PAPERS,
FOR THE
Month of June Last,
Prepared from the BEST Evidence
That can be Procured.

Herald	11,253
Times	7,794
Bee (Entire Circulation)	5,628
Mail	3,500

Figure 7: Boston Herald of January 14, 1850.



Figure 8: Boston Herald of January 25, 1854, the List of Letters taking half the front page.

So why was John A. French willing to put so much ink and paper in to winning the right to publish, every two weeks, the Boston List of Letters for about 25 dollars? I suspect most of you have decided that it was because “circulation” brought in advertising of a much greater value than 25 bucks, and you’d be right.

Endnotes

- ¹ Robert B. Bramwell, “Advertising Letters in a Small Town,” *Postal History Journal*, No. 164, June 2016.
- ² Until 1845 it is not clear that payments to publish Lists of Letters were contingent upon anything; still, the cost of advertising Lists was defined as “contingent expense” on quarterly statements of Account Current.
- ³ As refused, addressee unknown, addressee moved, undecipherable, etc.
- ⁴ The price of 2 cents per letter follows from the colonial price of 1 British penny - 2 cents being a useful equivalency in the early 1800s when the Spanish reale traded for 54 pence based on silver content.
- ⁵ For example, on September 11, 1924, in Olympia, Washington.

Robert B. Bramwell is a native of Schenectady who left there physically in 1950, but whose philatelic heart returned in 2006. His article “Geography and Postal Service between Schenectady and New York City (Correspondence of Benjamin Mumford 1825-1840) appeared in *Geography & Postal History: Papers from a Writers’ Institute, Summer Seminar 2011*. His article “Keeping Up With Your Customers: Changing Mail service Areas Indicated by Lists of Letters Remaining for Post Offices on the New York Frontier, 1790-1820” appeared in *Postal History Journal* No. 159, October 2014.

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At the Fault Line of Grief: The Gold Star Mothers Movement

by William Velvel Moskoff

During the 2016 presidential campaign, Donald J. Trump raised the hackles of many when he demeaned Ghazala Khan, the Muslim mother of a deceased American soldier. His words offended the American Gold Star Mothers, an organization of mothers whose children died in the military service of the United States, named for the gold star that hung in the windows of families who had lost a child in wartime. The Gold Star Mothers have an interesting history and philatelic presence. This article explores the history of the organization and analyzes a number of First Day Cover cachets to assess how American cachet designers represented the grief of mothers.

The concept of Gold Star Mothers originated during World War I. A Blue Star was used to signify that a family had a son in the military; as the war proceeded and men died a Gold Star was placed over the Blue Star. In May 1918, when U.S. troops were fighting in Europe, President Woodrow Wilson supported the idea of American mothers wearing a black armband on their left arm with a gold star on the band instead of the traditional black mourning dress. In June 1928 twenty-five mothers met in Washington D.C. to form the American Gold Star Mothers, Inc. Originally, the organization limited membership to the mothers of deceased veterans of World War I, but after 1941 they expanded their membership to include mothers who had lost a child in World War II. At present the mothers of all those who fell in wars in which the U.S. has fought are eligible. (It should be noted that fathers can be Associate Members of the American Gold Star Mothers.) In 1936 President Franklin D. Roosevelt proclaimed the last Sunday in September to be Gold Star Mother's Day. The proclamation encompassed both sons and daughters lost in World War I. In 1947 Congress approved issuing gold star lapel pins to the families of those who were killed in action.

World War I took the lives of about 75,000 American soldiers, 53,000 in France alone. Some 31,000 remain buried in U.S. cemeteries abroad. At the end of the 1920s, chapters of Gold Star Mothers and others petitioned Congress to fund pilgrimages to Europe for mothers of the deceased. While many women had visited the graves of their loved ones in Europe, this not possible for many more who did not have the financial resources to make the trip abroad. The ties between father and son or husband and wife were considered of less importance to that of mother and son. Since the Civil War mourning of the war dead in America was primarily the job of mothers.¹

In 1929 Congress passed legislation that would make it considerably easier for mothers to visit the graves of their deceased sons. In recognition of the absence of closure for so many families, the U.S. government organized Gold Star Mothers' pilgrimages giving mothers and widows of the fallen the opportunity to visit the graves of their sons and husbands in Europe in one of the eight permanent cemeteries set up by the War Department. These pilgrimages took place from 1930 to 1933. The government paid all expenses for the approximate two week long trip to visit a cemetery in France, Belgium, and Great Britain. Altogether, 6,693 women accepted the government's invitation, most of them going the first year.² Mothers expressed great gratitude for the opportunity to visit the gravesites: "I feel that a gap has been filled, and now that I have seen my dear son's resting place, and know that it will forever be kept beautiful, I am more contented."³

In all, some twenty ships took Gold Star Mothers to Europe. While African American women were not allowed to become members of the Gold Star Mothers Association, they were allowed to make the trip, although they experienced the same segregation that their sons and husbands endured during the war. They traveled separately from their white counterparts, had separate and lower quality travel accommodations and were put on separate trains once they arrived in France.⁴

World War II greatly expanded the number of those who had died in war and the honoring of Gold Star Mothers became a form of collectively honoring those who had fought in the war. The U.S. Post Office issued a commemorative stamp (Figure 1) recognizing the Gold Star Mothers on September 21, 1948 (Scott No. 969). The stamp was designed by Charles R. Chickering, who created almost eighty stamps for the U.S. Post Office while working at the Bureau of Engraving and Printing in Washington, D.C. The stamp's issuance was announced without fanfare in the summer of 1948 in a *New York Times* stamp column along with four stamps honoring six prominent American women. When the stamp was issued, the first sheet was given to Alletta Sullivan, the mother of five sons who all perished aboard the USS *Juneau* during the Battle of Guadalcanal in mid-November 1942.⁵



Figure 1: Scott No. 969 issued September 21, 1948.

Many First Day Cover cachets were created for the Gold Star Mothers stamp, a number of them by the leading cachet designers in the country. What follows is an overview of these cachets that reflect prevailing 1948 cultural norms and expectations about women, military death, and mourning. In a very real sense, the artistry is less descriptive than it is culturally prescriptive. That is, the cachets represent an idealized envisioning of America, especially American motherhood. In many ways they are a backward look at America—white, rural, and Christian. Overwhelmingly the cachets and their accompanying texts refer to World War II rather than the First World War. During the war women were needed in the economy to do many of the jobs that men had left because they were engaged in the fighting in Europe and the Pacific. But once the war ended and the men came home, women were essentially told to go back into the home and resume their domestic responsibilities. Attitudes towards women in the post-war period returned to their pre-war status. Popular culture, as exemplified in these cachets, tried to reestablish pre-war gender roles.

One of the underlying characteristics of these cachets is that 19th century emotional sensibilities were brought forward nearly a century to honor mid-20th century military casualties. For example, Thomas Buchanan Read, a 19th century poet and painter (1822-1872) wrote an oft-published verse that was part of a larger work, the “Brave at Home.” It is reprinted as part of the cachet shown in Figure 2, where a kneeling mother is laying flowers at the grave of her son in a cemetery that seemingly stretches into infinity. The first two lines, well-known in the 19th century are: “The mother who conceals her grief, While to her breast her son she presses.”

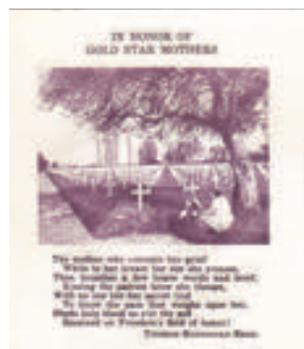


Figure 2.

In these cachets we can also see reflections of the 20th century's cultural attitudes. First and not surprisingly, cemeteries played a prominent visual role in conveying the message of a soldier's death. Figure 3 is a cachet produced by the House of Farnam that shows twenty-eight crosses in an almost heart-shaped cemetery plot with laurel at the bottom. Since antiquity, laurel had served as a symbol for heroic deeds. Figure 4, a cachet designed by Ken Boll of Cachet Craft superimposes the bust of a mother on a Gold Star. Below this is part of a cemetery plot. Figure 5 is a cachet illustrated with a child-like hand-drawn picture showing a mother accompanied by either a daughter or daughter-in-law to the gravesite of her son. Both carry flowers seemingly draped in the American flag. Figure 6 is the only Gold Star Mother cachet I have seen with a cemetery scene that includes a Star of David in recognition of Jewish soldiers who fell on the battlefield. Pictured alongside the cemetery is a moving letter from President Roosevelt honoring a soldier who died and through him all who died. It reads: "In Grateful Memory of Technician Fourth Grade John E. Smith AE No. 35180348 Who Died in the Service of His Country In the European Area, October 3, 1944. He Stands in the Unbroken Line of Patriots Who Have Dared to Die That Freedom Might Live and Grow and Increase Its Blessings. Freedom Lives and Through It He Lives In a Way That Humbles the Understanding of Most Men. Franklin D. Roosevelt, President of the United States of America" John Smith's mother sits in an arm chair perhaps reading the Bible with a framed photo of her son by her side.



Figure 3.



Figure 4.



Figure 5.



Figure 6.

The central element in Figure 7, designed by L. W. Staehle of Cachetcraft, is a very strong looking mother in front of a cemetery scene. She has a proud and determined bearing. The cachet takes pains to point out the history of Gold Star Mothers that at the time extended over almost thirty years and the two world wars.

Another observation is that the women depicted in the cachets are overwhelmingly pictured as traditional and old. They look much more like grandmothers than mothers. Roughly speaking, a woman would have been between 45 and 50 years old when her son died in battle.⁶ The women pictured on some of these cachets appear to be considerably older than fifty. For example, see Figures 8 and 9. Figure 8 is notable for the woman's long black dress softened only by her housewife's apron—she could be a woman out of the 1890s. The latter is of interest because along with Figure 12, it is one of the two I have seen that mentions women dying in the war—"Their sons and daughters died that freedom might live." Figure 10, another cachet by Ken Boll, also portrays another old woman surrounded by the common symbols of laurel, a white dove of peace and a cross, as well as the super-imposed figure on a gold star.

One of the most compelling cachets is the one done by Fluegel, "Honoring Gold Star Mothers." (Figure 11) A large banner with a prominent gold star is veritably swooping over a coffin draped with the American flag. The gold star banner uses the mother's loss as a symbol of the nation's loss.



Figure 7.



Figure 8.



Figure 9.



Figure 10.



Figure 11.



Figure 12.



Figure 13.

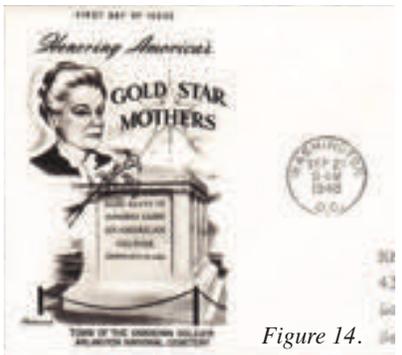


Figure 14.



Figure 15.

The cachet in Figure 12 plays on multiple themes as does the text that accompanies it. An elderly-looking mother is on her knees praying at a church altar with candles burning behind her. In her mind's eye she envisions her son, lying dead on the battlefield. The text refers to the wartime deaths of both sons and daughters, an outcome only possible during the Second World War. It also makes reference to the Pilgrimage Act of 1929 and Gold Star Mother trips to cemeteries overseas, but this program was in operation only from 1930-1933 and was not available to mothers after World War II, despite what the cachet text implies.⁷

Figures 13 and 14 associate Gold Star Mothers with two of the great memorials to the war dead in the U.S. Figure 13 portrays the Eternal Light monument in Madison Square Park in Manhattan. The flagstaff recognizes the U.S. Army and Navy and their successes during World War I. A Gold Star Mother is wearing what came to be the uniform of members, including a white cap and white shoes. Figure 14 is a Fleetwood cachet centering on the Tomb of the Unknown Soldier at Arlington National Cemetery in Virginia.

Figure 15 is a poignant design by Jackson Cachets, showing a mother in an apron holding her infant son aloft in a joyful moment, his helmet and rifle planted in the distance, at the point of a gold star, suggesting his death, far from his ancestral home. Figure 16 is of a decidedly religious nature, a bible open on an altar, two burning candles on either side of the holy book. A drawing of a universal mother completes the design.

As historian Drew Gilpin Faust has suggested, America's Civil War "introduced mass death...Loss demanded an explanation that satisfied hearts as well as minds."⁸The American Gold Star Mothers rose as an institutional demonstration of the need to heal the hearts of women and through them the larger society after World War I. American cachet makers captured that abiding spirit even if they created their own interpretation of American history and culture in doing so.

Figure 16: *The Universal Mother.*



Endnotes

- ¹ Drew Gilpin Faust, *This Republic of Suffering: Death and the American Civil War*, New York: Knopf Books, 2008.
- ² Constance Potter, "World War I Gold Star Mothers Pilgrimages," Part II, *Prologue*, Fall 1999, vol. 31, no. 3.
- ³ Potter, Part II.
- ⁴ Constance Potter, "World War I Gold Star Mothers Pilgrimages," Part I, *Prologue*, Summer 1999, vol. 31, no. 2.
- ⁵ Virtually lost to history is the fact that three brothers, Malcolm, Leroy, and Randolph Barber died aboard the USS *Oklahoma* on Pearl Harbor Day, December 7, 1941, serving in the U.S. Navy as firemen aboard the ship. *Chicago Tribune*, December 4, 2016, p. 28.
- ⁶ The median age at first marriage was 22.0 years of age in 1890. Eighty-two percent of WWI recruits were between the ages of 21 and 30. Thus, on average they were 25 years of age. A woman who had a 25 year old son in 1892 would have been 49 or 50 years old in 1917 and 1918. During the pilgrimage of the early thirties, the average age of the women who travelled to Europe was between 61 and 65, confirming the idea that the time their sons or husbands died, they were only in their late forties or fiftyish. The median age of a female at first marriage in the United States was 21.2 years of age in 1920. The average age of a soldier in World War II was 27 years. Sources: The Medical department of the United States Army in the World War; vol XV, Statistics, Washington D.C.: GPO, 1921-1929, p. 25. Potter, "World War I Gold Star Mothers Pilgrimages," Part I; www.infoplease.com/ipa/A0005061; Michael C.C. Adams, *The Best War Ever: America and World War II*, Baltimore, The Johns Hopkins University Press, 1994, p. 70.
- ⁷ Personal communication from Timothy Nenninger, Archivist, National Archives and Records Administration.
- ⁸ Faust, p. 174.

