

Georgia Post Roads

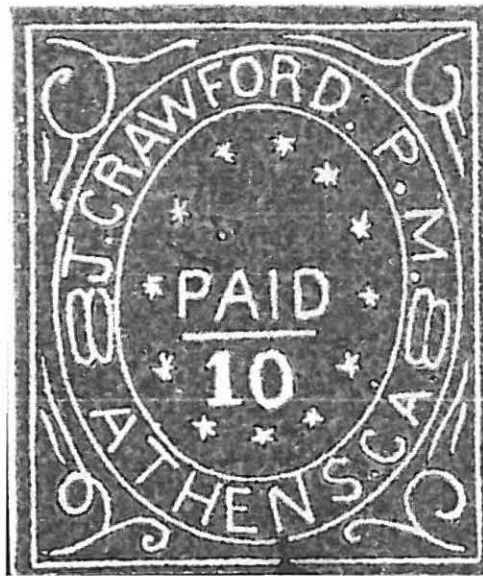
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Athens counterfeit postmaster provisional
See page 6.

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

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Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

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The Society's web site is
<<http://www.stampclubs.com/gphs/index.htm>>

Letters to the Editor

The Final Word?

Southern Express Company

(*Georgia Post Roads*, Fall 2012, page 7)

The editor's summary of L. R. Garrison's article on "Administrative Problems of the Confederate Post Office Department" (page 7 of the Fall 2012 issue of *Georgia Post Roads*) as pertains to the Southern Express Company is excellent except for one important fact. The next to last paragraph of the summary states that the law passed by the Confederate Congress on 19 April 1862 reinstated "the requirement that Southern Express Company letters carried by the mails, be franked with stamps." This is incorrect.

Mr. Garrison's article correctly states the act of 19 April 1862 (effective 1 June 1862) "simply struck out of the statutes such parts of the Confederate enactments concerning the carrying of the mails by express companies as had been added to the United States laws on the same subject." This meant that the carriage of letters by express companies reverted back to the provisions of the 1859 Postal Laws and Regulations of the United States. These laws and regulations required that letters carried by express companies were to be enclosed in *stamped envelopes* provided by the post office. Since stamped envelopes were never prepared by the Confederate Post Office Department express companies were thus prohibited from carrying letters.

In spite of the *de facto* legal prohibition on carrying letters the Southern Express Company continued to do so as evidenced by express covers from the period after 31 May 1862.

Francis J. Crown, Jr.

Lawton, Clinch County, Georgia

(*Georgia Post Roads*, Fall 2012, p. 2)

Post Roads received two letters concerning the Lawton/Dupont question discussed in the last issue. Although there is considerable overlap, we have printed both letters, as together they give a fairly clear picture of the situation.

Here's a note on whether Lawton and Dupont were the same town. On March 3, 1874, an act of the Georgia General Assembly was signed into law. That law included the provision:

Full Title: An Act to incorporate the town of Lawton, in the county of Clinch, under the name of the town of Du Pont, to appoint a Board of Commissioners for the same, and for other purposes.

"189. SECTION I. Be it enacted, That the town of Lawton, in the county of Clinch, be, and the same is hereby, incorporated under the name of the town of Du Pont -- the name of Lawton being changed to that of DuPont. [The legislation sometimes referred to "Du Pont" but more often used "DuPont"--but always capitalized the "P".]

"191. SEC. III. Be it further enacted, That the corporate limits of said town of DuPont shall extend one-half mile in every direction from the present depot of the Atlantic and Gulf Railroad, located in said town."

The second section clearly notes that there was a train depot already in existence. This would mean the train depot of Lawton became the train depot of DuPont.

I checked the index of Georgia Laws from 1847 on and Lawton was never incorporated as a town by the legislature. Had it been, the law would have defined its location and boundaries. But, I think there be no question that in 1874 the railroad community known as Lawton was renamed DuPont and incorporated as a legal town.

A check of Clinch County maps on my website, A Historical Atlas of Georgia Counties <http://Georgiainfo.galileo.usg.edu/histcountymaps/clinchhistmaps.htm> shows Lawton on some early maps and DuPont on later maps, but never both on the same map.

Credence to Frank Crown's assertion that a prior name for the Lawton post office was Suwanoochee can be seen from the Georgia DOT county map for Clinch

<http://georgiainfo.galileo.usg.edu/DOTmaps/clinchDOTmap.pdf>

A creek entitled "Branch Suwanoochee" can be seen northwest of DuPont.

The creek or river, however, is shown as ending several miles from DuPont. Perhaps the waterway was larger and longer back in 1860.

Letters continued on page 7.

The Resourceful Postmaster of Marshallville, Georgia

Francis J. Crown, Jr.



The green color of the Marshallville markings on the cover illustrated with this article caught my eye at a recent stamp show. Stampless uses from Marshallville are not common and the green marking made it that much more appealing.

First I looked at the cover and the green markings. Then I focused on the postmark. Was the date 25 or 28 May? At first I thought I had a problem reading the date due to poor lighting. But when I looked closer I could see the second digit of the day date was not a number at all. It was the letter "S" (see close up illustration). Apparently the postmaster had lost or misplaced the piece of type with the numeral "5" or "8" and used the letter "S" from some spare type.



There are other examples of postmasters losing one or more pieces of the date type. However, in all cases, of which I am aware, there was no attempt to substitute a different piece of type for the missing one. In most cases the missing part of the date was ignored or written in pen.

The cover is not dated and could have been used at any time between 1847 and 1857, though I suspect it was used prior to 1851. Marshallville had several postmasters during this period and one of them deserves credit for his display of resourcefulness.

The Marshallville, Georgia post office has an interesting history. Like a number of Georgia post offices it went through name changes, a county change and a discontinued period. It was originally established in 1833 as Campbell's Store in Houston County. The following year the name was changed to Mangham. In 1835 the name was changed to Marshallville. In 1837 the post office became part of the new county of Macon which was formed from parts of Houston and Marion Counties. The post office was discontinued 1838 and then reestablished the same year. It ceased operation with the fall of the Confederacy but was reestablished in 1866.

Georgia Cover Showcases Rare Confederate “Our Flag” Patriotic Label

Steve Swain

Seven adhesive American Civil War Confederate patriotic labels (sometimes referred to as stickers, seals or wafers) have been recorded on postally used covers. Listed as ST-1 through ST-7 in the recently published 2012 *Confederate States of America Catalog and Handbook of Stamps and Postal History* (Confederate Stamp Alliance, Inc) ¹, the most common of the Confederate labels is the ST-1, “Our Flag” variety, if you can consider only 17 recorded covers bearing an example as “common.”



Figure 1. ST-1 “Our Flag” Label

The ST-1 label, *Figure 1*, was published by A. Dapremont of New Orleans, as is confirmed by his imprint at the bottom of the design. Very shortly after the formal declaration of the Confederacy, Dapremont produced the label. He then became a First Lt of Company E, 30th Regiment, Louisiana Infantry (Sumter Regiment) and was wounded at the Battle of Baton Rouge in April, 1862.

The earliest recorded usage of the label is April 16, 1861 on a cover from New Orleans to Virginia, *Figure 2*. The franking is the 1857-61 U.S. 3¢ Washington (Scott #26) which was not demonetized in the Confederacy until June 1st of that year. It is also the only recorded example that is not die cut into a circular shape.

Figure 3 shows the label’s use after the establishment of the 10¢ rate throughout the C.S.A. on July 1, 1862.

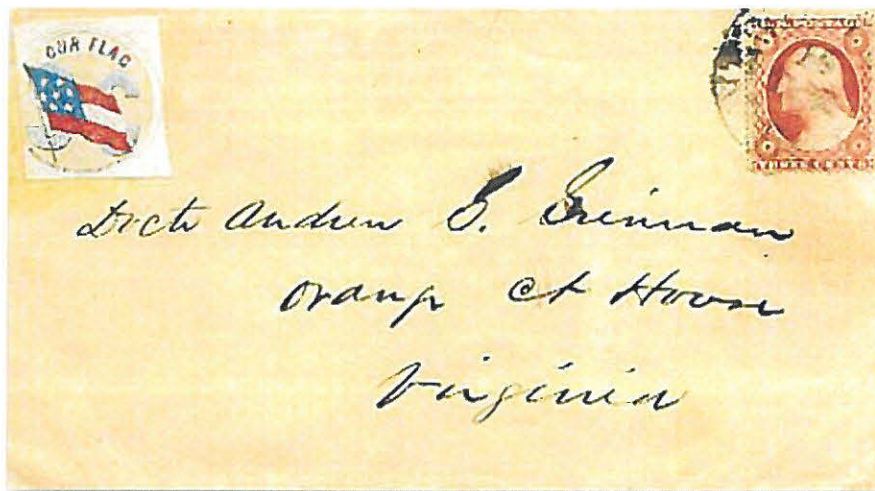


Figure 2. New Orleans to Virginia Usage is Earliest Recorded for the Label

The ST-1 Confederate patriotic labels is also found, but rarely, on other documents such as the envelope shown in *Figure 4* simply addressed to Rev. Dr. Clanton.

The envelope has a pink inner color suggesting that it was an invitation to some sort of gathering and was never intended to be processed through the mail.

Rare Macon, Ga. Cover - “Our Flag” Label

A mere 17 recorded covers bearing the ST-1 “Our Flag” label certainly renders such covers as rare. Moreover, while it is preferable for the labels to be tied to the cover, that has happened on even rarer occasions.



Figure 3. 10-cent Rate Label Usage

One such rare and singular example is shown in *Figure 5* on a cover to Macon, Ga. tied by a "Waynesborough, Ga." circular datestamp with a straight line "Paid" handstamp. The cover realized \$2,000 at auction. A true Georgia postal history gem.

For some time, another Georgia ST-1 "tied" label cover was available on the market, seemingly challenging the unique character of the Macon cover. In *Figure 6*, we see a cover with a pair of CSA #4 stamps and a ST-1 sticker tied by a Louisburg, NC postmark. This cover was offered on eBay in September, 2000.

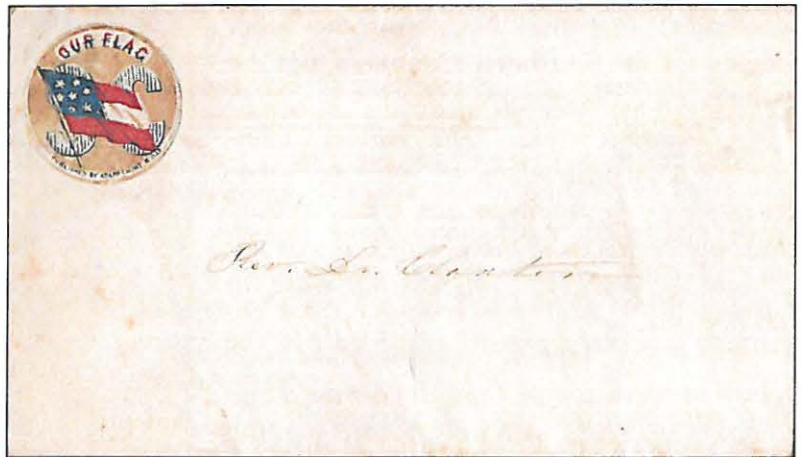


Figure 4. Non-Postal Use of ST-1 Label



Figure 5. Macon, Ga. "Tied to Cover" ST-1 Label.

the collector's market through his dealership and auction house. Kimbrough's excellent efforts resulted in the "tied label" cover being removed from the collector's market.

End Note

An interesting item regarding the design of the ST-1 label is the upper case "SC" behind the 7-star flag.

The recently published *Confederate States of America Catalog and Handbook of Stamps and Postal History* (Confederate Stamp Alliance, Inc., 1012) describes the label as "Seven-star Stars and Bars in a circular frame over 'SC' (Southern Confedera-

However, as reported by J.K. Kimbrough², the genuine character of the cover was suspect and he was able to secure it from eBay for examination. Kimbrough successfully demonstrated that a genuine pair of CSA #4 stamps with a December 1862 Louisburg, NC postmark was added to a period hand carried cover, since the address appears to be legitimate. In addition, a genuine ST-1 sticker was also added next to the stamps, and the postmark on the stamp constructed, embellished and extended in such a way that the stamps and the sticker appear to be tied to the cover.

The cover was a very masterful forgery created by John A. Fox. Fox, a prominent dealer and auctioneer who died in the mid-1980s, created fake CSA postal history and passed them into

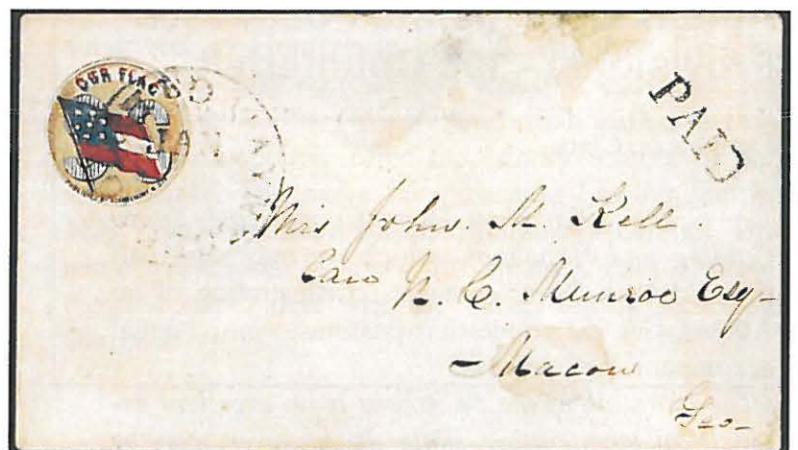


Figure 6. Second Georgia "Tied to Cover" Example?

cy)." However, in a series of articles for *The American Stamp Dealer & Collector*³, Arthur H. Groton

contended that the “S.C.” on the label stands for the **Southern Congress**, not the Southern Confederacy

Groton wrote: *“The Southern Congress, as an instrument to voice concerns peculiar to the southern states, had its earliest appearances in the 1760s. It was not a formal, persistent Congress but more an ad hoc one.”*

When serious consideration was given to secession in 1851, it convened and a ballot was held with only a third wishing to secede at that time. By 1860, sentiment had changed. South Carolina was the first to withdraw from the Union and on February 4, 1861, the six seceding states met in Montgomery, AL to form the Provisional Confederate Congress (Texas soon became the seventh) and unanimously elected Jefferson Davis its President on February 9.

The point of this background, Groton explained, was to emphasize that when the ST-1 label was made available, the Southern Congress already had a 100-year history, that they were the “official” body that had adopted and promoted the 7-star flag design and, consequently, the ST-1 label design was clearly acknowledging that position. A “Southern Confederacy” was not yet a separate body.

Athens Confederate Postmaster Provisional - 10¢ Counterfeit

Douglas N. Clark

The 1986 *New Dietz Confederate States Catalog and Handbook*, which we may now call the *Old New Dietz*, contains an illustration of an Athens, GA 5¢ counterfeit postmaster provisional accompanied by the text

“The imitation of the 5¢ Athens is an excellent example of woodcutting skills. It, however, can be identified readily by the absence of the white bar between “PAID” and the figure “5”; a fake 10¢ stamp with the bar present is recorded.”

I always wondered why the editors referred to the absence of the white bar instead of the fact that the Athens postmaster’s name appeared as “J. Crawford” as opposed to “T. Crawford,” the name



Figure 7. “Our Flag” Advertising Cover

Groton went on to maintain that support for this is the wording on a February 15, 1862 Dapremont advertising cover, shown in **Figure 7**, clearly stating that “Our Flag” was adopted by the Southern Congress and, thus, the “SC” on the label.

References

- ¹ *Confederate States of America Catalog and Handbook of Stamps and Postal History*, Confederate Stamp Alliance, Inc, 2012, page 442.
- ² <http://www.jlkstamps.com/fakes/page8.htm>
- ³ “A Confederate Patriotic Label,” Arthur H. Groton, *The American Stamp Dealer & Collector*, May, 2010.

on the genuine stamp.

One reason for my interest in the stamp and its counterfeits was a collection I had of philatelic materials related to William H. Crawford, the Georgia politician of the early nineteenth century, and a thematic exhibit I put together of his life. I never did determine whether William H. was an ancestor of either Thomas Crawford, the true Athens postmaster, or of J. Crawford, whose identity I never could determine.

Illustrated here are two examples of a counterfeit 10¢ Athens, one in blue and one in red, the latter printed on blue lined paper. I suppose these are the 10¢ counterfeits referred to in the Dietz, because of the name “J. Crawford” (and the white bar between “PAID” and the figure “10”).



Letters to the Editor (continued from page 2)

In any event, it would be interesting to know more about the history of DuPont/Lawton/Suwanoochee.

Edwin Jackson,
Athens

More on Lawton, Clinch County, Georgia

As noted, Valdosta was Station # 15 on the Atlantic & Gulf Railroad.

Valdosta did not exist until the railroad was built, completed to # 15, on July 4, 1860. Valdosta was established as a town on the railroad in 1860. No residents lived there (except in one farm home) until that time.

Station # 12 is a short distance from the Suwanoochee (called by some a "river" and by others a "creek"), a notable stream, which the Atlantic and Gulf R.R. crossed. Station 12, Swannoochee,

Lawton and Dupont are all the same place. The mileage difference could come from where you measure, from the east or west railroad "yard limit" of this point.

Below is a detail from an article about Clinch County and its post offices, taken from the *History of Clinch County, Georgia*, compiled and edited in 1916 by Folks Huxford, a noted attorney and historian.

The Pensacola & Gulf Railroad was built between Tallahassee, Florida and Lake City, Florida in the 1860s. The spur from "Columbus" to "Station 12" on the Atlantic & Gulf was not completed until April 1865, after the late unpleasantness had ended. This was the first railroad connection between Georgia and Florida. The next must have been the line constructed to Thomasville, Ga. shown on your map. For a number of years, this was the only Georgia/Florida railroad connection, and the Dupont/Albany route agent would have been the principal rail mail connection point between Florida and the eastern United States..

J. Edward Willis,
Valdosta

"DuPont is a community located nine miles southwest of Homerville on U.S. Highway 84. This town as an early railroad stop was first known as Station Number 12. Its earliest name when settled in 1858 was Suwanoochee, after the nearby stream of this same name. The name once became Lawton, but on May 3, 1874 the town was incorporated as DuPont. This name was chosen in honor of Captain J. P. A. DuPont, the first settler here who moved his family here from Darien about 1858."

ATLANTIC & GULF RAILWAY.						
JOHN SCREVEN, Pres.; H. S. HAINES, Gen. Supt.; and D. MACDONALD, Treas., Savannah, Ga.						
Going West.			Going East.			
	Pass.	Mls.	STATIONS.	Mls.	Pass.	
	A. M.		LEAVE ARRIVE			P. M.
	7 00	0	...Savannah 1...	200	6 10	
	7 32	10	...Millers...	190	5 38	
	7 53	16	...Ways.....	184	5 17	
	8 21	24	...Fleming.....	176	4 49	
	8 49	32	...McIntosh.....	168	4 21	
	9 14	39	...Walthourville...	161	3 56	
	9 38	46	...Johnson.....	154	3 32	
	10 05	53	...Doortown.....	147	3 05	
	10 20	58	...Drady's.....	142	2 50	
	10 55	68	...Screven.....	132	2 15	
	11 22	77	...Patterson.....	123	1 48	
	11 49	86	...Blackshear.....	114	1 21	
	12 07	92	...Malvern.....	108	1 03	
	12 47	97	...Tebeauville*...	103	12 48	
	1 28	108	...Glennmore.....	92	11 40	
	1 56	115	...Argyle.....	85	11 14	
	2 19	122	...Hornersville...	78	10 53	
	3 08	131	...Lawton.....	69	10 26	
FLORIDA	3 32	141	...Forrest.....	88	9 40	BRANCH
	4 03	151	...Slaterville.....	28	9 10	
	4 40	163	...Jasper.....	16	8 30	
	5 17	172	...Suwanee.....	7	7 55	
	5 45	179	...Live Oak 2+...	0	7 25	
	8 34	139	...Stockton.....	61	9 42	
	8 51	144	...Naylor.....	56	9 24	
	4 37	157	...Valdosta †...	43	8 43	
	5 10	166	...Onsley's.....	34	7 50	
	5 38	174	...Quitman.....	26	7 25	
	6 02	181	...Dixie.....	19	7 02	
	6 27	188	...Boston.....	12	6 38	
	7 10	200	...Thomasville...	0	6 00	
P. M.			ARRIVE LEAVE			A. M.

Atlantic & Gulf R.R. station list from the 1866 *Appletons' Railway Guide*. Numbering of the stations evidently starts from Ways (first station shown on the map in the last issue) and omits the Florida Branch.

Post Scripts

Annual Meeting

Our Society's annual meeting was held at Southeastern Stamp Expo, Hilton Hotel Atlanta Northeast, 5993 Peachtree Industrial Boulevard, Norcross Georgia 30092, January 26, 2013, at 11:00 AM. It was a joint meeting with the Mobile Post Office Society, with a presentation entitled "Georgia Railroads through the War Between the States and Beyond, or Where are the Confederate Route Agents?" by Douglas Clark. There was also an unexpected visitor, retired railway postal clerk Edward Grimes who spoke about some of his experiences "on the road. Although not directly related to Georgia, it was a fascinating look at this aspect of postal history.

Dues

The main item of business brought up at our meeting was the need for funds to produce *Post Roads*. Each issue costs us \$200 to print and our present dues of \$5 is just not covering it. A motion was made, seconded and passed to raise the dues to \$15 per year. We expect to collect this on an "every four issues" basis, as we have been doing, in case your editor falls behind and misses a quarter or two.

We hope the membership will understand the necessity for this increase. GPHS is still about the cheapest state postal history society.

Application for Membership Georgia Postal History Society

I HEREBY APPLY FOR ADMISSION TO MEMBERSHIP IN THE GEORGIA POSTAL HISTORY SOCIETY.
DUES OF \$15.00 IN U.S. FUNDS ARE SUBMITTED HEREWITH.

NAME (Print).....

ADDRESS (Print).....

Collecting Interests.....

Other Club Affiliations.....

Signature.....

References (preferably philatelic)

1. Name.....

Address.....

2. Name.....

Address.....

GPHS welcomes everyone to membership. References are really not required (we hope you are not a low life).

Send membership application to
Jim McDevitt, Secretary
3561 Country Court N.
Mobile AL 36619

Georgia Post Roads

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Athens counterfeit postmaster provisional
The “concave fake.” See page 4.

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The Society's web site is
<<http://www.stampclubs.com/gphs/index.htm>>

Fake Athens 5¢ Provisionals

Francis J. Crown, Jr.

There are two distinctively different types of the Athens 5c provisional and both types were printed in purple and red. All fakes of the Athens 5c provisional found to date are in purple or a color other than red. Both types of the authentic provisional are illustrated below so the reader can compare them to the fakes.

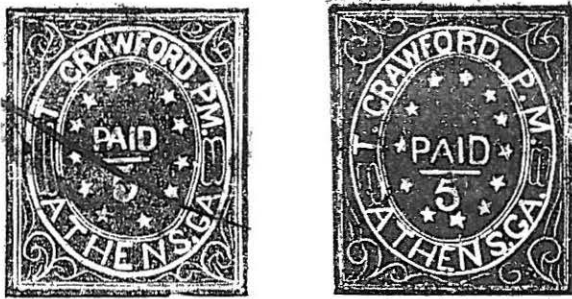


Figure 1. Type A (left) and Type B (right)
(Images courtesy Robert A. Siegel Auction Galleries, Inc.)

The most common and crudest fake is the “J. Crawford” fake. This fake can be traced back to an article appearing in the April 1872 edition of the *American Journal of Philately*. John W. Scott wrote that “Mr. John Crawford was United States Postmaster in 1859, and he retained his position under the Confederacy till Athens was occupied by the Federal troops. . . . We are unable to . . . account for one peculiarity of the stamp; it will be noticed that the inscription reads “T. CRAWFORD,” whereas it should have been “J. CRAWFORD” Scott was correct in stating that John Crawford was postmaster in 1859. However, he falsely assumed John Crawford continued as postmaster under the Confederacy. Actually Thomas Crawford replaced John Crawford as the Athens postmaster on 15 April 1859. Apparently a faker saw the article and produced the “J. Crawford” fake to fill the void created by the inaccurate facts in the article.

The “J Crawford” fake (Figure 2) is identified by the initial “J” instead of “T” and the absence of a colorless horizontal line between “PAID” and “5”. The 10c value of like design is attributed to S. Allen Taylor and it is assumed he was also responsible for the 5c

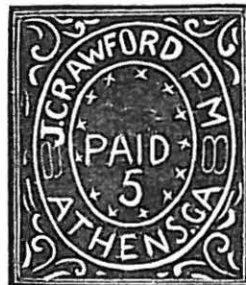


Figure 2. “J Crawford” fake.
(Confederate Stamp Alliance Freeland Reference Collection)

value. This brown colored fake is the only recorded Athens fake that is not purple.¹ See page 6 of the Winter 2013 edition of *Georgia Post Roads* for an illustration of the Athens 10c fantasy that is similar in design.

A much better fake is called the “bold letter” fake for lack of a better term. There are at least two varieties of this fake that are characterized by the bold colorless letters in the double oval. The first of these was announced in the 1 September 1897 issue of the *American Journal of Philately*. Henry L. Calman, an early student of Confederate provisionals, wrote “the differences between the genuine and the counterfeit are to be found on almost every line of inscription, ornamentation, etc., and we scarcely think it necessary to enter into any detailed list of these differences. . . . Our opinion is that this new forgery is the product of the oldest factory, for counterfeits of Confederate locals, in the United States, which has been out of operation for a few years.”²

The article included an illustration that is reproduced below (Figure 3). The illustration is poor but provides just enough detail to distinguish it from the authentic Athens provisional. The fake is of the Type A provisional. This is determined by the letter “W” in “CRAWFORD” being at the top of the double oval. The features that distinguish this fake are the prominent bold colorless letters “HEN” at the bottom of the double oval. On the authentic stamp the letters are much thinner. Another feature is the flattened figure “8” in the right side of the double oval. On the fake the “8” follows the oval by bending down and to the left. On the authentic stamp the “8” is perpendicular to the bottom of the stamp. There are probably other distinguishing characteristics but the quality of the 1897 image is too poor for reliable identification. For example the “A” in “GA” appears raised in the fake but this may result from the poor illustration.

The second variety of the “bold letter” fake is very similar to the first. The only discernible difference is in the letter “E” of “ATHENS”. On the first variety the middle bar of the letter “E” is about equidistant from the top and bottom bars. On the second variety the middle bar is closer to the top bar. Also the on the first variety the bottom bar is only slightly longer than the top bar. On the second variety the bottom bar is significantly longer.

(Variety 1 - *American Journal of Philately* 1 Sep 1897, p. 409. Variety 2a – Confederate Stamp Alliance Freeland Reference Collection. Variety 2b – Confederate Stamp Alliance Authentication Certificate 03365)

Both variety 2 examples are on cover. Variety 2a is tied by a fake Athens postmark (figure 4). Variety 2b is on the reverse of an envelope and is tied by a fake four-bar grid cancel (figure 5).



Figure 3. "Bold Letter" fakes. Variety 1 (left) and Variety 2 (center (2a), and right (2b))

The most dangerous Athens fake is the "concave" fake. The most noticeable feature of this fake, as the name suggests, is the concave left side of the stamp. This fake is of the Type B Athens 5¢ provisional.

This fake is so dangerous the fake and authentic are illustrated side by side for comparison in Figure 6. Except for the concave left side it is a skillful copy. The lettering is a very good copy of that in the authentic stamp.



Figure 4. "Bold letter" fake tied by fake Athens postmark dated "NOV 11" on a cover to Major Lamar Cobb at Macon, Georgia. (Confederate Stamp Alliance Freeland Reference Collection.)



Figure 5. "Bold letter" fake tied by fake grid on reverse of envelope. Front of envelope has an Athens postmark of unknown description and is addressed to Richmond. (Confederate Stamp Alliance Authentication Service)

Even the "jets at the bottom of the left leg of the "M" in "P.M." and at the top left side of the "N" in "ATHENS" are reproduced. There are some differences in the ornaments in the four spandrels. The most noticeable differences are in the right spandrels. In the top right spandrel one of the lines on the right side crosses into the large scroll. In the authentic stamp the line stops at the scroll. In the lower right spandrel of the fake the large scroll is a smooth curve. In the authentic it is slightly kinked at the top left. A final characteristic is the line between "PAID" and "5". On the fake the right end of the line droops down. On the authentic stamp it is straight.

A fake with a close resemblance to the "concave fake" but without the concave side is illustrated in Figure 7. This fake is on a folded letter with a fake Athens postmark and tied by a fake grid. The lettering on this fake is not as good as on the "concave fake." The letter "E" in "ATHENS" is nearly vertical on this fake while on the "Concave fake" and the authentic stamp the "E" is at a noticeable angle.

A final fake that is not a fake in the conventional sense is illustrated in Figure 8. This fake was tied to a turned cover by a grid. It wasn't until 2008 that close examination revealed that the stamp was not actually tied by the grid.

Rather the grid canceled stamp was



Figure 6. "Concave fake" (left). Authentic stamp (right) (Concave fake image courtesy Richard C. Frajola. Authentic stamp image courtesy Robert A. Siegel Auction Galleries, Inc.)

placed on the cover in such a manner that it appeared to be tied by the existing grid on the cover. Further examination revealed that the stamp itself was reconstructed. The bottom two thirds of the stamp is an authentic Type A stamp while the upper third is professionally filled in. The faked stamp on cover is illustrated in Figure 9.

