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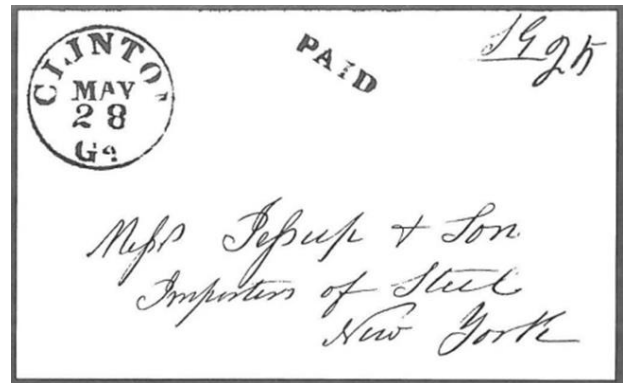


Griswoldville, Georgia

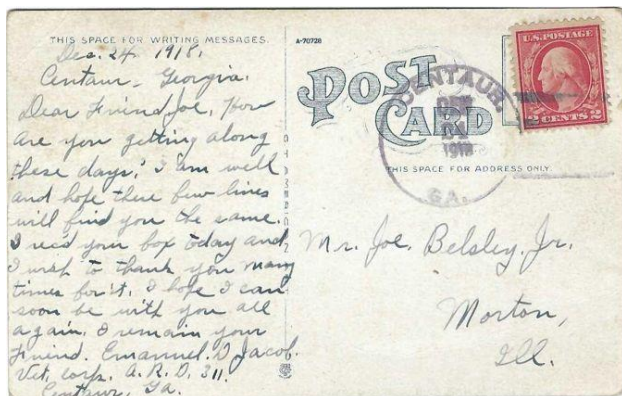
ALSO IN THIS ISSUE



Georgia RPO and HBO Covers



From the Archives



Remount Depot #311, Centaur, Georgia



Historic Hotels of Rome, Georgia

The Georgia Postal History Society is a non-profit, educational organization whose purpose is to cultivate and to promote the study of the postal history of Georgia, to encourage the acquisition and preservation of material relevant and necessary to that study, and to support the publication of such knowledge for the benefit of the public.



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Journal Editor and Publisher

Steve Swain

jedit@fphsonline.com

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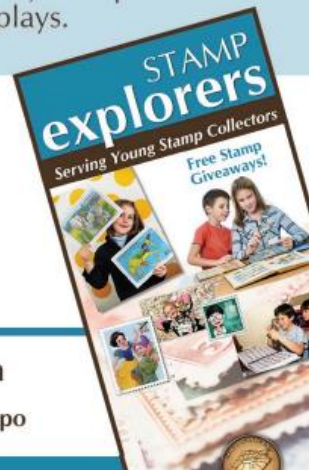
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Georgia Postal History Society's Annual Meeting Saturday, January 27 1:00 p.m.

Including a presentation by Michael Wing:
"Georgia Postmaster and County Postmarks"



Griswoldville, Georgia

Sherman's First Battle on His March to the Sea

By Tony L. Crumbley

Griswoldville is an unincorporated community in Jones County, Georgia located about ten miles east of Macon. Throughout its life span, the town was known as Griswold and Griswoldville. In 1849, the post office in Griswoldville was opened. Figure 1 is an early cover from Griswoldville. The 1853 Nesbitt envelope would have been used circa 1857.



Figure 1. GRISWOLDVILLE, GEO, Oct. 2, Ca 1857. An 1853 Nesbitt envelope mailed from Griswoldville to Maine.



Figure 2. Samuel Griswold.
(Courtesy of Laura Nelle O’Callaghan)



Figure 3. Gen. William T. Sherman.
(Courtesy of National Archives and Records Administration)

The community was founded by Samuel Griswold (December 27, 1790 – September 14, 1867) (Figure 2) who built a cotton gin there.

As Griswold expanded, so did his operation. He built a three story, twenty-four room mansion, a church, and living quarters for his workers. Griswold expanded his operations to include a sawmill, a grist mill, brickworks, and factories that made furniture, candles, soap, firearms, and other products.

On November 15, 1864, Maj. Gen. William T. Sherman (Figure 3) departed Atlanta on his march to Savannah (Figure 4).

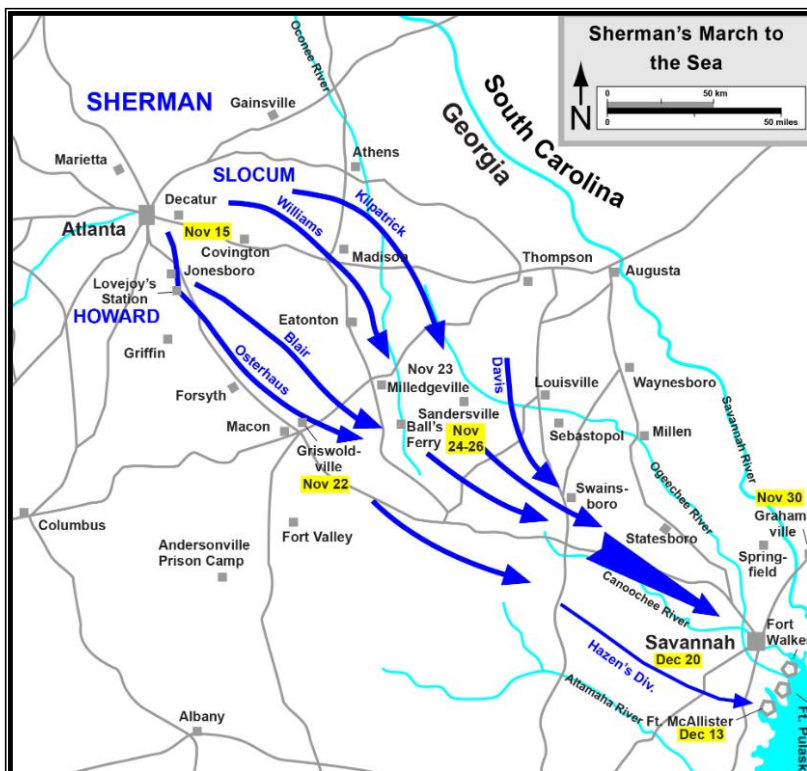


Figure 4. Map of Sherman's March to the Sea.
(Courtesy of Hal Jespersion cwmaps.com)

Sherman's right wing, a sixty-mile-wide column, was the army of Tennessee, commanded by Major Gen. Oliver O. Howard. On November 21, 1864, a cavalry unit commanded by Brig. Gen. Hugh Judson Kilpatrick, captured a train full of military supplies near the town of Griswoldville. Based on Sherman's wishes, most of the town of Griswoldville was destroyed by fire.