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Honoring U.S. National Parks

by Michael Zwelling

In 2016 a series of national park stamps was released marking the third time a series of stamps was issued by the United States Postal Service (postal service) honoring national parks. There also were two single-stamp issues: one featuring Everglades National Park; the other, which will be the focus here, a failed attempt to rebrand the National Park Service (NPS).

The Parks on Stamps

There have been several stamps highlighting national parks in one way or another, including the Grand Canyon appearing on several stamps, a sheet displaying the flora and fauna of the Sonoran Desert, and some, such as the 1988 Flag over Yosemite, seem to focus on something other than the park itself. The first National Parks commemorative series was issued in 1934 with 10 stamps featuring landscapes of various national parks.¹

This 1934 series included Acadia, Yellowstone (Figure 1), Grand Canyon, and Mount Rainier – all parks that would again be honored in 2016. The 1934 series differed from previous issues by focusing on landscape and moving away from portraits and other representations of people. Between the 1934 series and the latest, the 2016 stamp issue to coincide with the NPS centennial, the postal service created other national park stamps. In 1972 there was the National Parks Centennial issue of seven stamps focusing on four parks.²

The recognition of 1972 as the centennial was based on the founding of Yellowstone as the first National Park in 1872 (Figure 2). The three issues of multiple National Park stamps offered a variety of parks across the United States, from Hawaii to Maine and from Florida to Alaska.



Figure 1: Yellowstone's 'Old Faithful' was the subject of the 1934 stamp (Scott 744)

This diverse postal view of the national parks was not part of the 50th anniversary of the NPS in 1966. The single stamp did not show a grand landscape of a key identifier for any particular park. It did not highlight a person key to the formation of the parks. Instead, 1966 saw a single abstract image: one five cent stamp designed to change the brand identification of the NPS.



Figure 2: The 1972 "Centennial" issue bears a resemblance to the 1934 issue (Scott 1453)

Suggestions Abound

Before the single stamp issue to celebrate the golden anniversary there were several suggestions, from government officials and citizens, of what would be appropriate. All the suggestions met resistance of one form or another. Heading into the 1960s, Adele Schmitz sought a new series of stamps focused on national park scenery. According to the postal service, such a series was improbable because of two previous issues celebrating national parks, the 10-stamp 1934 series and a single stamp honoring Everglades National Park in 1947. “Our Citizens Stamp Advisory Committee has expressed the opinion that duplication of subject matter is not desirable when there are so many persons, places, and events which have not yet been accorded postal honors.”³

A member of congress received much the same response. U.S. Rep. Burr Harrison, VA-7th, wanted a stamp to honor Shenandoah National Park but was rebuffed by L. Rohe Walter, a special assistant to the postmaster general. “Additions to the National Park Series of 1934 are not contemplated at this time. Should other stamps be approved in the future in that series, you may be sure every consideration will be given to honoring the Shenandoah National Park”⁴ At the end of 2016 no Shenandoah stamp has been issued.

Several proposals for additional NPS-themed postage stamps were continuously referred to by the postal service as additions to the 1934 series. A letter received by the postal service in December 1965 was not seeking a specific person, place or thing for a stamp, but instead expressed thoughts on where the focus of a future national parks stamp should be. Victor Robinson pointed out that the golden anniversary issue should be something special. “I feel that only a design which shows some of our National beauty should be used for this stamp. This should be one we can look forward too, and expect a work of art.”⁵ In an effort to help them understand his idea, he included a hand- drawn stamp design (Figure 3).

Figure 3: The stamp design shows Yellowstone Falls in the upper half of the stamp to represent the oldest park and Angel Arch in Canyonlands National Park representing the newest park at the time. The suggestion also included that “America the Beautiful” should replace “U.S. Postage” for this issue only.



It seemed as though the Stamp Advisory Committee leaned in the same direction. Department of the Interior Secretary Stuart Udall sent a letter to the Committee in the first half of 1965 seeking a 50th anniversary stamp. Issuing a stamp was approved, but the design work was still needed. “Approval of the National Parks stamp was approved by the Stamp Advisory Committee at its meeting of July 25, 1965 with some discussion that a night scene of an erupting volcano at Hawaii’s Volcanoes National Park might provide a suitable design.”⁶ Volcanoes National park would never get its stamp, but on Sept. 1, 2010 the Hawaiian Rain Forest sheet would get its first day issue at Volcanoes National Park.⁷

A New Brand

The 50th anniversary stamp was not a scenic vista of a well-known national park, but instead an abstract representation of the three categories of national parks – natural, historical, and recreational. The background is bright yellow with three green interlocking triangles and three black circles. “The green angular elements suggest nature through mountains and recreation through tents. The three black dots represent cannonballs, symbolic of the historic areas such as Fort McHenry, Gettysburg, and Independence Hall,” according to a postal service bulletin for employees (Figure 4).⁸

The stamp was designed by graphic artist Thomas Geismar, whose firm also designed corporate logos for companies such as New York University, Univision and the National Aquarium of Baltimore. The postage stamp was a form of brand identity and was intended to represent the park service as a whole and not focus on any one particular park. The 50th anniversary issue was approved in part because of the backing of Udall. “Your endorsement contributed significantly to our decision to issue a stamp calling attention to our natural wonders in line with the president’s ‘See America’ program,” according to a letter from postmaster general John A. Gronouski.⁹



Figure 4: The stamp designated to celebrate the 50th anniversary of the National Park Service. (Scott 1314)

The stamp differs slightly from Geismar’s original design. The one change made was to move the angles from the center to slightly off-center. This was done to allow for better balance with the lettering ‘National Park Service 1916-1966.’¹⁰

The stamp’s symbolism matched the branding sought by the NPS for its facilities nationwide, and referred to as ‘Parkscape USA.’¹¹

The Postage Stamp and Service Merge

To bring the Parkscape U.S.A. idea to greater prominence it would take more than a single postage stamp. The new symbol would have to become more visible and become a part of the national parks culture. The symbol to represent Parkscape USA would replace the iconic buffalo as the new seal for the Department of the Interior (DOI). The image would be changed slightly from the stamp image, but contain similar elements. The new seal for the DOI had two angular elements representing cupped hands and within the cupped hands are two triangles to represent mountains. Just under the two mountain triangles are nine smaller triangles representing water and centered just above the two mountains was a small circle representing the sun (Figure 5).



Figure 5: The symbol used in the latter part of the 1960s as the new seal of the Department of Interior. The new logo and 50th anniversary stamp were designed to push Parkscape USA.

As a bureau of the DOI, the park service adopted the symbol for its uniforms, helping to make the new image more publicly accessible. The new ‘cupped hands’ image would adorn a new park ranger badge.¹²

The stamp issued in 1966 was not simply a commemorative stamp to represent all parks, but part of an overall marketing and rebranding effort of the NPS. Neither the symbol nor the commemorative stamp was well received. The uniform logo “was referred to derogatorily as the ‘Good Hands’ badge, in reference to the logo of a national insurance company.”¹³

The Parkscape USA logo only lasted until 1970 when a new DOI Secretary would restore the buffalo to the seal and create the badge as seen today. The Parkscape USA idea failed in less than four years.

Disappointment, but Embracing Landscapes

The 50th anniversary stamp was not well received by the philatelic community or the public. Several letters were received by the postal service expressing disappointment in the selection of the 1966 issue. One letter from Mrs. Ray Lash Kittredge – which is how she signed her letter – was representative and called the 1966 NPS stamp “the worst insult to human intelligence” and panned the color scheme and lack of a scenic view.¹⁴

The postal service would correct this just six years after the 50th anniversary issue, with a ‘National Parks Centennial’ series, featuring single stamps for Mount McKinley, Yellowstone, and Wolftrap and a four-stamp block featuring the Cape Hatteras seashore. It would be the centennial of the establishment of Yellowstone, but the other parks represented in the series were all less than 100 years old. Gone was the abstract and back were the landscapes.

Figure 6: Gone is the familiar Old Faithful to represent Yellowstone. With a new century comes a new image (Scott 5080n)



In 2016 the NPS celebrated its centennial with the release of 16 stamps by the postal service.¹⁵ These stamps represent some of the iconic parks in American culture such as Yellowstone, Grand Canyon, and Mount Rainier (Figure 6). The series also includes some parks that may not be as well known: Marsh-Billings-Rockefeller in Vermont, Assateague Island in Maryland, and Kenilworth Park & Aquatic Gardens in Washington, DC. The 2016 stamps also represent a range of artistic media including pastel and oil paintings, prints, photographs, and one, the Mount Rainier stamp, is a series of 200 photos over two hours merged into one image (Figure 7). The Mount Rainier photos of the same point in the sky were taken between 2 a.m. and 4 a.m. and show the tracks of the stars over that time span.¹⁶

In a 2016 article, photographer Kevin Ebi spoke about his image of Haleakala National Park on Maui that was chosen to be one of the 16 national park stamps issued that year. “National parks take us into a different world, a world of jaw-dropping scenery, and experiences that are dramatically different from our daily lives.”¹⁷

Figure 7: The sky above Mount Rainier showing the movement of stars across the sky over two hours (Scott 5080b)



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Michael Zwelling's collecting interest includes United States postal items. He currently works as a Park Ranger with the National Park Service in Washington D.C.

Post Office and the Mormon Diaspora into Southern Alberta, Canada

Part 2: Cardston and Points West

by Dale Speirs

The American government's harassment of the Mormons in Utah prompted many of them to look north across the border during the late 1880s. Charles Ora Card, a son-in-law of Brigham Young, was asked by the Latter-Day Saints Church (LDS) leadership to see if land was available in western Canada. In 1886, he led a team to southern British Columbia but the land was unsuitable for irrigation farming. They met up with a mountain man who told them that east of the Rocky Mountains the prairies were wide and the bison still roamed free. The Mormons went to Calgary and from there traveled south, exploring the lands down to the Montana border. They decided that this was the place, and went back to Utah to gather colonists.¹ Figure 1 is a modern map of the area. Figure 2 shows the post offices mentioned in the article, past and present. The small squares are a mile on each side. The double-dash line is the original oxen freighter trail.



Figure 1.



Figure 2.

Cardston

Card returned in 1887 with ten families. After searching about, they finally settled around Lee Creek near where it emptied into the Saint Mary River, which was the southeastern boundary of the Kainai Reserve. The initial cluster of homesteaders was known as Mormon Village. Early mail delivery was intermittent, via Fort Macleod to the north, or Stand Off on the opposite side of the Reserve and which was halfway from Fort Macleod. Kainai tribesmen were hired as mail couriers to bring the mail from Fort Macleod to Stand Off, from whence Mormon homesteaders took turns bringing it to the village.

After several applications, the Canadian Post Office (CPO) finally granted a post office to the villagers. The settlement was re-named Cardston in honour of their leader, who became its first mayor. It became the capital of the LDS Church in Alberta, analogous to Salt Lake City in Utah. The post office opened on July 1, 1892, in a general store with

Heber Simeon Allen as its first postmaster.² Figure 3 shows the proof strike of the first postmark. Allen was born and raised in Utah and originally worked on southern Alberta railroad construction crews. He held a variety of jobs in a variety of places on both sides of the border, homesteaded near Lee Creek with his fellow Mormons, and eventually set up as a shopkeeper. He sold out to his son, who kept the store but not the post office.³



John Anthony Woolf took over on April 30, 1901, as postmaster, locating the post office in his own store. The railroad arrived at Cardston in 1904, and thereafter the mails came from Lethbridge to the northeast. Woolf handed over the post office in 1909 to his son Simpson J. Woolf. The son ran afoul of partisan politics after the Conservatives won the federal election in late 1911. Postmasterships at that time were patronage positions, and hundreds of postmasters across Canada lost their jobs.

David S. Beach was a loyal Tory and took over as postmaster on March 4, 1912. He was a tailor by trade and the post office moved into his store. He had his eye on bigger things and a couple of years later moved to Vancouver. The Cardston Conservative Association got Charles Wilden Burt the position in 1914. The spoils system was eliminated a few years later, and subsequent elections did not affect Burt or other Tory postmasters.

Burt was variously a homesteader, a plasterer, an LDS Church bishop, and a storekeeper. He stayed until February 13, 1935, as postmaster. In 1921, the post office moved from his store into a standalone building that he rented out to the CPO. The federal government completed a purpose-built building of its own for the post office just as Burt retired in 1935. His nephew-in-law Edward Dahl Caldwell succeeded him and was another long-server, retiring on April 20, 1961. The post office was taken over by the CPO in 1948 and run directly by them. Caldwell and subsequent postmasters became civil servants. From the early 1960s onward, the postmastership changed occupants regularly.



Figure 4.



Figure 5.

Figure 5 shows the Cardston post office in 1989. The woman standing in front of it is the author's mother, the late Betty Speirs. The building looked much the same when I visited it in 2016, other than minor cosmetic changes such as new signs. The Mormon temple is the main tourist attraction of Cardston, and is depicted on a pictorial postmark, as seen in Figure 4.