Undoubtedly there are other fakes of the Athens 5¢ provisional. Over the years fakers have used old article and catalog illustrations as the basis for fakes of some Confederate provisionals. It would not be surprising to find such an Athens fake. Even today fakers are busy using modern technology to produce fakes that can go unno-



Figure 8. Reconstructed fake. (Confederate Stamp Alliance Authentication Service Reference Collection)



Figure 7. Fake canceled by grid. Stamp is tied to a folded letter docketed "1864" and postmarked by a fake "Mar 24" Athens postmark. (eBay auction.)



Figure 9. The reconstructed fake on turned cover. The fake was placed on the cover in such a manner as to closely match the grid on the cover. Recently the stamp was cut from the cover. (Confederate Stamp Alliance Authentication Service Reference Collection)

ticed by the newer collectors.

Footnotes

¹ See page 6 of the Winter 2013 edition of *Georgia Post Roads* for an illustration of the Athens 10c fantasy that is similar in design.

² The gang referred to was probably the "Boston Gang" composed of James M. Chute, Charles A. Lyford, William E. Skinner, C. M. Seltz (Frederick H. King), S. Allan Taylor and Ferdinand M. Trifet. *Philatelic Forgers*, Tyler E. Varro (Sidney, OH: Linn's Stamp News, 1991) 131-132.

References

- Calman, Henry L. (ed.) "A New Counterfeit Confederate Local." *American Journal of Philately* 10 (1 Sep 1897) p. 409.
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Atlanta Southern Confederacy Newspaper Advertising Covers – Unique Mailings

Steve Swain

The *Southern Confederacy*, Figure 1, was a newspaper published in Atlanta during the Civil War from 1861-1865. It was strongly Southern Democrat and functioned during the War as one of the main newspaper outlets in Atlanta, with the other being the *Daily Intelligencer*.¹

Hambleton. In his *Atlanta and Environs: A Chronicle of its People and Events*, Franklin Garrett mentions the highly talked about newspaper stating that Hambleton "was a fire-eater, and his editorials were highly intemperate in tone."² Hambleton was a strong voice in a city which was growing rapidly, in a country which was heading towards war.

In May, 1861, Hambleton joined the Confederate Army and the title for the paper was transferred to C.R. Hanleiter and George W. Adair who at the time were publishers of the *Gate City Guardian*. These papers merged and retained the name *Southern Confederacy*.

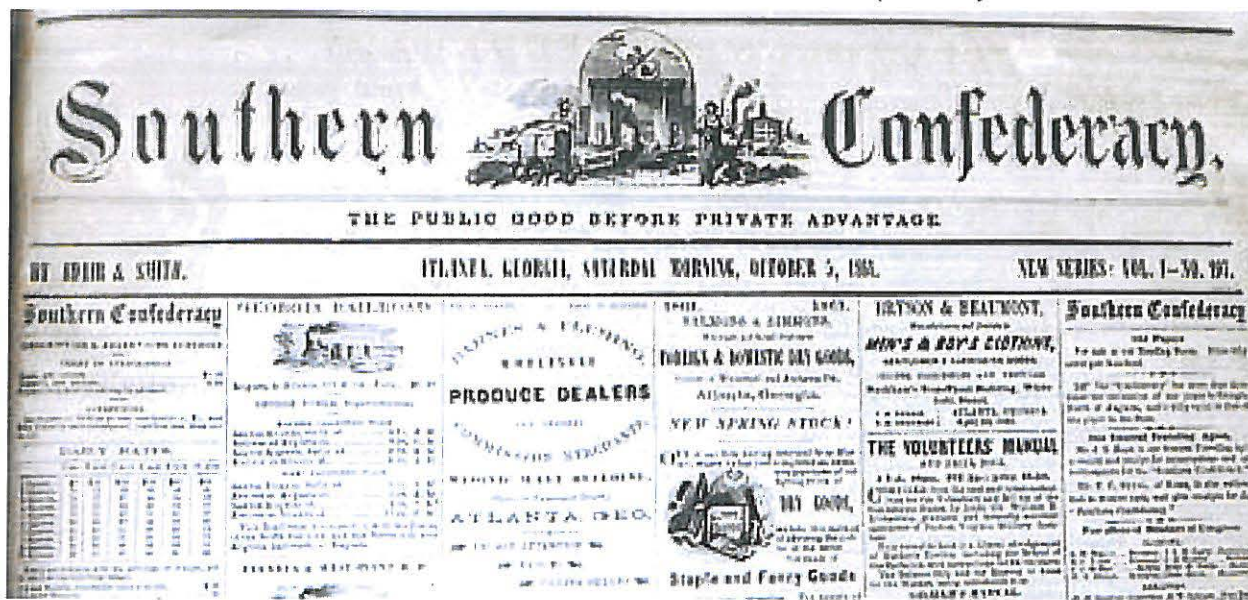


Figure 1. The Southern Confederacy, October 5, 1861

The original version of the *Southern Confederacy* was first published in 1859 by James P.

The articles published in the *Southern Confederacy* brought news of the war and also of the newly-formed Confederate government. Other news included articles about a new postage act enacted by the Confederate Congress, as well as opinion pieces about how Atlanta and Georgia should be involving themselves in the war effort.

In April, May and June of 1861, three correspondences were sent from Atlanta, Ga. to Alexander Hamilton Stephens, the Vice President of the Confederacy.

The unique nature of these mailings is that they were sent to the same person using illustrated advertising covers for the Atlanta South-



Figure 2. May, 1861 Cover

ern Confederacy, very rare advertising cover examples as supported by auction realizations, each in excess of \$1,500.

Even though none of these three covers have a specific return address, we know that the person using *Southern Confederacy* advertising covers for correspondence to Alexander Stephens was J. H. Smith of Atlanta.

Addressed to "Hon A H Stephens Montgomery Ala" (the Confederate capital), the May 17th correspondence, Figure 2, has a manuscript notation on the left side of the cover. This notation demonstrates that "J H Smith" was attempting to make his position known on an important Confederate government role.

As can be seen in the enlarged, rotated image, Figure 3, the manuscript notation reads:

"J H Smith Atlanta wants Howard retained as Post Master at that place. May 1861."

In other words, the cover's notation indicates a request for Stephens to retain Thomas Coke Howard as the Atlanta postmaster under the Confederate administration.

Thomas Coke Howard was a native of Onslow County, North Carolina, born there July 10, 1882 and dying in the city of Atlanta, May 23, 1893. He pursued a legal career at Knoxville, Georgia for many years and at one time practiced in New York City. Not only postmaster of Atlanta, he

served as a member of the State Legislature from Crawford County between 1849 and 1850.

Why the use of a Southern Confederacy advertising cover for this mailing (and the others to be presented here)? During 1860, Mr. Smith had become acquainted with Hambleton and then Hanleiter and Adair after their purchase of the paper in 1861. In June of that year, Smith purchased Mr. Hanleiter's interest in the *Southern Confederacy*. As such, during the months of April, May and June, Smith obtained and used the advertising covers as a result of his relationships with the *Southern Confederacy's* principal owners.

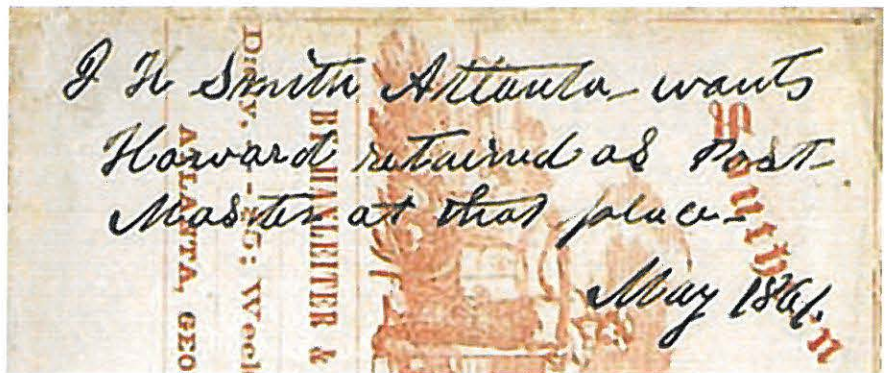


Figure 3. Enlarged Manuscript Notation

The May cover's unique nature and value is equally enhanced by virtue of its use of U.S. postage, specifically an 1857 3¢ Washington, dull red, Scott 26. As all students of Confederate philately know, during the first seven weeks of the Civil War, the U.S. Post Office still delivered mail from the seceded states. Mail that was postmarked after the date of a state's admission into the Confederacy through May 31, 1861, and bearing U.S. (Union) postage is deemed to represent "Confederate State usage of U.S. Stamps," i.e., Confederate covers franked with Union stamps.

Shown in Figure 4, the April correspondence to "Hon A H Stephens Crawfordville Ga" (Stephens' home town) was franked with a Type II 5¢ Jefferson, brown, Scott 30A. Again, the use of U.S. postage for this mailing was accepted.



Figure 4. April, 1861 Cover

No manuscript markings are

evident on this cover. However, we can assume that J. H. Smith's purpose for this correspondence was also to provide advice or encouragement to Alexander Stephens!

The third correspondence, June 5, 1861, sent to "Hon Alex H Stephens Crawfordville Ga," Figure 5, is unlike the April and May covers in that it has a clear strike of a provisional handstamp with

of the time, these postmasters simply used the old practice of accepting payment in cash and applying a "PAID" handstamp to the envelope, as with this *Southern Confederacy* advertising cover mailing.

The *Southern Confederacy* did not survive the war, but it is a solid record of Atlanta during a period of tremendous unrest and upheaval. It is a study in not only how the war was being relayed to



Figure 5. June, 1861 Cover

a matching "ATLANTA, Ga., Jun 5, 1861" postmark. As we know, although the Confederate government had contracted for the printing of its own stamps, they were not yet available on June 1, forcing postmasters all over the South to improvise.

the people of Atlanta, but also of the daily functions of a young, southern city in the early 1860s.

Southern Confederacy advertising covers used for correspondence to Alexander Stephens are equally interesting and important to an understanding and appreciation of the history of Atlanta.

Most

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- ¹ <http://web.library.emory.edu/blog/discovering-atlanta-southern-confederacy>.
- ² Garrett, Franklin Miller (1954). *Atlanta and Environs: A Chronicle of Its People and Events*. Athens, Georgia, University of Georgia Press, page 454.
- ³ <http://archiver.rootsweb.ancestry.com/th/read/HOWARD/2002-05/1021843787>.

Post Scripts

Our Journal

Your editor is pleased to observe that we have just published four *Post Road* issues in a row, without missing a quarter: Summer and Fall 2012, Winter and Spring 2013. In addition, readers have been relieved of the constant stream of articles about Oglethorpe County. All this has been possible because of the contributions of two authors, Steve Swain and Frank Crown.

In addition, we actually have a backlog! That is to say, we have an article ready to be printed in a future issue (hopefully Summer 2012). The paper, by Steve Swain, deals with adversity uses of the Confederate frame line stamp.

Prospective authors should not take this as “we have enough.” We certainly can use more articles, concerning all phases of Georgia postal history (or history or philately). Each article broadens the scope and increases the interest in our journal and our society.

Dues

A reminder: the main item of business brought up at our last meeting was the need for funds to produce *Post Roads*. Dues were increased to \$15 per year (actually per four issues). We expect dues bills to go out in the near future and we hope for a good response from the membership.

**Application for Membership
Georgia Postal History Society**

I HEREBY APPLY FOR ADMISSION TO MEMBERSHIP IN THE GEORGIA POSTAL HISTORY SOCIETY.
DUES OF \$15.00 IN U.S. FUNDS ARE SUBMITTED HEREWITH.

NAME (Print).....

ADDRESS (Print).....

Collecting Interests.....

Other Club Affiliations.....

Signature.....

References (preferably philatelic)

1. Name.....

Address.....

2. Name.....

Address.....

GPHS welcomes everyone to membership. References are really not required (we hope you are not a low life).

Send membership application to
Jim McDevitt, Secretary
3561 Country Court N.
Mobile AL 36619

Georgia Post Roads

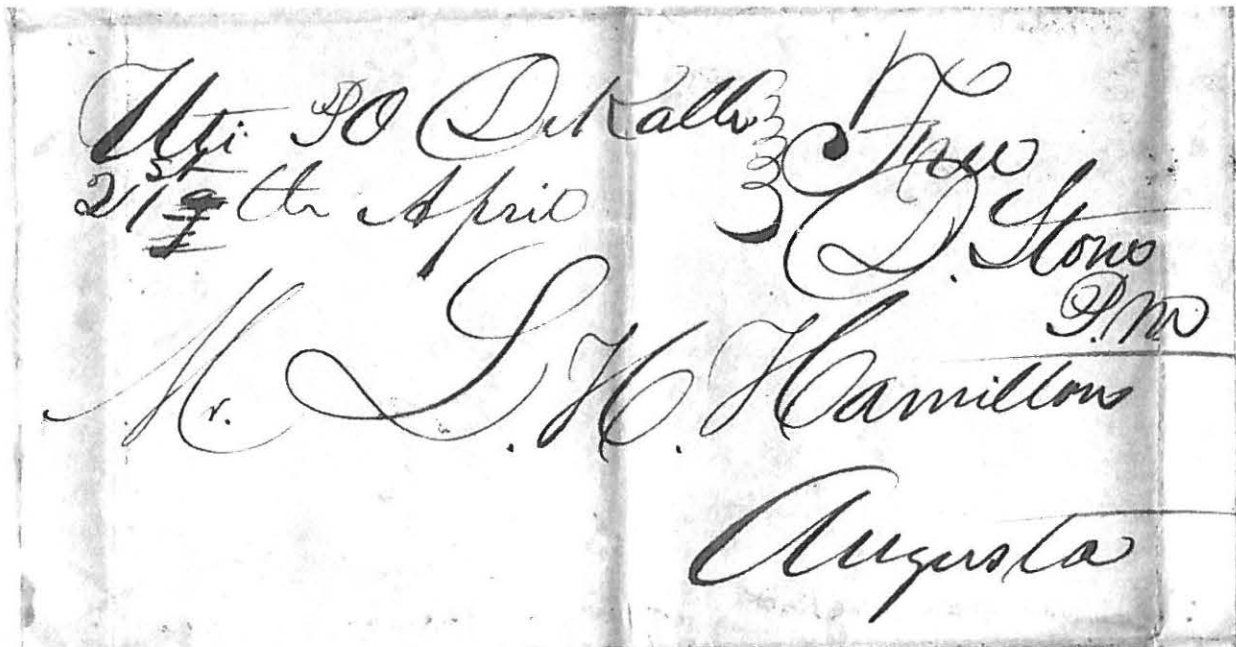
Volume 21, Number 3

Summer 2013

Whole Number 84

Journal of the Georgia Postal History Society

American Philatelic Society Affiliate No. 224



Uti: A Two Month Post Office
See page 6.

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

Douglas N. Clark, Editor
P.O. Box 427
Marstons Mills MA 02648
<dnc@math.uga.edu>

Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

Jim McDevitt, Secretary
3561 Country Ct. N.
Mobile AL 36619

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The Society's web site is
<<http://www.stampclubs.com/gphs/index.htm>>



Figure 1. Stampless letter with brown “SYLVANIA/Geo// MAR/??” postmark and circled “5” rate marking indicating 5¢ postage due.

Sylvania, Georgia Stampless Marking Found

Francis J. Crown, Jr.

A stampless cover from Sylvania, Georgia was recently discovered in an internet auction (Figure 1). The cover was described “19th Century Stampless Folded Letter Savannah Georgia March 1852.” The description is somewhat misleading as the postmark is indistinct though definitely not Savannah, nor is the “5” marking from Savannah. The only tie to Savannah is the address.

Fortunately the letter is intact and it is dated Sylvania, Georgia Mar 15th 1852 (Figure 2). With this as a clue it is easy to see that “Sylvania” fits the legible letters of the postmark as “S[YL]V

[ANI]A / Geo.” The ‘Geo’ is the form of the state abbreviation used on many postmarks from this period. These markings are not listed in the *Georgia Stampless Cover Catalog and Handbook*.

The postmark and the accompanying circled “5” rate marking are brown but in some places are turning black (Figure 3). This is most noticeable in the state abbreviation which appears as if it was strengthened with pencil. On close examination it is apparent the state abbreviation and some letters of the town name were under inked with the result being a weak and very broken pattern of ink instead of a solid color. These faint impressions are turning black faster than the rest of the marking giving the *impression* they were strengthened with pencil.

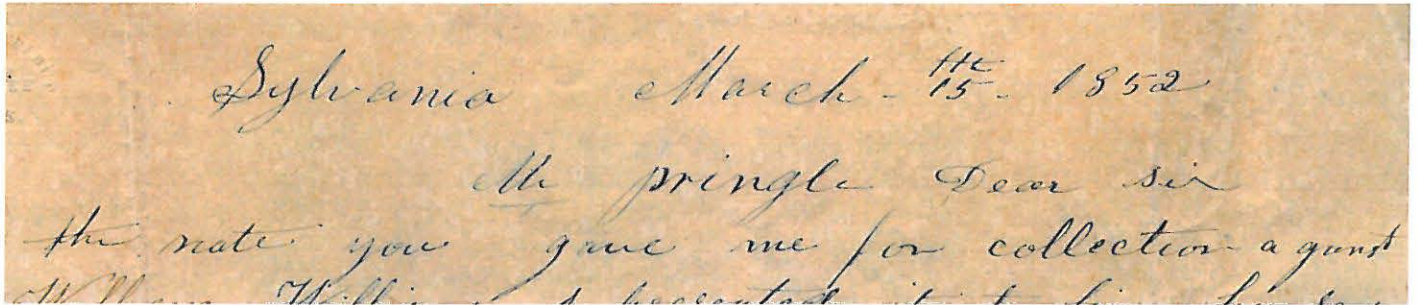


Figure 2. Dateline from the Sylvania folded letter in which an attorney asks for guidance from his client on a disputed debt.

Sylvania takes its name from the Latin phrase "place in the woods." The town was incorporated and became the county seat of Screven



Figure 3.

County on December 24, 1847. On August 10 of the next year a post office was established with Edmund B. Gross the first postmaster. He was succeeded by Dominick J. Dillon by the time the cover illustrated above was posted.

A list of the Sylvania postmasters with their dates of appointment from the establishment of the office to the Civil War is given below.

Sylvania (Screven County)	
Aug 10, 1848	Edmund B. Gross
Feb 18 1852	Dominick J. Dillon
Jun 6, 1853	Reuben Blackburn
Oct 17, 1854	Benjamin L. Prescott
Nov 20, 1855	Napoleon B. Potts
Apr 1, 1857	Benjamin L. Prescott
Feb 18, 1858	Joseph H. Morehouse
Nov 17, 1858	George W. Scott
Feb 29, 1860	Joseph H. Morehouse
Dec 22, 1860	Moses N. McCall, Jr.

Georgia Adversity Covers Franked with CSA #10 Frame Line – A Rare Usage

Steve Swain

In the Summer, 2012 issue of *Georgia Post Roads*, I presented a rarely seen combination usage of CSA #11 with the CSA #10 frame line issue on a cover addressed to the Confederate Vice President, Alexander Stephens, at Crawfordville, Ga. Equally unusual and rare is the #10 frame line used on Confederate adversity covers.

The cover was created from a printed court form as is supported in Figure 1's folded portion in the bottom right corner. The partial phrases "the sum of" and "our petitioner" most surely indicates that this cover was made from a document used for the legally supported invoicing and/or collection of an amount due.

The correspondence is addressed to Mrs. James M. Harris of Mount Zion, Georgia. The Ros-



Figure 1

Offered at the April, 2011 Schuyler Rumsey auction, the cover in Figure 1 shows a 10¢ frame line tied by a "MILLEDGEVILLE / GA. / JUN 3" CDS. Granted, it is a minimal frame line, but obvious nonetheless as seen at the top left.

ter of Confederate Soldiers of Georgia, 1861-1865, contains a listing for James M. Harris, commissioned an officer in Company M, Georgia 26th Infantry Regiment on August, 13, 1861. The cover realized \$1,200 at the Schuyler Rumsey auction.

Recently offered by Patricia Kaufmann on her Confederate Postal History site, the cover in Figure 2 shows the CSA #10 frame line with parts of 4 frames - full frames at top and bottom, half frame at right and partial at left.

The frame line stamp is tied by a light "WINCHESTER / Va. / JUN / 20" CDS. Addressed to Mrs. R. M. Robertson, Lexington (county seat), Oglethorpe Co., Georgia, the adversity cover was made from a printed military form

revealed a listing for R. M. Robertson, commissioned an officer in Company S, Confederate States Gen. & Staff Infantry Regiment.

A review of the offerings of the major auction houses and other philatelic sales outlets over the past several years confirms that the unusual combination of the #10 Frame Line used on Confederate adversity covers also occurred on correspondence to and from Alabama, Tennessee and Virginia. Such covers commanded equally signifi-

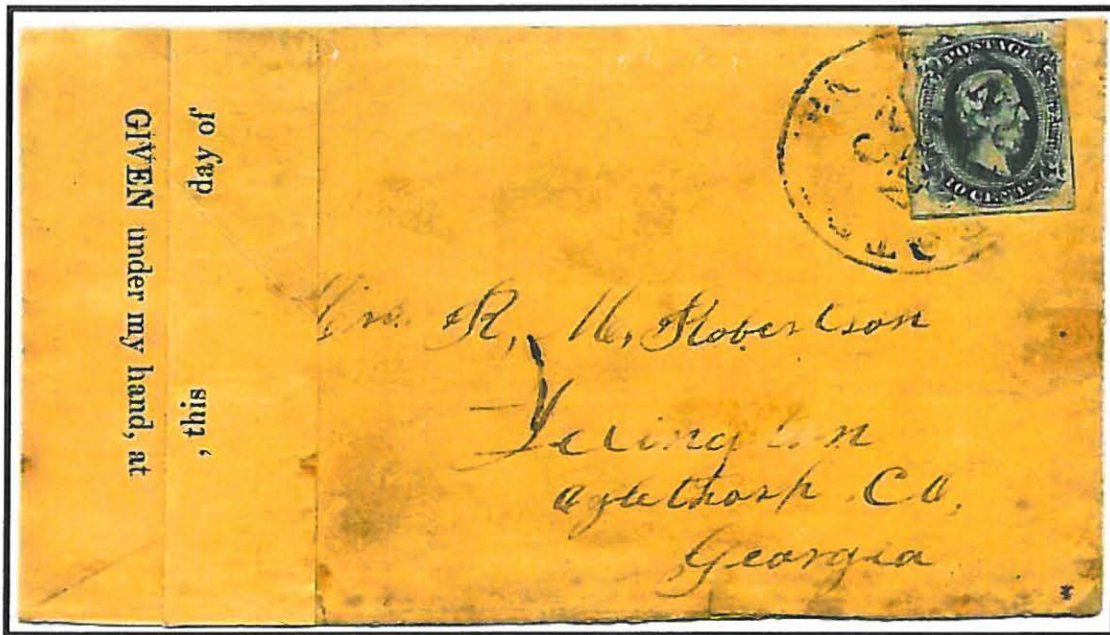


Figure 2



as evidenced by the wording on the left-hand portion of the cover. This cover is offered for \$3,250.

Using the address on the cover, the U.S. Civil War Soldier Records and Profiles database

revealed a listing for R. M. Robertson, commissioned an officer in Company S, Confederate States Gen. & Staff Infantry Regiment. A review of the offerings of the major auction houses and other philatelic sales outlets over the past several years confirms that the unusual combination of the #10 Frame Line used on Confederate adversity covers also occurred on correspondence to and from Alabama, Tennessee and Virginia. Such covers commanded equally signifi-

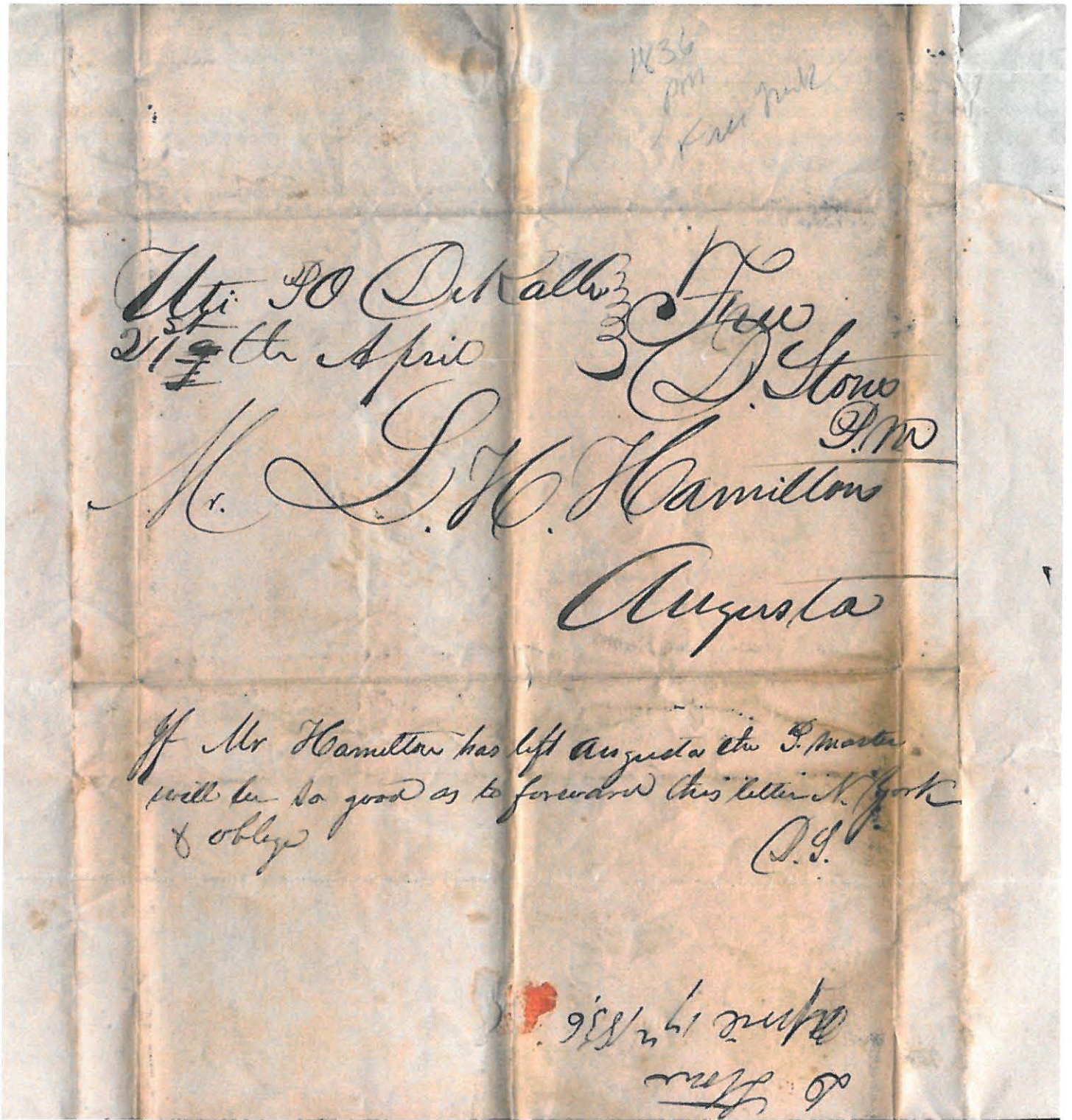


Figure 1. Free frank of Uti's first and only postmaster, Daniel Stone.

Uti: A two month post office

Douglas and Nancy Clark

Shown in Figure 1 is a cover with manuscript Uti, Georgia, a post office in existence for only two months and two days (March 9 to May 11, 1836)! Actually, Uti was apparently never the name of the town, as Dekalb County history books and a search of the internet do not yield anything about Uti. Instead, the town is spelled Utoy, which is the name to which the post office was changed on May 11, 1836. Daniel Stone, who franked this cover, continued as postmaster of Utoy.

Post office records do show Uti as the official name for the two month, two day period. Perhaps this was an error in early documents, by the Post Office Department in Washington, DC to which Postmaster Stone thought he had to adhere until it was straightened out. In any case, it was not just a misprint or whim of the person writing the name. Postmaster Stone is careful to write “Uti P.O.” not Uti, Ga., both on the outside postmark and the inside heading of the letter (Figure 2).

1839 Dan. Stone	3.88	
1841 Daniel Stone	8.32	15.69
1843 Daniel Stone	5.30	29.96
1845 Daniel Stone	2.20	18.63
1847 Thomas A. Kennedy	8.11	9.00
1849 T. A. Kennedy, 2 qrs.	3.60	4.21
1849 H. B. Latimer	5.07	5.84
1851 Thomas A. Kennedy	9.47	12.32
1853 Thomas A. Kennedy	7.71	8.28
1855 T. A. Kennedy	6.97	3.92
1857 T. A. Kennedy	8.73	1.99
1859 T. A. Kennedy	9.07	3.83
1861 T. A. Kennedy, 3 qrs.	9.14	2.47
1863 T. A. Kennedy		

According to Helbock, the Utoy post office continued in operation until 1866, which may just mean that it was never reestablished after the end of the war.

This eBay lot sold for \$132, against the seller’s estimate of “over \$500.” This estimate is based on Helbock’s “Market Value” for the postmark of a post office he rates as 9. To the present authors, it is strange to imagine any postmark selling for over \$500 based just on the short life of the



Figure 2. Heading of the letter.

Another interesting feature of the cover is the presence of the county name, Dekalb [County], in the postmark. Of course town postmarks with the county name are often seen in the Bank Note period, but stampless period markings, especially manuscript ones, are seldom seen with county name included. Perhaps postmaster Stone was making an effort to mark the location of his post office, which did not bear a town’s name.

A list of Utoy’s Postmasters, up to the War Between the States, with postmaster compensation and total receipts, is as follows

1837 Daniel Stone 9.34

office (without being pre-1800, Confederate, trans-Atlantic, etc.).

The authors are grateful to Frank Crown and Michael O’Reilly for assistance with the dates and postmasters of Uti and Utoy.