On November 22, a detachment of Confederate cavalry under the command of Maj. Gen. Joseph Wheeler attacked the 9th Pennsylvania cavalry. The 9th charged the Confederates and forced them back about a mile. At this point, Brig. Gen. Walcutt sent more Union troops and drove the Confederates back through Griswoldville. By accident, three brigades of Georgia militia on their way from Macon to Augusta joined the fight.

They got within seventy-five yards of Walcutt's lines but were held back. Three separate charges were attempted, each failing. When darkness fell, the Confederate troops withdrew from the battle.

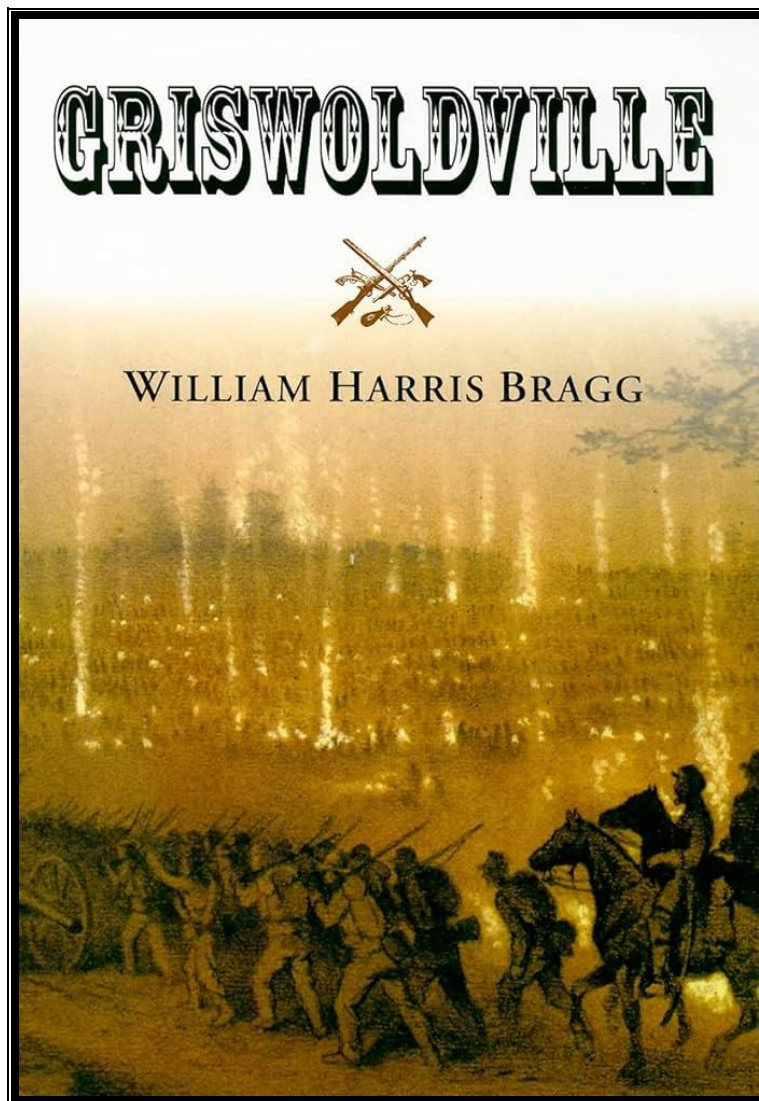
Records indicate that the Union army had 3,000 men, of which thirteen were killed, seventy-nine were wounded, and two captured. The Confederate army had 2,300 men: fifty-one were killed; 472 were wounded, and about 600 captured. This battle is officially the first skirmish of General Sherman's march to the sea.

After the Civil War, the industrial community of Griswoldville was never rebuilt. The post office would re-open after the war and remain open until 1928.

Editor's Note:

For further information about Griswoldville and its role in the Civil War, William Harris Bragg offers a well-researched and entertaining story of central Georgia's industrial village of Griswoldville.

Published by Mercer University Press, Macon, Georgia, 20002.



From the Archives

The Officers of the Georgia Postal History Society announced on February 7, 2022 the availability in a digitized format of all issues of the Society's journal. The *G. P. H. S. Bulletin* was the first journal of the Georgia Postal History Society with the first issue published in May 1985. The first three volumes were titled *G. P. H. S. Bulletin*. The second three volumes were titled *Bulletin*. The first issue of *Georgia Post Roads*, the Society's current journal, was published in September 1991.

The digitized issues of the journal are available on the Georgia Postal History Society's web page at <http://www.sefsc.org/georgia-postal-history-society.html>.

As a companion piece to Tony Crumbley's "Griswoldville, Georgia" article in this issue of *Georgia Post Roads*, presented on the following pages, in its original format, is a December 2001 article by Gary Doster and Frank Crown titled, "Samuel Griswold – Early Industrialist."