Leavitt

The Leavitt family came north from Wellsville, Utah, and settled in the Buffalo Flats area about 15 km west of Cardston. They were polygamists, and numbered in the dozens. Other polygamist families joined them and the increased population justified opening a post office on January 1, 1900, with Walter Glenn as the first postmaster. He didn't stay long, departing that same year on September 22. The post office moved from his ranch house into a general store operated by three Leavitt brothers, William being the one who took on the postmastership. They also had a dairy and a feedlot, and commonly accepted livestock as payment, which they then fattened and sold. The problem was that they eventually had too many animals and not enough cash flow. As a result, the store closed and on February 8, 1910, took the post office down with it.

Maroni Allen was the next postmaster. He was a relative of Heber Allen, Cardston's first postmaster. Maroni left the district on May 28, 1912, after which two placeholders came and went. The post office was often closed for short periods during this interregnum. William Leavitt then took back the post office on February 15, 1918, and served until 1921, when Ephraim Redford Haslam succeeded to the position. Like all the other settlers in the area, Haslam was originally from Wellsville, Utah. He ran the post office until 1936, when John Amos Leavitt took over. Because of polygamy among the Leavitts and because they used common names for their children, I haven't been able to sort out who was son, nephew, or brother of whom among the second generation. Each adult male Leavitt in the first generation typically had fifteen to twenty children by two or three wives. Mrs. Emily Leavitt, probably John's wife, was postmaster from October 31, 1944, until 1948. Another Wellsville immigrant, Mrs. Martha Broadbent Wright, held the job until 1952, when she and her husband moved to Cardston.

Emily Leavitt then returned to the job until 1962, when she handed over to Mrs. Georgina Petersen Olsen, the final postmaster. Figure 6 is a proof strike of the registration mark used during Emily's tenure. Olsen was connected to a group of polygamist Swedish Mormons who first went west

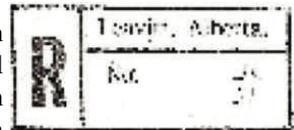


Figure 6.

to Utah, then came north to the Cardston area. The Leavitt population began declining after the Glenwood-Hill Spring irrigation district came into operation and proved to be very successful. The project was only a short distance to the northwest and provided an outlet for all the children of the polygamists to find their own land.

The problem at Leavitt was that only some of the land could be irrigated. The rest was foothills that were good for cattle grazing or dryland hayfields but not regular crop production. Rangeland cannot support as many families as the equivalent area under irrigation, so the children had to move away to find their futures. The Leavitt post office was permanently closed on April 30, 1968, and became a rural route out of Cardston.

The hamlet still exists and does get some business from the tourist trade heading to the Waterton mountains. Figure 7 is

Figure 7.



a photograph I took in June 2016, looking southwest across the hamlet to the Montana mountains. The American border is only a half-hour drive from Leavitt. The large mountain at left is Chief Mountain, just inside the Montana border.

Caldwell

A group of 47 polygamist Mormons settled this area in 1898, about 20 km east of Cardston. They were all Caldwelles by blood or in-laws by marriage. The population rose to 300, and on July 1, 1900, a post office was opened with David Henry Caldwell as the first postmaster. He became seriously ill and resigned his position on October 10, 1904, dying a few weeks later. The post office was closed and did not re-open until November 1, 1906, when Georges Vickery became postmaster.

Vickery handed the job over to James Sabey Jacobs on March 18, 1911, who, like his predecessors, kept the post office in his house. Jacobs had originally come from Utah and worked initially as a cowboy on the John F. Bradshaw ranch, which included the land that later became the village of Caldwell. Jacobs later homesteaded 200 km further north at another Mormon colony near the now-extinct village of Frankburg, where he met and married his wife.⁴ The couple returned to what was now Caldwell, where Jacobs resumed working for Bradshaw. He served as postmaster until November 30, 1940, when he was granted military leave by the CPO. He lied about his age and told the Canadian Army he was thirteen years younger than he really was. His daughter-in-law Mrs. Mary Peterson Jacobs took over the post office while he was away. After the war, he returned to the postmastership on May 2, 1945, until his death on April 11, 1956. Figure 8 is a proof strike of a circular date stamp dated just five days after his death. He must have ordered a new postmark device just before his passing.



Figure 8.

The village of Caldwell suffered two blows to its fortunes during Jacobs's tenure. Firstly, the Glenwood and Hill Spring irrigation district started up just north of the village, and almost all of the Caldwell villagers moved there. Matters were not helped when the village was bypassed by the railroad. Jacobs's widow Eva took over as postmaster on his death until 1960, when she passed the job to her daughter-in-law Mrs. Truda Beazer Jacobs. The population of the area continued to dwindle and Truda was the last postmaster. The post office was permanently closed on April 30, 1968, and replaced by a mail route from Cardston. In this case it can be fairly said that an irrigation project destroyed this post office, rather than the usual good roads explanation.

Mountain View

Occasional settlers were in an area known as Fish Creek, just outside today's Waterton National Park. The population increased enough that on September 1, 1894, a post office opened with Jacob Webb as the first postmaster. He died in 1897 and the post office was briefly closed before Samuel John Layton became the next postmaster on January 1, 1898.

The Laytons had previously homesteaded at Cardston. In 1897, Charles Ora Card asked the Layton and other families to plant a Mormon colony at Mountain View. Layton had a variety of businesses, including a blacksmith shop where the post office was located. He also carried freight between Cardston and Mountain View. The family later re-located to Taber, over at the other end of the Mormon diaspora to the east, and on June 1, 1903,

the post office went to John F. Parrish.

The Parrishes were from Utah originally. They were the next generation of one of Joseph Smith's aides from the early years of the LDS Church in Missouri and Illinois. They came north in the 1890s and had numerous businesses, including a cheese factory. The post office was in the Parrish general store. It was passed in 1910 to James Slack Parker, who was Bishop of the Mountain View ward, and kept the post office in his house. He gave up the postmastership in 1917 when he returned to Utah.

Three postmasters came and went before Mrs. Carrie Payne took the job in 1926 and became a long server. Samuel Henry Earl took over in 1942 until his death on October 3, 1955. During those decades, the post office was variously in a house or a general store. Canada Post records cut off after this due to privacy laws. The post office closed on February 1, 1989, and was immediately replaced by a retail postal outlet.⁵ This was part of a great slaughter of Canadian rural post offices by Canada Post from 1989 to the early 1990s, when such offices were contracted out to retail operators.

Figure 9 shows the outlet as it was in 1989, with Betty Speirs standing in front. Figure 10 is a sample of the modern postmark. The postal outlet still operated as of 2016, so at least local residents couldn't complain about being reverted to a rural route. Figure 11 is a photograph I took in June 2016, looking west across Mountain View. The source of the village's name is obvious. Figure 12 was taken on that same trip and shows the current retail postal outlet in a general store.



Figure 10.

Figure 9.



Figure 11.



Figure 12.

As an aside, the Wray family were among the Mormon homesteaders along the edge of the mountains. Their daughter Fay was born and raised on a ranch in the Mountain View area. When she was a teenager, the family moved back to Utah, then later to California. As a young woman, she became an actress and later starred in the movie *King Kong*. Because she had lived briefly in Cardston before moving to Utah, that town claimed her as a favorite daughter and built a tiny water park, known as the Fay Wray Fountain, on its main street. It was built in 1962 and dedicated in her presence. When I visited Cardston in 2016, the fountain and pool were still there and well kept.

Beazer

Mark Ephraim Beazer came north in 1890 from Utah as part of a Mormon wagon train and originally settled at Cardston. Exploring to the southwest, he found a good homestead and moved his family there in 1895. Other Mormons followed in sufficient quantity to justify opening a post office on December 1, 1903, with Beazer as the first postmaster. Figure 13 shows the proof strike of its first postmark. The post office was located in Beazer's cabin until 1918. After that, his son-in-law George Alfred Duce was briefly postmaster. Another distant in-law named Richard Bradshaw took over on January 23, 1919, when the Duce family moved to Cardston.



Figure 13.

Richard was officially the postmaster until 1926, but his wife Olive ran the post office most of the time. There was also a toll telephone; both were located in their ranch house. The Bradshaws moved to Caldwell where they had family, and Royal Mark (Roy) Beazer became the next postmaster. He was the eldest son of the first postmaster. The post office continued moving from house to house, next going on 1960 when Mrs. Irene Lavonne Broadhead became postmaster. She was a distant in-law of the Beazers through Roy's wife Elva, and held the postmastership until 1966.⁶

The hamlet of Beazer was failing, partly from good roads and partly from better irrigation projects elsewhere. Only some of the land could be economically irrigated, and the rest was hilly rangeland, so the children had to move elsewhere. Beazer is also on a side road off the tourist track. The final postmaster was Mrs. Marilyn Kay Beazer (nee Broadhead). The post office was permanently closed on April 30, 1968, due to limited usefulness. Since mail distribution had always been from Cardston, there was no difficulty to convert it to a rural route.

Epilogue

The land in this area would have undoubtedly been settled if the Mormons had never come, but there is no doubt that it would have been entirely sparsely populated rangeland or dryland wheat. It was the Mormons who developed the irrigation farms, not the Gentiles. With the Mormons, the land was able to support a greater population than cattle ranching. Unfortunately much of the area west of Cardston was unsuited to irrigation, although the rest of the land made good pasture for rangeland cattle. A ranch can only support one family and only one son can inherit, so the children of the homesteaders had to move away. The Mormon settlements were not immune to the effect of good roads, but Cardston without irrigation would today only be a hamlet instead of a town of about 4,000 as it is circa 2016. A comparable area in topography and climate, but without irrigation, is extreme southeastern Alberta, which today has one farm household plus the personnel at

a Customs station.⁷ The postal history of the Mormon diaspora in southwestern Alberta can therefore be directly related to irrigation.

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Dale Speirs, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Calgary Philatelic Society, Alberta, Canada). This article follows a series that he has provided for our readers on the disappearance of rural post offices in the province of Alberta.

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American Postal History in Other Journals

by Ken Grant

Many articles on U.S. postal history are published each month. In order to present a useful survey of recent publications, we adopt a rather narrow definition of postal history and present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, Ken Grant at E11960 Kessler Rd., Baraboo WI 53913.

General Topics

Advertising Mail

Gene Fricks presents background on an advertising cover from the Hotel Winecoff in “Absolutely Fireproof.” The hotel advertised itself as fireproof, but in 1946 a fire broke out that resulted in 400 deaths. *Collect. Club Phil. No. 95 No. 6* (November-December 2016).

Air Mail

Peter Martin discusses a 1912 airmail flight from Galveston to La Marque, Texas in “Aviation Pioneer Paul Studensky.” *La Posta 47 No. 3* (Third Quarter 2016).

A cover sent from Pasadena, California to Manila, Philippines is the subject of Joseph Bock’s “Early Solo Use of the 50-cent Transport Airmail Stamp.” *US Spec. 87 No. 12* (December 2016).

Leonard Piszkiwicz traces the route a cover sent in 1960 from San Francisco, California took on its way to Phnom Penh, Cambodia in his article, “Liberty Series Cover Via FAM 14.” *US Spec. 87 No. 12* (December 2016).

Auxiliary Markings

Steve Swain illustrates two covers with different “Missent” markings in Auxiliary Markings on Georgia Covers – Missent.” *Ga. Post Roads 24 No. 4* (Fall 2016).

“Special Delivery Markings Used at Washington, D.C., Substations” by Dennis H. Pack focuses on auxiliary markings applied at Washington D.C. substations during the last decade of the nineteenth and first decade of the twentieth century. *La Posta 47 No. 3* (Third Quarter 2016).

Steve Swain’s “A ‘Train Late/Mail Delayed’ Auxiliary Marking” looks at a cover carrying a Detroit, Michigan cancel with an oval ‘Train Late/Mail Delayed’ auxiliary marking. *La Posta 47 No. 3* (Third Quarter 2016).

John M. Hotchner looks at a variety of auxiliary markings on covers mailed to the US in his article, “Delivery Problems with Incoming Covers from Abroad.” *La Posta 47 No. 3* (Third Quarter 2016).

Cancels

“Vermont Slogan Machine Cancels (Part I)” compiled by Glenn Estus is an attempt to provide an alphabetical and chronological listing of slogan machine cancels applied in the state. *Vermont Phil. 61 No. 3* (August 2016).

Bill Lizotte notes a previously unknown cancel in his *The Post Horn* column titled “New Discovery: Octagon Postmark from East Dorset.” The East Dorset octagon strike is the sixty-first postmark found to be used in Vermont. *Vermont Phil. 61 No. 3* (August 2016).

In “Seeing Stars as Killers,” Charles Wood illustrates a number of Michigan covers canceled with star killers. Items include covers from Monteith, Nottawa, Saint Ignace, and Brighton. *Peninsular Phil.* 58 No. 3 (Fall 2016)

Censored Mail

“Censored! A World War II Odyssey from New Jersey to Occupied Denmark” by John A. Trosky traces the route of an air mail postal card sent in May, 1940 from Jersey City, NJ to Copenhagen, Denmark. *NJPH* 44 No. 3 (Aug 2016).

Civil War

Richard Maisel analyzes evidence that suggests that a fifth port was used to allow the Confederacy to circumvent the Union blockade of mail and goods during the civil war. Another Port of Departure for Blockade Mail during the American Civil War (1861-1865) suggests that Grand Turk in the Turks and Caicos Islands was used as a port of departure along with Nassau, Bermuda, Havana, and Halifax. *Collect. Club Phil.* No. 95 No. 6 (November-December 2016).

Rick Leiby in “Philadelphia Dead Letter – 1862” provides an in depth examination of a cover to Marine Captain Thomas Y. Field posted during the Civil War to the Marine barracks in Philadelphia. *Pa. Post. Hist.* 44 No. 4 (November 2016).

Jim Peterson looks at Civil War patriotic covers in his article “Civil War Generals on Iowa Covers.” Among the officers depicted on the covers are General Samuel Ryan Curtis, General William S. Rosecrans, Commodore Andrew H. Foote, General Henry W. Halleck, and others. *Ia. Post. Hist. Soc. Bull.* No. 278 (July, Aug. Sept. 2016).