References

Richard W. Helbock, *United States Post Offices Volume VIII - The Southeast*, La Posta Publications, Scappoose Ore, 2007.

Vivian Price, *The History of DeKalb County, Georgia 1822-1900*, Wolfe Publishing Co., Fernandina Beach Fla, 1997.

Dues Bill

Since Post Roads has published issues each quarter for over a year, it is now time for all members to pay dues.

Dues are now \$15.

A generous donation of \$100 has made it possible for members who cannot afford \$15 to pay less. Please use this option only if you would otherwise not renew. And do send *something*.

Name _____
 Address _____

 Amount enclosed _____.

Send dues payment to

Nancy B. Clark, Treasurer
 PO Box 427
 Marstons Mills MA 02648

Application for Membership

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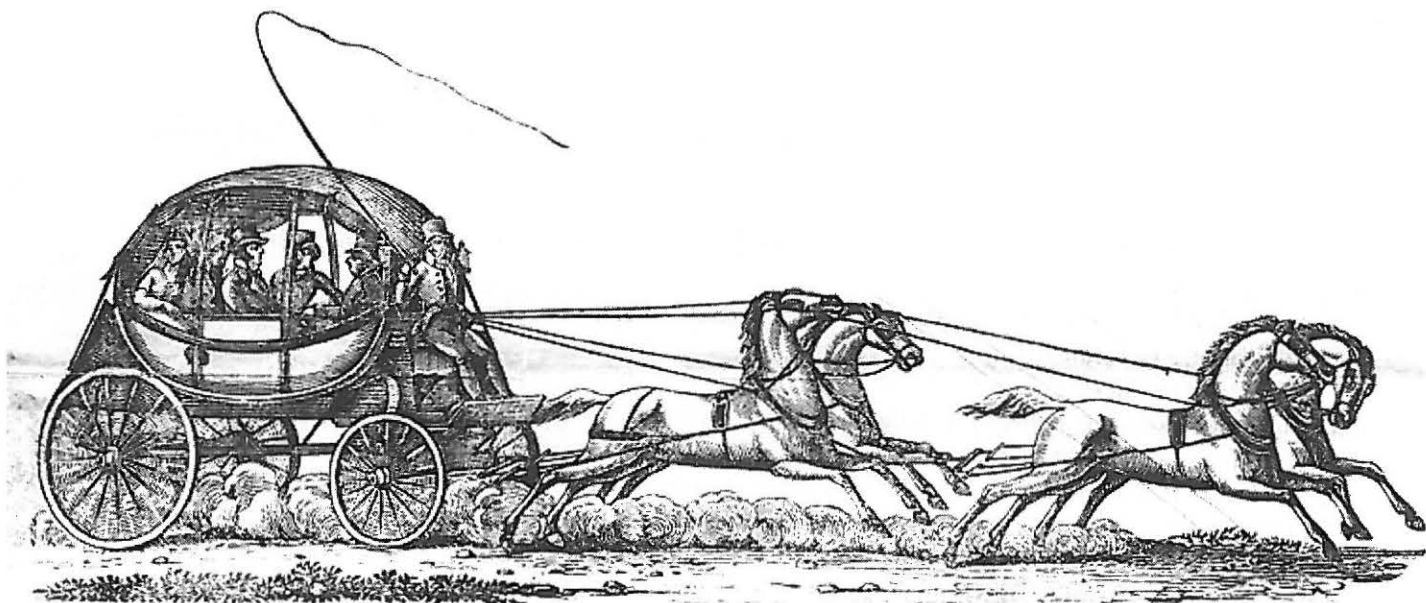
Volume 21, Number 4

Fall 2013

Whole Number 85

Journal of the Georgia Postal History Society

American Philatelic Society Affiliate No. 224



Mail Stage (illustration from 1834 mail contract), see page 6

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Roswell, GA 30075

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<<http://www.stampclubs.com/gphs/index.htm>>

A common Georgia cover with a noteworthy nameplace

Lamar Garrard
Charter member, GPHS

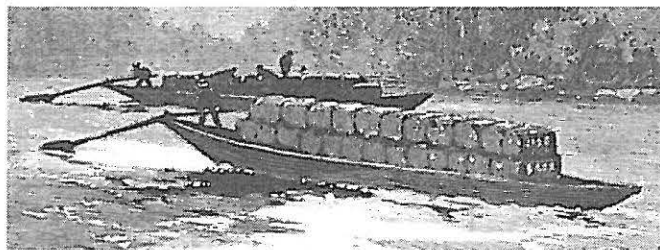
A circa 1850s cover postmarked Augusta Geo/Aug. 21/PAID CDS, sent to Mr. D. B. Cade, Petersburg Geo is common in many ways. Realizing that Petersburg was a town of prominence in early Georgia history may require research. Petersburg was founded in 1786 by Dionysius Oliver at the spot where the Savannah and Broad Rivers met. Forty miles north of Augusta, today this town is no more and any remains are buried in the waters of Clark Hill Lake which overtook the area when the reservoir was built in the early 1950s.

The town was recognized as the third largest town in Georgia, circa 1800, close behind Savannah and Augusta. (There is no mention of Atlanta, which came into being several years later.) Petersburg became a vibrant and busy town of commerce due to the shipping of tobacco, trappers' goods, food stuffs and other products, south to Augusta, Savannah and ports in between. There was a small stop on the Savannah River at Lisbon, which was in present day Lincoln County, Georgia. This prosperous town was inhabited by settlers from the Carolina's, Virginia and other eastern seaboard colonies.

D.B.

Cade, the receiver of this envelope, was a successful businessman involved in several enterprises, some of which were shipping, grist milling, trading and even a brick making operation. There are bricks found today with the name Cade on them, in this Savannah River and Clark Hill area of Georgia and

South Carolina. Drury Bokin Cade, this Cade's father was in the Revolutionary War and settled in Petersburg after receiving lands in lotteries for his service. He and his family continued to accumulate land and they became one of the largest land owning families in what is now Wilkes, Lincoln and Elbert Counties. The archives of William and Mary College library have many letters and correspondence to the second Cade shown here, that indicate the successful nature of the Cade family holdings. These letters are from businesses, lawyers, judges and politicians from all over the area that reflect the prominence of the second D. B. Cade and his enterprises.



Petersburg pole boat

Petersburg began a decline with the advent of cotton, which pushed tobacco growing into the background. Also, the steamboat came along and shipping reached a new level. The Petersburg boat invented by Cade was no longer an important tool in the trade of the emerging times.

Occasionally, in seasons of drought and low water, it is reported that some of the foundations and partial structures can be seen, left from an early Georgia town that



The letter to Cade, from Augusta

has been long forgotten. Today the Augusta Canal does have tours of the Canal using a replica of the original Petersburg boat, but of course driven by a gas propelled boat motor.

Kingston, Ga. Confederate Provisional Markings - New Catalog Listings for Only Recorded Examples

Steve Swain

At the August, 2013 APS Stamp Show, Patricia Kaufmann accepted the Grand and Gold Literature award for *Confederate States of America Catalog and Handbook of Stamps and Postal History*¹, the 2012 publication sometimes referred to as the “new Dietz.” As Ken Lawrence explains in his review of the catalog:

Two Kingston, Ga. covers offered at auction last year clearly illustrate the value of the revised catalog with its expanded listings of provisional markings.

Shown in Figure 1 is an orange/brown cover to Augusta Ga. with a Kingston/ GA / OCT 24 circular datestamp struck in red-brown, with matching "Paid" and "5" in circle handstamps.³ Provisional markings in colors other than black are not common. Of the known color post-marks, blue and red are the most common.



Figure 1. Kingston Ga. Red-Brown Marking

“Although it is a lineal descendant of a publishing project that began with *Postal Service of the Confederate States of America* by August Dietz in 1929, followed by Dietz’s editions of priced catalogs in 1931, 1937, 1945, and 1959, and his successors’ *New Dietz Confederate States Catalog and Handbook* in 1986, this new book is far more than a revision, update, and digital makeover of those.

“The 1986 book ran 270 pages; the 2012 catalog has 516 larger pages. Previous editions were illustrated in black-and-white, except for an eight-page color signature in the *New Dietz*. The new catalog and handbook has color illustrations throughout, and nearly all are clear and of serviceable quality. The 2012 edition has roughly twice as much information as the 1986 edition.”²

Figure 2. New catalog listing

RED-BROWN MARKINGS
Kingston, GA
Linton, GA*
Walterborough, SC
VIOLET MARKINGS
Augusta, GA
Filmore, LA

This may be the only known example of the Kingston marking struck in the red-brown color and it was not listed in Dietz, but now in the 2012 publication of the new catalog, Figure 2 shows an image from page 374 listing the Kingston red-brown marking.⁴



Figure 3. PAID 10 revalued to 20 by "2"



Figure 4. Enlarged Image

In Figure 3, a cover with a KINGSTON / GA / SEP 25 CDS is accompanied by the hand-stamped PAID 10 revalued to 20 by "2".⁵ This is perhaps the only recorded example of this Kingston revalued marking as it is not listed in the 1986 Dietz. Figure 4 provides an enlarged image of the marking.

Below, Figure 5, is an image from the 2012 catalog showing the new listing of the Kingston marking, item "D".⁶

With respect to these "provisional" markings, an interesting item to note about the new catalog is its naming of the "Stampless Markings" section. The 2012 catalog authors maintain that the section names in prior catalog versions using "Handstamped Pairs" and "Handstamped Provisionals and Other Markings" are misleading, especially the latter title since "it applied the term 'provisional' to all handstamped markings."⁷

Stating that this is counter to the generally accepted meaning of the term, the 2012 authors chose to name the section "Stampless Markings" so that "it covers those markings applied at the time of the mailing to indicate the postage paid or due and other services."⁸ Such markings are free, way, steamship, forwarded, missent and advertised. All of those markings are included in the newly named section of the 2012 catalog.

Georgia "provisionals" at the outbreak of the Civil War is a wide ranging and intriguing topic. Many varieties, many locations and many markings. None are more fascinating than those from Kingston, as with the ones now listed in the new catalog.

Footnotes

¹ Patricia A. Kaufmann, Francis J. Crown, Jr., Jerry S. Palazolo, *Confederate States of America: Catalog and Handbook of Stamps and Postal History*, (Confederate Stamp Alliance, Inc., 2012).

² http://virtualstampclub.com/confederate_review.html

³ <http://www.siegelauctions.com/>

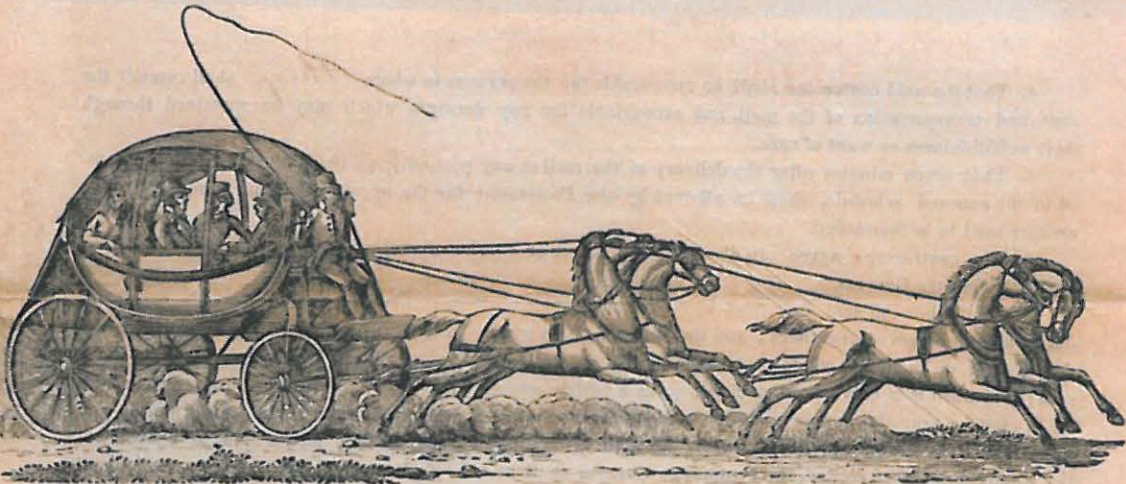
⁴ Kaufmann, *op. cit.*, page 374.

⁵ <http://www.webuystamps.com/hsp-georgia.html>

⁶ Kaufmann, *op. cit.*, page 82.

⁷ Kaufmann, *op. cit.*, page 39.

⁸ *Ibid.*

N^o 2366

\$1300

\$325

F. P. Blair, Printer

This Contract, made the *seventeenth*
day of *November*, in the year one thousand eight hundred and thirty-*four*,
between *James Reeside, of Phil^a & Geo. W. Arvey, of Ga.*
(To be addressed at *Augusta, Ga.*)

contractor for carrying the mails of the United States, of one part, and the **Postmaster General of the United States**, of the other part, **WITNESSETH**: that the said parties have mutually covenanted as follows: viz: The said contractor covenant with the Postmaster General.

1. To carry the mail of the United States, from *Milledgeville, Ga. by*
Gairfield, Eatonton, Madison, Salem, and
Watkinsville, to Athens, and back, three times
a week, in two horse stages; - Schull Shoals to be
supplied regularly once a week from Salem
on horseback

at the rate of *three hundred and twenty-five* dollars for every quarter
of a year, during the continuance of this contract; to be paid in drafts on Postmasters on the route above-
mentioned, or in money, at the option of the Postmaster General, in the months of *May, August, November*
and *February*.

2. That the mail shall be duly delivered at, and taken from, each post-office now established, or that may
be established, or any post-route embraced in this contract, under a penalty of ten dollars for each offence;
and a like penalty shall be incurred for each ten minutes delay in the delivery of the mail after the time fixed
for its delivery at any post-office specified in the schedule hereto annexed; and it is also agreed, that the
Postmaster General may alter the times of arrival and departure fixed by said schedule, and alter the route:
(he making an adequate compensation for any extra expense which may be occasioned thereby;) and the

**1834 Mail Contract
Milledgeville to Athens**

Submitted by Edwin L. Jackson

Shown on the opposite page is a contract for carriage of the mail from Milledgeville to Athens, via Fairfield, Eatonton, Madison, Salem and

Watkinsville, three times a week for the sum of \$325, quarterly. Mail for Schull [sic] Shoals was to be supplied once a week from Salem. The Milledgeville to Athens route was to be served by two stage coaches and the Scull Shoals route on horseback.

Shown below is a mounted mail carrier unrelated to the mail contract.



Post Scripts

Our New Secretary. It is with pleasure that we welcome Steve Swain as the new Secretary of the Georgia Postal History Society. Steve should be no stranger to GPHS members, as he has authored several articles for the Post Roads in the past year. Indeed, he and one of two others is largely responsible for our being able to produce four issues per year.

The president has made this appointment, but will ask for approval by the membership at our next meeting.

Steve's address is
5 Meeting Street,
Roswell, GA 30075

And his email is steve.swain@thomsonreuters.com

Our Old Secretary. Jim McDevitt has recently been forced to pull back from his philatelic commitments, due to ill health, and this includes the office of secretary of our organization.

When we reorganized several years ago,

Jim stepped forward to become secretary. This represented a real contribution to the community, as Jim does not even collect Georgia postal history. He volunteered because he was chairman of the APS Affiliates Committee, a post from which he is also resigning at this time.

We extend our sincere thanks to Jim and our hope that he will continue to enjoy his more restricted philatelic life.

Our Annual Meeting. As usual, our society's annual meeting will be held with the Southeastern Stamp Expo, in Norcross, Georgia, January 30-February 1, 2014, at the Hilton Hotel Atlanta Northeast, 5993 Peachtree Industrial Boulevard. Our membership meeting will be held Saturday morning. Check for time and room on the SESE web site <http://www.stampclubs.com>

A list of the exhibits at the show, together with their title pages, can also be found on the site.

We hope to have a program at the meeting.

Application for Membership
Georgia Postal History Society

I HEREBY APPLY FOR ADMISSION TO MEMBERSHIP IN THE GEORGIA POSTAL HISTORY SOCIETY.
DUES OF \$15.00 IN U.S. FUNDS ARE SUBMITTED HEREWITH.

NAME (Print).....

ADDRESS (Print).....

.....

Collecting Interests.....

Other Club Affiliations.....

Signature.....

References (preferably philatelic)

1. Name.....
Address.....

2. Name.....
Address.....

GPHS welcomes everyone to membership. References are really not required (we hope you are not a low life).

Send membership application to

Steve Swain, Secretary
5 Meeting Street
Roswell GA 30075

Georgia Post Roads

Volume 22, Number 1

Winter 2014

Whole Number 86

Journal of the Georgia Postal History Society

American Philatelic Society Affiliate No. 224



Only recorded cover from an Augusta prisoner of war

(Figure 1 of article on page 6)

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

Douglas N. Clark, Editor
P.O. Box 427
Marstons Mills MA 02648
<dnc@math.uga.edu>

Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

Steve Swain, Secretary
5 Meeting Street,
Roswell, GA 30075

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The Society's web site is

<<http://www.stampclubs.com/gphs/index.htm>>

Dalton, Georgia Namesake Postal History National Air Mail Week, May 15-21, 1938

Steve Swain

As U.S. air mail postal history collectors know, a nation-wide public relations campaign was launched during the depression years in an effort to help the airline companies and promote air mail service. National Air Mail Week, the brainchild of Postmaster General James A. Farley, celebrated 20 years of air mail service in the U.S. by encouraging every U.S. citizen to send an airmail letter during May 15 to 21. The campaign had a catchy slogan: "Receive To-morrow's mail To-day!"

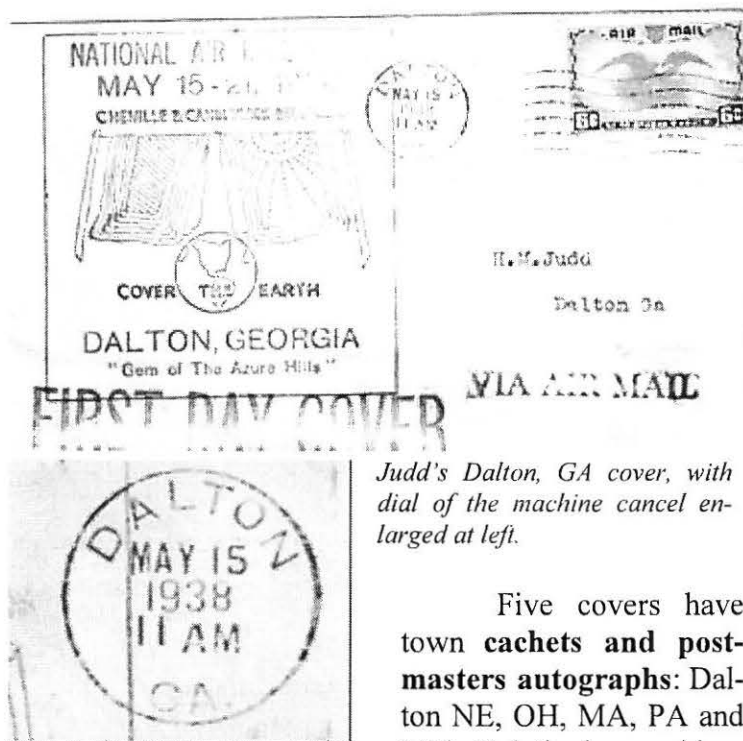
On Saturday, May 14th, festivities for the celebration week were kicked off with the issuance of a new 6-cent Eagle multi-colored air mail stamp, Scott #C23. Each town across the nation was invited to create its own cachet, a commemorative design or slogan that would be printed on envelopes. Over 16.2 million letters and 9,000 parcels were transported by air during National Air Mail Week. Close to 10,000 individual city cachets were prepared, giving each locality a chance to boast about what made their locality proud, special and important.

Cover collectors had a veritable field day securing covers with special celebration cachets from locations in their home state and all over the country. Many collections were created for covers with cachets from every town in the collector's home state or at least one cover with a cachet from a town in each of the states. (I am not aware of a complete collection of covers with cachets from the almost 10,000 individual city cachets.)

A clever thematic collection related to National Air Mail week was that of H. M. Judd, an enterprising collector from Dalton, Ga. who decided to create a collection of namesake covers with cachets from cities around the county also named Dalton. And, as an additional theme, Judd wanted each cover to be autographed by the town's postmaster. This collection strategy is deduced from my acquisition of, and subsequent research related to, a group of National Air Mail Week covers containing thirteen addressed to H. M. Judd.

In 1938, Judd was a 15 year old resident of Dalton, Ga.¹ and obviously a fairly savvy philatelist. He had done his research and identified Dalton namesake towns and cities around the country. Several sources confirm 25 such namesake cities in the U.S.² Judd prepared self-addressed envelopes with the Scott #C23 issue affixed to each cover and sent these to the postmasters of the various namesake locations.

Of the thirteen covers I acquired: One has a **cachet but no autograph** (interestingly, the Dalton, Georgia cachet / cover). The cover has a FIRST DAY COVER handstamp. However, this is incorrect if FIRST DAY refers to the Scott #C23 franking the cover. The official first day for the stamp was May 14, not May 15. If, instead, FIRST DAY refers to the opening day of the week's celebration, then May 15 is correct as a "first day".



Judd's Dalton, GA cover, with dial of the machine cancel enlarged at left.

Five covers have town **cachets and postmasters autographs**: Dalton NE, OH, MA, PA and MN. Relatively speaking, the Dalton cachets are not as attractively designed as many others. In fact, the Nebraska cachet is minimal, as can be seen here.

Five covers have the **postmasters' autograph but no cachet**: Dalton WI, NC, KY, KS and MO.

¹ 1940 United States Federal Census, via Ancestry.com

² <http://en.wikipedia.org/wiki/Dalton>



H. M. Judd
Dalton, Ga.

VIA AIR MAIL



H. M. Judd
Dalton, Ga.

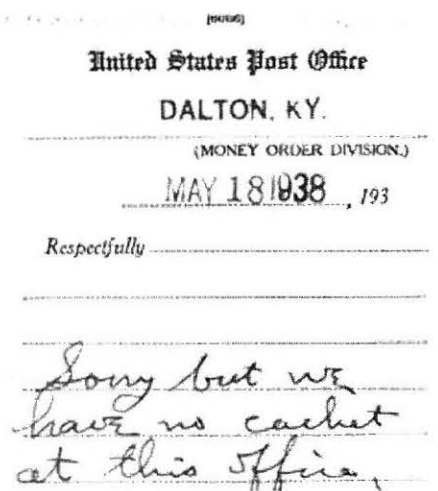
VIA AIR MAIL

Covers returned with no imprint, Dalton, New York and Arkansas.

Two covers have **neither a cachet nor an autograph**: Dalton, NY and AR.

*Congratulations from name
sake Post Office Dalton, Kans.
To Dalton, Ga.
John Mc Donald
Post Master.*

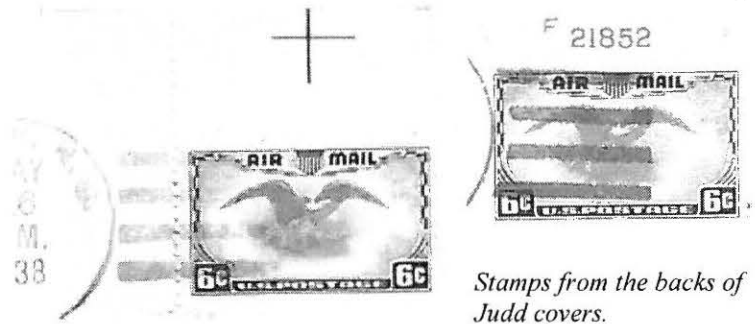
Postmaster
apologies
returned with
covers with
no cachets..



For the covers that were returned with no imprinted cachet, several contained an enclosure from the postmaster apologizing for no official cachet from his or her town, such as the note from the Dalton, KY postmaster, Leslie B. Sisk. And, to acknowledge Judd's clever collecting theme, some Postmasters included a "congratulations" note, such as the one from John McDonald, Dalton, KS.

Another indication of Judd's philatelic maturity was that when he removed a #C23 from a sheet to affix to a cover, he retained the top corner margin imprints or selvaige portion with the plate number and used the entire piece to affix to the cover, as seen with the two images at right.

As for the other 12 States with cities named Dalton,³ we may never know if Judd attempted to secure a National Air Mail week celebration cover and autograph from the postmaster of those cities.



Stamps from the backs of Judd covers.

But I will certainly keep a sharp lookout for such covers as I browse through dealers' boxes.

National Air Mail Week and Dalton, Ga.: a bit of Georgia-related postal history courtesy of a creative young philatelist, H. M. Judd.

³ California, Florida, Maine, Michigan, Nevada, New Hampshire, North Dakota, Oklahoma, South Carolina, South Dakota, Texas, Utah.

Post Scripts

Minutes

Georgia Postal History Society – Annual Meeting

Date: February 1, 2014

Location: Southeastern Stamp Expo, Norcross GA

Chairperson: Douglas N. Clark

Secretary: Steve Swain

New Society Secretary

Doug introduced Steve Swain as the incoming Secretary replacing Jim McDevitt who requested to be replaced due to health considerations. Doug expressed thanks to Jim for his years of service.

Secretary's Report

Steve thanked the members for their responses to a December mailing requesting confirmation of members' mailing address and other membership related information. The current membership list is reflecting thirty-three members and two affiliations to which a copy of the quarterly *Georgia Post Roads* journal is mailed. Steve said that eight members had yet to respond to the December mailing and that additional attempts would be made to contact those individuals.

Treasurer's Report

Nancy Clark reported that the Society's finances were "in the black" and asked members to send their \$15 annual dues for the current year if they had not yet done so. Nancy reminded the group that if individuals were unable to afford the annual dues, funds existed to cover those dues for 2014 and to please contact Nancy.

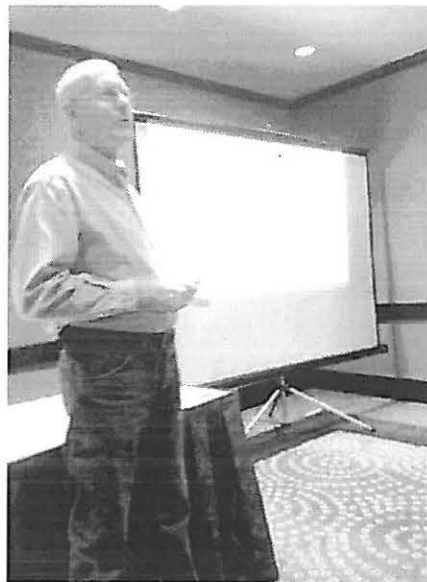
Postmark Collectors Club Museum – "The Home of Two Million Postmarks"

Doug introduced Gary Hendren, curator of the museum in Bellvue, Ohio, who provided information about the museum's goals, collections, library and ongoing activities. Gary passed around several

notebooks with additional information about the museum and examples of interesting postmarks.

Presentation: Atlanta Advertising Covers

Member Frank Crown provided a fascinating presentation of Atlanta advertising covers grouped into four categories: Hotels, Patent Medicine, Publications and Miscellaneous – The Unusual. At the end of the presentation, Doug presented Frank with a gift from the Society in appreciation for Frank's presentation. Most importantly, Doug told the group that at the Expo's Saturday evening award banquet, Frank would receive the prestigious Rowland Hill Award for his many significant contributions to Southeast philately (see below).



Frank Crown giving his presentation on Atlanta Advertising Covers Before 1920 at the annual meeting

Nominations for New Society Officers

Doug reported that the Society will be accepting nominations for new Officers for 2015, except for the Secretary position recently filled by Steve Swain. Nominations for officer positions can be sent to Doug Clark or Steve Swain.

-Steve Swain, Secretary

The Rowland Hill Award

The Southeastern Federation of Stamp Clubs annually presents the Rowland Hill Award to a person who has furthered the hobby of philately in the southeastern United States. This year's winner is Francis

J. Crown, Jr., a founding member of our society and frequent contributor to the *Post Roads*. More about the award, and a list of previous winners, can be found on the Federation's web site
<http://www.stampclubs.com>

Augusta, Georgia POW Cover

Galen and Nancy Harrison

In the November-December 1974, *Confederate Philatelist*, an article by James W. Milgram entitled, "A Prisoner's Correspondence" illustrated and described prisoner's mail from William S. Marshall, First Sergeant and later Adjutant 51st Indiana Infantry.¹ A brief review of that article shows that Marshall was captured May 3, 1863 near Rome, Georgia. He was confined at Libby Prison in Richmond shortly thereafter where he began his tour of southern prisons. On May 7, 1864 he was sent to Danville, Virginia where he was held briefly, then on to Macon, Georgia, then Charleston and Columbia, South Carolina. This was chronicled in the 1974 article, which featured illustrations of seven of the Marshall covers, and described others. During that time covers are known from Marshall from Libby Prison in Richmond, from Camp Oglethorpe in Macon, and one cover from Charleston, South Carolina.

But there was a significant cover from Adjutant Marshall not seen by Dr. Milgram. This past year I acquired the cover shown as Figure 1 (p. 1). This cover from Marshall to his father is endorsed on the left side reading up, "W.S. Marshall, Adj. 51st Ind. Vols. Prisoner of War, Augusta, Ga." Prior to this time no POW cover had been known from Augusta, Georgia. The cover is docketed "Nov. 26, 1864" and has much the same type of docketing described by Milgram in the 1974 article, such as a pencil "copied" and a numeral "51." Marshall is known to have numbered his letters. The number on the earliest of his POW covers in the earlier article was "31." That would indicate that Marshall mailed at least 21 letters while he was a prisoner. With this Augusta POW cover, I now list 18 from him. Marshall addressed this cover to his father at Jeffersonville, Indiana, but his father was not there at the time and the cover was marked "Ford 3" and sent on to Green Castle, Indiana.