Samuel Griswold - Early Industrialist

By Gary Doster and Frank Crown

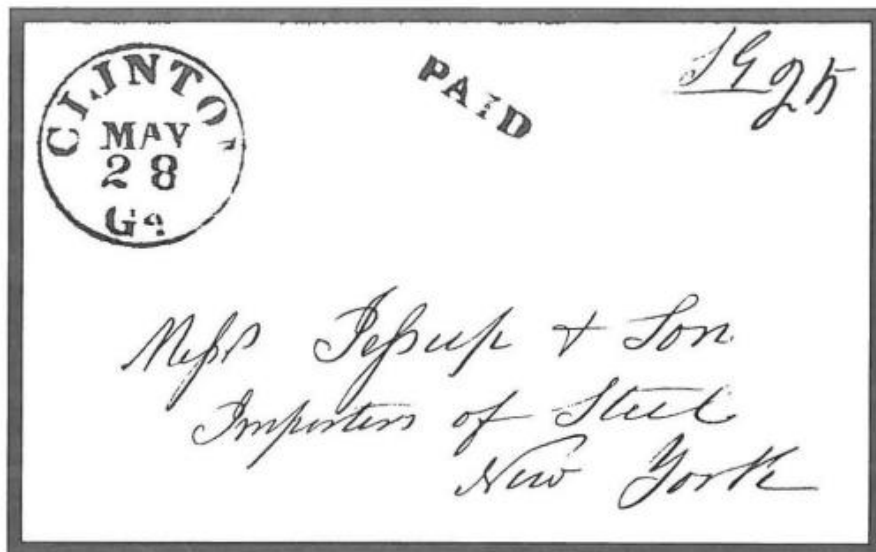


Figure 1. Red 28 May (1844) "Clinton / G^a" postmark and red "PAID" with manuscript "25" on cover to New York.

The cover illustrated above is somewhat of an eye grabber with its bright red postmark and "PAID" marking. However, it is not the outside of this cover that makes it so interesting, it's the contents.

Inside is a short business letter to a steel importing firm in New York. The letter dated 27 May 1844 reads as follows:

Please to inform me whether you still keep a supply of good gin saw cast steel, 9 inch, 21 or 20 gauge. If so what is your price and terms,

Yours Respectively,
Samuel Griswold

The name Samuel Griswold may not be familiar to most, but he was one Georgia's

Griswold *continued from page 1*

cotton gins continued to grow and a branch was established in Rome, Georgia.

In the early 1840s the residents of Clinton refused to allow the railroad to run through their town. Griswold needed access to the railroads to receive raw materials and ship his finished gins. In 1849 he moved his factory and residence to a new site on the Central of Georgia Rail Road about ten miles east of Macon. The new town was named Griswoldville.

By 1860 Griswold was producing more than 1,000 cotton gins a year and was one of the richest men in Georgia. The outbreak of the Civil War changed everything.

When New Orleans fell to the Union forces in early 1862, Arvin W. Gunnison, a former employee of Griswold, was forced to abandon his pistol works in that city. He moved back to Georgia and soon started a partnership with Griswold to produce pistols for the Confederacy. By August of 1862 the new pistol factory was producing five weapons per day. The firm was best know for the "brass-framed Confederate Colt." About 3,600 of these pistols were manufactured by November 1864.

pioneer industrialists. Griswold was born in Connecticut in 1797. About 1815 he moved to Clinton, Georgia with his family. There he tried his hand at merchandising but soon ran into financial problems.

After moving to Georgia he had observed the possibilities of cotton gins in the South and studied one of the first brought into Jones County. When his mercantile business failed, he rented a black smith shop and was soon producing cotton gins. By the mid 1820s his business was flourishing and he brought outside mechanics into the business. By the 1830s he was the largest manufacturer of cotton gins in the United States and had one of the earliest industrial factories in Georgia. Demand for his *continued on page 6*

When Sherman's Army advanced from Atlanta to Savannah, Union cavalry captured and destroyed the factory at Griswoldville in a disastrous engagement initiated by Confederate General P. J. Philips. The only building to survive was Griswold's residence. Three years later Griswold died.

Although Griswold's factories did not survive the war and Griswold himself died shortly thereafter his influence did not end. Many of the men he employed and trained went on to become respected industrialists throughout the South.

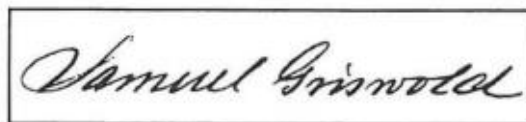


Figure 2. The signature of Samuel Griswold taken "gin saw steel" letter.

Another interesting feature of this cover are the initials "SG" just to the left of the "25" manuscript rate marking at upper right. Compare these initials to the signature of Griswold at Figure 2. The similarity suggests Griswold himself charged the postage to his account at the Clinton post office.

Georgia RPO and HPO Covers

By John Seidl

Editor's Note: In philately, MPO stands for "Mobile Post Office." MPOs comprise portable mail-handling equipment and personnel, generally in railroad cars, streetcars, trucks or buses. Mail handled by an MPO is normally identifiable as such by the postmark. RPO ("railway post office") and HPO ("highway post office") are types of MPOs.

By 1865, the United States Post office created the Railway Mail Service which combined transporting the mail with processing and sorting it as it was in transit. When the train arrived at either a connection or termination station, the mail was already organized in pouches without the need for further sorting. This era marked the beginning of the use of the R.P.O. cancellations.

An interesting example of a Georgia RPO cover is shown in Figure 1. Serviced on August 12, 1901, it is a commercial mailing posted on the Atlanta & Birmingham Railroad to Mainesburgh, Pennsylvania with a corner card address of the Walker House hotel in Temple, Georgia. Note the forwarding marking to Chicago, Illinois on the cover's front and the received postmark on the cover's reverse (Figure 2).



Figure 1. Atlanta & Birmingham Railroad, 1901 R.P.O mailing.



Figure 2. Reverse of 1901 R.P.O. cover.

J.M. Walker was John Mansfield Walker Jr. who ran the Buckhorn Tavern between Villa Rica and Temple and later the Walker House. He died in 1902 at the age of 53.

In 1907, Private Joe Cobb described the Walker House saying:

"One of the best hotels in Western Georgia is The Walker House, owned and presided over by Mrs. Walker, the widow of the late J.M. Walker. It is a haven of rest and refreshments to the weary traveler and tired drummer. A place where any fellow can get the worth of his money in a good square meal, better than he gets at home."