In “Georgia on Covers,” Francis J. Crown, Jr. presents a Confederate Colaparchee, Georgia cover dated 27 July [1861]. The Colaparchee post office was established in 1825. *Ga. Post Roads* 24 No. 4 (Fall , 2016).

James W. Milgram illustrates a number of Civil War era covers in “Tennessee Map Design Patriotic Covers.” *Tenn. Posts* 20 No. 1 (Spring/Summer 2016).

A cover sent to a Confederate prisoner of war at the Rock Island Prison barracks is the subject of Patricia A. Kaufmann’s article, “California Overland Mail to a Confederate Prisoner of War.” *La Posta* 47 No. 3 (Third Quarter 2016).

Post Offices

“Post Office Sketch – Duncanville, Dallas County” presents the history of this post office located in Southwest Texas. Established in the early 1880s, Duncanville continues in operation. A list of postmasters of Duncanville is provided. *Tex. Post. Hist. J.* 41 No. 4 (November 2016).

Paul Petosky provides a brief history of the Drummond Island, Scammon, Maxton, and Kreeton/Johns Wood , Michigan post offices in his article “The Drummond Island, Michigan, Post Offices.” Included is a list of postmasters with dates of appointment. *La Posta* 47 No. 3 (Third Quarter 2016).

Peter Martin offers the De Luz, California Post Office as a possible choice for the country’s littlest in “Smallest Post Office Candidate: De Luz, California.” *La Posta* 47 No. 3 (Third Quarter 2016).

Steve Bahnsen provides photographs of seventeen Florida Post Offices in “Florida Post Offices.” *La Posta* 47 No. 3 (Third Quarter 2016).

Railway and Highway Post Offices

William J. Keller’s article “Highway Post Offices: Syracuse, Cortland & Binghamton HPO MPOS #53” follows up on his earlier article focusing on the Syracuse, Auburn

& Binghamton HPO. In this article, Keller provides routes and schedules for this HPO and includes covers serviced on its first and last trips. *Trans. Post. Coll.* 67 No. 6 (September-October 2016).

Ingo Richter writes about uncommon special delivery covers mailed from Europe or South American and carried on US RPOs in “Europe/South America to the USA with RPO Transit Markings.” *Trans. Post. Coll.* 67 No. 6 (September-October 2016).

Douglas N. Clark continues his series “Unlisted Railroad Postmarks” illustrating railroad markings not listed in U.S. Transit Markings Catalog and the U.S. RPO Catalog. *Trans. Post. Coll.* 67 No. 6 (September-October 2016).

Peter Martin illustrates a cover from the White Company of Cleveland, Ohio, in his article “White Motor Company Cover Predates Entry Into the HPO Field.” *La Posta* 47 No. 3 (Third Quarter 2016).

Stamps on Covers

Stephen L. Suffet’s “The Twilight of the Prexies: End of the Era” is the fifth and final article tracing usages of the US Presidential Series of definitive stamps. *US Spec.* 87 No. 10 (October 2016).

William Keller provides a route map, Transcontinental Through Schedule, and illustrated backstamp in his article “A Chicago & Burlington RPO Backstamp.” *Trans. Post. Coll.* 68 No. 1 (November-December 2016).

Ingo Richter’s article “RPOs on lines of the Atchison, Topeka & Santa Fé Railway in Central Texas” provides an RPO history of the line between Amarillo and Temple, Texas. The article is accompanied by maps, schedules, and covers from the various branches of the rail line. *Trans. Post. Coll.* 68 No. 1 (November-December 2016).

Rates

A short-lived 1976 rate change is the subject of Richard D. Martorelli’s article, “The U.S. Postal Service’s ’90-Day Wonder’ Rates.” Illustrated are covers paying special delivery, certified mail, insured mail, registered mail, and fees associated with dead letter returns. *La Posta* 47 No. 3 (Third Quarter 2016).

“A Not-So-Special Special Rate” by Roland Austin attempts to understand the service, either third class or parcel post, to send a shipment of live plants through the mail. *La Posta* 47 No. 3 (Third Quarter 2016).

World War I

“Over There! A Jersey City Doughboy’s Journey to France and Home” by John A. Trosky focuses on a cover addressed to Private Louis Marmorstein who served in the 79th Field Artillery Headquarters Company. The author provides background on the unit and the reasons for several auxiliary markings. *NJPH* 44 No. 4 (Nov. 2016)

World War II

Captain Lawrence B. Brennan, US Navy (Retired) includes covers and postal history in his article, “USS *Indianapolis* (CA35) The Last U.S. Navy Ship Sunk During World War II – Built in New Jersey: Part II.” *NJPH* 44 No. 3 (Aug 2016).

“Feathered Heroes” by Jesse I. Spector and Robert L. Markovits looks at the impact of pigeon mail used during both WWI and WW2. During WW2 pigeons carried 30,000 messages with a success rate of 94 percent. *La Posta* 47 No. 3 (Third Quarter 2016).

Captain Lawrence B. Brennan, US Navy (Retired) provides background and postal history regarding a ship constructed in New Jersey in his article, “USS *UTAH* (AG 16 ex BB31) New Jersey-built Ship Lost at Pearl Harbor.” *NJPH* 44 No. 4 (Nov. 2016).

Geographic Location

Georgia

Douglas N. Clark provides background on William H. Crawford, a Georgia politician in "Crawford After Politics." Crawford served in a number of national roles including U.S. Senator and was an unsuccessful candidate for U. S. President. *Ga. Post Roads* 24 No. 4 (Fall 2016).

In "Solving a Georgia Postal History Puzzle," Francis J. Crown, Jr. reveals the process he used to identify the city from which a cover was sent. *Ga. Post Roads* 24 No. 4 (Fall 2016).

Edwin Jackson in "State Normal School, Athens GA" provides background information on a postcard showing Bradwell Hall of the State Normal School. *Ga. Post Roads* 24 No. 4 (Fall 2016).

Hawaii

"Merchandise from Hawaii Post-World War II and Before Air Parcel Post" by Daniel S. Pagter focuses on a flattened box top mailed by a jewelry company in 1946 before the creation of Air Parcel Post. *US Spec* 87 No. 11 (November 2016).

Iowa

Michael Swanger's "From Adair to Wright: How Iowa's 99 Counties Got Their Names" does precisely that, providing an alphabetically ordered explanation of the origin of each of the state's counties. Also provided is a list of former names of Iowa counties and their roots. *Ia. Post. Hist. Soc. Bull.* No. 278 (July, Aug. Sept. 2016).

Michigan

Cary E. Johnson writes about the only known Michigan territorial with postal markings from the Dead Letter Office in his article "Territorial Dead Letter Office and Then Some." *Peninsular Phil.* 58 No. 3 (Fall 2016)

New Jersey

"Mail Sent Abroad from Morris County: Part I" by Don Chafetz looks at mail sent from this New Jersey county to various destinations abroad through a number of different postal conventions. Chafetz shows destinations in Gottingen, Paris, and London. *NJPH* 44 No. 3 (Aug 2016).

Ed and Jean Siskin focus on New Jersey signers of the Declaration of Independence in "Free Franks of New Jersey's Signers-Where Are They." The authors look at free franks of Rev. John Knox Witherspoon, Richard Stockton, Francis Hopkinson, Abraham Clark, and John Hart. *NJPH* 44 No. 3 (Aug 2016).

"NJ Straight Line Handstamps: Basking Ridge, NJ" by Robert G. Rose is the fourth in a series of articles on NJ straight line handstamps. Rose provides a census of Basking Ridge straight line marks. *NJPH* 44 No. 3 (Aug 2016).

"Two Unlisted 1847 Covers to New Jersey in a Recent Bennett Sale," by Mark Scheuer adds to the New Jersey 1847 cover census with two covers addressed to Lewis Perrine, an attorney in Trenton. *NJPH* 44 No. 4 (Nov. 2016).

Robert G. Rose adds to the research on covers transported by canal boats in "New Jersey Canal Service Usage, A Continued Mystery?" Rose provides maps of the routes of the Delaware and Raritan as well as the Delaware and Lehigh canals. *NJPH* 44 No. 4 (Nov. 2016).

Donald A. Chafetz continues his study of foreign mail service in his article "Mail Sent Abroad to and from Morris County, Part 2: England." *NJPH* 44 No. 4 (Nov. 2016).

North Carolina

Tony L. Crumbley presents a detailed history of North Carolina's first railroad in "The Wilmington & Raleigh Rail Road North Carolina's First Chartered Railroad, 1833-1854." The article shows the route, various datestamps and markings, covers, and a bibliography. *N. C. Post. Hist.* 35 No. 4 (Fall 2016).

Pennsylvania

In his third article in a series on Philadelphia hotel markings, Gus Spector focuses on the Washington House Hotel in "Philadelphia's Washington House (But He Never Did Sleep There)." Located on Chestnut Street, the hotel employed a number of markings on outgoing mail. *Pa. Post. Hist.* 44 No. 4 (November 2016).

Steve Swain's "Pennsylvania at the 1895 Atlanta Ga., Exposition" discusses Pennsylvania's participation in the cotton exposition intended to bring economic recovery to the area after the Civil War. Official exposition souvenir post cards are illustrated including two mailed to Pennsylvania destinations. *Pa. Post. Hist.* 44 No. 4 (November 2016).

Tennessee

Bruce Roberts discusses a cover with a manuscript Tampico, Tennessee postmark in his article, "A Letter from Tampico." The cover is in the University of Tennessee-Knoxville correspondence collection. *Tenn. Posts* 20 No.1 (Spring/Summer 2016).

The Chickasaw peoples are the subject of Jerry Palazolo's "Chickasaw Nation/Chickasaw Agency: Two Places, One Post Office." Palazolo illustrates early stampless covers mailed to and from the post office. *Tenn. Posts* 20 No. 1 (Spring/Summer 2016).

James W. Milgram illustrates a cover sent by Express Mail in "Murfreesboro Express Mail Usage." The 1838 cover carries a "Paid 56" rate, short paid on the triple 18 3/4 rate for Express Mail. *Tenn. Posts* 20 No. 1 (Spring/Summer 2016).

"Madisonville: Practice Piece or Proof?" by Jerry Palazolo shows several covers serviced under William M. Stakley's tenure as postmaster. Illustrated is a practice piece or proof showing various strikes of the handstamp Stakley had purchased. *Tenn. Posts* 20 No. 1 (Spring/Summer 2016).

"Coker Creek – Another 'First Sighting'" by Bruce Roberts discusses a cover and its letter mailed from Coker Creek, the site where gold was actively mined. *Tenn. Posts* 20 No. 1 (Spring/Summer 2016).

Jerry Palazolo provides a biographical sketch of Andrew Johnson who became President on the death of Abraham Lincoln. Illustrated are covers sent or docketed by Johnson. *Tenn. Posts* 20 No.1 (Spring/Summer 2016).

Texas

John J. Germann in the second installment of "Forgotten Post Offices" provides a list (A through L) of Texas rural stations, rural branches, and community post offices including location, dates of operation, and other information. *Tex. Post. Hist. J.* 41 No. 3 (August 2016).

William H. P. Emery's "A Brief Look at Wells Fargo & Company Together with Their Express Operations in Texas, 1857-1895" is the author's last research project completed before his death. He provides maps of the routes and identifies Texas towns served by the company. Included in the publication is a set of "Rules and Instructions Notice to Employees" provided by the Historical Services Department of Wells Fargo Bank. Finally, Nonnie Green added some observations on covers carried by Wells Fargo & Company. *Tex. Post. Hist. J.* 41 No. 4 (November 2016).

Vermont

“A Postal History of Enosburg & Enosburgh Center” by Bill Lizotte postulates that there was no relocation of the post office of Enosburg to Enosburgh Center but simply a change in name that lasted for several months in 1838 before being changed back to Enosburg. Lizotte provides a list of postmasters starting in 1803 until the post office was closed in 1906. *Vermont Phil.* 61 No. 3 (August 2016).

“A Spectacular New Find” by Elywn Doubleday discusses the discovery of a straight line postmark for Dummerston, Vermont which includes pointing hands to the right of the town name and date. *Vermont Phil.* 61 No. 4 (November 2016).

“Vermont Slogan Machine Cancels (Part 2)” by Glenn Estus illustrates eight Vermont Slogan Cancels from Bradford and Brattleboro, Vermont. *Vermont Phil.* 61 No. 4 (November 2016).

Bill Lizotte’s “Annual DPO Sample: Orange County” reviews postal history from Copperas Hill, Copperfield, East Brookfield, Ely, North Tunbridge, South Newbury, Waits River, and West Braintree, all discontinued post offices. In addition, Lizotte provides a list of all Orange County post offices with a scarcity rating and price guide. *Vermont Phil.* 61 No. 4 (November 2016).

Journal Abbreviations

Badger Post. Hist. = *Badger Postal History*, Ken Grant, E11960 Kessler Rd. Baraboo WI 53913 and William B. Robinson, 1641 Bruce Ln., Green Bay WI 54313-5503.

Collect. Club Phil = *The Collectors Club Philatelist*, Gene Fricks, 22 E. 35th St, New York NY 10016-3806

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, William Dall, Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = *Illinois Postal Historian*, Leonard Piszkiwicz, 951 Rose Court, Santa Clara CA 95051.

La Posta = *La Posta: A Journal of American Postal History*, Peter Martin, Box 6074, Fredericksburg VA 22403.

N.C. Post. Hist. = *North Carolina Postal Historian*, Tony L. Crumbley, Box 681447, Charlotte NC 28216.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, Robert G. Rose, 18 Balbrook Drive, Mendham NJ 07945.

Oh. Post. Hist. J. = *Ohio Postal History Journal*, Alan Borer, 568 Illinois Ct., Westerville OH 43081.