The cover shows postage of both sides, the only cover in the Marshall correspondence to do so. The U.S. #65 is canceled with a cork killer and

is tied by the Old Point Comfort, Va. CDS. The C.S. #12 is tied by a rare use of the Richmond, Va. small grid. It is uncertain how the cover traveled from Augusta to Richmond.

There was never a permanent prison at Augusta, Georgia. It is known that there were prisoners there from time to time. There are about 70 Union prisoners buried there. So how did Marshall get there? Before I purchased this cover I made a trip to the National Archives. Milgram in his earlier article mentioned that "the official records state that Lt. Marshall was sent to Danville Prison on May 7, 1864 and then was confined at Camp Asylum, Columbia, S.C (date not given).² That same notation appears in literally hundreds of individual prisoner of war records and it has plagued researchers for years. I was hoping for more information, and found it in Lieutenant Marshall's Invalid Pension File.

In his own words Marshall detailed and dated his capture and imprisonment in Richmond, Danville, Macon, and Charleston. He said he was transferred to Columbia, South Carolina on or about the 5th day of October, 1864 where he was held at Camp Sorghum. He escaped from that place November 4. He was recaptured near Clarksville, Habersham County Georgia on the night of November 17th. Marshall's declaration gives the following description of his escape, "*after many hardships and much suffering by means of traveling on foot alone through a wild and mountainous region in an inclement season without shelter and sometimes without food (I) was recaptured near Clarksville, Habersham County, Georgia.*"³ Even a straight line of march from Columbia, S.C. to Clarksville, Ga. would have been a trek of over 140 miles. He stated that he was taken back by way of Athens and Augusta, Georgia and placed back in the prison from which he had escaped. He was back at Camp Sorghum on December 2. This letter to his father was written November 26 during the less than two weeks he was at Augusta. It is believed that prisoners such as Marshall who were there for short periods of time were held in the Richmond County Jail at 4th and Watkins Streets.

² *ibid.*

³ National Archives, Records Division, Declaration for Invalid Army Pension. Feb. 1891.

¹ Milgram, James W. "A Prisoner's Correspondence." *The Confederate Philatelist* 19(6): 144-148. 1974.

On an ironic note, the cover is censored, "Examined E.A.S." That would have been Captain Edward A. Semple. Captain Semple had served first as a Cadet C.S.A. from Alabama. He was appointed Captain in Co. A, 57th North Carolina Infantry by the Governor. Having been wounded at the Battle of Chancellorsville, he was detached by order of Major General Winder, and served in the Invalid Corps. He saw duty at Salisbury, North Carolina, and Macon, Georgia. In October 1864 he was Commandant of Camp Sorghum, near Columbia, South, Carolina. He was still in command there when Adjutant Marshall made his escape from there on November 4. Shortly thereafter, he was recalled to Richmond for evaluation. He would have been gone from there by the time Marshall was returned on December 2. Semple was officially discharged from active service on December 14 and assigned to the Invalid Corps. It was in that capacity that he censored both Prisoners' mail, and Civilian Flag of Truce mail.⁴

Figure 2 shows a Civilian Flag of truce cover marked, "Exd E.A.S." also censored by Captain Semple. This cover also went through

Old Point Comfort, Va. on January 18, 1865. The **JUN 18 CDS** appears deliberate. "**JUN**" for "**JAN**" was used **JAN. 16, 17, 18, & 19**. During this time period so much mail arrived at Old Point Comfort that multiple canceling devices were in use (possibly four). There were not enough "JAN" month slugs so a "JUN" slug was used in one of the devices. Figure 3 shows detail of the CDS. The cover is from Maria Hunter Garnett, the addressee's mother-in-law. The addressee's husband was Muscoe Russell



Figure 3



Figure 4

Hunter Garnett, a former U.S. Congressman, and a former Confederate Congressman, now deceased.

Figure 4 shows the inside envelope of a Civilian Flag of Truce usage addressed to Mrs. Ellen D. Hough, Care of Alexander Fall, Nashville, Tenn. This went through Old Point Comfort, Va. Feb. 6 (1865) with a U.S. #65. The upper left shows where a coin had been attached for postage. The



Figure 5

rear has a blind impression of a numeral "10" for C.S.A. postage which would have been on the outside envelope, see Figure 5. The cover is from Major George W. Cunningham, a General and Staff Officer in the Quarter Master Department. Major Cunningham was writing to his mother-in-law.



Figure 2

⁴ National Archives, Records Division, Military Service records of Edward A. Semple



Figure 6

Prior to the war Cunningham was a successful hardware dealer in Nashville. He may have written this from Augusta, as much of 1864 saw him located in Augusta.

Figure 6 depicts a cover that contains a letter headed Wilmington, N.C. Feb. 28, 1865, just six days after Wilmington fell. From sister Ester in Union occupied Wilmington to her sister in Confederate Hillsborough, N.C., this traveled by ship north to Annapolis, Md. where it entered U.S. mail on Mar. 16, rated "DUE 6¢." Figure 7 shows U.S.

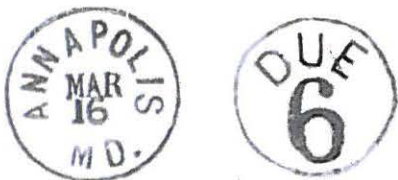


Figure 7

markings enhanced. It was routed south through Old Point Comfort and down the James River to Richmond. It was marked "Exd EAS" (Edward A. Semple) at the War Department in Richmond before it entered the C.S.A. postal system. The Confederate stamp, a C.S. #12 was canceled at Richmond, Va. Mar. 27th just six days before Richmond fell. Figure 8 shows Richmond CDS en-

hanced. The cover was delivered in Hillsborough, N.C. having traveled nearly 600 miles to a destination only about 130 miles from Wilmington. In a final irony, on April 5th just nine days after Edward A. Semple censored this letter, Richmond had fallen, and Semple was captured at Amelia Court House, Va. just 40 miles from Richmond. Captain Semple was sent first to Old Capitol Prison in Washington, D.C. then on to Johnson's Island prison from which place he was not released until June



Figure 8

13, 1865. What is equally ironic is that on February 14, 1865, the long time captive William S. Marshall, escaped again, this time successfully, from a train carrying him from Columbia to Charlotte, North Carolina. On February 22 he made it back to Union lines. Now Marshall was free, and Semple was the prisoner.

Georgia Post Roads

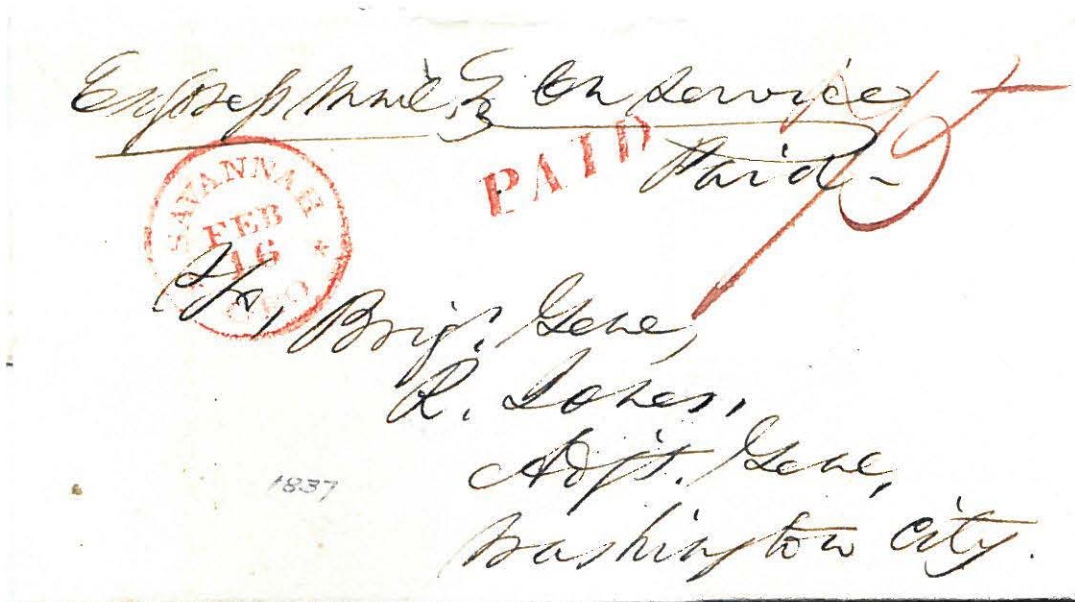
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Spring 2014

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Journal of the Georgia Postal History Society

American Philatelic Society Affiliate No. 224



Express Mail cover from Savannah, Georgia, originating in Florida, sent prepaid in 1837 to Adjutant General. Express Mail letters could not be free franked.

(Figure 4 of article on page 6)

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

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Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

Steve Swain, M.A., M.T. Secretary
5 Meeting Street,
Roswell, GA 30075

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The Society's web site is
<<http://www.stampclubs.com/gphs/index.htm>>

Villa Rica, Ga. Original V-Mail Sheets - Rare Survivors: Part 1

Steve Swain, M.A., M.T.

In the month of March, 1943, Mrs. Ivey Underwood, Villa Rica, Ga. sent V-Mail letters to Lt. T.I. Underwood, APO 520 c/o Postmaster, New York, NY. This is Part 1 of a two-part article exploring the unique survival of that World War II V-Mail.



Figure 1.

The writing space of a V-Mail

Encouraged to write letters to service members overseas during World War II, Americans heeded the call and sent massive amounts of mail to their friends and loved ones. The U.S. Postal Service was quickly overwhelmed as the volume of correspondence skyrocketed. But most importantly, cargo space and weight on ships and aircraft was at a premium and the hundreds of sacks of mail weighing tons took up too much of that valuable

space. Mail was often held up in favor of supplies and, of course, troops. So in 1942 the U.S. government decided to implement Victory Mail, or V-Mail as it was known, which was a version of the British "Airgraph" system.

The V-Mail Process

A person in the U.S. wanting to send a soldier a letter by V-Mail would obtain a standard, pre-printed form, i.e., a letter sheet that was a combination of a letter and an envelope (Figure 1). To



Figure 2

V-Mail package of 12 sheets

encourage the use of V-Mail, the Post Office Department and the military made the stationery available for free to the armed forces and civilians. In addition, private companies with postal permits printed the letter sheets, as with the package of 12 V-Mail sheets shown in Figure 2.

On one side of the form was space for a letter of about 250 words, the address of the serviceman or woman to whom the letter was to be deliv-

ered, the address of the sender, and a circular area in the top left corner for the censor's stamp of approval.

After the message was written, the sheet was folded, sealed, proper postage was affixed and the piece made its way through the mail system to a processing center. At the center, the form was opened, read, edited and approved by a censor (Figure 3) and then fed through a Kodak machine that photographed the letters onto 16mm film (Figure 4). The process then required that the original letter sheets were to be destroyed since they were no longer needed. The rolls of 16mm film containing images of the original letters were placed in mail sacks and put on board flights overseas.



Figure 3.
Censor examining V-Mail.



Figure 4.
16mm roll of film.

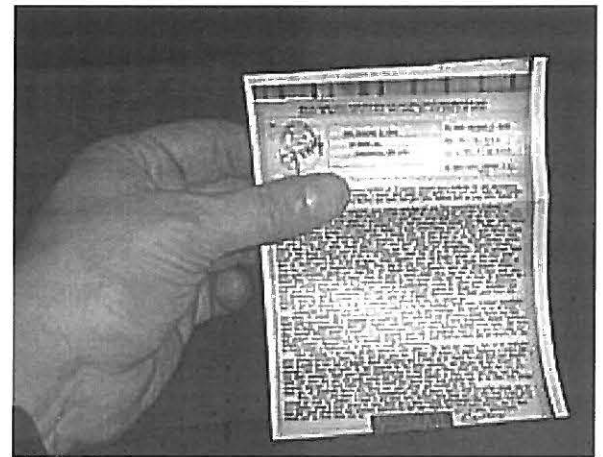


Figure 5.
The final V-Mail.

Note that mail to all military personnel was sent to an APO (Army Post Office) or FPO (Fleet Post Office) address, at one of several military mail processing centers within the US. The main such centers during WW II were in New York City and San Francisco, so 99% of the service personnel addresses you see on V-Mail will be in one of those two cities.

In the field, APO/FPO mail centers moved with the troops and most had V-Mail processing capability. When such a facility received a roll of V-mail microfilm, it processed it back into letter form, but in a much smaller version. The final V-

Mail item was comprised of a single sheet of paper measuring 4-1/4 by 5 inches (Figure 5). The sheet was folded after processing and placed in a special-purpose window envelope, so that the receiver's name and address was shown through the window. All processed V-Mails have, therefore, a horizontal bend slightly above the center as can be seen on the V-Mail in Figure 5.

Part 2 of this article will explore how V-Mail sent by Mrs. Ivey Underwood was spared the required destruction and, most importantly, returned home with Lt. T.I. Underwood.

A Couple of Reconstruction Era Georgia CARRIER Markings

L. Steve Edmondson, J.D.

Over a decade ago, this author wrote an article about the carrier markings from Nashville, Tennessee. Although Congress authorized "free city delivery" service in its Act of March 3, 1863, only cities in the north were granted permission to hire letter carriers. Perhaps, not so surprising since the Civil War was in full bloom. In any event, it was not until 1866 that two southern cities were authorized to employ public letter carriers: Nashville and Memphis, in Tennessee. It was not until 1870 that another Southern city, Richmond, Virginia, obtained permission to hire letter carriers. However, it took almost three additional years for yet another city in the south, viz. New Orleans, Louisiana, to be added to the list in 1873. Other southern cities were added in 1874.

The larger cities in Georgia didn't get letter carriers hired at public expense until 1874.

When letter carriers were hired, post offices also acquired carrier markings. In appearance, these are pretty standard throughout the nation. The two markings illustrated in this article portray the style well. The most obvious thing about these markings is that they do not have a year date, but they do have an hour designation.

The purpose of the hour undoubtedly was to advise the recipient which mail delivery brought the item to the addressee's doorstep. What the hour designation tells current postal historians often is not clear and may well have depended on the practices in any given post office. The author's best guess is that a collection of carrier markings from any given post office would give a clue to the number and frequency of daily mail deliveries.

As Frank Crown suggested to the author in an e-mail communication regarding Savannah, "[Carrier markings] would only appear on inbound covers for delivery in Savannah or drop letters mailed at Savannah. Drop letters from the post war period are scarce."

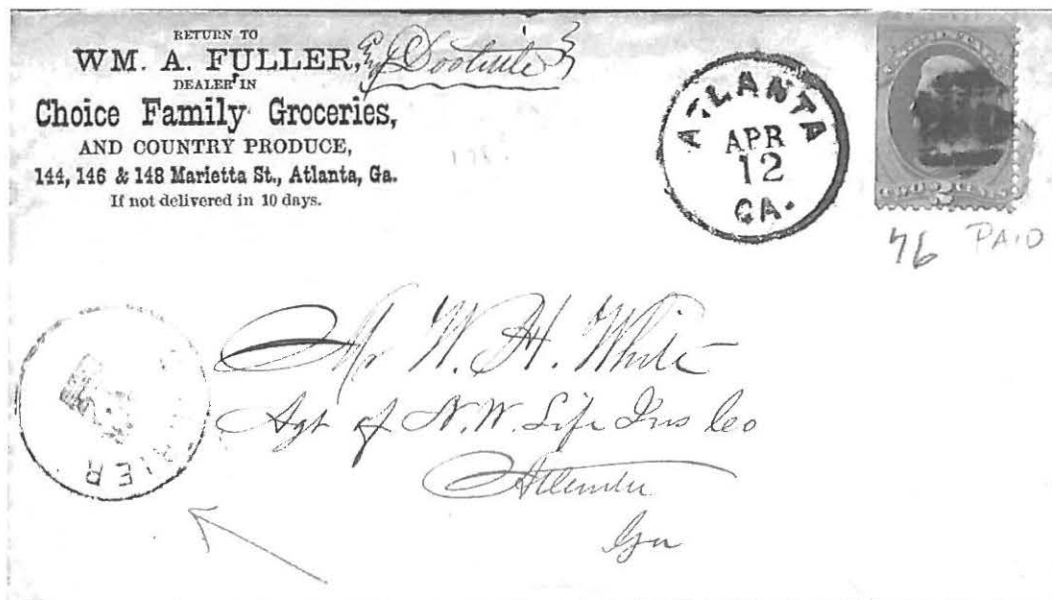


Figure 1. Atlanta local letter with carrier handstamp.

The next question most postal history collectors' want answered is: "can mail handled by letter carriers be distinguished from other types of mail delivered through a large city post office?" The answer is - sometimes.

The author is not certain how to characterize the availability of carrier markings on ordinary mail delivered through a particular post office. Certainly, carrier markings are not common on income

ing Nashville mail during reconstruction. Okay, they might be uncommon, perhaps scarce, maybe, but not rare. However, an example of a carrier marking on a Nashville drop rate cover is not known. The Atlanta example illustrated herein and provided by Frank Crown is the only one ever seen by the author.

The Savannah carrier marking illustrated in Figure 2 is on a postal card - the message of which is devoted mostly to delivery of a load of cotton. While neither the address nor the message heading

mail on other routes is very difficult to tell. In fact, it is impossible to draw conclusions from the paucity of evidence. Moreover, from the examples found so far, it is not possible to discern the reason some letters were marked and other pieces were not.

If one were able to gather a "robust" collection of incoming reconstruction era mail from a given post office, one might be able to work out which letter carriers used the carrier marking and the letter carriers' mail route delivery schedule.

The author is not a collector of Georgia



Figure 2. Postal card from Gadsden, Tennessee, received at Savannah with carrier marking.

make it clear, the author interprets the card to have been directed to a well known businessman whose business was located in downtown Savannah. Although not illustrated here, almost all the covers with Nashville carrier markings, likewise, were addressed to lawyers or businessmen in downtown Nashville. The carrier markings on all the known Tennessee and Georgia pieces of mail were directed to downtown business or professional men. While it is dangerous to make an inference from such a narrow group of examples, it does seem that mail destined for delivery on downtown business routes were the only letters that received carrier markings.

In the case of Nashville, it is abundantly clear that carrier markings were not applied to all incoming letters. Whether mail on a particular letter carrier route received markings more often than

postal history. However, he did run across an example of the Savannah, Georgia letter carrier marking illustrated in Figure 2. Frank Crown provided the Figure 1 cover and reported that he thinks he remembers another carrier marking on a cover from Charleston to Savannah that he saw at a show "but did not purchase." The author has been able to assemble maybe a couple dozen Nashville carrier covers all from the 1866 to 1870 reconstruction era. Hardly a respectable showing. In any event, it seems safe to say that carrier markings are not well represented in southern postal history collections. More's the pity.

Steve Edmondson is editor of Tennessee Posts, journal of the Tennessee Postal History Society and Director - West of the Mobile Post Office Society.

Georgia Express Mail Usages, Part 1

James W. Milgram, M.D.

The Express Mail of 1836 was a special service of the Post Office Department which functioned very much like the more famous Pony Express over the transcontinental United States. It was promoted and engineered by Postmaster General Amos Kendall, a protégé of Andrew Jackson. At the time of its inception almost all mail was carried in wagons or stage coaches by independent contractors who guaranteed a certain type of mail service over a particular route. The railroads were in their infancy and transported mail only between certain cities in New England and a few other places. Steamboats did carry mail, but only along the rivers on which they could navigate. Route agents on steamboats were just a few in the late 1830s.

So Kendall decided that if select letters could be carried by horse and rider over particular routes, then a faster mail service was possible. The postage to be charged on such letters would be triple rates, a large sum in those days when postage, which was charged by the distance that a letter was carried, was already considered very expensive. But for certain businesses and some other legal reasons, a gain of time in the communication of the knowledge of prices and supplies, was worth far more than the price of postage. These commercial firms were the chief customers of the new service. At the time the Post Office was also competing with private express companies.

Figure 1 is a map of the complete set of routes at the height of the service in early 1838 which was drawn by Lester Downing for his own exhibit of covers. The most important route was the Southern Branch that ran from New York to Mobile and then by ship to New Orleans. Later a Midwestern Branch, a Southwestern Branch, and a Far Western Branch were added at different times. But the Southern Branch started functioning in mid November, 1836 and continued in part until July 1, 1839. Only certain towns were terminals of routes where the mail bag was transferred to a different mail carrier who held a different contract. The contracts were individualized between city to city with times and frequencies as part of the contract. De-

tails about the contracts can be found in the author's book on this subject, *The Express Mail of 1836-1839* published by the Collectors Club of Chicago in 1977.

If one refers to the map and looks at Georgia, we see 7 Georgia towns are shown: Columbus, Macon, Milledgeville, Warrenton, Augusta on the route, and Brunswick and Savannah on the sea-coast. Actually, only Columbus and Augusta were end of route towns where mail was transferred between different contractors. Except for Warrenton all the other towns are important for different express mail usages and will be discussed subsequently.

An express mail letter had to have "Express Mail" written on the front. It had to be charged a triple rate of postage, but it could be addressed to anywhere, even out of the country, and it could take origin at a town which was not on an express mail route.

Postage was charged over the entire distance that the letter traveled, not just the distance that the express carried it. So a letter having origin in Maine would be carried by ordinary post to Boston and then ordinary post including rail to New York. Then it entered an express bag and was separated from the rest of the mail. If the address was to a town on an express route, then the express carried it all the way. But if the destination was a town not on an express route, then ordinary mail carried it from the closest town on the express route to its destination.

Postage rates in 1836 were the rates of March 3, 1825. There were five single rates: not over 30 miles 6 cents; over 30 and not over 80 miles 10 cents; over 80 and not over 150 miles 12½ cents; over 150 and not over 400 miles 18¾ cents, and over 400 miles 25 cents. So single express rates would be triple those rates: 18, 30, 37½, 56¼, and 75. In actual fact almost all express mail covers show the single rate of 75 cents or a multiple of that up to a quadruple rate of \$3.00 which was the weight limit for an express mail letter of one ounce. Additional rates were charged for each enclosure, regardless of weight. So a letter from New Orleans to New York with two bank drafts would be a triple rate. The other lesser rates for shorter distances are all very rare. No examples of an 18 cent express

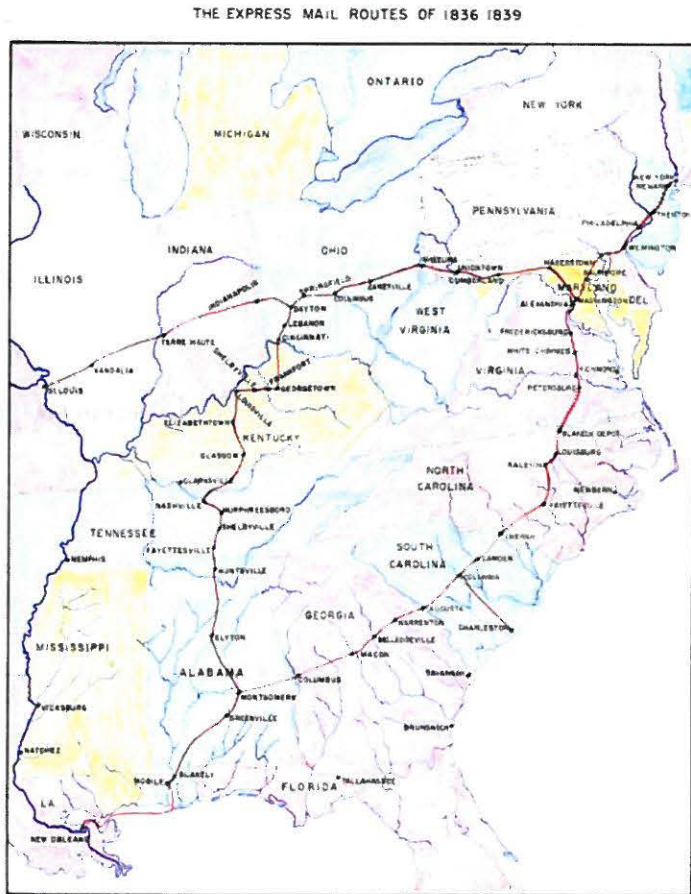


Figure 1. Map of Express Mail Routes 1836-1839.

letter itself reads "...You will perceive that the enclosed letter to me was of no value to me, and was an unnecessary expenditure of 75 cts. the Dep. was always very severe on me by omitting any little part of my duty, but suppose the P.M. at Washington is blameless ..." Members of Congress and members of the Executive Department complained about having to pay the high rates of Express Mail postage too, so on November 1, 1837 it became mandatory to prepay the postage on Express Mail letters. This is the first mail service requiring prepayment. After that date we can find a few letters marked Express Mail but unpaid, so the express notation is crossed out and the letter rated 25 cents for the ordinary postage.

Was the Express Mail successful? Amos Kendall thought so. Figure 2 is an excerpt from the Postmaster General's Report of December 4, 1837 comparing the times for the transport of a regular letter compared to the times for an express mail letter (idealized). In actual fact the Express Mails often failed to keep to their written schedule, they were very expensive, and the regular mail was soon expedited by means of an expanding railroad network throughout the country. The Far West Branch

mail letter are known. Six covers are known with multiple short rates.

When the express was commenced in 1836, it was customary for letters to be sent postage due. But one of the provisions of the Express Mail was that no free franked letters were permitted. Therefore, even a letter to the Postmaster General had to be charged postage. In the writer's collection is a free franked ordinary mail letter from the postmaster at Milledgeville, Ga. to Amos Kendall, Postmaster General. The notation by Kendall on the reverse states "P.M. Milledgeville complains that an unimportant letter was sent to him by Express Mail." The

U.S. EXPRESS MAIL

The following improvements have been made in the time of transmitting intelligence within the last two years, viz:

	From New York	
	1835.	1837.
To Washington D.C.	1 day 8 hours.	1 day 0 hours.
Richmond, Va.	2 days 13 1/2 hours.	1 day 13 1/2 hours.
Raleigh, N.C.	3 days 22 1/2 hours.	2 days 7 hours.
Columbia, S.C.	6 days 3 hours.	3 days 5 hours.
Charleston, S.C.	6 days 19 hours.	3 days 16 1/2 hours.
Milledgeville, Ga.	7 days 15 hours.	3 days 21 1/2 hours.
Montgomery, Ala.	10 days 3 hours.	4 days 19 hours.
Mobile, Ala.	12 days 12 hours.	5 days 17 hours.
New Orleans, La.	13 days 19 hours.	6 days 19 hours.
Wheeling, Va.	3 days 11 hours.	2 days 8 hours.
Columbus, O.	4 days 16 hours.	2 days 22 1/2 hours.
Indianapolis, Ia.	7 days 14 hours.	3 days 19 1/2 hours.
Vandalia, Ill.	11 days 15 hours.	4 days 15 1/2 hours.
St. Louis, Mo.	13 days 10 hours.	4 days 23 1/2 hours.
Cincinnati, O.	5 days 17 hours.	3 days 14 hours.
Louisville, Ky.	7 days 18 hours.	4 days 8 hours.
Nashville, Tenn.	9 days 20 hours.	5 days 6 hours.
Huntsville, Ala.	11 days 22 hours.	5 days 20 1/2 hours.

Figure 2. Comparison Tables for 1835 and 1837 from P.M.G. Report 1837.

always lost money and lasted only six months.

Prior to making his 1837 report Kendall wrote to the leading postmasters on the main route. One reply that he received and which happens to have survived is from the postmaster at Columbus, Georgia. Figure 3a. shows the cover portion of a letter from postmaster James Van Ness to Amos Kendall, P. M. General. It was sent "Express Mail"

with red "COLUMBUS Ga. JAN 7 (1838)," "PAID," and "\$1.50" (double rate for enclosure). Obviously the date that Kendall received this was too late for his report, but the figures are worth reporting here. This letter is not mentioned in my book. I am reproducing the table from the letter here in Figure 3b. It should be noted that there are no way or free Express Mail letters. The first mails received for delivery was on November 19, 1836. But no Express Mail letters were sent from Columbus until December 12, 1836. The earliest known Express Mail letters are from Mobile and are dated November 17 (one) and November 19 (two)

A cover with "SAVANNAH GEO FEB 16," "PAID," and "75" in red pen addressed to the Adjutant General in Washington, D.C. is shown in Figure 4 (on page 1). This cover had contents referring to the Seminole wars in Florida (docketed Fort Oglethorpe about Fort Dade}. An ordinary cover would have been free because the Adjutant General had the free franking privilege. But because it was sent by the Express Mail, the postage had to be paid. The date of this cover is 1837 which was before required prepayment. So the writer wanted to be sure that the letter was accepted and prepaid the postage even though it was not required at this time. Note that the sender wrote "On service" and "Paid" in addition to the "Express Mail" notation. It did not matter who wrote the "Express Mail" on the cover as long as it was written by someone. But of course the postmaster who received the letter applied the postmark and the rating "75."

NEXT TIME- EXPRESS MAIL USAGES FROM GEORGIA



Figure 3a. Express Mail cover from postmaster of Columbus, Georgia to Postmaster General responding to questions about the first year of Express Mail service at Columbus.

Sub. of Express Mails Received for Delivery

	unpaid	on letters	undercharge	miscount	Paid from the Office	paid
From 19 Novem 1836 to 1 st Jan 1837	\$322 95 ¹ / ₄	-	-	56 ¹ / ₂	2.00	551.57 ¹ / ₂
1 st Jan 1837 to April 1 st	1116.62	-	-	75	12.90 ¹ / ₄	1189.57 ¹ / ₄
April 1 st to July 1 st	1757.25	-	-	-	2.81 ¹ / ₄	2157.06 ¹ / ₄
July 1 st to Oct. 1837	727.00 ¹ / ₄	-	-	75	5.50	1102.25 ¹ / ₄
						597.33 ¹ / ₄

Sub. of Express Mails Sent

	unpaid	Paid at	Paid here	paid
From 12 th Dec 1836 to January 1 st 1837	\$522 60 ¹ / ₄	23.50	107.95 ¹ / ₄	
1 st Jan 1837 to April 1 st	2564.16 ¹ / ₄	220.50 ¹ / ₄	342.70 ¹ / ₄	
April 1 st to July 1 st	2165.10 ¹ / ₄	226.60 ¹ / ₄	221.60 ¹ / ₄	
July 1 st to Oct. 1837	1317.90 ¹ / ₄	156.77 ¹ / ₄	260.10 ¹ / ₄	

Figure 3b. Two tables from this letter showing Amounts of Express Mail letters Received for Delivery and Amounts of Express Mail letters Sent from Columbus.