When I first started looking into this cover, I was a bit confused since in 1901 the Atlanta Birmingham railroad only operated in Southeast Georgia. Of course, Mr. Walker was on the train back home from Brunswick when he mailed the letter. Amazing that it got from Georgia to Pennsylvania in two days and then from Pennsylvania to Illinois in another two days. Faster than the USPS moves today!

There is a railroad marker in Cordele, Georgia that reads in part:

"The A&B was originally chartered on October 24, 1887, as the Waycross Air Line Railroad. Its first section of track, a 25-mile stretch from Waycross to Sessoms, opened in 1890. The line was extended to Nicholls in 1897, to Douglas in 1900, and to Fitzgerald in 1901. In November of 1901, the railroad's charter was amended to authorize an extension to Birmingham and to change the name to Atlantic & Birmingham Railroad. The first section of line under the enlarged charter powers was completed between Fitzgerald and Cordele on May 25, 1902. Cordele to Montezuma, 31 miles, was put into operation in March 1903, and surveys were being pushed from Montezuma to Birmingham in that same year."¹

Figure 3 is a 1907 route map showing the rail line from Waycross.

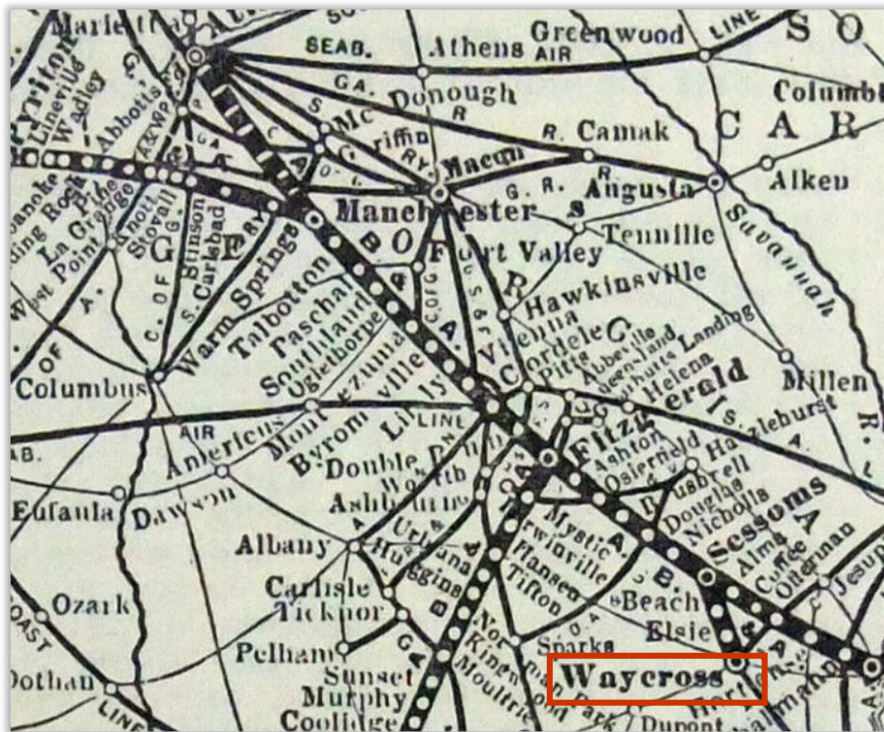


Figure 3. Railroad route map from Waycross.

The Figure 4 cover (front and reverse) is from a very different world: The inaugural service of the Atlanta & Savannah Highway Post Office, August 2, 1955.



Figure 4. The Atlanta & Savannah Highway Post Office TR. 1 operated from August 2, 1955, until July 15, 1956. TR. 2 operated from August 1, 1955, until July 14, 1956. TR is an abbreviation for Trip Number.

Notice that the postmark on the Figure 4 cover shows “R.P.O.” (railway post office) not “H.P.O” (highway post office). This is not an error. The cover is truly a mailing serviced by the highway post office system. It was not uncommon for an HPO to use a RPO postmarking device. And there were some HPOs that used a combined HBO-RPO device.

The Advent of HPO Mail

Early in the 20th century, the emergence of the automobile and other self-propelled road vehicles marked a profound transformation in our society. The advent of the automobile facilitated significant population shifts as urban dwellers increasingly relocated to rural areas. The transition from dirt roads to paved highways in the 1930s and 1940s made it viable to explore alternatives to traditional railroad mail services.

In the 1920s, postal authorities began considering modified buses as potential "mobile post offices," receiving offers and quotations for this innovative approach. By the mid-1930s, it became evident to Post Office officials that the decline of railroad services was inevitable.

In collaboration with Congressional members, postal authorities began developing plans for using motor vehicles to transport and sort mail. During this initial phase, the project was known as the “Mobile Post Office of the Highway.” Ultimately, this vision became a reality when Congress passed Public Law 740, and the President signed it into law, officially establishing the Highway Post Office Service on July 11, 1940.

The first Highway Post Office route was inaugurated on February 10, 1941, connecting Washington D.C. and Harrisonburg, Virginia. Two additional routes were added in 1941 before World War II temporarily halted further expansion.

After the war, the number of routes expanded to over twenty by 1950. Throughout the 1950s, many routes were introduced, modified, or discontinued. These routes varied from single daily round trips to multiple daily journeys, depending on the volume of mail. The routes were typically kept under 150 miles in length to minimize refueling stops, and punctuality was a key emphasis in the Highway Post Office schedules and timetables.

Lester Neal "Dickie" Vandivier, the addressee of the Figure 4 cover, was born on July 5, 1894, in Johnson County, Indiana. He was a World War I veteran and worked as a railway mail clerk for forty-five years. He died at the age of 82 on July 11, 1976.

Vandivier's collection was focused on mobile post office operations. Indiana State University holds his notebooks regarding his work with railway and highway post offices which includes letters, newsletter, and his personal notes from 1948 to 1974. The collection is available for research if you are so inclined.

My guess is the note on the back of the Figure 4 cover was made by Mr. Vandivier and indicated how he had the cover filed in his collection. The Stamp Smarter catalogue of H.P.O. covers indicates that 150 covers were carried on this first day for the route.