Okla. Phil. = *The Oklahoma Philatelist*, Reggie Hofmaier, 4005 Driftwood Circle, Yukon OK 73099.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Ln, Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.

Prexie Era = *The Prexie Era*, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-1302.

Tenn. Posts = *Tennessee Posts*, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.

Tex. Post. Hist. Soc. J. = *Texas Postal History Society Journal*, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.

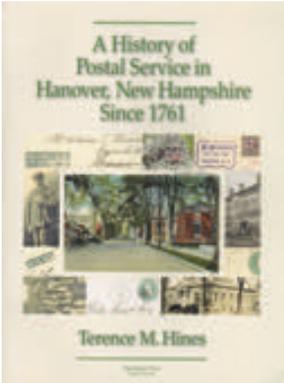
Trans. Post. Coll. = *Transit Postmark Collector*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

US Spec. = *The United States Specialist*, Leonard Piszkiwicz, 951 Rose Court, Santa Clara CA 95051.

Vermont Phil. = *The Vermont Philatelist*, Glenn A. Estus, Box 451 Westport NY 12993-0147.

Approaches to Local Postal History

an expanded review by Diane DeBlois and Robert Dalton Harris



A History of Postal Service in Hanover, New Hampshire Since 1761, by Terence M. Hines, PaperQuest Press, corrected edition 2016. 135 pages, 8.5 x 11, perfect-bound \$49.99; spiral-bound \$51.99; each plus \$5 shipping, from PaperQuest Press, 9939 Broadmoor Road, Naples FL 34119, or on line at PaperQuestPress.com.

Terry Hines, a Director of our Society, has given the hobby an excellent case study of intensive local postal history. It includes a full catalog of known postmarks from 1797, and an extensive bibliography. He dedicates the book to his father, Lawrence Gregory Hines who died in 1990. We asked him to expand on his inspiration for the many years of collecting that led to this volume – confident that the experience will mirror that of many of our readers.

It was my dad who got me interested in stamp collecting. He had collected as a boy - most boys did in those days - and his very best stamp was a used copy of the \$1 Trans Mississippi, the famous “Western Cattle in Storm.” His collection was long lost when I was little but when I started collecting that was the stamp he told me about and thus the one I most wanted. We saved and saved and finally got a copy for the then hefty price of \$37.50. My dad didn’t himself collect anymore but encouraged my interests. Christmas always meant a pretty nice stamp under the tree. Sadly, we were dealing with a dishonest guy - Louis Almendinger of Warner, NH. Years later, after my dad had died and I, by then a more discerning collector, was thinking of selling my U.S. postage collection I went through it. Only to find that many of the stamps that Almendinger had sold us were badly damaged. This included the \$1 Trans-Mississippi, which had a big, but concealed, tear. And a copy of the 30 ct. 1869 that was really a combination of bits of three different copies of this stamp pasted together. Being novices, neither my dad nor I had seen these faults at the time we bought them. But by then my interest had turned to other thing philatelic - revenues, especially New England state revenues. And Hanover postal history.

There wasn’t an organized collector group in Hanover when I was growing up there. But my dad, who as an economics professor at Dartmouth, had his friends save stamps for me from the foreign letters they got - quite a few in the pre-email days! There was the “Thrift Shop” on Allen Street in Hanover. Ena, who owned it, had a good selection of miscellaneous stamps including revenues but she certainly wasn’t a stamp dealer. Like all thrift shops, there was lots of other stuff on sale. Including old comic books. I’d love to jump in my time machine and go back to that store in 1965!

Hanover was the home of C. N. Allen who wrote for “Stamp Collector” for many years. We became friends and when he bought a collection that included revenue stamps, he would always offer them to me. He had a collection of Hanover postal history which he sold to me, I think when I was in graduate school. It formed the real basis of my Hanover collection and included the beautiful Hanover blue negative box and “PAID” marking shown in the book (Fig. 2-6).

Hines also credits one of our writers, James S. Leonardo, with inspiring his local postal history focus, and it was a pleasure to revisit those articles on Des Moines from

1976 to 1983 (*Postal History Journal* 44 to 63). We asked Leonardo what he thought about the present state of local postal history.

I am so very glad to hear that my Des Moines study has been an inspiration to others in working with their hometown. Back in the 1980s I was preaching that the in-depth study of individual city postal history was the “last frontier” of U.S. postal history. By in depth I was referring to the careful cataloging of the first 100 years of a town/city’s postmarks. I feel the same way today. Granted, there are more collectors today who concentrate on a single town, but they are still in the minority. I have nothing against the serious collectors who publish great articles on larger topics but wish there were more town studies which allow authors to delve more into “social postal history” and the charting of town/city postmarks which benefit the larger community of “straight historians” by offering a way to date or closely date undated letters in institutional collections.

I have not published any updates to my Des Moines series, though I have thought about it. I’m still actively collecting and cataloging all my Des Moines covers by postmark number (retired librarians love to catalog), which is leading me to new discoveries that cause me to break down certain postmark nos. into A & B types. My most serious goal at this point is to publish a catalog of Des Moines postmark types so the information will not be lost when I am gone. ... Local postal history has not changed just become more popular.

Hines also references Rex Stever’s 1997 book on the postal history of Corpus Christi, Texas – observing that he concentrated more on the technical details of mail processing and less on the historical context than did Leonardo. As with Leonardo, Hines reads the local newspaper into local postal history. This seems the more fundamental the more newspapers are deemed a principle user of the American mails. As with Stever, Hines brings the postal transportation contracts to the forefront of his account. This also seems fundamental, not only to acknowledge the Constitutional “Post Offices and Post Roads” but also to allow for the changes such a system provides for its domain.

Mail Transportation Contracts

Of the approximate 100 figures in Hines’s book, a third feature posted covers, a third are given to maps, and 20% to photographs. This unusual concentration on mapping serves not only to locate the post office in the town but also the town with respect to the routes that served its mail. These maps include reproductions from official postal route maps for seven different periods, but also charts of the plan of the individual mail contracts. Mail contracts for four-year periods were let in successive years to four different sections of the country. Contract routes were always renumbered for a new contract period; only occasionally did routes retain their numbering from one period to the next. After six such plans featuring contracts for the period 1832-1836 Hines refers to personal communication with us that, for the following period 1837 to 1841, this combination of mail routes total 31 mails to and from Hanover every week.

The period 1837 to 1841, following the reorganization of the Post Office Department, offers a particularly richly documented picture of the mail contracts in the United States with not only publication of the contract details but a corresponding suite of maps. 1837 was the beginning of the four-year cycle for New York and New England, and we now can document not 31 but 35 mails serving Hanover. Every mail route has two termini that may lie in different states. Of the seven contracts serving Hanover, only three originate in New Hampshire; the other four in Vermont. There is a single special route, by which Hanover Center is served from Hanover (Figure 1 & blue on the map Figure 2) – special route contracts were usually

not let to bid, specifying that the compensation of the carrier would be limited to the net proceeds of the office served. The only one of the seven contracts to attract more than one bidder, #221 (Figure 3 & dotted green on the map Figure 2), is the only numbered contract not specifying the superior service of four-horse post coaches. The only daily mail, (6 x a week) #143, begins in Concord NH and passes through Hanover on the way to Royalton VT (Figure 4). This, at that time, was the major mail route out of Boston towards Canada. Two other routes, #182 (Figure 5) and #252 (Figure 6), alternate daily passing through Hanover up and down the Connecticut River valley. The other three numbered routes (#181 Figure 7; #203 Figure 8; #246 Figure 9) radiate from Hanover.



Figure 1: Special route to serve Hanover Centre 1837-1841.

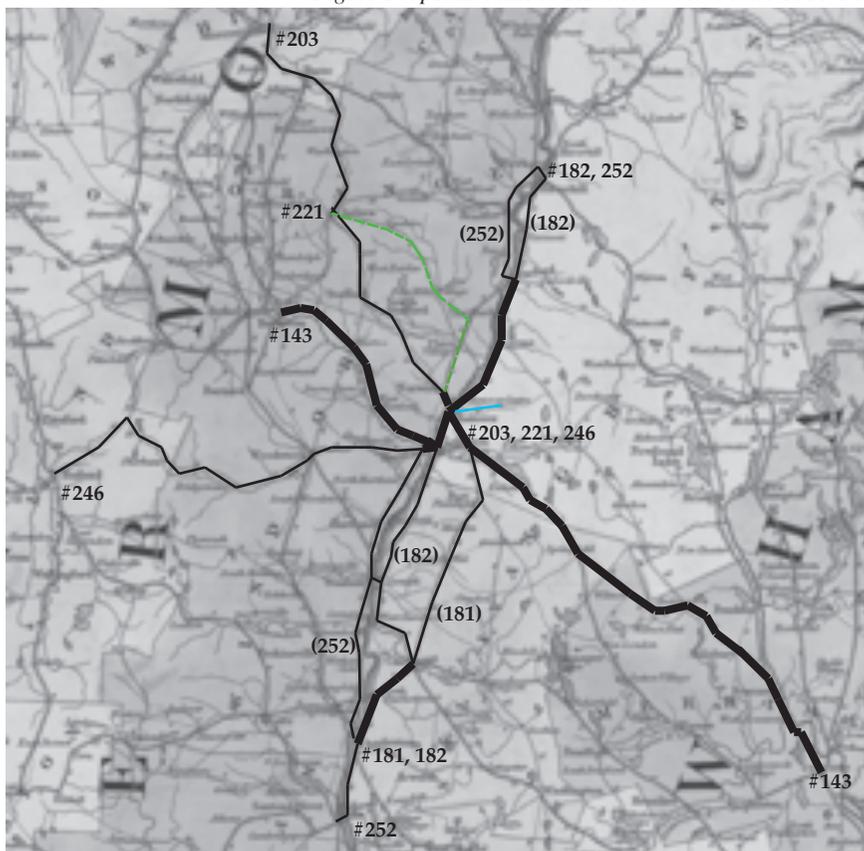


Figure 2: Drawn on David Burr's 1839 postal route map, thick black lines are daily First Class post routes; narrow black lines are 3 x weekly First Class routes; dotted green lines are 3 x weekly Second Class routes, blue is a special route. The predominance of superior modes of transportation reflects the development of stage coaching in New England at this time, as well as Hanover's distribution status. (See DeBlois & Harris: "Modeling Postal History with Postal Numbers" in Proceedings of the Second International Symposium on Analytical Methods in Philately, 2016.)

ROUTE No. 221.

From Chelsea, (103) by Verette, West Ferris, Post Mills village, Thetford, Union village, and Norwich, to Hanover, N. H.: 20 miles, and back, twice a week.

Leave Chelsea every Tuesday and Saturday at 5 a. m.; arrive at Hanover same days by 3 p. m.

Leave Hanover every Monday and Friday at 9 a. m.; arrive at Chelsea same days by 6 p. m.

Bidder's name.	Sum per annum, according to the terms contained in foregoing advertisement. (See also p. 2.)
Joseph L. Brewer,	\$175.
Malcolm Cottrell,	240, in stages. Accepted May 21, 1837.
John Bryant,	450, if his proposal for 181 is accepted, \$400.
Moses Beach,	375, in four-horse carriage.

Contract with Malcom Cottrell dated 18th August, 1837; to commence 1st July, 1837; to expire June 30th, 1841.

Figure 3: Contract route 221, not 4-horse post coach.

ROUTE No. 182.

From Charlestown, by North Charlestown, Claremont, Cornish, Windam, Vt., Plainfield, N. H., West Lebanon, Hanover, Lyme, Oxford, and Ferrisburgh, to Haverhill; 64 miles, and back, three times a week, in four-horse post-coaches.

Leave Charlestown every Tuesday, Thursday, and Saturday, at 1 p. m., and in winter next days at 9 a. m.; arrive at Haverhill next days by 11 a. m., and in winter by 8 p. m.

Leave Haverhill every Monday, Wednesday, and Friday, at 2 p. m., and in winter at 9 a. m.; arrive at Charlestown next days by 10 p., and in winter by 7 p. m.

Bidder's name.	Sum per annum, according to the terms contained in foregoing advertisement. (See also p. 2.)
Hershel Sargent & Co.,	\$1,400. Accepted May 21, 1837.

Contract with Hershel Sargent & Co. dated 11th August, 1837; to commence July 1st, 1837; to expire June 30th, 1841.

Figure 5: Contract route 182, 4-horse post coach 3 x weekly.

ROUTE No. 181.

From Charlestown, (161) by North Charlestown, Claremont, Cornish, Flat, Meriden, East Plainfield, and Lebanon, to Hanover; 94 miles, and back, three times a week, in four-horse post-coaches.

Leave Charlestown every Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Hanover same days by 4 p. m.

Leave Hanover every Monday, Wednesday, and Friday, at 8 a. m.; arrive at Charlestown same days by 3 p. m.

Bidder's name.	Sum per annum, according to the terms contained in foregoing advertisement. (See also p. 2.)
John Bryant,	\$1,600. Accepted May 21, 1837.

Contract with John Bryant dated 15th August, 1837; to commence 1st July, 1837; to expire 30th June, 1841.

Figure 7: Contract route 181, 4-horse post coach to and from Hanover.

ROUTE No. 246.

From Rutland, by Marlboro, Bridgewater, Woodstock, Gosport village, and Hartford, to Hanover, N. H.: 45 miles, and back, three times a week, in stages.

Leave Rutland every Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Hanover same days by 3 p. m.

Leave Hanover every Monday, Wednesday, and Friday, at 6 a. m.; arrive at Rutland same days by 3 p. m.

Bidder's name.	Sum per annum, according to the terms contained in foregoing advertisement. (See also p. 2.)
Robert Barker & Co.,	\$1,250, in four-horse post-coaches. Accepted May 21, 1837.