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"ELBERTON, Ga. MAY 5" (1837). "PAID," "\$1.50" and "By Express Mail" to New York City. Prepayment of express rate before this was required. Only known example.

(Figure 7 of article on page 4)

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

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Roswell, GA 30075

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The Society's web site is

<<http://www.stampclubs.com/gphs/index.htm>>

Villa Rica, Ga. Original V-Mail Sheets - Rare Survivors: Part 2

Steve Swain, M.A., M.T.

Rare Survivors

Letters in the form of V-Mail (soldiers also used the V-Mail system) or regular correspondence received in the States by spouses, parents, siblings and friends were cherished and preserved. However, mail received by soldiers overseas usually was not kept or brought home due to the conditions of war. It is rare to find such letters. And, it is even rarer to find original, completed V-Mail forms since instructions provided on the sheets clearly state that once microfilmed the sheet would be destroyed (Figure 6).

GPHS Election Results

All candidates were (re)elected:
 President: Douglas N. Clark
 Vice President; Edwin Jackson
 Secretary: Steve Swain
 Treasurer; Nancy B. Clark

stroyed after the corresponding film has been delivered at the destination?"

Mrs. Underwood addressed the V-Mail to APO 520 in care of the postmaster in New York City. Army Post Office 520 was in Algeria. (About a year later, APO 520 was relocated to Foggia, Italy.) Therefore, in accordance with the V-Mail process described above, the completed V-Mail sheets were to have been processed onto microfilm in New York City and the final 4¼ by 5 inch "letters"

INSTRUCTIONS

- (1) Write the entire message on the other side below the double line. Write plainly.
- (2) Address exactly as you would an ordinary letter, PRINTING the address in the two panels provided.
- (3) Fold according to instructions, seal, and drop in any post office letter drop or street letter box.
- (4) If it is desired to send more than one sheet a separate form must be completed. Enclosures must not be placed in this envelope.
- (5) The original will be destroyed after the corresponding film has been delivered at the destination.

Figure 6. V-Mail Instructions

I recently came across a stack of envelopes sitting on a table in the rear of an Atlanta antique store, the top envelope showing a cancelled Scott #C25, the 6-cent twin-motored transport plane issue. The March 17, 1943 date stamp on that envelope confirmed it was a World War II vintage correspondence. As I sifted through the stack, I quickly noticed familiar red borders and writing on some pieces. They were original, completed V-Mail sheets. Figure 7 shows one of the sheets, front and back.

I unfolded the nine sheets and saw they were all sent in the month of March, 1943 by Mrs. Ivey Underwood, Villa Rica, Ga. to Lt. T.I. Underwood, 438 Bomber Squadron, 319 Bomber Group, APO 520 c/o Postmaster, New York, NY. Mrs. Underwood had followed all of the instructions for the V-Mail. There was nothing about any of the nine sheets that would have kept them from being processed as V-Mail. So, how did they survive Instruction (5) that states, "The original will be de-

were to have been printed in Algeria. But, apparently, this did not happen. There are two plausible scenarios. First, because of the large amount of mail needing to be processed at that time in the New York center, the V-Mail sheets completed by Mrs. Underwood were not converted into film and

processed as required. Instead, the sheets were simply mailed to Algeria and given to Lt. Underwood. Alternatively, the New York center may have been made aware that film processing equipment in Algeria either did not exist or was not in service. Thus, if the New York center had converted the V-Mail sheets into film as required, Lt. Underwood would never have received his "mail." Again, the original V-Mail sheets were sent to Algeria.

We may never know the true sequence of events and reasons why the V-Mail sheets were not processed and converted into microfilm. Irrespective of that, however, the rarity of the situation is that the completed V-Mail letters returned to the

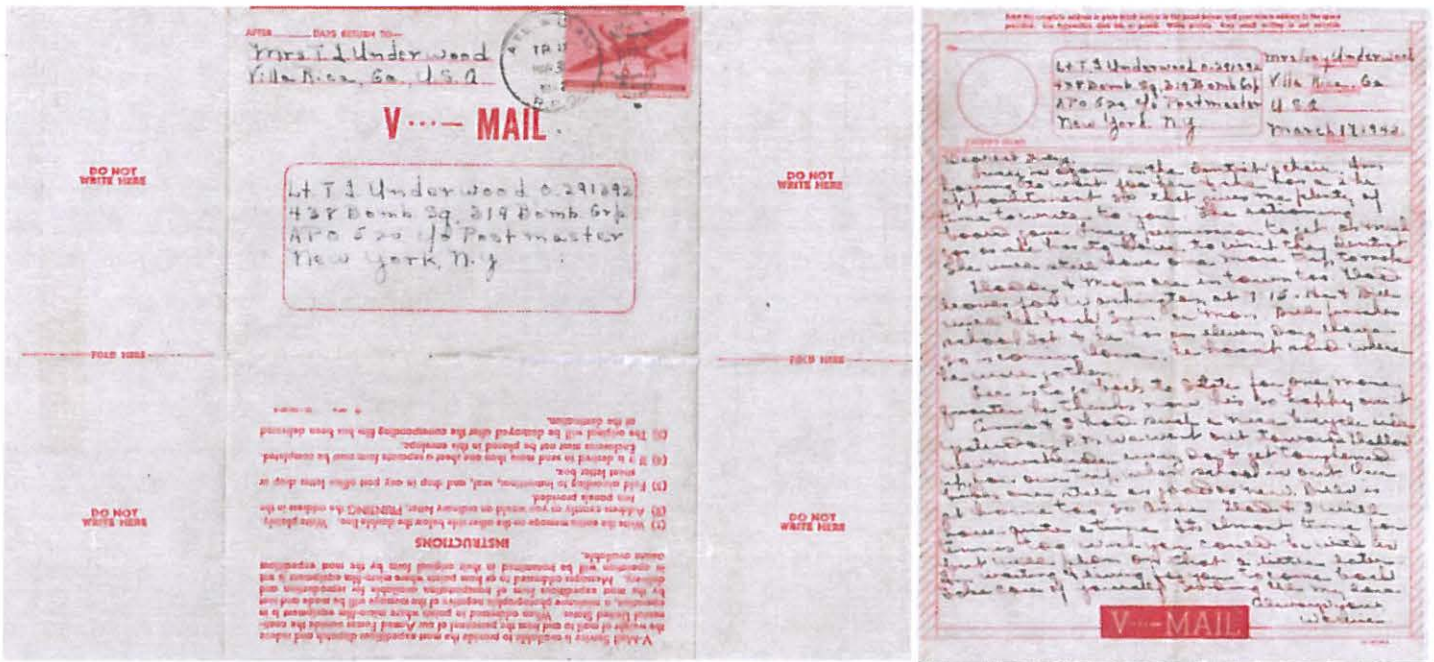


Figure 7. Original V-Mail Sheet

States. Lt. Underwood kept those correspondences and returned home with the rare survivors intact. A most intriguing item of Georgia postal history.

End Note

V-Mail indeed provided a solution for the huge amount of mail sent during World War II. But in spite of the patriotic draw of V-Mail, most people still sent regular first class mail. In 1944, for instance, Navy personnel received 38 million pieces of V-Mail, but over 272 million pieces of regular first class mail.

People generally found the V-Mail forms used for letter writing to be limited in space and the reduction in size was not like receiving a personal letter.

In fact, in the same stack of items at the Atlanta antique store where I found the V-Mail sheets, I also discovered 25 envelopes, with contents intact, from Mrs. Underwood to Lt. T.I. Underwood. Figure 8 shows an example of these envelopes. The many letters from Mrs. Underwood to Lt. Underwood that he brought home certainly supports that people still sent a large amount of regular mail, as well as V-Mail, to their loved ones overseas.

References

- Figure 1: <http://www.postalmuseum.si.edu/victorymail/>
- Figure 2: <http://john-adcock.blogspot.com/2012/08/red-white-and-blue-patriotic-mail-of.html>
- Figure 3: <http://www.acontinuouslean.com/2009/08/07/victory-mail-of-the-second-world-war/>
- Figure 4: <http://signal.army.mil/OLD/history/history-v-mail.html>
- Figure 5: http://www.bbc.co.uk/northernireland/yourplaceandmine/topics/war/v_mail.shtml

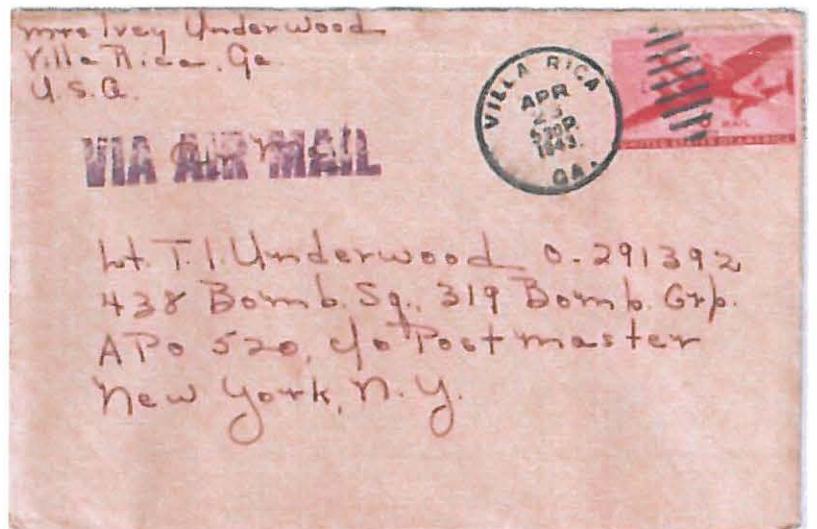


Figure 8.

Georgia Express Mail Usages Part 2

James W. Milgram, M. D.

This section will describe the types of Express Mail usages known from Georgia. As was discussed in the first part, an express mail cover was always designated to be carried by Express Mail by writing "Express Mail" on the front of the cover and paying a triple postage rate. A triple rate alone is not adequate to call a cover one that was carried by express; one must have the "Express Mail" notation. And of course, the date of usage of the particular cover has to fall into the range of dates when the express mail was known to have been active in 1836 to 1839. These dates varied with the different routes of the express. They are listed in the author's book *The Express Mail of 1836-1839* published by the Collectors Club of Chicago in 1977.

I also described how a letter did not have to begin its origin in a town that was on the express mail route. It could begin anywhere and be carried to a post office. From that post office it would travel by ordinary mail to a post office that was on the Express Mail route. Since Georgia was only on the Southern Branch of the express, also called The Great Mail Route, an Express Mail letter could

travel south towards New Orleans or north towards New York. The majority of Georgia express letters paid the 75 cent rate or a multiple of that rate and went north.

It is also possible to find letters carried into a particular location such as the state of Georgia. So a letter carried by Express Mail from New York to Columbus, Ga. would be an example of this. These letters are very unusual for Georgia except for a few short rate covers. I have a cover from Tuscumbia, Alabama which was on the Southwestern Branch of the express addressed to Columbus, Ga. This cover traveled south to Montgomery and then north on the Southern Branch to Columbus. It paid a 56¼ cent short rate for 150 to 400 miles in April, 1838.

So a list of towns from Georgia with known postmarks of origin include: Athens (Red), Augusta (Red), Brunswick (Ms), Columbus (Red), Darien (Red), Elberton (Black), Macon (Red), Milledgeville (Red), Savannah (Red), and Talbotton (Red). This may be the highest number of towns from any state showing express usage.

The two Georgia towns that were designated end of an express route are Columbus and Augusta. A usage from Columbus to P.M.G. Amos Kendall in Washington that required payment of the Express Mail rate was shown in Part 1. Figure 5

shows one of two covers from Augusta, Ga. that went by Express Mail to New York paying the 75 cent rate, and then went to Scotland via England. This May 3, 1838 letter went by sailing packet on May 9 as is evidenced by the New York postmark. Therefore, it is documented that this letter took only six days to travel to New York. The express postage had to be paid in 1838. The other cover is postmarked on June 16 at Augusta and June 22 at New York, so it also traveled in six days. That went by a steam packet, the "Great Western" to Liverpool. Express Mail letters to Europe

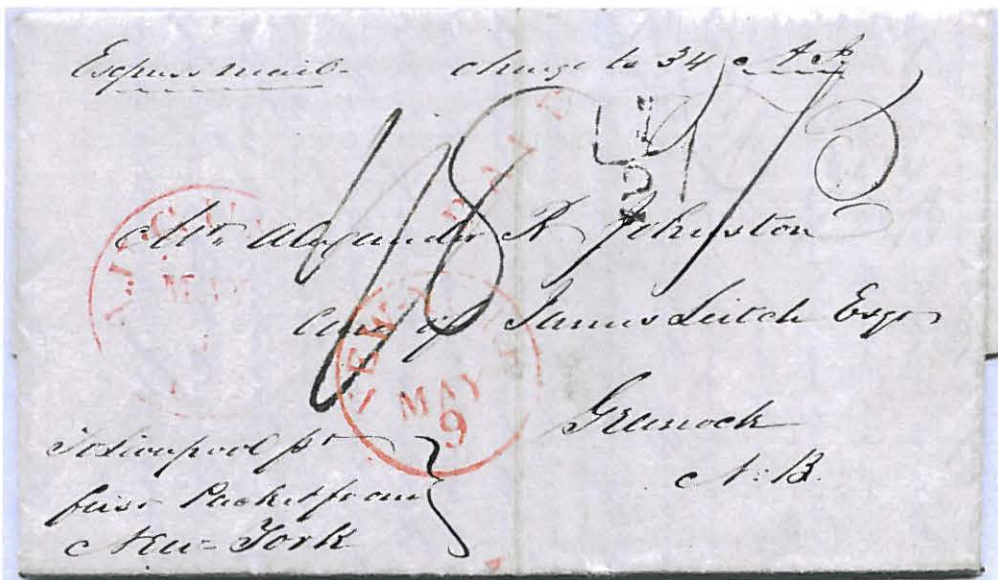


Figure 5. "AUGUSTA, Ga. MAY 3" (1838), "PAID" and "75" to New York with "Express Mail" "charge to 34 A J" (a post office box account) addressed to Scotland. The letter is postmarked "NEW-YORK MAY 9" also in red with no additional markings. It was rated 1/8 at Bristol for 8d inland ship fee and 1/8 British postage to Scotland.

are only known from two other towns, Charleston and New Orleans.

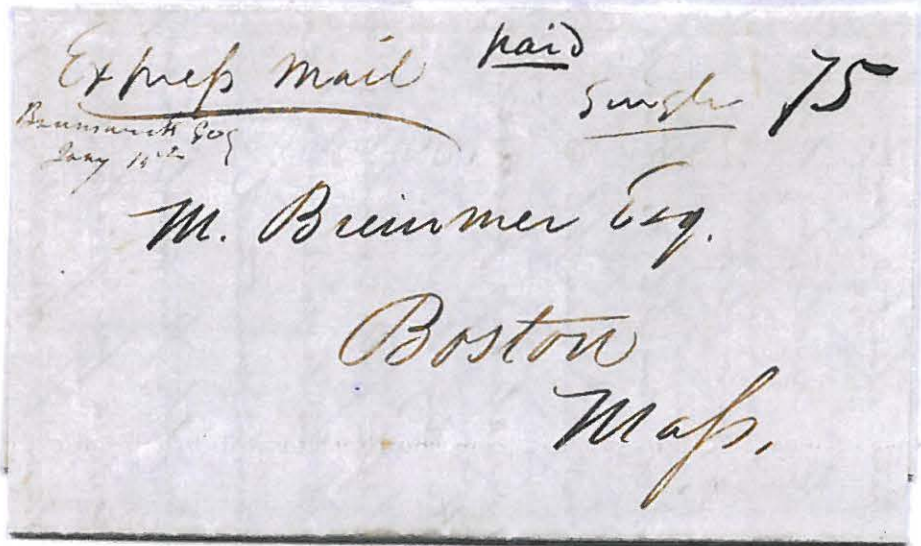


Figure 6. "Brunswick, Ga. Jany 14th" (1838), "paid, single, 75" and "Express Mail" with address to Boston, Massachusetts, an example of a manuscript town of origin.

I know of only one town in Georgia that used a manuscript postmark on an Express Mail cover. That was Brunswick on the lower seacoast (Figure 6). This letter would have been sent inland to meet the express at Macon or Milledgeville. The date of receipt is not docketed.

A cover from Savannah in 1837 was shown in Part 1. Another cover from Savannah in the author's collection had origin at Fort Heileman, E.F. (East Florida) on the 9th of July, 1838. It was sent "Express Mail, P.S.", the "P.S." standing for Public Service at the Paid 75 cent rate with Washington City address. However, it also bears a red straight

line "MISSENT" with red "NEW-YORK JUL 20" postmark. That would show six days transit time to New York on schedule, but of course it arrived later at Washington because of the error.

Figure 7 (see cover page 1) shows another usage from a town off the Express Mail routes, Elberton is near the South Carolina border above Augusta. The letter would have been carried to Augusta to begin its journey in an express bag. The sender of this letter wished to be certain that the addressee read its financial contents, so the postage was prepaid even though prepayment was not required yet. The double rate was because the letter was heavy.

The charges for Express Mail postage were based on the distance that a letter traveled over a postal route, part of which could be an express route. In Part 1 I listed the rates and 80-150 miles was triple 12½ cents or 37½ cents. Macon is in the center of the Express Mail route within Georgia. If one travels north, one reaches Augusta. If one travels south, one reaches Columbus. Short rated Express Mail covers from Macon to Augusta and to Columbus are shown in Figures 8 and 9. I also have a photograph of a Macon to Montgomery, Ala. cover. This is short rated 56¼ cents for the 150-400 mile distance.



Figure 8. "MACON GEORGIA APR 25" (1838) "PAID," "37½" to Columbus, "Express" in manuscript, a short rate cover 80-150 miles traveling south over Southern Branch.



Figure 9. "MACON GEORGIA DEC 15" (1837), "PAID," "37½" to Augusta, "Express Mail" in manuscript, a short rate cover 80-150 miles traveling north over Southern Branch.



Figure 10. "EXPRESS MAIL" red straight line handstamp, red "AUGUSTA Ga. JAN 17" (1838), "PAID," "37½" to the governor, George R. Gilmer, Milledgeville, Georgia. Only known example.



Figure 11. "EXPRESS MAIL" in red oval, "Express Mail paid" ms. by sender, "MILLEDGEVILLE Ga. NOV 3" (1837), "PAID," "75" to Philadelphia, third day of required prepayment, very rare usage of handstamped oval.

Express Mail Handstamps

Finally, handstamps to designate a letter to be carried on the express were only used at a few towns and even then for short periods of time.

The only known example of the "EXPRESS MAIL" red handstamp from Augusta, Ga. is shown in Figure 10. This is also another short rated cover with the 37½ cent rate to Milledgeville.

Milledgeville was the only town that employed two different handstamps for express mail designations, first a red oval "EXPRESS MAIL" and then a straight line in red "EXPRESS." Both of these markings are very rare. I have seen two of the

oval types and four of the straight lines. Figure 11 shows one of the oval markings with usage to Philadelphia in 1837 just after prepayment began to be required on Express Mail letters (November 1, 1837). The other cover was mailed on October 18, 1837, two weeks earlier, and was addressed to a member of the Executive Department who had the franking privilege "Express Mail on service" but also prepaid the 75 cents express postage.

Figure 12 shows the straight line marking also on a cover which would normally be sent free because the recipient had the franking privilege. However, no Express Mail letter could be free franked.



Figure 12. "EXPRESS." in red straight line, "MILLEDGEVILLE Ga. JUN 8" (1838), "PAID" and "75" to Secretary of War in Washington, D.C.

Although not a very good photograph Figure 13 depicts one of the finest usages of the Express Mail. Someone sent me this from the American Museum of History where it was on display in the 1980s. It is a Milledgeville cover with May 3, 1838 dating showing the red "EXPRESS." handstamp in lower left corner. But this letter was addressed to "General Charles Floyd Near Jefferson? Georgia via Macon" and was rated "\$1.12½," "PAID," "Ex Dept." This is the only known triple rated short rate 80 to 150 miles cover 12½ x 3 = 37½; (Continued on page 7)

Overcharged Cover

Francis J. Crown, Jr.

The folded letter at Figure 1 is interesting for two reasons. First is the postmark. The letter is date-lined Hayneville, but the town name in the postmark does not look like Hayneville. It looks more like Donville, which was not a Georgia post office at the time. Enlarging the postmark makes it clear that the postmark is actually that of Hayneville (Figure 2).



Figure 1. Dated folded letter postmarked in red "HAYNEVILLE / GEO. // Jan / 9 / [1846]," rated "10" in black ink and docketed "Overcharge 5 / 5" in magenta ink.



Figure 2. Enlarged and filtered image of the postmark that better shows the first letters of the town.

The more interesting aspect of the folded letter is the docketing "Overcharge 5 / 5." What does this docketing mean? The simple answer is that the original

rate charged was in excess of the actual postage. However, a simple answer does not do justice to the marking and its use.

To understand the "overcharge" docketing we must turn to what are collectively called the *Postal Laws and Regulations (PL&R)*. These were

printed instructions with various but similar titles provided to postmasters on an irregular basis. They contained both the current law governing the Post Office Department and the regulations or instructions that governed the operation of the mail service.

The "undercharge" docketing has its roots in the accounting system set up by the Post Office Department in its earliest days. To account for letters and postage postmasters were required to use about ten different forms. One of these was a post bill. When the letter was mailed from Hayneville in 1846, the current *PL&R* was the 1843 edition¹.

¹*U.S. Post Office Department. Laws and Regulations for the Government of the Post Office Department.* Alexander and Barnard, Printers, Washington, DC, 1843.

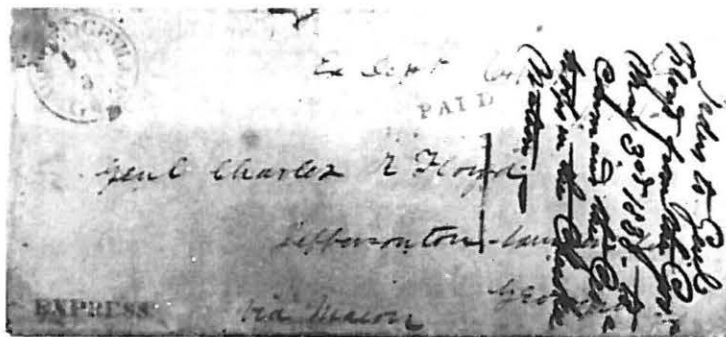


Figure 13 (of article on pages 4-6). "EXPRESS" in red straight line, "MILLEDGEVILLE Ga. MAY 3" (1838), "PAID" and "\$1.12 1/2" via Macon to Georgia location requiring short rate. A single express rate would have been 37 1/2 cents, but this cover containing enclosures was triple rated at "\$1.12 1/2."

37 1/2 x 3 = \$1.12 1/2. There is also one known triple rated short rate 150 to 400 mile cover from New York 56 1/4 x 3 = \$1.68 3/4. These two covers are the only known triple rated short rate covers. Double short rated covers are also known, two 37 1/2 from Washington, D.C. and Cheraw, S.C. (75 cents), and three 56 1/4 from Baltimore, New York and Richmond (1.12 1/2). No 30 cent covers are known from Georgia; only four are known altogether.

Sections 76, 77 and 78 of the Regulations provide instructions on how to fill out the post bill. For each group of letters addressed to a specific town the postmaster was to prepare a separate post bill that included the number of letters and the amount of postage paid or due on each (Figure 3). The post bill was signed by the postmaster and placed in a wrapped bundle with the letters to the destination office

Sections 90 and 91 of the Regulations detail the responsibilities of the postmaster at the destination or receiving post office. Upon receipt of mail directed to his office the postmaster was required to open each bundle or package and compare the entries on the post bill against the postage rate charged on each letter. If there were errors, the postmaster was to note on the post bill the amount of the difference and whether the letters were undercharged or overcharged. Sections 90 and 91 of the Regulations do not specifically require noting "undercharged" or "overcharged" on letters. However, the duplication of instructions in the two sections is such that it is easy to interpret this as a requirement. The full text of the two section is given below. Note the term "deputy postmaster" means the postmaster at each post office.

90. Upon arrival of the mail, at any post office, the packages addressed to that office and none other will be opened, and the deputy postmaster will find in each one a bill of the contents, called a post bill. Compare this bill with the contents, and if they do not agree, note upon the bill the amount of the difference, and whether *undercharged* or *overcharged*.

91. Every deputy postmaster will then look over the letters thus received, to see if the postages [sic] be properly charged or marked on them, and correct the rates on the letters, where he sees mistakes, noting the amount corrected on the bill, as *under* or *overcharged*.²

The folded letter in Figure 1 is an example of a letter that was incorrectly rated "10" [due] at

² *Ibid.*, 11.

FORM, No. 1.

LETTERS { From ANNAPOLIS, MD. October 1st, 1831,
to WASHINGTON, D. C.

Rates	Unpaid.			Paid:			Free.
	Cents.	No.	Dolls. Cents.	No.	Dolla. Cents.	No.	
10	15	1	50	2		20	4
20	2		40	1		20	
40	1		40				
60	1		60				
		2	90			40	

J. GREEN, P. M.

Figure 3. A sample post bill taken from the 1836 PL&R. The form and use of a post bill remained essentially unchanged through the Civil War period.

Hayneville. On arrival at the destination office (Macon) the error was discovered and the letter docketed "Overcharge 5" and the correct rate, "5" [due], written below. Instead of writing "Overcharge 5" on the cover the postmaster or clerk could have lined through the "10" and added a "5" for the correct postage due.

The preparation of post bills obviously entailed a lot of work, particularly at large offices where letters were daily dispatched to many different cities and towns. However, post bills provided several advantages for the Post Office Department: (1) It provided an accounting of the number of letters transmitted between two post offices. (2) It helped reduce fraud in the amount of postage charged by having one postmaster check the work of another. (3) It provided a measure of the competency of postmasters and clerks as all the post bills were submitted to the Post Office Department as part of the quarterly accounts.

Georgia Post Roads

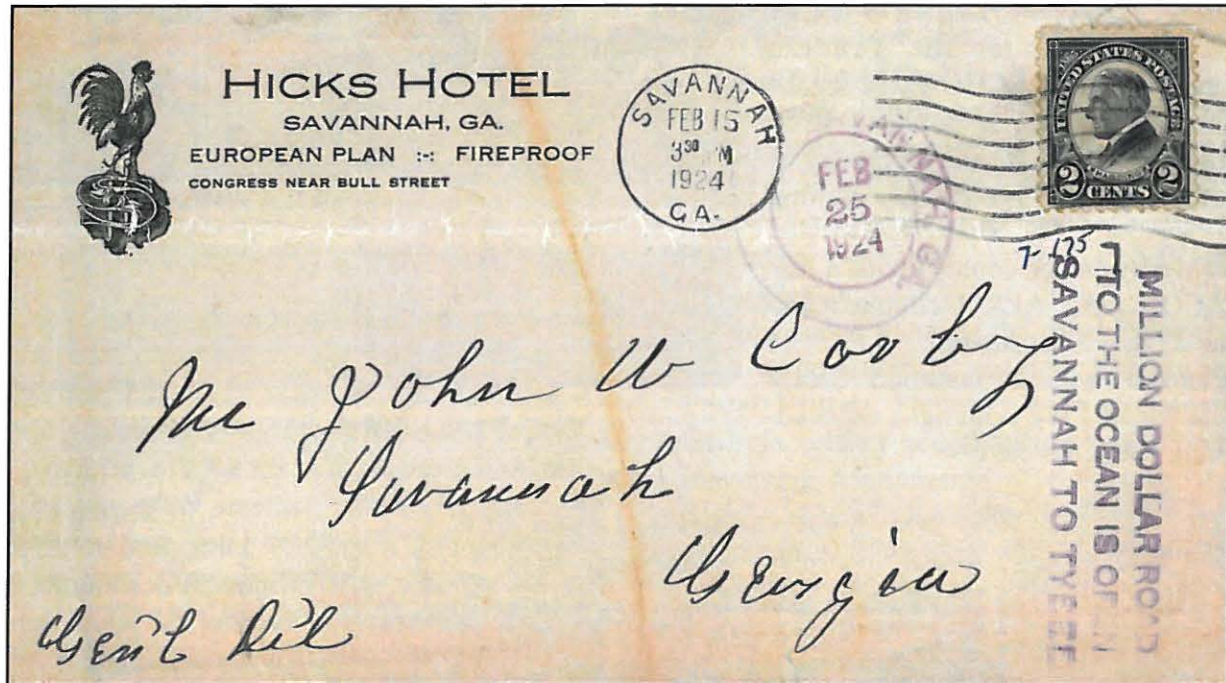
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Journal of the Georgia Postal History Society

American Philatelic Society Affiliate No. 224



Savannah "Hicks Hotel" cover of 1924, with mysterious "Million Dollar Road" handstamp (see page 4).