The Fageolvan-Twin Coach (Figure 5) is likely the vehicle model used for the Atlanta and Savannah Highway Post Office route.



Figure 5. Fageolvan-Twin Coach. (Courtesy of StampSmarter.org)

Endnotes

¹ Poor, H.V., *Poor's Manual of the Railroads of the United States, 1903*; Forgotten Books (August 24, 2018).

Editor's Note: The "H.P.O." postmark is seen on Georgia covers below.



Historic Hotels of Rome, Georgia

By Francis J. Crown, Jr.

Hotel corner card covers are an interesting topic because they give the collector a glance at life in bygone years. This is especially true when the corner card includes an image of the hotel. Even those with only a name can be augmented by postcards and research.

An early Rome hotel corner card is that of the Etowah House (Figure 1).

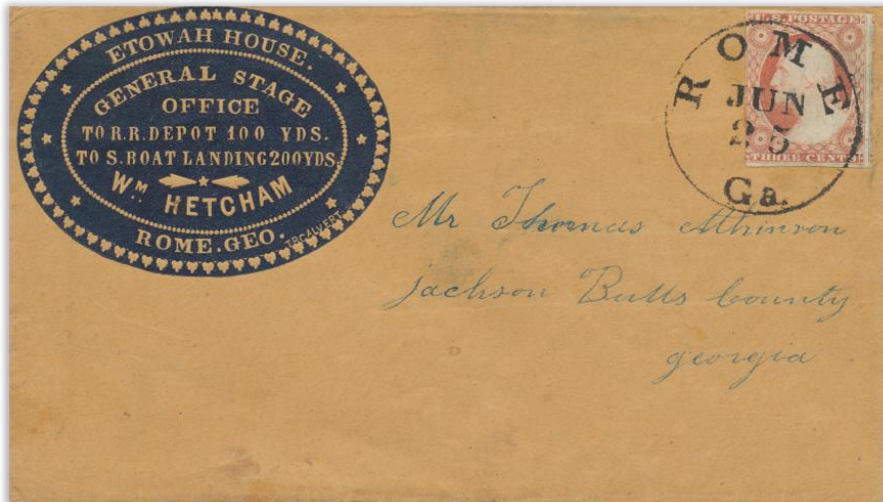


Figure 1. Etowah House corner card cover postmarked June 25, 1850s. Author's collection.

This was one of the earliest hotels in Rome and dates by the name Etowah House from at least April 1852 (Figure 2). As seen in the notice, the Etowah House was previously known as the Hillburn House.

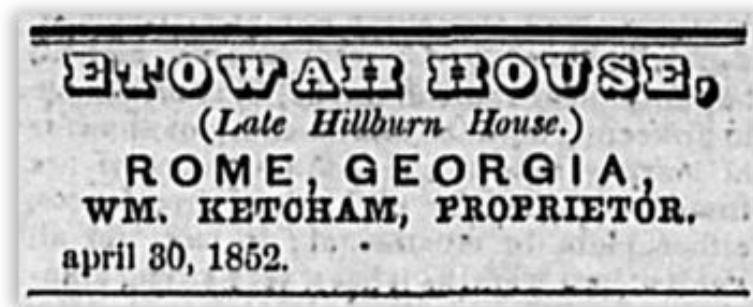


Figure 2. Notice of name change from Hillburn House to Etowah House. Reprinted from the from the *Rome Courier*, April 22, 1852, page 3.

The corner card also reveals the hotel served as a stage office and was conveniently located only 100 yards from the railroad station. The railroad at this time was a twenty-mile line between Rome and Kingston. It connected with the Western and Atlantic Railroad at Kingston.

The Etowah House continued in operation until 1872 when it was sold in a Sheriff's Sale.¹

The Armstrong Hotel (Figure 3) was built in 1888 and had one hundred rooms and twenty-five private baths.



Figure 3. Corner card cover of the Armstrong Hotel postmarked March 16, 1898. Author's collection.

About 1900, the name was changed to Hotel Cherokee (Figure 4). This name lasted about ten years.

As the figure shows, a new illustration was used to match the name change.



Figure 4. Corner card cover of the Hotel Cherokee postmarked May 7, 1906. Author's collection.

Some ten years after the name was changed to Hotel Cherokee, the name was changed again, but only slightly, to Cherokee Hotel (Figures 5 and 6). In 1927, the name was changed again. This time back to its original name, the Armstrong Hotel.²



Figure 5. Corner card cover of the Cherokee Hotel postmarked November 15, 1912. Author's collection.



Figure 6. Cherokee Hotel. Courtesy Georgia Archives.

The illustration is a slightly modified version of the picture of the Armstrong Hotel in Figure 1. Close examination of the two illustrations reveals more clouds in the new picture and the trolley has been replaced by more horse drawn carriages.

In 1921, there was a fire that caused approximately \$100,000 in damage and which greatly reduced the room capacity of the hotel. In 1934, the hotel was demolished.³

The Hotel General Forrest was built in 1915 and formally opened on September 6 of that year (Figures 7 and 8). It was of concrete construction and boasted eighty-eight rooms. Hotel fires were a major concern at the time and the concrete construction enabled the hotel to advertise as fireproof.⁴



Figure 7. Corner card cover of the Hotel General Forrest postmarked January 14, 1935. Author's collection.

The hotel was named in honor of General Nathan Bedford Forrest who in 1863 saved Rome from a raid by Union Colonel Abel Streight who was moving toward Rome. Although outnumbered, Forrest engaged Streight near the Alabama state line and captured a large number of prisoners and saved Rome.⁵



Figure 8. Hotel General Forrest circa 1930s. Reprinted from a postcard.

Over the lifetime of a hotel, many unusual events occur. Probably the most memorable, and yet the most serious, event at the General Forrest occurred shortly after the hotel was opened. An employee, Will Howell, who maintained the ice plant in the basement of the hotel, was fired for drunkenness. In retaliation, Howell tried to gain entrance to the hotel basement late one evening but was stopped by the night clerk. Undeterred, the ex-employee found an open window and gained access to the ice plant and tampered with the ammonia tanks.