Contract with Robert Barker dated August 24, 1837; to commence July 1, 1837; to expire June 30, 1841.

Leave Rutland every Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Hanover same days by 3 p. m.

Leave Hanover every Monday, Wednesday, and Friday, at 6 a. m.; arrive at Rutland same days by 3 p. m.

ROUTE No. 143.

From Concord, (125,126) by Bowdoin, Salisbury, Andover, Wheel, Springfield, Enfield, Lebanon, Hanover, West Lebanon, Hartland, (Vermont), West Hartland, and Sursum, to Royalton; 79 miles, and back, six times a week, in four-horse post-coaches. Three of the trips to run from Andover, by Warren, Sutton village, and New London, to Enfield.

Leave Concord every day, except Sunday, at 7 a. m.; arrive at Royalton same days by 3 p. m.

Leave Royalton every day, except Sunday, at 7 a. m.; arrive at Concord same days by 3 p. m.

Bidder's name.	Sum per annum, according to the terms contained in foregoing advertisement. (See also p. 2.)
Ephraim Hutchins,	\$2,000; or if changed, \$3,000; three of the weekly trips is run by the way of Andover and Hanover; and the other three by the way of Warren, New London, Enfield, and Hanover. Accepted May 21, 1837.

Figure 4: Contract route 143, a First Class 4-horse post coach line from Concord NH to Royalton VT (onwards to Canada).

ROUTE No. 252.

From Bellows Falls, by Charlestown, N. H., Wethersfield, (Vt.) Corners, Windsor, Hartland, North Hartland, West Lebanon, Hanover, Ferris, Bradford, and Newbury, to Haverhill, N. H.; 71 miles, and back, three times a week, in four-horse post-coaches.

Leave Bellows Falls every Sunday, Wednesday, and Friday, at 11 a. m., and in winter at 9 p. m.; arrive at Haverhill next days by 11 a. m., and in winter by 5 p. m.

Leave Haverhill every Tuesday, Thursday, and Saturday, at 2 p. m., and in winter at 9 a. m.; arrive at Bellows Falls next days by 8 p. m., and in winter by 10 p. m.

Bidder's name.	Sum per annum, according to the terms contained in foregoing advertisement. (See also p. 2.)
Sergeant, Chapin & Co.,	\$1,515. Accepted May 21, 1837.

Contract with Sergeant, Chapin & Co. dated 31st August, 1837; to commence 1st July, 1837; to expire 30th June, 1841.

Leave Bellows Falls every Tuesday, Thursday, and Saturday, at 11 a. m., and in winter at 9 p. m.; arrive at Haverhill every Wednesday, Friday, and Monday, by 11 a. m., and in winter by 8 p. m.

Leave Haverhill every Tuesday, Thursday, and Saturday, at 2 p. m., and in winter at 9 a. m.; arrive at Bellows Falls every Wednesday, Friday, and Monday by 8 p. m., and in winter by 5 p. m.

Figure 6: Contract route 252, 4-horse post coach 3 x weekly.

ROUTE No. 203.

From Montpelier, by Barre, Washington, Chelsea, Sheffield, South Stafford, and Norwich, to Hanover, N. H.: 62 miles, and back, three times a week, in four-horse post-coaches.

Leave Montpelier every Monday, Wednesday, and Friday, at 6 a. m.; arrive at Hanover same days by 3 p. m.

Leave Hanover every Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Montpelier same days by 3 p. m.

Bidder's name.	Sum per annum, according to the terms contained in foregoing advertisement. (See also p. 2.)
Cottrell & Bayles,	\$1,200. Accepted May 21, 1837.

Contract with Cottrell & Bayles dated 18th August, 1837; to commence July 1st, 1837; to expire June 30th, 1841.

Leave Montpelier every Tuesday, Thursday, and Saturday, at 6 p. m.; arrive at Hanover same days by 3 p. m.

Leave Hanover every Monday, Wednesday, and Friday, at 6 a. m.; arrive at Montpelier same days by 3 p. m.

Figure 8: Contract route 203, 4-horse post coach to and from Hanover.

Figure 9: Contract route 246, 4-horse post coach to and from Hanover.

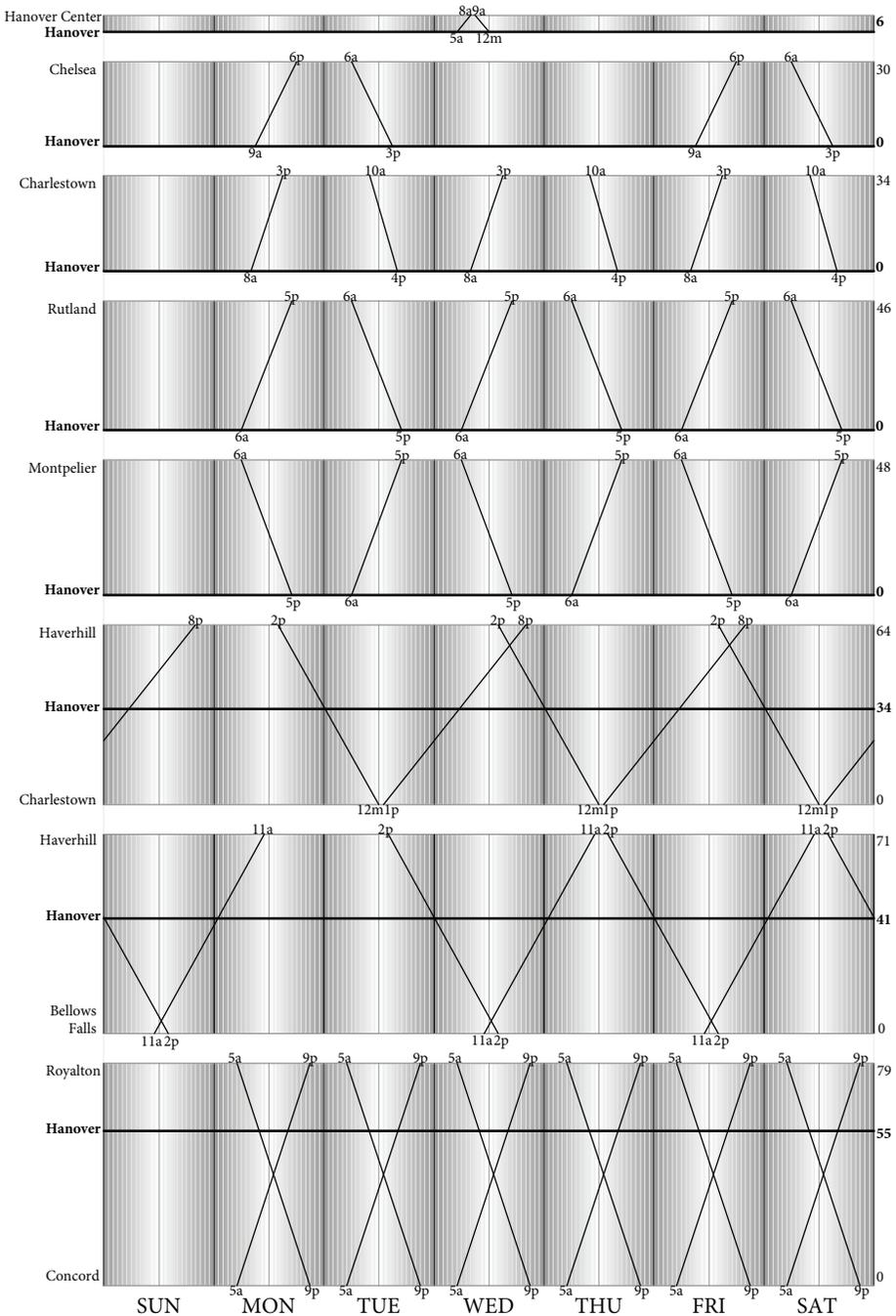


Figure 10: Charting the departures and arrivals of these mails in Hanover provides us with a daily schedule of the mails. The Concord to Royalton on to Canada mails arrive and depart from Hanover in the late morning and mid afternoon, while the river valley mails intersect at midnight. The radial mails depart early in the morning and arrive late in the afternoon.

The Official Registers

Unlike either Leonardo or Stever, Hines finds the Official Registers as a resource for his postal history. This initiative is a development of a paper he wrote with the economist Thomas Velk, published as “Explorations in the Official Register: Statistical Analysis of Postmaster Compensation Data from 19th Century New Hampshire” in *The Winton M. Blount Postal History Symposia Select Papers, 2006-2009* (Smithsonian Contributions to History and Technology Number 55) – where they found a correlation between postal revenues and a growing economy. But in this work, the Official Registers, as far as postmaster compensations go, are limited to an appendix and not used for any explanatory excursions in the text. Perhaps this is related to the fact that the most visibly interesting aspect for Hanover had no plausible explanation.

The biennial Official Registers for the period 1841 to 1869 detail not only postmaster compensation but also net proceeds to provide a total of annual gross postal revenue for each post office. The problem for Hanover is that the postmaster compensations for the years 1855 and 1857 seem excessive with respect to gross postal revenues. Our own work in using the Official Registers has been for the charting and comparing of the gross postal revenues for many post offices in the same region at once (published as “Using the Official Registers: Local Sources of Postal Revenues” in *Postal History Journal* No. 145, February 2010). We decided to treat Hanover with a small cadre of local offices to a similar analysis.

New Hampshire and Vermont share a border given by the Connecticut River. Hanover, on the New Hampshire side lies a bit upstream of the mouth of the White River flowing from the Green Mountains of Vermont into the Connecticut. Across the river from Hanover is Norwich, and below the mouth of the White River, Lebanon and West Lebanon on the New Hampshire side are opposite White River Junction in Vermont. New Hampshire and Vermont gross postages (Figure 11) hardly differed from one another, while growing from about \$75,000 in 1841 to almost \$200,000 in 1869, each with a notable depression after 1851 and substantial elevations during the Civil War. Throughout New England, a quarter of the mails originated locally, under 30 miles, paying before 1845 6-cent postage (Senate Document 50 {28-1} January 18, 1844). A 30 mile radius from Hanover comprises approximately the range of the map in Figure 2. These letters would pay 5 cents after the postal reforms of 1845 and, if prepaid, 3 cents after the reforms of 1851. The fraction of letters sent less than 80 miles but more than 30 miles and paying 10 cents before 1845 comprised another 45% of the mails received in New Hampshire post offices. This was the greatest fraction of the mails devoted to that rate zone than for any other state in the country. Almost 90% of New Hampshire letters originated within 150 miles, paying postage of 12 1/2 cents or less, while more than 50% of mail received in Southern post offices originated from beyond the 150 miles zone. Thus the effects of postage reductions especially in 1845 should be most evident for the Southern states.

In order to distinguish local from statewide variations, we divide the gross postal revenues of the office by those of the state in order to provide for each office its percentage of the total state revenue for each year of the report. Now (Figure 12) with a linear scale for the ratio of gross postal revenues we can see the local component of these differences more dramatically. The Hanover anomaly is offset by a Lebanon anomaly, perhaps an accounting error in exchanging drafts from those offices. Hanover, Hanover Center, and Norwich all decline in their relative proportion of gross postages throughout this period, whereas

New Hampshire and Vermont: Gross Postal Revenues 1841 - 1869

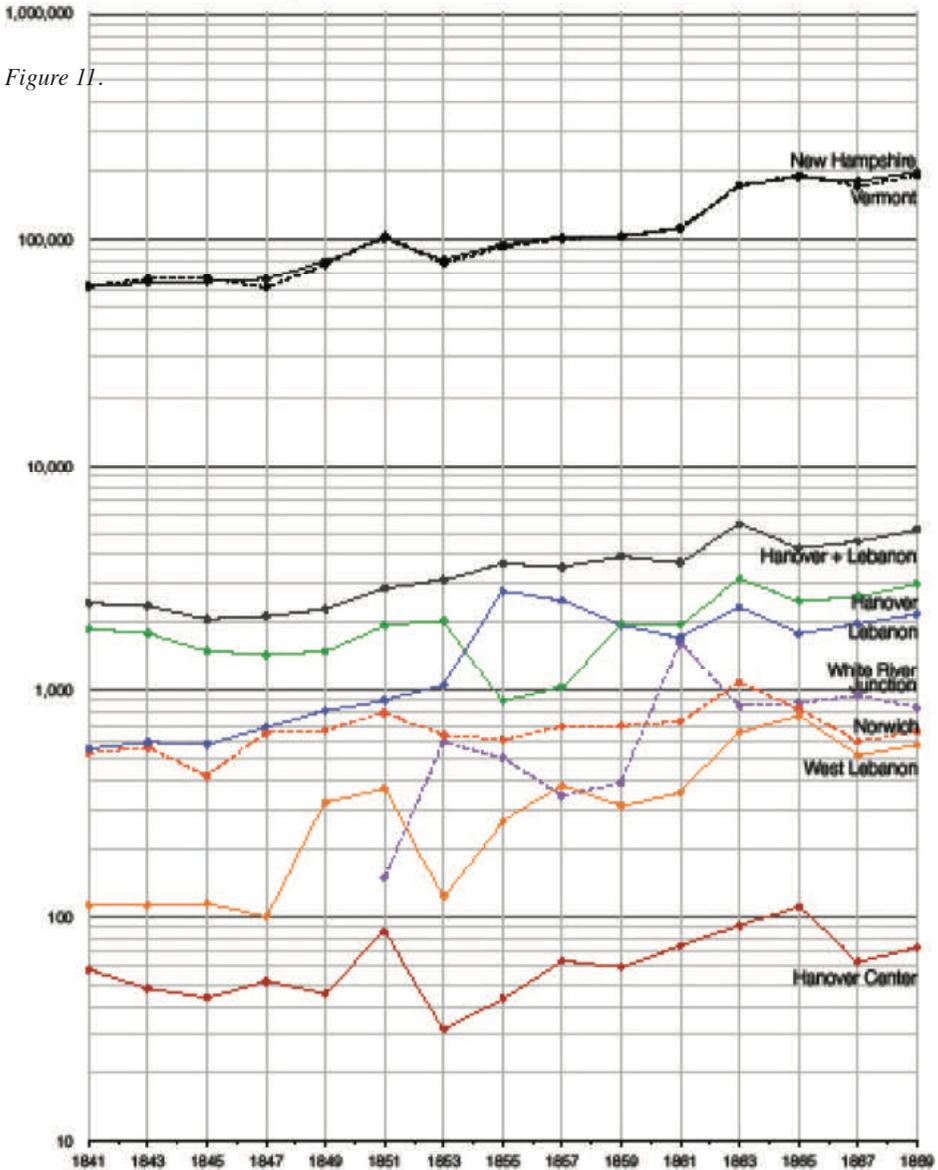


Figure 11.