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

Douglas N. Clark, Editor
P.O. Box 427
Marstons Mills MA 02648
<dnc@math.uga.edu>

Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

Steve Swain, Secretary
5 Meeting Street,
Roswell, GA 30075

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The Society's web site is
<<http://www.stampclubs.com/gphs/index.htm>>

Macon, GA Letter Reveals Lingering Post-Civil War Hatred

Steve Swain

A recent addition to my Georgia postal history collection is an 1876 corner card advertising cover for The American Educational Series of SCHOOL & COLLEGE TEXT BOOKS, a publication by Ivison, Blakeman, Taylor and Company of New York. Shown in Figure 1, the mailing is to Mayor John. W. Park, Greenville, Georgia (Meriwether county) with a distinct MACON GA./ APR 4 circular date-stamp and a DUE 3 handstamp.

Franked with a common 3-cent Bank Note (Scott 158), nothing is especially intriguing about the cover.

tion of intense, lingering post-Civil War hatred of the North as espoused by the letter's author, a former Captain in the Confederate army, Twelfth Alabama Regiment.



Figure 1. Macon, GA Corner Card

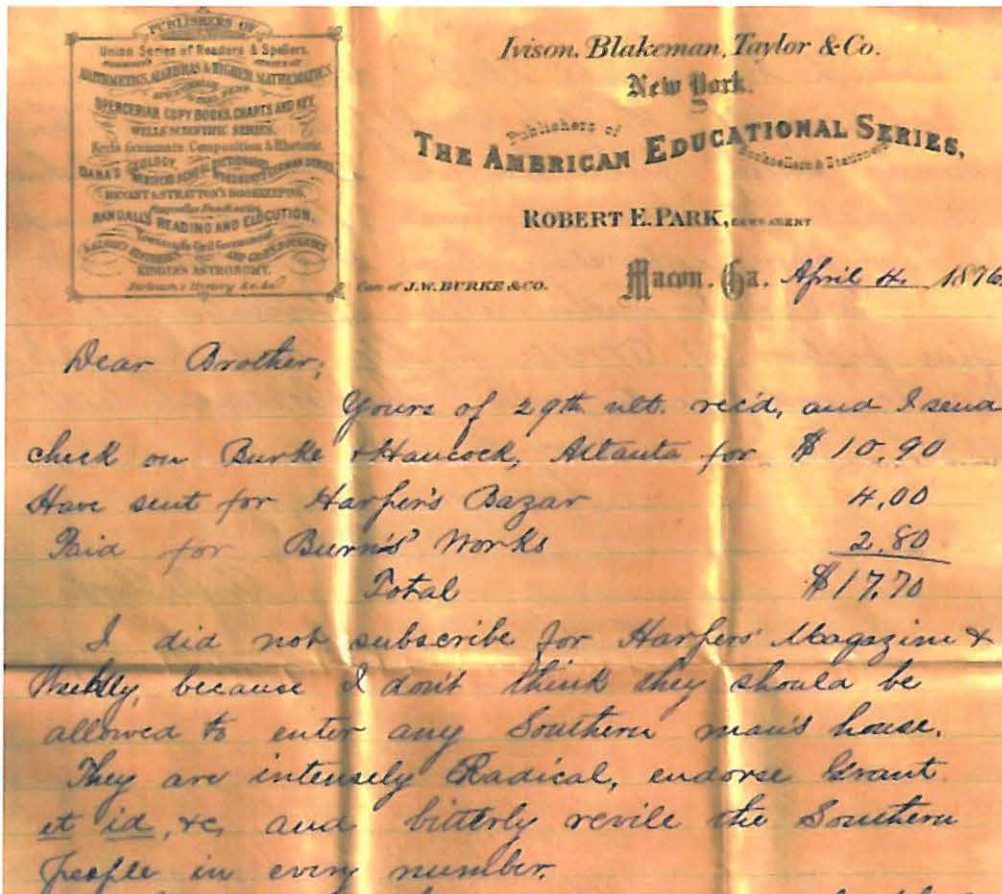


Figure 2. Letter From Robert E. Park to his Brother John

Rather, it is the contents of the mailing (Figure 2) that is quite interesting with its revela-

In writing to his brother John, Robert E. Park provides an accounting of publications for which he has sent payment for subscriptions and then forthrightly declares, *I did not subscribe for Harpers Magazine & Weekly, because I don't think they should be allowed to enter any Southern man's house. They are intensely Radical, endorse Grant et id and bitterly revile the Southern people in every number.*"

Park then encourages his brother to subscribe to the *Southern Historical Society Papers* in which an upcoming article will appear, the Diary of Robert E. Park, Macon, Georgia, recounting Park's activities in the War from June 6, 1864 to June 14, 1865, two months after the surrender at Appomattox.

The Southern Historical Society was an organization founded by Confederate Major General

Dabney Herndon Maury in 1868-1869. The society documented Southern military and civilian viewpoints from the American Civil War.¹ These writings were compiled into the Southern Historical Society "Papers."

The Papers were published in the late 19th Century, comprising 52 volumes of articles written by Southern soldiers, officers, politicians, and civilians and are available from the Perseus Digital Library of Tufts University. (www.perseus.tufts.edu).

Captain Park's diary entries are vivid and as equally harsh as in his letter to his brother regarding the North and the "drunken butcher" Ulysses Grant:

*"Bivouacked on bloody battlefields, with arms in my hands, ready for the long roll's quick, alarming beat; have seen many a loved comrade - whose noble heart beat high with hope and bounded with patriotic love for his dear native Southland - slain by the cruel invader, and lying still in death's icy embrace. Such warfare is a disgrace to civilization; but I suppose that Irish-Yankee Sheridan and that drunken butcher and tanner, Grant, have little comprehension of sentiments of humanity or Christianity."*²

Though maybe not his intense hatred for the North, Robert Park's legacy does live on through Park Memorial United Methodist Church located in Macon, Georgia, in a neighborhood once known as Holton community. Captain Park built the red brick church that now stands on Arkwright Road in memory of his wife, Ella Holt Park. Construction began in late 1889. Mrs. Park died March 19, 1890, three months before completion.³

References

¹http://en.wikisource.org/wiki/Southern_Historical_Society_Papers

²<http://www.perseus.tufts.edu/hopper/text?doc=Perseus%3Atext%3A2001.05.0001%3Achapter%3D5.28>

³<http://www.parkmumc.org/id4.html>

Georgia Postal History Society Annual Meeting

Date: January 31, 2015

Location: Southeastern Stamp Expo, Norcross GA

Chairperson: Ed Jackson, Vice President

Secretary: Steve Swain

Opening Remarks

Ed Jackson opened the meeting with a welcome to all in attendance. He expressed apologies from Doug and Nancy Clark for not being able to attend the Expo due to adverse weather conditions in the Northeast.

Presentation

Ed introduced Steve as the speaker for the meeting with a presentation entitled Bittersweet Family Postal History. Steve's presentation focused on a Georgia related postal history collection with an interesting combination of covers and letters that have a special, personal touch related to Steve's grandfather.

Treasurer's Report

In Nancy's absence, Steve reported that the Society's finances were "in the black". Annual membership renewal dues of \$15 for 2015 should be sent to Steve.

Secretary's Report

Steve reported that the Society has twenty-eight members representing eleven states. Steve will send a correspondence to each member regarding 2015 membership renewal dues and asked that when remitting their dues to please let Steve know of a mailing address or an email address change.

Request for Submissions for Georgia Post Roads

Ed encouraged members to submit material for our quarterly journal, *Georgia Post Roads*. Ed noted that submitting a several page article was not necessary. Instead, in the spirit of sharing their collections with other Society members, submitting an image of a cover or a postcard with a brief description of the Georgia postal history connection to the cover or postcard is always welcomed. Ed also noted that members who would like assistance with writing an article, should contact Doug or Steve.

Meeting adjourned.

Mysterlous 1924 Letter from Savannah, Part 1

Ed Jackson

Postal history is one of the most fascinating fields of philately. Stamps are an important part of postal history - but so are postal rates, usage, postmarks, auxiliary markings, and other evidence of a cover's history once it entered the mail stream. Candidly, I am not a student of postmarks, rates, and routes. At a stamp show, the first dealers I go to are those with Georgia-related postal history and postcards. What do I look for? Important are the date a letter was sent, the addressee, the sender (though that rarely is shown on 19th century covers), and cachets (such as found on advertising and Civil War patriotic covers). But most important of all are covers that have their original contents. I probably have a dozen or more covers addressed to Howell Cobb - but I would trade them all for one cover that contained an original letter with interesting content to the famous Georgian.

Because stampless covers have the addressee on the outside and date and sender on the inside, I almost always have to check these out for content with historical value. Stamped covers are more problematical. Few have the name of the sender, and so many have postmarks that don't include the year—or the year is illegible. In the very rare instances at a stamp show when I come across a cover that interests me and find that it includes the original contents, I get excited (though surviving letters usually deal with routine business or mundane matters). Rarely, I will find a letter that has information of historic significance—which is always a prize find.

Every postal historian has experienced a cover that in one way or another challenges him. Sometimes, it is not the cover but rather the contents that constitutes the mystery. What follows is a story of how a 1924 cover I recently obtained, its contents, and a knowledge of history, helped contribute to a better understanding of its story. Yet, despite the clues, I was left frustrated because of the many questions that were still unanswered (and may never be answered). Because the story is complex and also involves an understanding of the his-

torical context of when it was sent, I have decided to make this a three-part series. Part 1 deals with the cover, part 2 with the letter contained in the cover, and part 3 with the significance of what was happening at the time the letter was sent.

Discovering the 1924 Cover

At this year's Southeastern Stamp Expo, I took a break from attending sessions and photographing the show and spent an hour thumbing through a dealer's stock of Georgia postal history. There was one cover with a 1924 Savannah postmark that I briefly looked at, but because I didn't recognize a date or addressee that seemed important, I returned to looking at other covers. But something drew me back to the cover - likely a strange auxiliary marking on the right side. It did not feel like there were any contents, but I checked just to make sure - and to my surprise there was a single folded sheet containing a short message from a mother to her son. The message seemed innocuous - but still I sensed that the cover and its contents were unusual and might make the basis for a long-overdue article for *Georgia Postal Roads*. So, along with several other items, I purchased it. Weeks went by before I pulled out the cover to study it to see what I could discern about it. After considerable research, I was able to answer some questions about the cover and its contents - but there were others I could not - at least without extensive study of microfilmed copies of the *Savannah Morning News*. For information on the intended recipient of the letter, or its author, search engines proved fruitless, though I might have more luck if I subscribed to Ancestor.com. Still, if you like a good mystery, I hope you like this one.

Components of the Cover

Fig. 1 shows my recent acquisition. As you will see, it is from someone staying at the Hicks Hotel in Savannah - a fact confirmed by the letter (which will be discussed in Part 2 of this series). The envelope shows the name and address of the hotel plus a small image of a rooster. I am almost reluctant to call this a true advertising cover, since most hotel advertising covers proudly show an image of the hotel (Fig. 2), while this one only shows a small rooster. Fig. 3 shows an enlargement of the logo, which consists of a rooster standing on a fan-



Figure 1



Figure 3

cy dollar bill sign. Perhaps, hotel owner R.M. Hicks chose the logo as a play on the word “hick” (which usually refers to a country bumpkin), with the rooster on a dollar bill suggesting that this hick could crow about having become successful. Maybe, the logo had nothing to do with a play on Hick’s name but rather was simply a sign of success. Any speculation on the meaning of the design is pure conjecture, and its meaning likely will forever remain a mystery. Interestingly, the letter in the envelope did not have the logo or even the name of the hotel—something uncharacteristic of major hotels’ stationery. In 1924, the ten-story Hicks Hotel (Fig. 4) was the third largest hotel in

Savannah, next only to the nearby Hotel Savannah and the elegant Desoto Hotel. The Hicks and Savannah hotels were located on Johnson Square, Savannah’s first and most prestigious public square.

The letter appears to be addressed to John W. Corby. However, the handwriting is not clear, and it’s possible that the name is John W. Cosby. Comparison of the handwriting on the cover and that on the letter is inconclusive, with “r’s” and “s’s” written in different ways. A Google search of both variations of the name show results for both “John W. Corby” and “John W. Cosby.” For the purpose of this article, it’s going to be assumed that the intended recipient was John W. Corby.

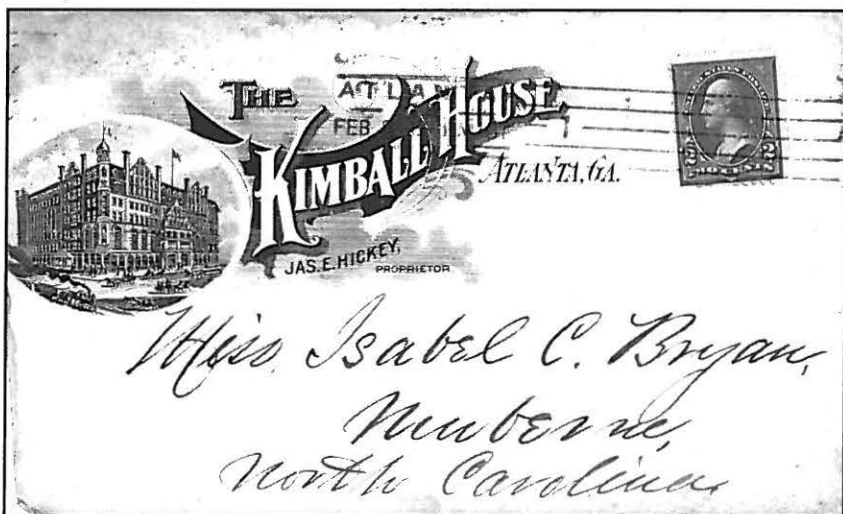


Figure 2



Figure 4

Whatever the correct spelling, the letter was sent to Corby, with his address listed simply as "Savannah, Georgia," along with the notation "Gen'l De'l" at the lower left. The latter probably was unnecessary, since postal practice was to send letters without specific street, route, or RFD addresses to general delivery at the appropriate post office (something still standard procedure today for sending letters to people without a mailing address, such as itinerant workers and the homeless). Part 2 of this series will detail specifically why this letter was sent to general delivery.

The black Universal machine cancel with wavy killer bars shows that the letter was post-marked at Savannah on the afternoon of Feb. 15, 1924. The cover's stamp - a 2-cent stamp (Scott 610) - had been issued Sept. 1, 1923, one month after Pres. Warren G. Harding's sudden death on Aug. 2, 1923. The stamp has the appearance of a definitive stamp, but because of the Harding's death, it was issued in black and is classified as a memorial stamp.

Figs. 1 and 6 show the backstamp in purple attesting to the fact that the letter was received at "Gen. Del. No. 1" at the Savannah post office on Feb. 15. A 1910 guide to Savannah indicated

that there were six postal substations in the city. But, Savannah's main post office (Fig. 5) undoubtedly would have been considered the city's number one general delivery site. Because the main post office was just two blocks from the Hicks Hotel, the letter likely was either picked up at the hotel by the mailman or hand carried by the sender to the post office. In any event, the enclosed letter is dated Feb. 15, the cover was cancelled at the Savannah post office on Feb. 15, and it reached the post office's general delivery clerk on Feb. 15.

Postmark on the Cover

For some strange reason, ten days after the letter was received at the general delivery window at Savannah's main post office, someone applied a second postmark. As can be seen, it is a circular postmark (though not tied to the stamp) applied by a rubber handstamp with purple ink. The date of the second postmark is Feb. 25, 1924. Who applied this second postmark and why is unknown (though as discussed below, it likely was in conjunction with a promotional message also stamped in purple ink elsewhere on the front of the cover).

Fig. 6 shows a comparison between the Feb. 25 purple postmark on the front of the cover and the Feb. 15 purple backstamp on the reverse. Although "Savannah, Ga." is centered above the date on the backstamp, it is not on the front. But, the font and use of sans serif type on everything but the day of the month are the same. Moreover, the "5" in "15" on the back and "25" on the front appear to be identical.



Figure 5



Figure 6

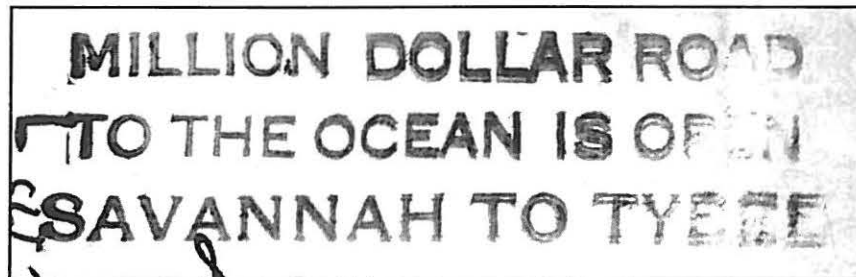


Figure 7

“Million Dollar Highway” Auxiliary Marking

One of the most intriguing features of this cover is a strange auxiliary marking in all-capital letters, “Million Dollar Road to the Ocean is Open Savannah to Tybee.” I refer to this as an auxiliary marking since it almost certainly was applied by postal employees. Technically, however, the message does not fall within the primary definition of an auxiliary marking as used by the APS-affiliate Auxiliary Markings Club: “Postal markings applied to covers by handstamp, machine cancellation, a stick-on label, manuscript markings, or by mechanical or electronic methods such as addressograph or computer, indicating that the covers were given special attention due to some special circumstance.” While the “million dollar road” message must have been applied at the post office while the letter was being held for pick up, it had nothing to do with the letter requiring special attention due to special circumstances.

In his Linn’s Refresher Course, “Auxiliary Markings Tell the Rest of the Story,” Robert C. Danzler gives a broader, simplified definition: “Auxiliary markings are informational or directional postal markings, other than the postmark and cancellation, applied by handstamp to a cover.” He also recognizes the possibility of auxiliary markings that are not applied by the post office. The problem with the 1924 cover, however, is that the message almost certainly was applied by a postal employee but had nothing to do with any problems or special circumstances in the delivery of the letter to its intended recipient. It is not known whether the U.S. Post Office Department had a policy on use of auxiliary markings by post offices to promote important local events or anniversaries. It is possible that the issue had never come up, and thus there was no specific USPOD policy prohibiting such messages.

The auxiliary marking in question had to have been applied by a postal clerk, unless the postmaster had allowed someone from the Savannah Chamber of Commerce to make a rubber handstamp, take it to the post office, and apply it to mail awaiting pickup at the general delivery window (and perhaps even to regular out-going mail).

Allowing a non-postal employee access to undelivered mail seems implausible and surely would have been in violation to USPOD regulations. So, was this an example where the Savannah post office had decided to help the Chamber promote the “million dollar highway” by allowing someone to come in and use the handstamps under the watchful eye of a postal clerk? It’s not entirely impossible. At many Federation stamp shows where I was responsible for cancelling show souvenir covers with the official pictorial cancel, postal clerks would routinely allow me to take each day’s cancel and ink pad and return to the registration area to cancel show covers. (This probably violated USPS regulations but nevertheless occurred in the 1990s and into the 2000s, obviously because as a show official, I was trusted.)

In any event, ample evidence survives in terms of publications and advertising campaigns to document how active the Chamber of Commerce was in promoting Savannah tourism after the early popularity of automobile ownership. So, it is very possible that Chamber officials sought the cooperation of local postal officials in their efforts to lure potential tourists to Savannah’s now-accessible beaches.

Today, the Postal Service frequently cooperates with the promotion of events or anniversaries, most notably through preparation of pictorial cancellations that bear a promotional message that conforms to USPS regulations (e.g., it cannot be of a commercial or political nature). But, these

messages are always part of the cancel design, rather than being applied separately as an auxiliary marking.

So, how should we classify the “Million Dollar Road to the Ocean is Open Savannah to Tybee” purple handstamp? I would categorize it as an auxiliary marking sanctioned and applied by the Savannah post office in an effort to promote tourism for the recently opened highway to Tybee Island, which for the first time allowed motorists to drive to the beach.

Cooperation between Savannah’s postmaster and the Chamber of Commerce in promoting an important local event would not have been unusual. In fact, nine years later, as part of Georgia’s bicentennial celebration, Savannah’s Chamber prepared large rubber handstamps to apply cachets (see Fig. 7) marking the first day of issue for the James Oglethorpe stamp on Feb. 12, 1933. At the time, the Post Office Department did not use an official first day of issue postmark, so the cachet attested to that. There is no evidence that postal employees applied the bicentennial cachet handstamps, but it seems likely that the Chamber and the postmaster cooperated on the stamp’s first day of issue ceremonies and first day covers.

Conclusion

There are a number of unanswered ques-

tions about the 1924 Savannah cover. What was the significance of the rooster logo for the hotel? Why did the letter sit for ten days in a general delivery cubicle before someone decided to add a second postmark. What was the purpose of the second postmark? Why was the “million dollar highway” promotional message added at a right angle along the right-hand edge of the cover? Was it only applied to general delivery letters, or did all outgoing mail receive the promotional message? As the message came almost a year after the opening of the highway, how long had it been applied and when did it cease appearing on mail? Because both the message and second postmark were in purple ink, were they done at the same time?

While we may never know the answers to these questions, collectors of Georgia postal history are urged to look for other examples of double postmarks from different dates and promotional messages on the “million dollar highway” (which most likely will be found on Savannah covers from 1923 and 1924). Also of interest will be discovering examples of similar auxiliary markings applied or by allowed by other post offices.

(In the next issue, Part 2 of this series will deal further with the promotional handstamp and the million dollar highway. Part 3 will concern the contents of the cover.)

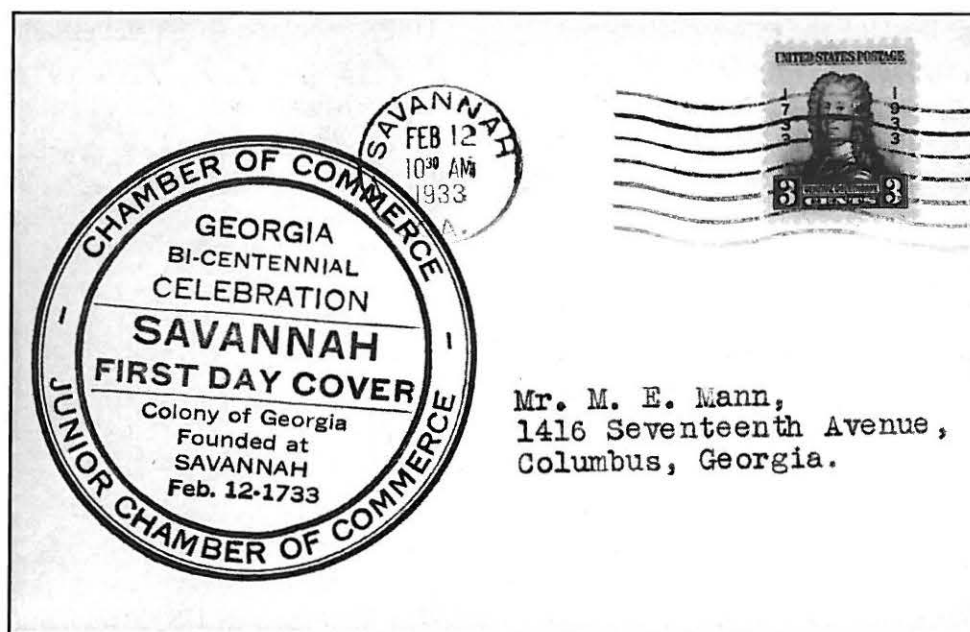


Figure 8

Howell Cobb Stampless Cover Offers Intriguing Characteristics

Steve Swain

I recently added to my Georgia postal history collection a free frank, stampless cover (Figure 1) sent to the mid-nineteenth century Georgia politician, Howell Cobb, Athens, Georgia. The diagonal “FREE” handstamp is accompanied by a left-side ELBERTON Ga. | AUG 21 circular date stamp.



Figure 2. Howell Cobb



Figure 1. Stampless Cover to the Honorable Howell Cobb

Cobb (Figure 2) served as congressman (1843-51; 1855-57), Speaker of the U.S. House of Representatives (1849-51), governor of Georgia (1851-53), and secretary of the treasury (1857-60). Following Georgia's secession from the Union in 1861, he served as president of the Provisional Confederate Congress (1861-62) and a major general of the Confederate army.

There are several interesting characteristics associated with this cover. The manuscript notation on the left side of the cover, presumably by Cobb, indicates that the letter had been answered. (Figure 3, cropped and rotated.)

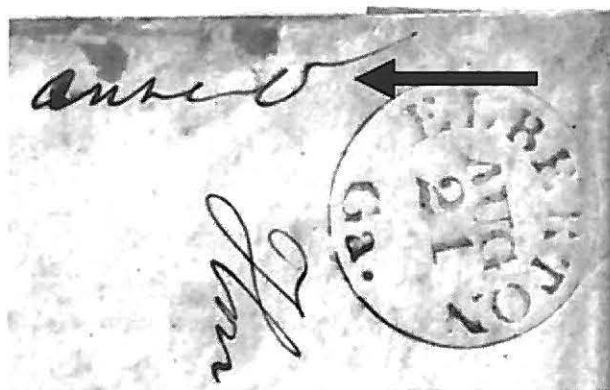


Figure 3. “Answered”

Next, the cover is not an envelope in the usual sense. Rather, it is a folded sheet of paper (Figure 4) used as an envelope to mail a letter. Once folded, the envelope was sealed at the top with wax and the wax was then imprinted with a small device to indicate a person's (the sender's) initials. The imprint can be seen in Figure 4 in the top center portion of the unfolded cover. Under magnification, the initials appear to be "CG".

Figure 5 is a grayscale version of the upper left corner of the cover highlighting two instances of the echo of the debossed circular datestamp.

The original contents were not included with the cover. However, the cover's intriguing characteristics alone provided many hours of enjoyment researching and learning about mid-19th century mailings in Georgia.



Figure 4. Unfolded Cover

Additionally, the FREE and circular datestamp markings were not applied with an inked, rubber handstamp. Instead, using a metal die device introduced in the 1860s, they are debossed markings, i.e., the markings were sunken into the surface of the paper and protrude somewhat (creating an "echo") on the reverse. With the Howell Cobb folded sheet cover, the markings can be seen on several folds of the paper since the handstamp device was used after the sheet was folded.



Figure 5. Debossed Datestamp

Roswell, GA "Mourning" Cover

Steve Swain

The typical mourning cover has a black edge surrounding the cover, sometimes front and back. In many cases, the folded flaps on the reverse of the cover were also black. Mourning covers were used to mail death and/or funeral notices. But many were used to extend sympathy or to express appreciation for condolences received. Even more common was the use of mourning covers for social correspondence, especially by widows, even though the contents of some black-edged letters show no evidence that the sender was in mourning.

The gradual rise in the use of mourning covers began in the mid-1800s during the Victorian era, notably after the postal reform movement which led to cheaper postage available to the masses. Their use peaked in the early 1900s, and then



Figure 2. Smith House, Roswell, Ga.

gradually waned in most countries beginning in the 1920s.

Mourning covers were quite prevalent during the American Civil War given the routine loss of life both on and off the battle field. Franked with a 5-cent Jefferson Davis (Scott CSA #1), the Civil

War mourning cover shown in Figure 1 was mailed in May of 1862 from Greenville, South Carolina to Miss Charlotte C. Bara_ (?)_ele, care of Archibald Smith, Esq. in Roswell, Georgia, the city in whichI currently live. The Smith House, Figure 2, still exists and is a popular attraction in Roswell.



Figure 1. Roswell, Ga. Mourning Cover

One of Roswell's founding fathers, Archibald Smith moved the family and nearly 30 of their slaves in 1838 from their two plantations in St. Marys, along the southern coast of Georgia, to make a new start with some 300 acres of cotton farmland north of the Roswell Town Square. What this well-to-do 19th Century farming family did not realize when they constructed their home was that it would be preserved by their descendants as an untouched treasure of southern history.

Archibald and Anne, Figure 3, raised four children in their Roswell home: Elizabeth, William, Helen and Archibald Jr. Both of their sons fought in the Confederate Army, and Willie, the eldest enlisted with the Signal Corps at the outbreak of the war.

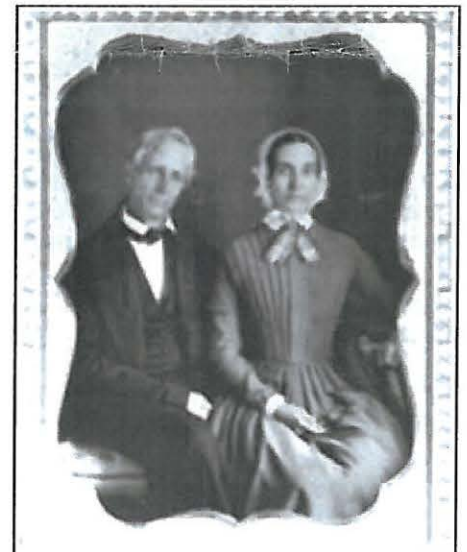


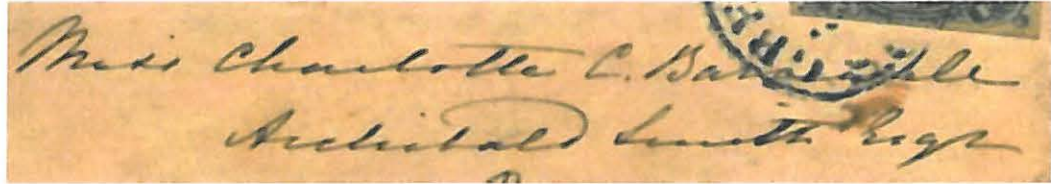
Figure 3. Archibald (1801-86) and Anne (1807-87) Smith

However, the mourning cover being discussed here was not related to the death of one of the Smith sons. William Smith did die at the end of the war, but the cause was dysentery as he was traveling back to Roswell a month after the Confederate surrender. Archibald, Jr. returned home safely after the war.

essence, sent “in care” of Archibald Smith, the addressee, most likely, was a guest staying for an extended period at the Smith house, common during the Civil War.