Early in the morning, the night clerk began to smell ammonia. He called H. A. Hicks, the proprietor, who ran into the basement and turned off the power in the ice plant room but was overcome by the ammonia. Fortunately, another hotel employee had followed Hicks and was able to drag him to safety. The engineer who installed the ice plant later testified that had Hicks not turned off the power the ammonia tank would have exploded and some of the hotel guests poisoned by the gas.⁶

The hotel has been restored and is now known as Forrest Place. It is a venue for weddings, reunions, receptions, and dinners.⁷

The Third Avenue Hotel was built in 1909 (Figures 9 and 10). It had sixty rooms with hot and cold running water and a long-distance phone in every room. Between 1925 and 1931 the name was changed to the Davol Hotel (Figure 10). It in 1932 the name was changed back to Third Avenue Hotel. The hotel closed in 1957.⁸

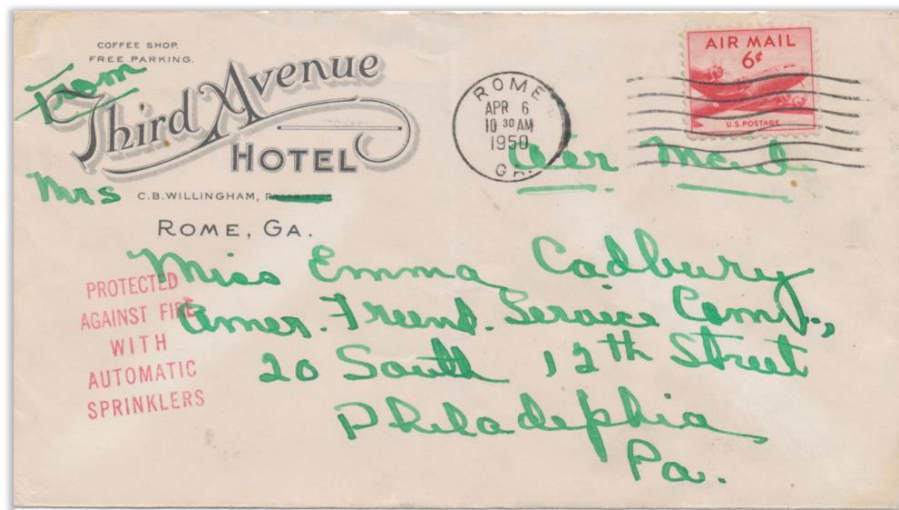


Figure 9. Corner card cover of the Third Avenue Hotel postmarked April 6, 1950. Author's collection.

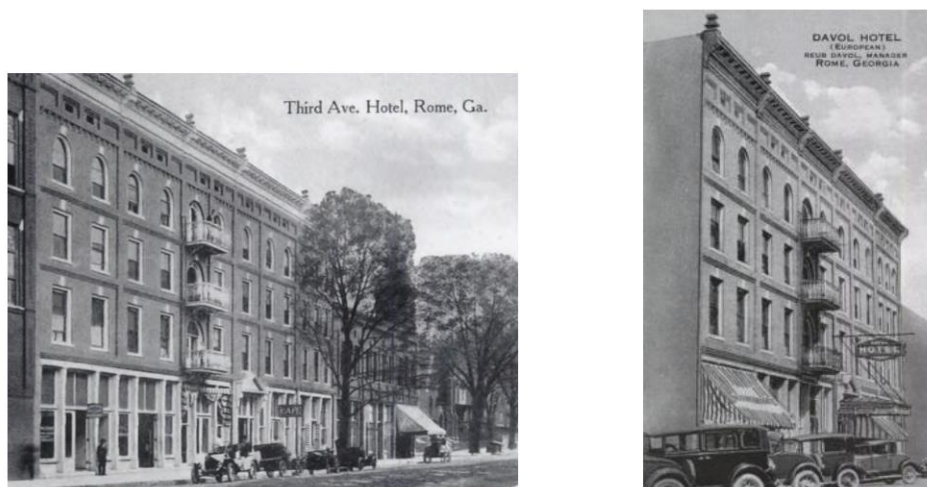


Figure 10. Third Avenue Hotel (left). As the Davol Hotel (right). Reprinted from postcards.

The Hotel Greystone was built on the same site as the old Armstrong Hotel (Figures 11 and 12). The first floor of the Greystone Hotel used the same granite stone from the first floor of the old Armstrong Hotel with some modification. The similarity in style can be seen in comparing the images of the two hotels. It opened in 1934 with 154 rooms. Later, an addition was added for apartments.⁹

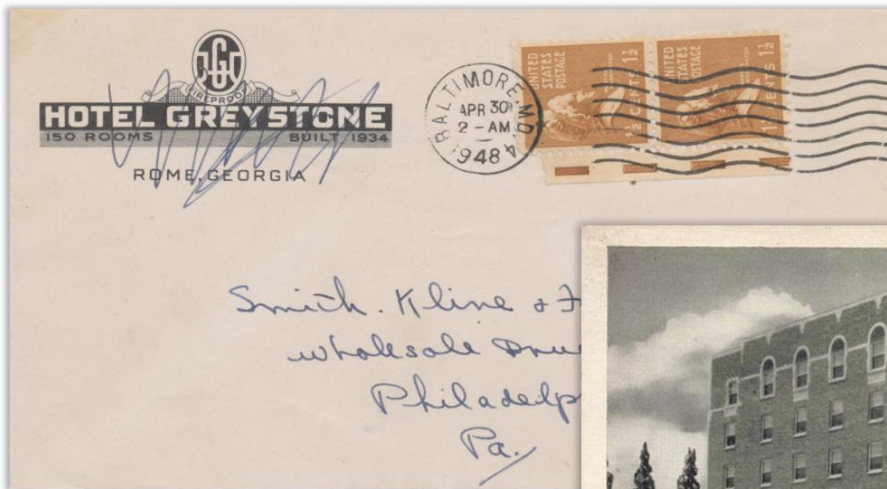


Figure 11. Corner card cover of Hotel Greystone postmarked April 30, 1948. Author’s collection.