Lebanon, West Lebanon, and White River Junction (founded in 1851 as the point where the railroad was going to bridge the river, see Figure 19) all generally increase their share of the gross postages. The spiky nature of White River Junction’s revenues probably indicates local competition with adjacent communities in Vermont for access to the commercial facilities of the railroad. Unfortunately, the sources for understanding the railway mails in this period have not generally been well known to postal historians.

New Hampshire and Vermont: Ratio Gross Postage: Post Office to State 1841 - 1869

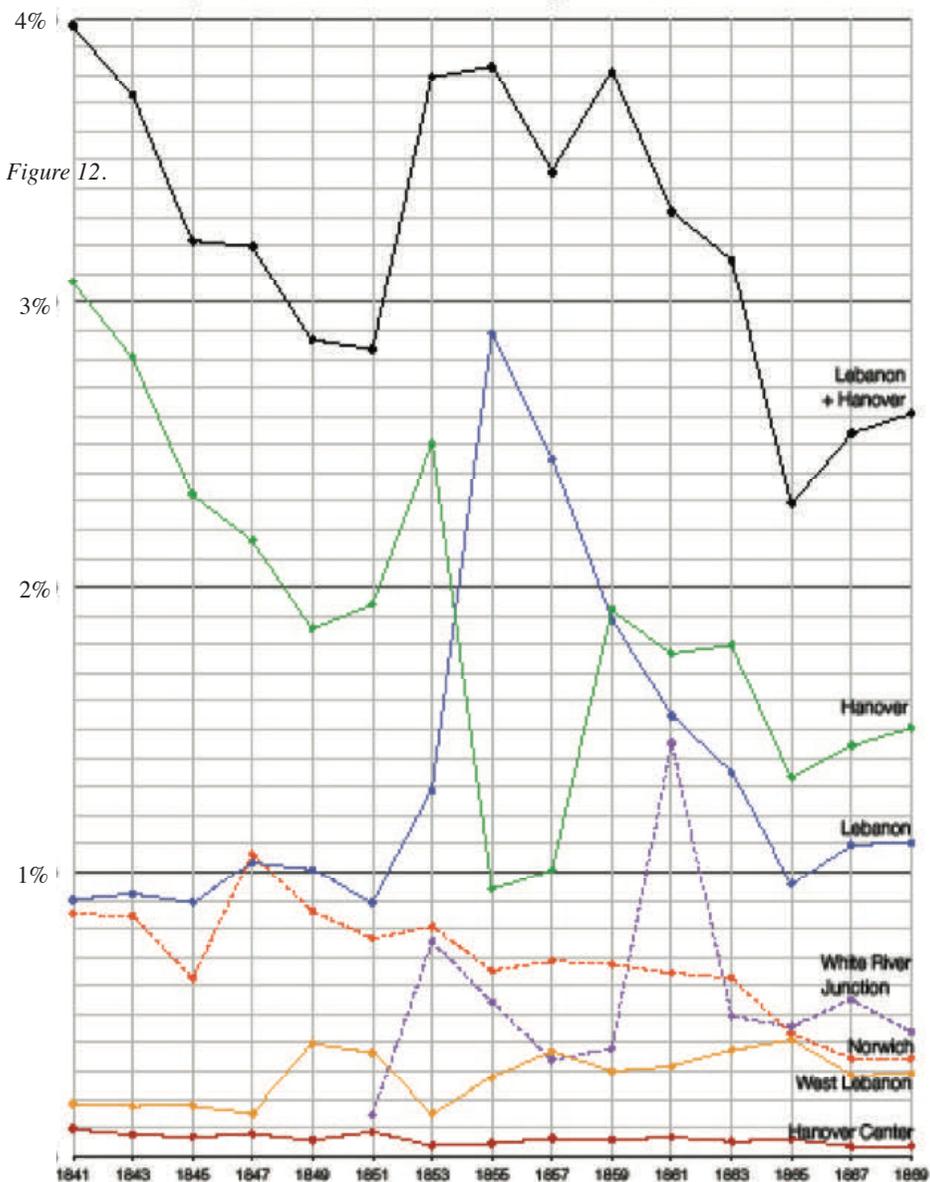


Figure 12.

Railway Mails in the PMG Reports

Beginning in 1843, the Annual Report of the Postmaster General tabulates the contracts made for transportation of mail by railroad. We find in 1843 that there were no railroad contracts for mail in Vermont and only a single route in New Hampshire, #201 from Concord to Lowell MA, 49 miles 12 times a week. By 1847, there is the suggestion in New Hampshire that the railroad mail from Concord had reached to Grafton, but, by

NEW HAMPSHIRE.			
Route, distance, service, and schedule, as advertised.	Decision.	Bidders.	Amounts, according to terms of advertisement, except where otherwise stated.
No. 201.—From Concord at 6 a. m. every day, (except Sunday,) by Fishersville, Boxcoven, Salisbury, Franklin, East Andover, Andover, Danbury, Grafton, Canaan, Enfield, North Enfield, East Lebanon, and Lebanon, to West Lebanon, by 2 p. m., 69 miles; and back between 1 p. m. and 4½ p. m.; with a branch from Franklin at 1½ a. m. every day, (except Sunday,) by Hill to Bristol, by 1 p. m., 13 miles; and back between 2½ p. m. and 5½ p. m.	1849, April 18. Accepted...	N. G. Upham, superintendent Concord Railroad.	\$6,420.

Figure 13: NH contract route 201.

No. 207.—From Concord at 10½ a. m. every day, (except Sunday,) by Fishersville, Boxcoven, Salisbury, Franklin, East Andover, Andover, Danbury, Grafton, Canaan, Enfield, North Enfield, East Lebanon, and Lebanon, to West Lebanon, by 2 p. m., 69 miles; and back between 1 p. m. and 4½ p. m.; with a branch from Franklin at 1½ a. m. every day, (except Sunday,) by Hill to Bristol, by 1 p. m., 13 miles; and back between 2½ p. m. and 5½ p. m.	1849, April 18. Accepted, if full supply of side offices, as well as end offices, is made without additional charge.	Northern railroad, O. Stearns, agent, (received April 5, 1849.)	6,471, including supply of all side offices. Offices supplied 12 times per week— Within ¼ mile of depot, \$40. Over ¼ and less than 1 mile, \$60. Over 1 and less than 2, \$80. Over 2 miles, \$125 additional.
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Figure 14: NH contract route 207.

VERMONT.			
Route, distance, service, and schedule, as advertised.	Decision.	Bidders.	Amounts, according to terms of advertisement, except where otherwise stated.
No. 301.—From Montpelier at 9 a. m. every day, (except Sunday,) by Northfield, Roxbury, Bradford, Benning, West Brattle, West Randolph, Bethel, Royalton, Sharon, West Hartford, and Hartford, to West Lebanon by 1 p. m., 58 miles; and back between 2 p. m. and 6 p. m.	1849, April 18. Offer \$106 a mile per annum, less 3-7th—\$6,372. 1849, June 29. Contract with the Vermont Central Railroad Company.	\$6,500 a year for service not less than 6 times a week, from Montpelier to White River Junction; thence over No. 360 to Windsor, 17 miles; White River Junction to be made a point in schedule, and the connection to be made there with 201 and 360.

Figure 15: VT contract route 301.

No. 360.—From Hartford at 2½ p. m. every day, except Sunday, by Hanover, Norwich, Union Village, Lyme, H. H., Orford, Fairlee, Vt., Piermont, N. H., Bradford, Vt., South Newbury, Haverhill, N. H., and Newbury, Vt., to Wells River, by 4 p. m., 43 miles; and back between 9 a. m. and 11 a. m. Proposals to run at hours, (naming them,) to expedite the great southern mail, are invited.	1849, April 18. Accepted at 1-7th less for Sunday service omitted—\$3,686. 1849, June 29. Let contract pay be \$3,557 a year instead of \$3,686, distance being 41½ miles instead of 43 miles.	Connecticut and Passumpsic River Railroad Company, E. Fairbanks, president.	\$100 per mile; commence at West Lebanon or White River Junction, provided pro rata be allowed as railroad extends.
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Figure 16: VT contract route 360.

No. 365.—From Bellows Falls at 2 p. m. every day, except Sunday, by Charlestown, New Hampshire, North Charlestown, Claremont, Wetherfield, Vermont, and West Claremont, New Hampshire, to Windsor, Vermont, by 3½ p. m., 24½ miles; and back between 10½ a. m. and 12 m.	1849, April 18. Offer \$100 a mile per annum less one-seventh—\$9,123. 1849, June 30. Contract ordered with the Sullivan Railroad Company at \$2,392 a	Henry Hubbard, President Sullivan Railroad Company.	3,000, 6 times a week; \$1,500, 6 times a week additional.
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Figure 17: VT contract route 365.

1848, a railroad route #269 is given between Concord and West Lebanon, with a branch to Bristol for a total of 82 miles traversed 6 times a week. New four year contracts for the New York and New England region, reported to begin in 1849, give the Concord to Lowell service the same #201 (Figure 13), and #207 (Figure 14) for the Concord to West Lebanon.

But the big change is in Vermont in which railroad mails are announced for the first time, with contracts signed at the end of June 1849. The PMG report gives these by their termini: #301 Montpelier to Windsor (Figure 15), #360 West Lebanon to Wells River (Figure 16), and #365 Bellows Falls to Windsor (Figure 17). For the details of these routes in the Hanover region, recourse must be made to the reports of mail transportation contracts (a full listing is now available as a reference on the Society web site: postalhistorysociety.org).

An initiative begun in 1830 to develop a railroad line from Boston into Canada, and which will be completed in 1851, is here represented by two developments intersecting in the region of Hanover: a line to cross the Connecticut River, and a line parallel to the river on the Vermont side. It will be from this latter line, #360 Figure 16 via the Connecticut and Passumpsic River Railroad, that the Hanover post office will be served in the future.

With the new contracts for 1853, the New Hampshire railroad lines are given the same numbers #201 and #207, except that #207 is given as Concord to White River Junction, running 69 miles 12 times a week, with a branch Franklin to Bristol 13 miles 6 times a week. Route #456, listed under Vermont, is given to serve 61 miles between White River Junction and St. Johnsbury 12 times a week. The contract payments included \$654 for mail messenger service as of July 1, 1853. This gestures towards the manner in which Hanover would be supplied from route #456.



Figure 18: Letter sent from Grafton NH in 1853 (Grafton is on the map in Figure 2, about 30 miles southeast of Hanover, both in Grafton County); destination unknown. The writer expects to be able to receive a letter within one day from any absent friend even if a hundred miles away. His enthusiasm for both the postal service and the telegraph is justified. The 1853 contracts schedule a letter leaving from Portsmouth at 10:30 am, arriving in Concord just before 1:00 pm

(47 2/3 miles), leaving there at 3:00 pm to arrive in White River Junction at 6:10 pm (69 miles), a bit more than 8 1/2 hours to travel 116 miles at approximately 15 miles per hour, compared with the usual time of about 4 miles per hour allowed for stage coach mails. The telegraphs followed the railroads into New England. The Vermont & Boston Telegraph Line was completed to Canada in conjunction with the railroad and served by the Bain electro-chemical telegraph instruments.



Figure 19: Postcard printed in Germany, published by the Green Mountain Card Co., White River Junction VT, mailed in 1918. The scene shows the junction of the White River in the foreground and the Connecticut River in the middle distance, a new railroad bridge crossing the White River. Hanover is around the bend in the Connecticut River in the background.

Mail Messengers

Mail messenger services accompanied new railroad lines to serve nearby post offices. Eli Bowen's *United States Post-Office Guide* of 1851 instructs us: "the postmaster-general appoints mail messengers in certain cases where the post-office, being an intermediate one on the route, is situated too far from the steamboat wharf, or the railroad depot, for the ordinary carrier to exchange the bags." Prior to the coming of the railroads, Hanover, as we saw, was a thriving post office at the crossroads of the stage coach mails. Now, Hanover is to be found off the principal line of communication, to be served by a dozen daily shuttles across the river by a mail messenger. Since the arrangements as of July 1, 1853 indicate that payment for this messenger was going to be the responsibility of the railroad company, we should not expect to find Hanover's mail messenger as a postal employee.

The Official Registers compile not only the compensations of postmasters, but of all other postal employees as well – listed separately. The listings for mail messengers begin early by state, but not until 1881 are they listed with an indication of the post office that they serve. At that time, among 80 mail messengers serving in New Hampshire, Freeman Bibby was paid \$147 per year by the Hanover post office. Retroactively, we can find the same Freeman Bibby paid the same \$147 in the 1879 Official Register, but not in the 1877. As of 1883, H.K. Swasey is paid \$197 to serve Hanover as a mail messenger in which role he continues through 1895. A.W. Conner is listed in 1897 and, by 1901, H.T. Howe as Hanover's mail messenger is being remunerated with \$192, and continues through 1909, to be succeeded by N.A. Frost in 1911.