Alternatively, it is indeed possible that the addressee of the letter was one of the Smith House

Figure 4



Research didn't reveal that the cover's addressee, “Miss Charlotte,” was related to either Archibald or Anne Smith. Since the cover was, in

slaves. All in all, the Roswell, Ga. mourning cover is still a wonderful, special slice of local postal history for me and a philatelic curiosity.

Georgia Postal History Society's New Web Page

Steve Swain

As part of a recent total redesign of the Southeast Federation of Stamp Clubs web site, the Georgia Postal History Society's web page is now accessed via <http://www.sefsc.org>.



The new web page provides a history of the Society, benefits of membership, a listing of our current Officers and information about the *Georgia Post Roads* journal. Additionally, the page highlights member Frank Crown as the recipient of the 2014 Rowland Hill Award presented to Frank at the January, 2014 Southeastern Stamp Expo.

A monthly feature of the new web page is the **Georgia Postal History Item of the Month** showcasing a unique cover, postmark, auxiliary marking or some other interesting aspect of Georgia postal history. The September item of the month is a May 19, 1938 cover with the official Columbus, Ga. National Air Mail Week cachet. Additional interest for this cover is provided by the official logo of the Infantry School of Fort Benning, Ga. (located in Columbus) and the signature under the cache of L. W. McPherson, Columbus Postmaster General.

Contributions from members for the item of the month are welcomed. Please contact Steve Swain at swain.steve9@gmail.com.

Visit the new Southeastern Stamp Expo / Southeast Federation of Stamp Clubs web site and enjoy the many pages featuring the annual Southeastern Stamp Expo, regional stamp shows, federation clubs, Hall of Fame award winners and much more.

Georgia Post Roads

Volume 23, Number 2

Spring 2015

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Journal of the Georgia Postal History Society

American Philatelic Society Affiliate No. 224

CHARTER.

—o—

STATE OF GEORGIA,
Richmond County. } To the Honorable the Superior Court
of said county :

The Petition of Samuel S. Davis, Joseph R. Wilson, William H. Clarke, William J. Hard, Alfred T. Mann, Ignatius P. Garvin, William C. Derry, Joseph Milligan, William P. Carmichael, Daniel B. Plumb, David R. Wright, George M. Thew, and William A. Walton, citizens and residents of the county aforesaid, sheweth : That your petitioners with sundry other citizens of the State of Georgia and of the other Confederate States of America, have organized an association to be located, for the present, in the city of Augusta, and county aforesaid, under the name and style of "The Bible Society of the Confederate States of America," the sole object of which association is to aid in circulating the Holy Scriptures, without note or comment, by printing, publishing or procuring of the same. And for this purpose your petitioners pray an order of this Court, creating them and their associates a body corporate and politic, under the name and style aforesaid, according to the statute in such case made and provided.

Charter for the Augusta Bible Society (Figure 4 of article on page 2)

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

Douglas N. Clark, Editor
P.O. Box 427
Marstons Mills MA 02648
<dnc@math.uga.edu>

Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

Steve Swain, Secretary
5 Meeting Street,
Roswell, GA 30075

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The Society's web site is

<<http://www.stampclubs.com/gphs/index.htm>>

Bible Society of the Confederate States, Augusta, GA.

Steve Swain

Sold at the May 20-21, 2014 Robert A. Siegel auction of United States Postal History and Confederate States was a scarce cover with a Bible Society of the Confederate States, Augusta, GA corner card, **Figure 1**. The unusual character of the cover is that it is only one of a very few known covers with a corner card, or some other advertising, which uses "Confederate States." The cover realized \$375 at the auction.

Addressed to Rev. Whiteford Smith, D.D., the cover bears a pair of 5-cent blue CSA #7-Ls tied by an "Augusta Ga. Oct 2" cds. The auction catalog explains that the envelope contained an illustrated receipt for a life membership to the Society for \$30.00.

The words "Confederate States" were indeed imprinted on envelopes used for various purposes, such as mailings for the Treasury Department, War Department, Surgeon General's Office and patriotic covers, as seen on several examples in **Figure 2**. However, the usage of the wording on such covers was always "Confederate States of America," not simply "Confederate States."

Another such scarce "Confederate States" Bible Society cover was sold at the April 25, 2009 Rumsey auction, the Westpex sale of the Ballard Collection of Confederate States.³ That cover, shown in **Figure 3**, realized \$3,750 at the auction. A 2-cent green CSA #3 with four large, even margins was tied by an "Augusta, Ga." dateless cds on the drop cover.

Shown in **Figure 4**, the charter for the Augusta Bible Society, as presented in the 1863 First Annual Report of the Bible Society of the Confederate States⁴, explains the purpose and function of the Society:

"... your petitioners with sundry other citizens of the State of Georgia and of the other Confederate States of America, have organized an association to be located, for the present, in the city of Augusta, and county foresaid, under the name and style of 'The Bible Society of the Confederate States of America,' the sole object of which association is to

aid in circulating the Holy Scriptures, without note or comment, but printing, publishing or procuring of the same. ..."

An intriguing item to note regarding the Society is that its President in 1863 was the Honorable Joseph Henry Lumpkin, Georgia's first Chief Justice⁵, shown in **Figure 5**. Notable also is that Lumpkin co-founded the University of Georgia Law School where he taught until the university was closed during the Civil war.



Figure 5. Joseph Lumpkin

Lumpkin had four sons who served in the Confederate Army, including Captain Samuel P. Lumpkin, who was killed at the Battle of Gettysburg, and Captain Edward P. Lumpkin, who helped defend Athens, Georgia at the Battle of Barber's Creek. His older brother, Wilson Lumpkin, was a governor of Georgia.

It is unfortunate, and surprising, that more of these Augusta, GA. Bible Society covers are not known to exist. The Society had quite a few members in 1863 and 1864. **Figure 6** is only a partial list of Society members presented in the 1863 First Annual Report.⁶

As supported by the contents of the October 2 mailing presented above, correspondence from the Society to its members was common, if for nothing else than to confirm receipt of membership dues.

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- ¹ <http://stampauctionnetwork.com/y/y107167.cfm>
- ² http://en.wikipedia.org/wiki/Postage_stamps_and_postal_history_of_the_Confederate_States and <http://stampauctionnetwork.com/y/y101624.cfm>
- ³ <http://www.rumseyauctions.com/auctions/chapter/34/106>
- ⁴ <https://archive.org/details/annualreportofbi01bibl/page/18>.
- ⁵ <http://www.civilwaringeorgia.com/lumpkin.html>
- ⁶ [https://archive.org/details/annualreportofbi01bibl, op.cit., page 23.](https://archive.org/details/annualreportofbi01bibl/op.cit.,_page_23)



Figure 1. Bible Society of the Confederate States Cover ¹



Figure 3. Bible Society of the Confederate States Cover



Figure 2. "Confederate States" on Treasury Dept. and Patriotic Covers ²



Bruce, Mrs Nannie C.,	Richmond, Va	Carmichael, Mrs S E.,	Augusta, Ga	Dalney, Rev R L.; D D.,	Hampden Sydney, Va
Baker, Rev P M.,	Richmond, Va	Corbett, Rev Wm H.,	Cherokee, S C	Dudley, Miss Catherine N.,	Richmond, Va
Bolton, James, Jr.,	Richmond, Va	Chesnut, Mrs H G.,	Columbia, S C	Dunoe, Capt W J.,	Powhatan Co., Va
Bolton, Ches M.,	Richmond, Va	Campbell, Wm A.,	Powhatan Co., Va	Dushert, Willie,	Richmond, Va
Bolton, Maria L.,	Richmond, Va	Compton, Miss H C.,	Raleigh, N C	Devereaux, Miss S H.,	Hallfax, N C
Bolton, Jackson,	Richmond, Va	Craigton, W H.,	Raleigh, N C	Devereaux, Mrs A W.,	Hallfax, N C
Bolton, B Meade,	Richmond, Va	Crowder, W J W.,	Raleigh, S C	Devereaux, Thos P.,	Richmond, Va
Barringer, Hon D M.,	Richmond, N C	Cuthbert, James E.,	Petersburg, Va	Duchiel, Rev T Grayson,	Augusta, Ga
Barton, Mrs Frances,	Richmond, N C	Calender, David,	Petersburg, Va	Davis, Rev S S., D D.,	Augusta, Ga
Beland, Mrs M L L.,	Natchez, Miss	Cameron, Wm.,	Petersburg, Va	Davis, Rev Charles,	Richmond, Va
Bishop, C B.,	Petersburg, Va	Crenshaw, Lewis D.,	Richmond, Va	Eggleston, Nattie M.,	Powhatan Co., Va
Brock, T T.,	Petersburg, Va	Clayton, Mrs R E.,	Richmond, Va	Finmons, Prof E.,	Raleigh, N C
Brown, O S.,	Richmond, Va	Carmichael, Mrs S W.,	Richmond, Va	Erwin, Mrs John,	Greensboro, Ala
Brown, Rev Wm D D.,	Richmond, Va	Christian, Rev Wm H.,	Richmond, Va	Evans, Joseph,	Richmond, Va
Bell, Francis,	Dublin, Va	Courtney, Rev Philip,	Richmond, Va	Evans, Mrs Mary G.,	Richmond, Va
Bell, Mrs S I K.,	Dublin, Va	Cowling, Rev James H.,	Richmond, Va	Early, Bishop,	Richmond, Va
Barringer, Mrs Doctine A.,	Dublin, Va	Cochran, Rev J.,	Richmond, Va	Friend, Christ,	Petersburg, Va
Brown, Mrs E H.,	Richmond, Va	Comer, James,	Darlington II Va, Va	Flour, John H.,	Lynchburg, Va
Brent, Andrew,	Richmond, Va	Comer, Mrs Laura B.,	Columbia, Ga	Fitzhugh, Agnes M.,	Lynchburg, Va
Brent, Randolph E.,	Northumb'd Co., Va	Coker, Gen John H.,	Columbia, Ga	Foulke, Wm.,	Richmond, Va
Briston, Mrs Letitia,	Northumb'd Co., Va	Coker, John H., Jr.,	Fluvanna Co., Va	Ferguson, Geo.,	Richmond, Va
Baker, Rev J W.,	Charlotte, N C	Campbell, S J.,	Fluvanna Co., Va	Fraser, Rev Donald,	Madison, Va
Baker, Rev Archibald,	Marion, Ga	Campbell, Mrs Maria L.,	Lexington, Va	Fowler, W H.,	Richmond, Va
Barkley, Rev P F.,	Marion, Ga	Campbell, Wm S.,	Lexington, Va	Fitzhugh, Mrs Mary A.,	Richmond, Va
Baker, Rev Wm C.,	Marion, Ga	Campbell, Robert,	Lexington, Va	Farley, Rev D.,	Richmond, Va
Bull, John D.,	Amelia Co., Va	Campbell, Mrs H.,	Augusta, Va	Faucett, Edmund W.,	Caldwell Co., N C
Baker, Alfred,	Charlotte, N C	Clark, Rev J O A.,	Augusta, Ga	Faucett, Mrs Sophie,	Charlotte Co., N C
Baker, Charles,	Marion, Ga	Chickester, T W.,	Augusta, Ga	Ford, Dr Louis D.,	Augusta, Ga
Hallie, James G.,	Marion, Ga	Davis, Mrs R T.,	Augusta, Ga	Flinn, Rev Wm,	Millersville, Ga
Harch, J W.,	Marion, Ga	Davis, Rev J H.,	Orange C D., Va	Gaudin, Rev C P.,	Charlottesville, S C
Chandler, Samuel B.,	Edgefield, S C	Dobson, Mrs Daniel,	Va Conference,	Gardner, Joseph H J.,	Abbeville, Ga
Chambers, Col J M.,	Somter, S C	Dunlap, B M.,	Petersburg, Va	George, Mr J N H.,	Abbeville, Ga
Cochrane, J C.,	Columbus, Ga	Dunlap, Mrs H N.,	Petersburg, Va	George, Mrs J N H.,	Mobile, Ala
Curtis, Rev Dr.,	Charleston, S C	Dunlap, Mrs Robert,	Petersburg, Va	Gilson, Rev L P.,	Selma, Ala
Carroll, Rev W H.,	Line Stone Spr., S C	Dunlap, D.,	Petersburg, Va	Graham, Mrs Mary,	Selma, Ala
Callaway, Mrs C C.,	Selma, Ala	Dugger, D B.,	Petersburg, Va	Gault, Hon W T.,	Augusta, Ga
Cuzigham, John,	Greensboro, Ala	Dugger, Mrs H V.,	Petersburg, Va	Garden, Capt Hugh H.,	Augusta, Ga
Carson, J B.,	Savannah, Ga	Davis, F E.,	Petersburg, Va	Glen, Mrs J M.,	Richmond, N C
Caldwell, Samuel,	Charlotte, N C	Davis, H C.,	Petersburg, Va	Gilman, Mrs Fannie,	Marion, Ga
	Greensboro, N C				Bronxburg, Va

Figure 6. Partial List of Society Members, 1863

Georgia Bank Checks Showcase Many Varieties of Revenue Stamped Paper

Steve Swain

Background

In signing the Revenue Act of July 1, 1862, President Abraham Lincoln authorized the establishment of a comprehensive series of taxes, the payment of which could be shown by “adhesive stamps, stamped paper, vellum, or parchment.” Stamped paper, commonly referred to as “revenue stamped paper” by philatelists, includes documents such as insurance policies, stock certificates, bank checks, bank drafts and receipts. The distinguishing characteristic of revenue stamped paper was a revenue stamp design printed directly on the document. Revenue stamped paper was printed by security printers approved by the federal government. After the taxed paper was printed, it could be purchased by private printers who then printed checks and other documents using the special paper.

Of course, banks in Confederate states did not acknowledge the use of revenue stamped paper until after the end of the Civil War. The tax was not repealed until July 1, 1883. As such, revenue stamped paper used by states formerly a part of the Confederacy began in 1865 when states were readmitted to the Union and extended through 1883. Similar taxes were again imposed during the Spanish-American War (1898-1902), which prompted a second round of revenue stamped paper used for bank checks.

The types and varieties of imprinted stamps are highlighted on many checks used by Georgia banks. Combine this with elegant art work on beautifully engraved, colorful checks and collecting revenue stamped paper used for Georgia bank checks is a most intriguing and satisfying specialty theme. Here is a sampling of

the types and varieties readily available to start or enhance a collection.

The Imprints – Scott Numbering

As a review: With “RN” as the major designation, meaning “revenue stamped paper,” A-X designates the stamp design (Type) and 1-26 indicates the specific variety of the stamp. For example, RN-J5 is the Scott number for the stamp Type of a bust of George Washington facing right (J) and a variety that was printed in vivid red-orange (5).

Type B

The Type B design was developed by the American Phototype Co. of New York in 1864. Type B is one of the most common and diverse



Figure 1. B5 - Brown B6 - Green B10 - Red B11 - Purple

Types of revenue stamped paper for bank checks. Using a vertical format and featuring an eagle inside a pointed-oval frame, Type B was the first design to be used in a number of color varieties. **Figure 1** shows some of the many colors of the imprinted Type B.

A typical Type B design for a Georgia bank check is Scott #RN-B1, orange, shown in **Figure 2** on an 1869 Atlanta, Ga., Georgia Bank & Trust Co.



Figure 2. Scott #RN-B1, Atlanta, Ga.

check. This check was printed by Henry Spear, 82 Wall St. N.Y. **Figure 3** shows another example of a Scott #RN-B1 on an 1867 Savannah, Ga., Central Rail Road Bank check. Note the elaborate engraving, artwork and color on these two checks.

Type C

The Type C design was also developed by the American Phototype Co. of New York in 1870. The central design is quite different from Type B in that the C design is a left-facing George Washington with a horizontal format, thus occupy-



Figure 3. Scott #RN-B1, Savannah, Ga.

Type C is cataloged as printed in orange, pale red (a sort of pink), brown, and green. There is a pronounced color difference in the two imprints



Figure 4. Scott #RN-C1, Savannah, Ga.

shown here with the **Figure 5** check having a more yellowish tone. However, each imprint has a dealer's description, accurately, of "orange." Color variations provide an additional collection avenue for revenue stamped paper used for Georgia bank checks.

Type D

The Type D design was developed by the American Phototype Co. of New York in 1872 and was used in a wide variety of formats - checks, drafts, receipts. Over 2,200 used and unused copies are reported.



Figure 5. Scott #RN-C1, Macon, Ga.

ing a much larger area on the face of the check than does the B design.

Figure 4 shows a Scott #RN-C1 on an 1870 Merchants National Bank, Savannah, Ga., check and **Figure 5** shows the same imprint on an 1870 check drawn on The City Banking Company of Macon, Ga.

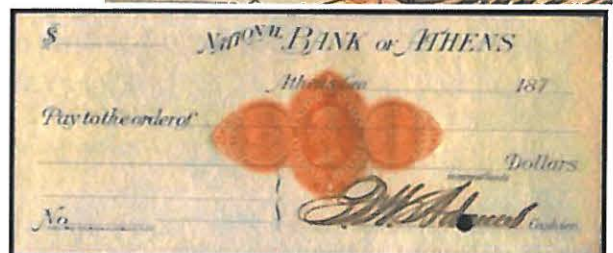


Figure 6. Scott #RN-D1, Athens, Ga.



Figure 7.
Scott #RN-D1, Macon, Ga.

Figure 8.
Scott #RN-D4, Savannah, Ga.



Figure 9.
Scott #RN-G1, Savannah, Ga.

Figure 10.
Scott #RN-G1, Atlanta, Ga.



Figure 12.
Scott #RN-X7,
Acworth, Ga.



Figure 11.
"Documentary Stamp"



The earliest reported date of use is March 18, 1872. Like the Type C design, Type D has a horizontal format but with a left-facing Benjamin Franklin. The details of this stamped paper imprint are revealed in the **Figure 6** magnified image from an unused 187__ National Bank of Athens <Geo.> check.

Another example of attractive engraving used for many Georgia checks is the 1873 Exchange Bank, Macon, Ga., check shown in **Figure 7** with the Scott #RN-D1 imprint. This check was printed by the American Bank Note Company, New York.

What was once known as "brown" is currently listed in catalogs as "buff" for the color of the Scott #RN-D4 imprint. However, the 1874 Southern Bank of the State of Georgia check from Savannah in **Figure 8** certainly seems to support a "brown" interpretation of the color variety for the D4 imprint.

Type G

A product of the Graphic Company of New York, Type G became the only imprint authorized for production in late 1875. It is distinctly different from the Type C and D designs in that it has as its primary format a diamond shape and a right-facing Liberty head figure. Many excellent examples of this imprint are available on checks drawn by the Southern Bank of the State of Georgia, Savannah, as seen in the **Figure 9** October 6, 1877 check.

Although Type G is cataloged as having only shades of orange, a lighter, more yellowish imprint of the Scott #RN-G1 is seen in **Figure 10**, an 1882 John H. James, Banker check, Atlanta, Ga. This check was printed by Corlies, Macy & Co., Stationers, 39 Nassau St., N.Y. The green on buff coloring of the check is quite attractive.

Type X

The earliest reported date of use of the left-facing George Washington Type X design is September 1, 1898. It is important to note that documentary taxes were reinstated in 1898 to assist in funding the Spanish American War. As such, the distinctive feature of the Type X imprint is the inclusion of "DOCUMENTARY STAMP" on the left and right circular portions of the design, as

seen in **Figure 11** from a Springfield, Mass. check.

An attractively designed check with the Scott #RN-X7 imprint is shown in **Figure 12** drawn on Acworth, Georgia's S. Lemon Banking Co. The check was printed by Corlies, Macy & Co., Inc., New York.

End Note

Georgia bank checks. Their abundant colors, engravings and varieties of revenue stamped paper provide a most intriguing and satisfying specialty collection theme.

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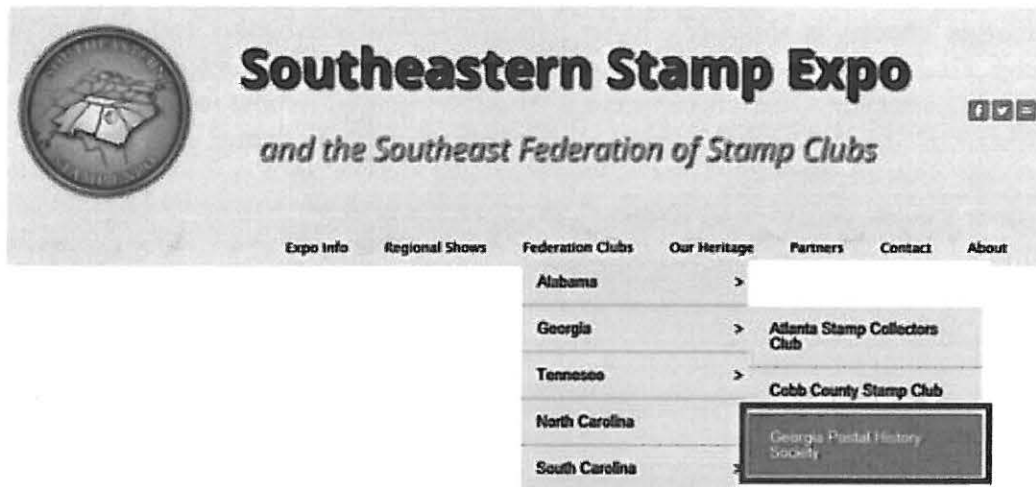
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<http://>

derbyhistorical.org/2012/RevenueStamped.htm

Georgia Postal History Society's Web Page

As part of a recent total redesign of the Southeast Federation of Stamp Clubs web site, the Georgia Postal History Society's web page is now accessed via <http://www.sefsc.org>.



The new web page provides a history of the Society, benefits of membership, a listing of our current Officers and information about the *Georgia Post Roads* journal. Additionally, the page highlights member Frank Crown as the recipient of the 2014 Rowland Hill Award presented to Frank at the January, 2014 Southeastern Stamp Expo.

A monthly feature of the new web page is the **Georgia Postal History Item of the Month** showcasing a unique cover, postmark, auxiliary marking or some other interesting aspect of Georgia postal history. The September item of the month is a May 19, 1938 cover with the official Columbus, Ga. National Air Mail Week cachet. Additional interest for this cover is provided by the official logo of the Infantry School of Fort Benning, Ga. (located in Columbus) and the signature under the cache of L. W. McPherson, Columbus Postmaster General.

Contributions from members for the item of the month are welcomed. Please contact Steve Swain at swain.steve9@gmail.com.

Visit the new Southeastern Stamp Expo / Southeast Federation of Stamp Clubs web site and enjoy the many pages featuring the annual Southeastern Stamp Expo, regional stamp shows, federation clubs, Hall of Fame award winners and much more.

Georgia Post Roads

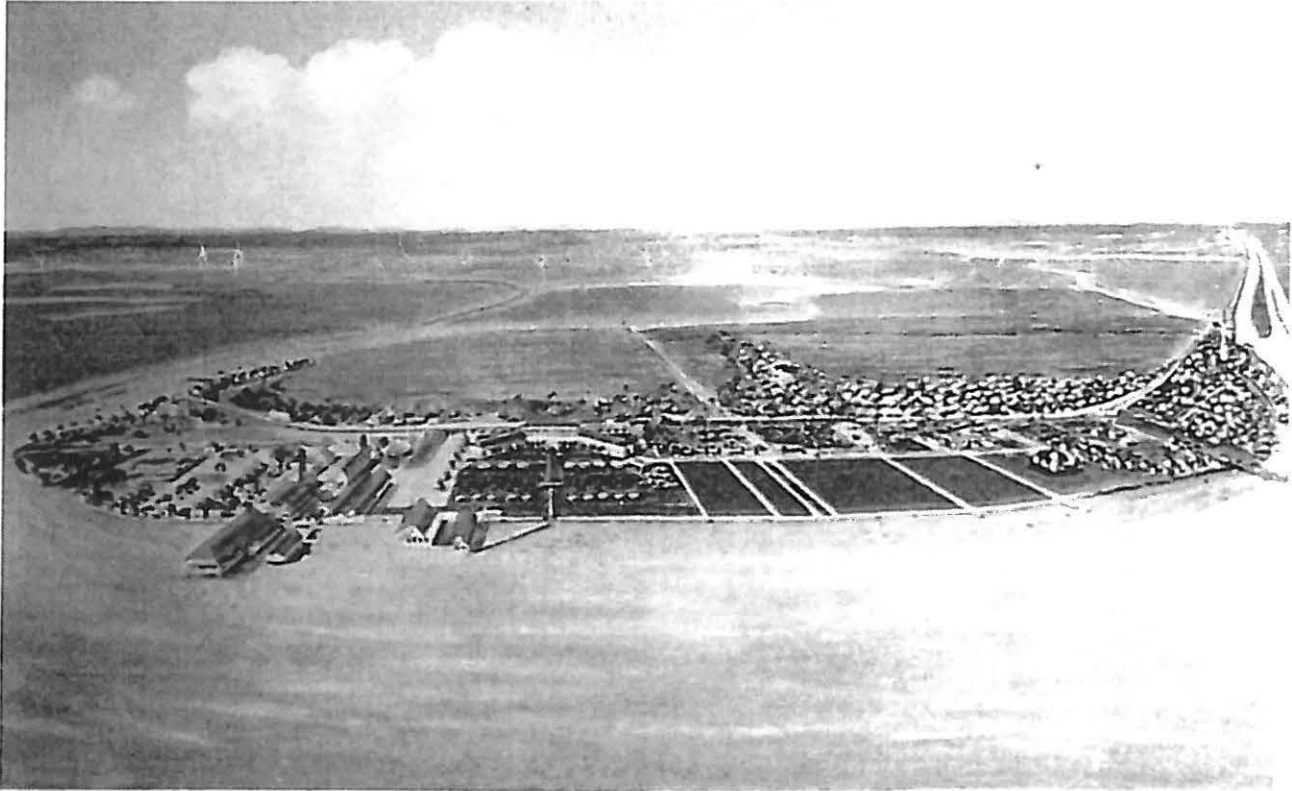
Volume 23, Number 3

Summer 2015

Whole Number 91

Journal of the Georgia Postal History Society

American Philatelic Society Affiliate No. 224



Tybee Island (Figure 15 of article on page 2)

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

Douglas N. Clark, Editor
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Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

Steve Swain, Secretary
5 Meeting Street,
Roswell, GA 30075

Articles

A mysterious 1924 letter from Savannah: Part 2,
Ed Jackson..... 1

The Society's web site is
<<http://www.stampclubs.com/gphs/index.htm>>

A mysterious 1924 letter from Savannah: Part 2

Ed Jackson

Part 1 of this three-part series dealt with multiple postmarks and an unusual external marking on the cover of a Feb. 15, 1924 letter mailed from a woman to her son. Both were from Michigan, but she was staying at a downtown hotel in Savannah while her son visited Florida. Interestingly, she mailed the letter to him in care of general delivery at the Savannah post office. The story of possible reasons for her action and their winter visit to the South will be examined in part 3. This article focuses on the significance of the handstamped message on her envelope—"Million Dollar Road to the Ocean is Open Savannah to Tybee" (see Fig. 1).

Tybee Island's Significance to Savannah

Tybee is the northernmost of a chain of barrier islands extending along the entire Atlantic coast of Georgia (see Fig. 2). All are separated from the mainland by a maze of smaller back barrier islands, creeks, rivers, and marshes. The barrier islands serve an important role in helping protect mainland areas from flooding and other damage during hurricanes and tropical storms. They also serve as important estuaries for shrimp and a variety of saltwater fish.

Some of Georgia's barrier islands—especially Tybee, St. Simons, Jekyll, and Cumberland—have broad stretches of coast facing the ocean that, except at high tide, can be used as beaches. These four islands also have interior areas suitable for seasonal or permanent habitation. However, it must be remembered that all of Georgia's barrier islands are exactly that—*islands*. To the east is the ocean and to the west, a complex ecological zone, much of which is flooded daily by incoming tides.

Until the late 19th century, Tybee Island could only be reached by boat. It lay at the southern end of the mouth of the Savannah River, some seventeen miles downstream from Savannah (see Fig. 3). Essentially almost everything between Savannah and Tybee Island was wet or low-lying and susceptible to tidal and storm flooding. As a result,



Fig. 1

until the late 1880s, Tybee remained a rough and largely uninhabited gem in the string of Georgia's Golden Isles.

As the area of Georgia closest to the mouth of the Savannah River, Tybee was important for river navigation. There were so many islands and inlets along the Georgia and Carolina coasts that ships bound for Savannah needed guidance in locating the mouth of the Savannah River (which actually is divided into two major channels separated by Cocks spur Island). Thus, in 1736, just three years after the arrival of Georgia's first colonists, James Oglethorpe had a lighthouse built on the north end of Tybee Island. A storm in 1741 destroyed the lighthouse, a fate also suffered by its successor in 1768. A third lighthouse was built in 1769 and lasted until 1861, when Confederate soldiers retreating from the island burned the lighthouse's wooden interior. In 1869, U.S. lighthouse officials repaired and enlarged the lighthouse, and it is this structure that remains today as an iconic tourist attraction.

After the Civil War, Tybee Island remained largely uninhabited, except for the lighthouse keeper and a few island dwellers (see Fig. 4). In 1875, the U.S. government purchased 221 acres on the northern end of the island for future use as a fort or other installation. Federal authorities purchased the land from John Screven—who, with his two brothers and two other entrepreneurs, formed the Tybee Improvement Company in February 1876 with the goal of turning the barren island into a seaside resort.