The rates charged by hotels can give an indication of which were better (Table 1).

The information in the table was taken from a 1926 travel book shows that by price the best hotels in Rome were the Armstrong and General Forrest.¹⁰



Figure 12. The Graystone Hotel circa 1930s. Reprinted from a postcard.

**Table 1
Rates Charged by Rome Hotels in 1926**

Hotel	American Plan	European Plan
Armstrong	\$3.50	\$1.25
Davol	—	1.25
General Forrest	\$3.75	—
Third Avenue	—	1.25

The American Plan included meals, the European Plan did not.

Endnotes

- ¹ “Floyd Sheriff Sales for December,” *Rome Tri-weekly Courier*, 16 November 1872.
- ² Whitmire, Sam E., “Hotel Advertising,” *Printers’ Ink* XXIV:11 (14 September 1898): 5-6; and Scott, Robin L., *Rome, Georgia In Vintage Postcards* (Charleston, SC: Arcadia Publishing), 2004), 61.
- ³ Scott, Robin L., *Rome, Georgia In Vintage Postcards*, 62.
- ⁴ Willy, John, ed., “New and Remodeled Hotels,” *The Hotel Monthly* 23:271 (October 1915); 37.
- ⁵ Hebert, Keith S., “Streights Raid,” <https://encyclopediaofalabama.org/article/streights-raid/>
- ⁶ “Tries to Wreck Hotel With Ammonia,” *Atlanta Georgian* evening edition, 14 September 1915.
- ⁷ “Then and Now in Rome,”: <https://romegeorgia.org/2018/11/then-and-now-in-rome/>

⁸ Scott, Robin L., *Rome, Georgia In Vintage Postcards*, 65-66.

⁹ Scott, Robin L., *Rome, Georgia In Vintage Postcards*, 63.

¹⁰ Anon, *Travel Book: Transportation International* (Baltimore, MD: International Transportation Association (1026): 190.

Remount Depot #311, Centaur, Georgia

By Jim Cate

The Army needed a substantial number of horses and mules in the WWI effort. An Army Remount Depot is probably best described as a large animal staging area typically operated by the Veterinary Corps for the purpose of caring for and preparing horses to be deployed overseas in support of the war effort. There were many of these facilities, including #311 located near or on the property of Camp Wheeler, Macon, Georgia.

Housed in the Library of Congress' digital collection, Figure 1 is a photograph of a blacksmith shop with a caption of, "Aux. (Auxiliary) Rem. (Remount) Depot #311, Camp Wheeler, Ga."

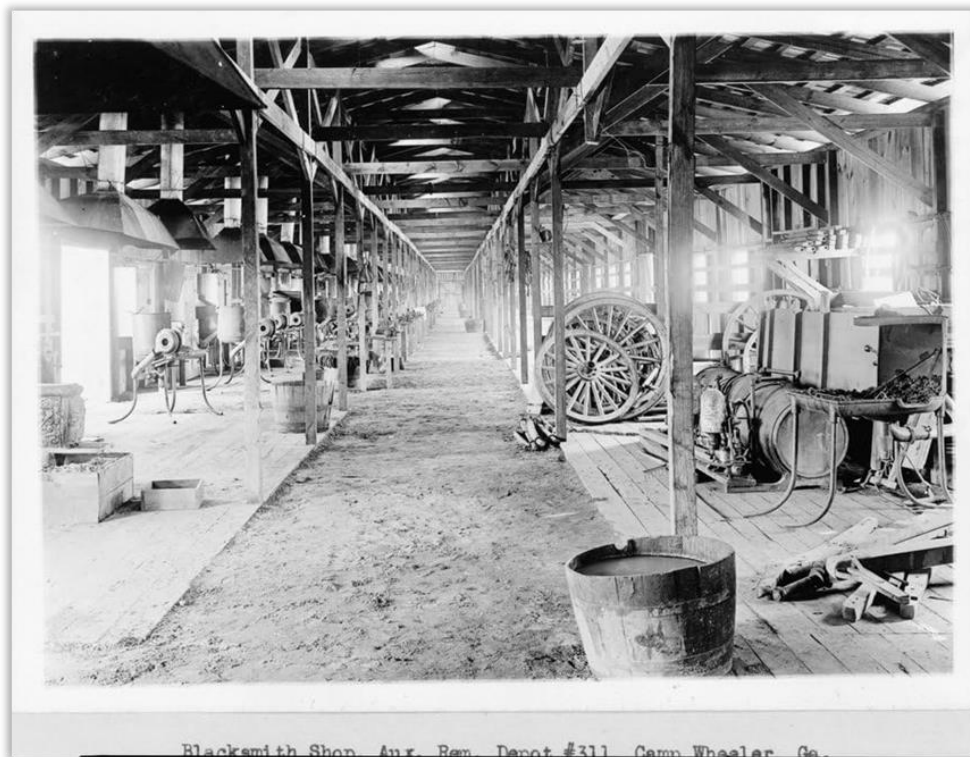


Figure 1. Blacksmith shop, Remount Depot, Camp Wheeler, Macon, Georgia.

The United States Army Quartermaster Corps Remount Service was activated in 1908 for the purpose of purchasing, processing, training, and issuing horses and mules to the cavalry, infantry, pack and field artillery, and transportation corps.

Locations of many Remount Depots include:

- Remount Depot #303 - Camp Dix, New Jersey
- Remount Depot #305 - Camp Lee, Virginia
- Remount Depot #310 - Camp Sevier, SC
- Remount Depot #312 - Camp Sheridan, Alabama
- Remount Depot #316 - Camp Gordon, Georgia
- Remount Depot #326 - Camp Cody, New Mexico

The Virginia Front Royal Remount Depot was acquired by an act of Congress in 1911 and opened August 30, 1911, on 5,000 acres southeast of Front Royal. It was one of three U.S. Army Remount Depots: Fort Reno, Oklahoma established in 1908 servicing military units in Central and Southwestern districts; Fort Keogh, Montana, 1908 servicing the Northwestern, Mountain and northern Central districts; and Front Royal, a reception and issues center for military units east of the Mississippi.