Hamilton T. Howe, born in Thetford, Vermont in 1849, had lived in California before moving to Hanover in 1888 where he purchased a livery stable, added two more, and became the largest and best equipped livery concern in New Hampshire. He controlled the coach line to the railroad station at Norwich, owned the Hotel Wheelock, and was a state senator by 1907. In Hines's account, Howe was one of Postmaster Leon Sampson's bondsmen, who altogether signed at the head of a petition pleading mercy for him, after he had been implicated in robbing his own office – an incident that, for Hines, marked “the most eventful year in the history of the Hanover post office.” (Stever shied away from describing such controversial affairs in *Corpus Christi* – believing the murder/suicide of the postmaster and his assistant in 1939 “beyond the scope of this study.”) Given Howe's livery prominence, the mail coach illustrated, some time after 1901, as Figure 4-4 in Hines book probably belonged to him.



Figure 20: Postcard printed in Germany and published by G.W. Morris in Portland ME, mailed from North Woodstock NH in 1905. Given the reach of Howe's livery empire, this coach might even be one of his (Hanover being between 40 and 45 miles from North Woodstock). For the steep route to Profile House in the White Mountains this coach is drawn by six horses.

Postal Clerks

Clerks and carriers were postal employees and are conveniently listed with the postmasters and assistant postmasters for each post office in the United States in the 1907, 1909, and 1911 Official Registers. For earlier years, these classifications are listed separately in the Official Registers (see bibliography under Research on our web site, postal-history-society.org). Until 1901 there were no clerks listed for the Hanover office, except for an extraordinary appearance in the 1883 Official Register of Jerry P. Crowley being paid \$312, and Mrs. Hattie M. Field being credited \$208. This was during the tenure of Cornelius A. Field as postmaster (1864 to 1885).

In 1901 “Leon Lampson” with George W. Stevens are listed as clerks; in 1903 it's “Leon F. Thompson” with George W. Stevens – clerks for George D. Small postmaster. In 1905, the new postmaster “Leon F. Sampson” is named, and George W. Stevens is joined by E. E. Snow and James P. Farnam as clerks. The chief clerk has become postmaster (and his name, despite the errors of transcription, is Leon F. Sampson). In 1907, Stevens, clerk, has

been elevated to assistant postmaster. James P. Farnam, clerk, becomes postmaster in 1924.

During Sampson's postmastership, Hanover hired its first carriers to begin in 1907 and first reported in the 1909 Official Register. Examination of three photographs in Hines' book (Figures 4-2, 4-5, and 4-8) reveals architectural details of the furnishings in common and, since one is a postcard postmarked 1907, this means that either all three views are of the post office at the site associated with Putnam's Drug Store, or that the old furnishings (including room dividers) were moved to the new building in 1912. The first view shows eight men and a woman posed in the office; the postcard shows two men serving the mail call boxes; and the third shows nine men posed around a sorting table, all of them are identified (photograph courtesy the Dartmouth College library). Since the ceiling details differ in view 4-8 from the other two, it is likely that the photograph was taken, as Hines averred, around 1912 when one of the men pictured had graduated from high school, perhaps to celebrate the new office. The view in 4-2 is of the earlier office, and (in an imaginative leap comparing prominent ears) Hines believed it was taken under Small's postmastership that ended in 1904. However, Small had just two clerks and no carriers and so the photograph must have been taken after 1904 and the postmaster is either Sampson or Hurlbutt. Poring over the two multi-person views it is hard to reconcile identifications from the staff listed in the Official Registers with the named staff. And, who is the woman?

Behind the Postmarks

George Wheeler, postmaster of Hanover from 1821 to 1829 during which time it was made a Distributing Post Office, wielded the postmark on the cover in figure 2-6, "a blue negative box and 'PAID' ... by far the most striking and lovely Hanover postmark. It was used from 1821 to 1827. This postmark is one of the classic fancy stampless cover markings, cherished by stampless cover collectors for more than a century." Despite Wheeler's prominence, married into the Wheelock family of the hotel and of Dartmouth College founding fame, he was unable to pay a quarterly return to the USPOD, and he and his law partner surety were liable. Under this cloud he moved to Troy, New York, where he became a clerk of the Justices Court, and where his sons gained prominence.

Hines refers to an article by Delf Norona, one that we used for our first published postal history study, "Troy, N.Y.: Stampless Period Town and Rate Handstamps" (*The American Philatelist* June 1970.) The coincidence is that both Hanover and Troy were identified with early year-dated town marks. Hines says that Hanover's is only the 9th such postmark in the U.S. The appearance of Troy's earliest postmarks: "1801 Troy, N.Y. (red)" preceeds "1803 Hanover, N.H. Dotted Oval." As a matter of fact, Troy with its circular and Hanover with its oval are the first non-straightline postmarks to show year dates. Also, the Troy listing is number 9 on Norona's list, and the Hanover listing is number 11. But the Troy 1801 red marking should be black, still making Hanover the 9th town to have a year-dated postmark. We find it even more notable that it is, as of now, the first town to use an oval year-dated marking.

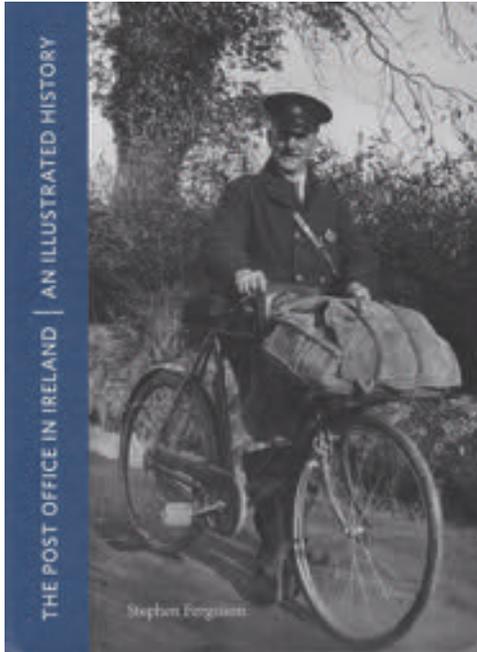
The many coincidences between Hanover and Troy (and Des Moines) as a matter of their geography on the east bank of a river facing the mouth of a major tributary are small world features of local postal history. Hines' work is a singular book, an excellent contribution to what should become a genre, for the proliferation of such delights.

The authors wish to acknowledge the assistance of **Che Perez** with illustrative graphics.

The Luck of the Irish

a review by Diane DeBlois

The Post Office in Ireland: An Illustrated History, by Stephen Ferguson, Newbridge, County Kildare, Irish Academic Press, 2016. 448 pages, hardbound. ISBN: 9781911024323. \$39.95 from International Specialized Book Services, 920 NE 58th Ave., Suite 300, Portland OR 97213-3786.



Stephen Ferguson is Assistant Secretary of An Post, as well as curator of its Museum & Archive – and the Irish are very lucky to have him, indeed. This is a powerfully impressive book that attempts to cover all possible aspects of the social history of the post, with a good dose of philately and the documentary evidence of rates and routes.

Chapter 1, “Letters, Franks and Stamps: The Personality of the Pen,” begins a thousand years before any formal system of postal communication by quoting a letter from Saint Patrick, translated from the Latin, and entrusted to any ‘servant of God.’ The text continues both chronologically and thematically, incorporating quotes from diaries and letters, enriched by well chosen illustrations that complement the content (the earliest image of an Irish postman from 1581; the

three cent Fenian stamp of 1865 “believed to have been prepared in Boston in anticipation of successful rebellion in Ireland”; several covers including the earliest use of the Penny Black in Ireland).

Chapter 2, “Creating a Post Office 1572-1736” expresses the history from the formal point of view, quoting from and illustrating government regulations, as well as narrating from the vantage of the postal employee and postal patron.

Chapter 3, “Postboys and Mail Coaches” is particularly engaging. The author provides maps and regulations, photographs of toll-house, coaching inn, rural and town post office, milestones of different designs, coaches and even an 1830s design for a snowplow. John Palmer and his model of mail coach organization are well described and documented, and the author includes narratives of coachmen, porters, guards, and passengers. An important sub-chapter is on developing a transportation network, beginning with coaches and going as far as the 1980s postbus.

Chapter 4, “Developing an Identity 1736-1831” covers the early relationship between newspapers and the post, and handles the complex history of the GPO (the buildings it occupied, its innovations such as the Penny Post, the Post Office Secretary, the Postmasters General, and the draconian punishments meted to postal employees who strayed).

Chapter 5, “Post Barque and Packet Ship” and Chapter 6, “Railways and the Post

Office” cover these transportation histories thoroughly and, again, includes the personal (both patron and worker) and illustrations both philatelic and cultural.

Chapters 7, “Integration with Britain 1831-1922” handles the often adversarial relationship between the GPO in London and the Irish post with great tact and a good feel for the subject of postal reform altogether (including the introduction of book post, parcel post, postal money order, etc.). Again, we read history from both labor and management, as it were, and are treated to remarkable photographs and documents.

Chapters 8, “The Telegraph: ‘a bond of perpetual peace and friendship’” and Chapter 9, “The Telephone” bring T & T into the postal story up to the 1980s.

Chapter 10, “Working for the Post Office” and Chapter 11, “Labour and Representation” concentrate on postal employees at work and play (sports, outings, orchestras), and in politics.

Chapter 12, “from Posts & Telegraphs to An Post 1922-1984” brings the story to a modern Ireland. Appendices provide good statistical backing, and the text, although written for a general audience, is extensively endnoted.

The physical form of the book is very pleasing: the 7.5 x 10 inch format allows for full size reproduction of many documents and envelopes; the paper and reproductions are high quality.

In calling this treatment “an illustrated history” the author does not merely add a wealth of illustrative material to his narrative, he also is thinking deeply about the role of postal communication in a society and seeking to illustrate the experience, over time and over a broad range of people both serving and being served by the post office.

COVER ILLUSTRATION: Danish 15-krone postage stamp with an image of the famous ‘pumpkin’ coach, a replica of which is pride of the Danish Post and Telegraph Museum. The museum example was built from the few remaining remnants of the original coach following the 1815 plans, and is emblazoned CR VII for Christian VIII, King of Denmark from 1839 to 1848. The design of this ‘ball post’ protected the mail from the elements, but, more importantly, prevented the royal post courier from accepting paying passengers to line his own pockets. The postal museum is, now, reopening in a new building. The nucleus of the collection goes back to 1856 and Copenhagen Head Postmaster Jens Wilken Mørch. In 1907 he gave his personal collection to the postal authorities to be housed in the Post Yard in Købmagergade. In 1912 a new Central Post Office building in Tietgensgade included three rooms for the museum as well as for the stamp collection of the General Directorate – and the public was welcomed for the first time on November 3, 1913. A hiatus from 1919 to 1926 accommodated the Postal Giro Office, but the reopened premises were larger. When the postal system merged with the Telegraph Office in 1927, the museum acquired telecommunication items collected as early as 1908 by assistant engineer Hans Haller. The Nazi occupation of Denmark caused another hiatus. The museum reopened in 1945, but was squeezed out in 1954 – to larger quarters in a side wing of the old royal shooting gallery at 59 Vesterbrogade. Still the combined museum ran out of room and was able to take over an entire historic building where Danish stamps had been printed by J.R. Thiele from 1852 to 1933. This mature museum space at 37 Købmagergade opened in October 1998. The new premises is: Enigma Museum of Communication, Osteralle 1, DK-2100 Copenhagen.

Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message - Yamil Kouri

The Society Board of Directors has voted to extend an award to the literature competitions at national WSP shows, to extend our support of postal history research.

Our Associate Editors have awarded the Best Article in 2016 to Thomas Lera and Sandra Starr for their "*Flathead War Party, The Story Behind the Hamilton, Montana Post Office Mural*" from our February issue.

The Board will next meet in conjunction with the Annual Meeting of the Postal History Society at the Boxborough Philatelic Show 2017, Holiday Inn Boxborough, Interstate 495 & Route 111 in Massachusetts, May 5 to 7; our meetings will be Saturday, May 6.

I also hope you will consider attending The Postal History Symposium, "Philately and Postal History of Southern Africa," on Thursday, May 4 at the Spellman Museum of Stamps & Postal History (the exhibition) and Regis College (presentations in College Hall 202) – very close by in Weston MA. Admission is free. The speakers will be:

Peter Thy "Postal History of Southern African Pioneers in World War II"

Ken Lawrence "The Intersection of African Liberation and Philately in the Life of an Activist"

Tim Bartshe "The NZASM (Transvaal railroad)"

Hugh McMackin "The Philatelic Literature of Southern Africa"

Eddie Bridges "Union of South Africa: The Darmstadt Trials of 1929"

Gawie Van der Walt & Johan Joubert "The South African Border War: including the involvement of te Cubas 1966-1989"

Guy Dillaway "The Development of the Cape Eastern Frontier 1864-1910"

The Editors' Corner: Diane DeBlois & Robert Dalton Harris

"Foreign Postal History in other Journals" will return in the next issue – delayed by switching publication subscriptions from one editor to another. But we were able to review the new book of Irish postal history. If you know of a journal that should be reviewed, or are the contact person for one, please let the Associate Editor Daniel Piazza know (piazzad@si.edu).

In this issue we honor the research of two enthusiasts who are delving into archival records: Tim O'Connor for earliest colonial letters, and Bob Bramwell for documentary evidence of postal procedure. Two contributors have probed the cultural basis for postage stamps and cover cachets – Michael Zwelling, addressing the way the postal service has both inspired and copied the Park Service's iconography; and Bill Moskoff, looking at the way in which mothers were portrayed when the Gold Star Mothers stamp was issued. Dale Speirs continues with his geographical approach to the postal history of small towns in Alberta.

Terry Hines and we have been promoters of using the data in the Official Registers for understanding various aspects (especially local economy) of U.S. postal history. Reviewing his fine book gave us the platform for adding to his research, as he invited.