The Remount Depot #311 was a part of this district. Its function was quite specific: “For the purchase, receipt, quarantine and conditioning for issue of animals required by the Army in the eastern zone.”

The Figure 2 postcard was sent, per the signature, by Emanuel D. Jacob, Vet. (Veterinary) Corps, A.R.D. (Army Remount Depot) 311, Centaur, Ga. The card has a CENTAUR GA. DEC 24, 1918, postmark.

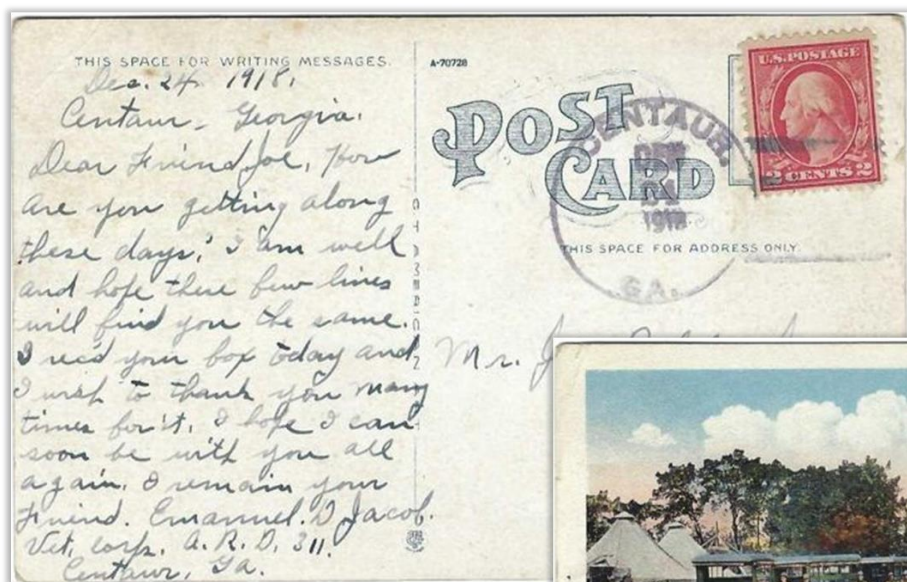


Figure 2. December 24, 1918, postcard from Emanuel D. Jacob, Vet. Corps, A.R.D. 311, Centaur, Ga.

The card was sent several weeks after the Armistice date of November 11, 1918. The soldier writing to his friend in Morton, Illinois says, “I hope I can soon be with you all again.” The image side of the card (Figure 3) shows the ambulance field hospital, Camp Wheeler, Macon, Georgia.

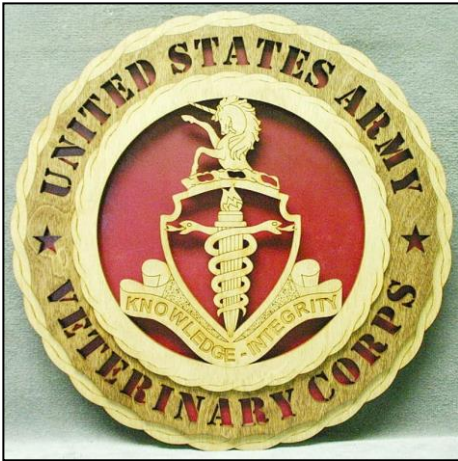


Figure 3. Ambulance-Field Hospital, Camp Wheeler, Macon, Ga.

Very few postal items have been reported with a CENTAUR GA. postmark.

Editor's Notes:

1. The United States Army Veterinary Corps is a staff corps (non-combat specialty branch) of the U.S. Army Medical Department consisting of commissioned veterinary officers and Health Professions Scholarship Program veterinary students.



The Corps was established by an Act of Congress on June 3, 1916. Recognition of the need for veterinary expertise had been evolving since 1776 when General Washington directed that a "regiment of horse with a farrier" be raised.

The US Army Veterinary Corps' current mission is to protect the Warfighter and support the National Military Strategy. They accomplish this by providing veterinary public health capabilities through veterinary medical and surgical care, food safety and defense, and biomedical research and development. In addition, Veterinary Corps Officers provide military veterinary expertise in response to natural disasters and other emergencies.

2. Reviewing the Figure 2 postcard, soldier Jacob begins his message with “Dec. 24 1918, Centaur, Georgia”, his signature line ends with “Centaur, Ga.,” and the card’s postmark is “CENTAUR, GA.”

Was Centaur, Georgia truly a municipality or only a post office associated with Camp Wheeler, Macon, Georgia?

Research has not revealed any information about a municipality in Georgia named Centaur. However, in *United States Post Offices, Volume VIII, The Southeast*, compiled by Richard W. Helbock, Centaur, Georgia is listed as a post office being associated with Bibb County (where Macon, Georgia is located) with the facility being in operation 1918-1919. Those dates certainly coincide with World War I.

Additionally, Helbock assigned a postmark “scarcity index” of six, on a scale of one to ten (with ten being the highest), for Centaur, Georgia postmarks. This confirms the author’s point that very few postal items have been reported with the Centaur, Georgia postmark.

If the Centaur post office’s existence was only for the purpose of servicing mail related to the #311 Remount Depot at Camp Wheeler, it is interesting to consider the origin of the post office’s name.

One proposed theory relates to the centaur of Greek mythology. The half-horse and half-human figure had the head, arms and torso of a human joined at the waist to the body and legs of a horse. The centaur represented a uniquely powerful and fierce presence in warfare.

Army veterinarians were sometimes referred to as centaurs, especially the vets who worked with horses. Since a primary purpose of Camp Wheeler’s #311 Remount Depot was the care, preparation, and shipment of horses to support the effort during WWI, the adoption of “Centaur” as the name for the post office seems appropriate.

Readers are encouraged to offer additional insight regarding the Centaur, Ga. post office.