Fig. 2



Fig. 4

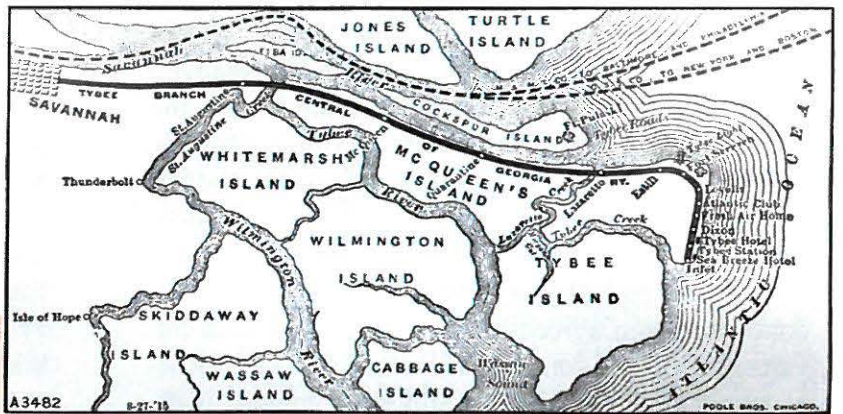


Fig. 5

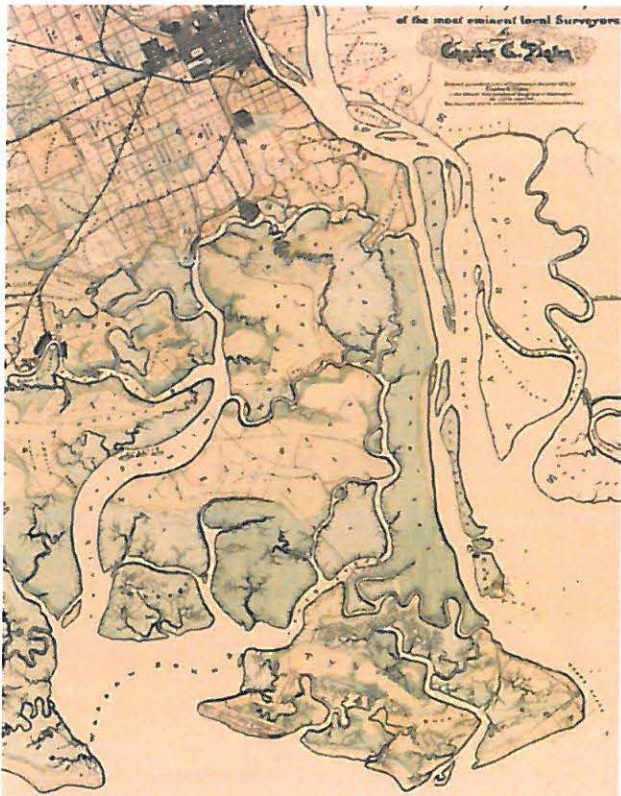


Fig. 3

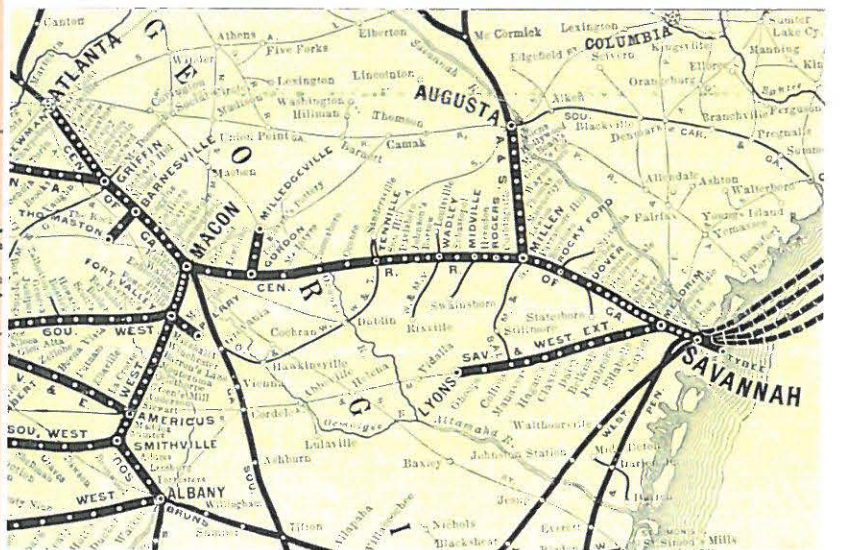


Fig. 7

They moved quickly, completing a 40-room hotel (appropriately named the “Ocean House”) in time for the summer 1876 season. Hotel guests had to depart from Savannah aboard a daily steamer for a two-hour trip, ending at a wharf over a mile upstream from the hotel. There, guests boarded what was billed as the “Tybee Railway” (but actually was a railcar pulled over a wooden tramway by horses or mules) for the final leg of their journey.

The Ocean House was open at least through the 1880 season and apparently was successful. Exactly what happened to the company and its hotel is unclear. Likely, with only forty rooms and nothing else on the island except the lighthouse, there were not sufficient guests or revenue to operate a resort hotel. At some point after the 1880 season, the hotel closed.

In April 1885, Daniel G. Purse purchased the majority of Tybee Island. A former captain in the Confederate engineering corps, Purse realized that to truly turn Tybee into a seaside resort, the island needed direct rail access from Savannah. He and a group of investors incorporated as the Savannah and Tybee Railway Company in October 1885.

Subsequently, a contract was signed with a contractor who agreed to have a railroad from Savannah to Tybee completed by April 1, 1887. However, construction didn’t begin until August 1886, and once underway, the contractor quickly ran into difficulty laying track through low-lying land that often was underwater during high tide. In many places the rails had to be raised—either through building up the rail bed or adding bridges and causeways. In some cases, the need for more and longer bridges was unforeseen, because what on maps was labeled a creek often turned out to be as wide as a river. For a host of reasons, the project fell far behind and above budget—and the contractor walked away, leaving Tybee still without rail access. A second contractor stepped in, amazingly completing the railway in less than a month (see Fig. 5). The first passengers to travel by rail to Tybee Island arrived in mid-July 1887.

Because of mistakes by the first contractor, portions of the railroad had to be rebuilt. Cost overruns forced the corporation to file for bankruptcy. In 1889, the Savannah and Tybee Railway was sold at auction. In March 1890, it was reorganized as

the Savannah, Tybee, and Atlantic Railway. In July 1890, the Central Rail Road & Banking Company (which in 1895 became the Central of Georgia Railway) purchased the railroad and renamed it the Savannah & Atlantic Railway.



Fig. 6

The Central built a new depot for Tybee passengers on the east side of Savannah (see Fig. 6). To the west, the new depot was connected to Savannah’s main passenger terminal just west of downtown so that travelers from almost anywhere could travel by rail to Tybee Island (see Fig. 7) This was important because travel by automobile was not yet possible.

Despite rail access, Tybee needed to offer visitors more than just a day trip if the island was to become a seaside resort. It needed to offer those who could afford it a fancy hotel with a large dining room, dancing, and a deck facing the ocean. So in June 1888, a number of Savannah’s leading citizens formed the Tybee Hotel Company. In February 1889, contractors began construction of a new



Fig. 8

hotel on land overlooking the beach at the south end of the island. The 120-room Tybee Hotel was completed in just over six months, giving the island its first major hotel (see Fig. 8). It would entertain guests for two decades before burning to the ground in 1909 (fortunately with no injury or loss of life).

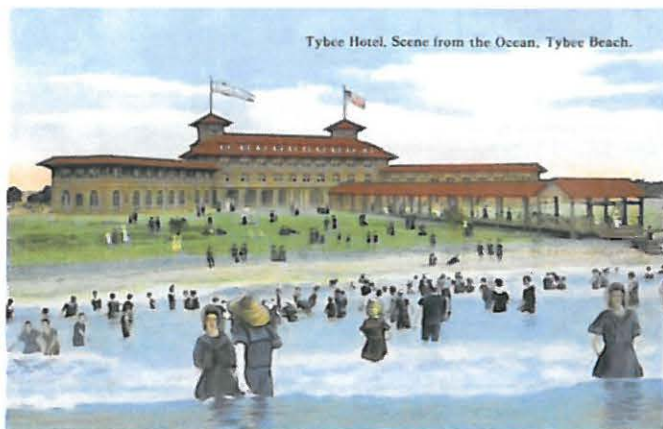


Fig. 9

A new Tybee Hotel was built on the site in 1911 (see Fig. 9). Constructed of steel-reinforced concrete, it boasted of being fireproof. It had numerous amenities, including a covered walkway to the ocean and a bathhouse for guests and the public. The hotel would become a popular venue for conventions, especially because of its location on the beach adjacent to a large pavilion that attracted thousands of visitors (see Fig. 10).



Fig. 10

Tybee's growing popularity had an impact on Savannah. Before the automobile, tourism was largely limited to the well-to-do who could afford to travel by rail or steamer and spend days, weeks, or even months at a resort hotel. In the early years of the 20th century, an automobile could cost more

than a house. But Americans still were fascinated with the new invention. In 1909, the National Association of Automobile Manufacturers held its annual auto show in Atlanta—the first time the event was held outside of New York or Chicago. The 1909 show culminated with the grand opening of the Atlanta Speedway and its first races (held on the site that less than 20 years later would become Atlanta's airport).

Savannah was successful in hosting the 1908, 1910, and 1911 U.S. International Grand Prix automobile races. But, it was Henry Ford who helped revolutionize tourism by making automobiles affordable to a growing number of Americans. No longer were travel and vacations limited to the wealthy. The Model T single-handedly democratized tourism, allowing all but the poorest Americans to load up the family and hit the road (often spending the night in a tent set up in a church yard or along the side of the road).

Unfortunately, travel not only required a car—it required passable roads to travel on. In general, outside of larger cities, most of the South had only dirt roads, which often became impassable after a heavy rain. In 1915, the newly created Dixie Highway Association met to plan and coordinate construction of the first north-south paved highway in the U.S. As most states did not have a state highway department (and there were no state or federal highway funds), each county on the Dixie Highway's route was responsible for funding and building its portion of the highway.

Congressional passage of the Federal Road Aid Act of 1916 promised limited federal funding for highway construction. But, to be eligible, each state had to create a state highway department in order to apply for federal help. World War I delayed implementation of the 1916 federal highway act, but by the end of the war new state highway departments began taking over responsibility of inter-city road construction—a function formerly performed by counties using convict labor.

Meanwhile, shortly after authorizing the initial route of the Dixie Highway from Michigan to Miami, the Dixie Highway Association responded to requests from cities and counties not on that route to authorize an eastern branch of the Dixie Highway. The new route ran from Michigan through Ohio, Kentucky, Tennessee, the Carolinas,

and Georgia to Jacksonville, where it joined the 1915 route (see Fig. 11).

Importantly, the new Dixie Highway route ran through Savannah, which meant thousands of Florida-bound travelers would be driving through the city. Seventeen miles to the east of Savannah lay Tybee Island—the first ocean beach south-bound travelers would encounter. Assuming that many of the motorists would like to take a break from the long drive for some time on the beach, Savannah chamber of commerce officials and other local civic and business leaders began pressuring Georgia's state highway department for a paved road from Savannah to Tybee.

In 1919, state officials agreed to use federal highway funds to extend Dale Avenue south of downtown Savannah eastward to Tybee Island. The following year, Chatham County road officials awarded a \$900,000 contract to build a 625-foot bridge over the Wilmington River. Completion of that and another major bridge over Lazaretto Creek as well as a highway over an elevated base of clay and shell took three years. But, what Savannah and Tybee promoters proudly proclaimed as the “Million Dollar Highway” opened in 1923 (see Fig. 12). Now, not only tourists but also Savannah residents could drive their cars to Tybee beaches. The road quickly proved a major success and Tybee's parking lots on the beach were often full (see Fig. 13). Unfortunately for the Central, the new highway caused much rail travel to decline dramatically.

For almost ten years after the Tybee highway opened, the Central of Georgia continued its daily run to the island. However, so many people were driving on the new highway that the Central decided to terminate its service to Tybee effective July 31, 1933. Afterwards, the track was removed.

In the 1990s, work was launched to convert the old Central Railroad bed on McQueen's Island to a “Rails to Trails” scenic trail (see Fig. 14). However, within a decade, large portions of the trail had been eroded due to high tides. A restoration project was completed in 2009, but by 2013, tidal erosion forced the closing of the trail. Chatham County officials are currently working on further restoration of the trail.

One last note on the “Million Dollar Highway,” in 1926, U.S. and state highway officials launched a new system of numbered highways. The



Fig. 12



Fig. 14

highway between Savannah and Tybee Island was designated part of U.S. 80, which stretched from Tybee Island to San Diego, California. Later, the portion east of Dallas was decommissioned because of travelers' preference for interstate highways. Today, a stone marker on the south end of Tybee Island marks the eastern terminus of U.S. 80.

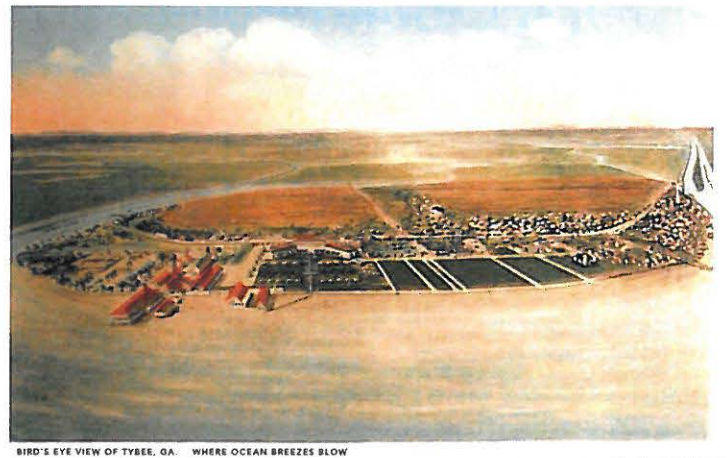


Fig. 15



PARKING STRAND AND BEACH AT SAVANNAH BEACH, SAVANNAH, GA

Fig. 13



Fig. 11

Tybee Island Postal History

After reliable rail access to Tybee was launched in 1887, a growing number of visitors decided to build or rent cottages—some for the summer season and some as a year-round residence. Tybee’s new part- and full-time residents needed food, supplies, water, and other goods. They also needed a post office. According to postal historian Jim Forte, the island received its first post office in 1885, with its postmarks bearing the name “Tybee.”

After purchasing most of the island in 1885, Daniel Purse had recognized the advantages of incorporating his newly acquired land as a town. On Oct. 15, 1887, the General Assembly incorporated all of Tybee Island (with a few exceptions, such as the lighthouse and the land the U.S. purchased for a fort in 1875) as the town of Ocean City. According to Forte, the post office’s name did not change, with postmarks retaining the name “Tybee.” That inconsistency was short-lived, as in December 1888, the legislature changed the town’s name to Tybee. Within two decades, the town had grown considerably (see Fig. 15).

Because the name “Savannah” was much more recognized nationally than “Tybee,” the General Assembly in August 1929 changed the town’s name. Legally, its new name was “City of Savannah Beach, Tybee Island” (though the full name only appeared on official documents, with everyone simply calling the town “Savannah Beach”). It is not clear the date when the Post Office Department changed the name of Tybee’s post office, but apparently it was that fall, for Forte records that “Savannah Beach” postmarks date to 1929.

It should be noted that beginning in 1904, Tybee Island had a second post office. Because the U.S. had purchased the northern end of the island in 1875, and with the coming of the Spanish-American War, a military installation was constructed on the island at the mouth of the Savannah River in 1898 (see Fig. 16). Named Fort Screven (after the Revolutionary War hero, Gen. James Screven—not the John Screven who sold his land to the federal government in 1875), the post got its own post office in 1904. The fort



Fig. 16

was in use from 1898 through the end of World War II. Decommissioned in 1947, the Fort Screven post office remained active until closed in 1967.

To distinguish the island from the city of Savannah, the legislature in 1978 changed the city's name from "Savannah Beach" to "Tybee Island." This meant that there were four different postmarks in the history of the island (see Fig. 17).

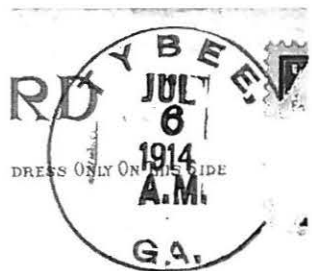
At some point, as a cost-savings move, the U.S. Postal Service moved mail processing and cancellation operations from Tybee Island to Savannah (although it was—and is—still possible to get a postal clerk at the Tybee post office to apply a round handstamp bearing the date and name "Tybee Island"). Several years ago, the Postal Service closed the Savannah mail processing facility. Now, all mail to and from Tybee Island is processed through the USPS facility in Jacksonville,

Florida. Forte's listing of Georgia post office markings shows that the Tybee Island postmarks are still used—which is true if you request hand cancellation by a clerk at the Tybee post office. In recent decades, the vast majority of outgoing mail from the island bears either a Savannah or Jacksonville postmark. This presents the confusing situation where a picture postcard showing the Tybee beach is mailed at the island's post office, but arrives at its destination with a Jacksonville postmark.

Determining the exact dates that Tybee mail postmarking was shifted to Savannah, and then to Jacksonville, is a task for future research. Another task for those interested in Georgia postal history is determining the earliest and last known regular cancellations by the Tybee, Fort Screven, Savannah Beach, and Tybee Island post offices.

To be continued.

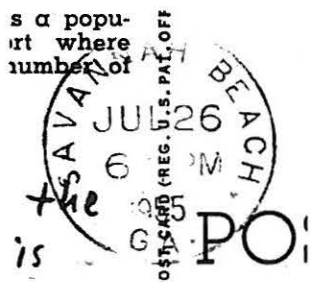
Tybee Island Postmarks



Tybee (1855-1929)



Fort Screven (1904-1967)



Savannah Beach (1929-1978)



Tybee Island (1978-)

Fig. 17

Georgia Post Roads

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American Philatelic Society Affiliate No. 224



Augusta advertising cover with carnival advertising on reverse (see page 4).

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

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Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

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The Society's web site is
<<http://www.stampclubs.com/gphs/index.htm>>

An Early Postmaster's Free Frank

Francis J. Crown, Jr.

Finally there is the free frank. The free frank privilege was extended to town postmasters by an Act of Congress approved 8 May 1794. This law

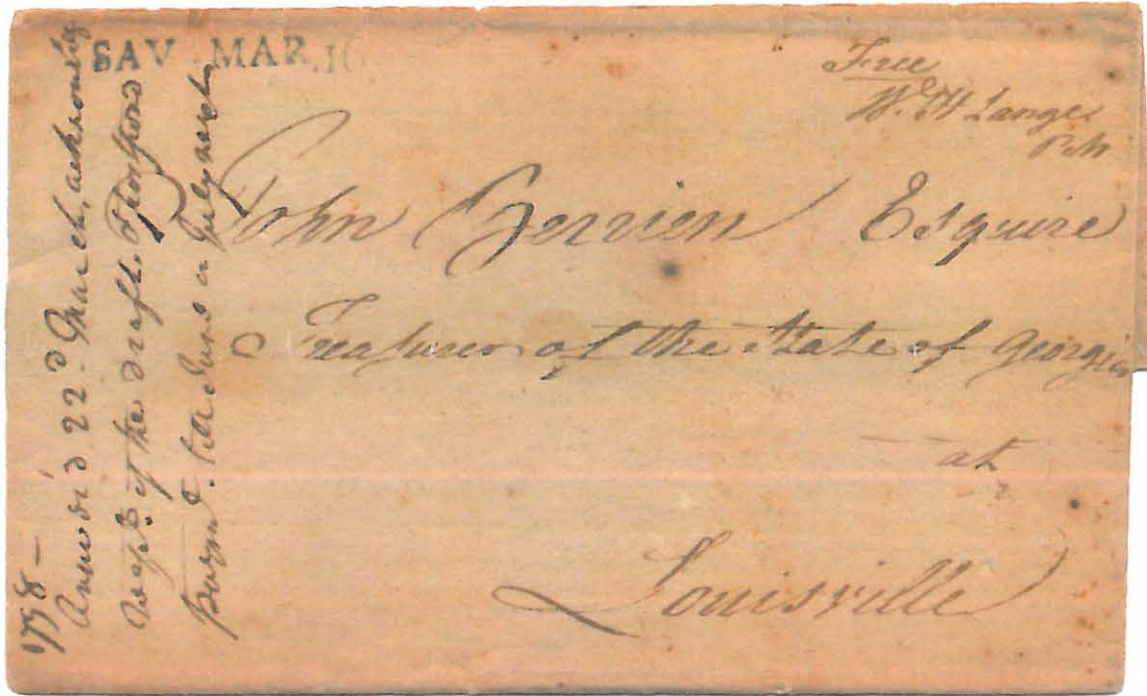


Figure 1. Postmaster free frank on 1798 Savannah folded letter.

Postmaster free franks on Georgia stampless covers are not common, but they are not rare either. A free frank from before 1800 is a different story. The folded letter illustrated at Figure 1 bears the free frank “Free / W. H. Lange / P M” at upper right and a Savannah straight line postmark at upper left. At the lower left corner of the folder letter is the notation “1798.” There is no content to confirm the year date.

The earliest records of United States postmasters are the “Records of First Returns Received from Postmasters.” These records show the period for which a postmaster actually submitted a report of postal receipts. These show postmaster William H. Lange submitted a report for the quarter ending or the quarter beginning 1 January 1798 and was succeeded by Isaac Bennedix who was appointed postmaster on 20 June 1799.¹ The addressee, John Berrien, was the Georgia State Treasurer from 1796-1799, when the state capital was in Louisville.² All these dates are consistent with the folded letter being mailed in 1798.

allowed deputy postmasters to send free of postage letters not exceeding two ounces in weight.³



Figure 2. Enlarged image of Savannah postmark.

The postmark is a Savannah Type 220 as listed in the *Georgia Stampless Cover Catalog and Handbook* but it has a feature not listed in the catalog.⁴ There is a faint comma after “MAR” that is below and to the right of the “R” and on the same baseline of the day date. It is clearly visible in the enlarged illustration of the postmark (Figure 2).

Notes

1. *Records of the First Returns Received from Postmasters, October 1789-July 1818*. Records of

the Bureau of the First Assistant Postmaster General. (NARA M841) RG 28.

2. Yulssus Lynn Holmes, *Those Glorious Days* (Macon, GA: Mercer University Press, 1996), 30; and "Explore Georgia's Historical Markers," Georgia Historical Society, accessed 29 August 2015, http://georgiahistory.com/ghmi_marker_updated/major-john-berrien/
3. *Laws of the United States from the 4th of March 1789, the 4th of March 1815* Vol 2, Chap. 119, §19 (Philadelphia, PA: John Bioren and John Duane), 400.
4. Francis J. Crown, Jr. *Georgia Stampless Cover Catalog and Handbook* (Madison, AL: Francis J. Crown, Jr., 1997), 70.

Book Review

Confederate States of America philatelic fakes, forgeries, and fantasies of the 19th and 20th centuries, by Peter W.W. Powell and John L. Kimbrough MD, published by the authors (2015). \$95 postpaid from Peter W.W. Powell,

5502 Cary Street Road, Richmond VA 23226.

There are a lot of Confederate forged postmarks and stamps, probably because they are not illegal, unless used to defraud.

This fully illustrated, full-color 432 page catalogue is elegantly presented and appears to be complete, as much as possible for a listing of items for which no official records are there to document the existing material.

After chapters on the forgers themselves and counterfeits of the general issue adhesives, the main chapter of the book deals with fake postmarks and postmaster provisionals from Confederate towns. The Georgia towns appearing are: Andersonville, Athens, Atlanta, Augusta, Auraria, Big Shanty, Brunswick, Cartersville, Columbus, Cuthbert, Dalton, Fairburn, Gainesville, Griffin, Grooverville, Linton., Macon, Milledgeville, Rich Hill, Ringgold, Rome, Savannah, Sparta, Spring Place and Warrenton. There is no index, but the towns are listed alphabetically.

Due to an unfortunate printer's error, page 95 is missing. In its space, page 109 is duplicated. When I inquired of the authors about this, I was sent a scan of the missing material.

With the discussion of counterfeits of the Athens provisional, the authors illustrate the fake shown below, stating that it was "totally unknown until it made an appearance in late 2013." I first became aware of this item when I moved to Georgia in 1973. I was given a copy by Joe Edens, a veterinarian and active member of the Athens Stamp Club. He told me that his brother produced it, as a souvenir for the Club's annual show. Our Treasurer Nancy Clark, circulated copies of it as part of her run for the board of the American Philatelic Society in 1992.



For more about the Athens fakes, see Frank Crown's article "Fake Athens 5¢ provisionals," *Georgia Post Roads* 21 No. 2 (Spring 2013).

[Review by Douglas N. Clark]

Georgia Postal History Society's annual meeting will be held at Ameristamp Expo,

January 30, 2016, Downtown Hilton Atlanta. More information in the next Post Roads.

1891 Augusta, GA Carnival Advertising Cover

Steve Swain

As an addition to my Georgia advertising cover collection, I recently purchased from an Internet dealer the Stone & Cavanaugh, Cotton Factors cover shown in Figure 1. Displayed on the dealer's site was only the front of the cover.

In the late nineteenth century, fairs and expositions were an important method for cities to attract visitors who, in an era before radio and television, were eager to see new technological marvels on display. These events provided civic leaders with a showcase to urge visitors to come and do business in the host location.

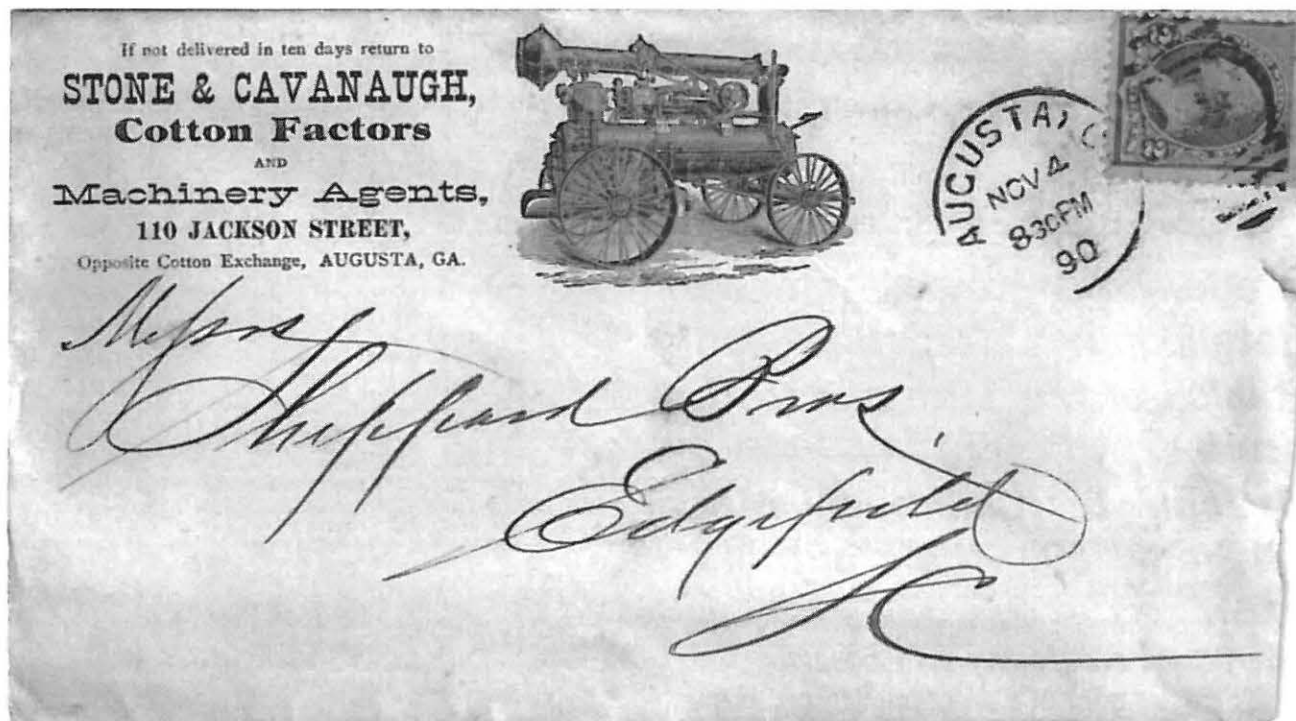


Figure 1 November 4, 1890 Augusta Advertising Cover - Front

When I received the cover, I was very pleased to see on the back flap an advertisement for the January 20 – 28, 1891, Augusta Carnival (Figure 2). A dual advertising use by Stone & Cavanaugh and the Augusta Carnival made an intriguing addition to my collection. I had not heard of the Augusta Carnival nor understood the note of encouragement in the lower portion of the advertising to “Read the Mandate of Rex.” Was the Carnival one of the expositions that were quite common in the late nineteenth century, especially in the South? Research revealed some fascinating answers.

From November 8 to December 18, 1888, Augusta, Georgia was the host city to a grand exposition. By all accounts, the city of 46,000 had pulled off a great feat in highlighting its New South accomplishments and expanding its economic base.

Hoping to leverage off the success of the 1888 exposition, the Trades Display and Carnival Association met in November 1889 and decided to hold a carnival the following year in Augusta at the annual Georgia Poultry and Pet Stock Association Fair. The theme for the carnival was to be

similar to that of the New Orleans Mardi Gras, that is a "Rex" theme. "Rex" is Latin for "King" and at Rex events Rex reigns as "King of the Carnival". The Augusta event was to be billed as the King Cotton Carnival.

It is safe to assume that the promoters of the Augusta Carnival partnered with local companies to print the Carnival ad on envelopes the companies had in stock. Moreover, there is a good chance that the promoters of the King Cotton Carnival spe-

the four years of the Carnival there were parades, displays and festivities all in support of a carnival atmosphere. Horse and mule races were conducted on Broad Street. A high wire walker would traverse a wire stretched between the Arlington and Dyer buildings, two of the largest structures in the city. One hundred dogs were provided for a late night fox hunt. On the last night of the event, a ball was held in a local hotel and the identity of "King Cotton" was revealed, typically a local elected official.

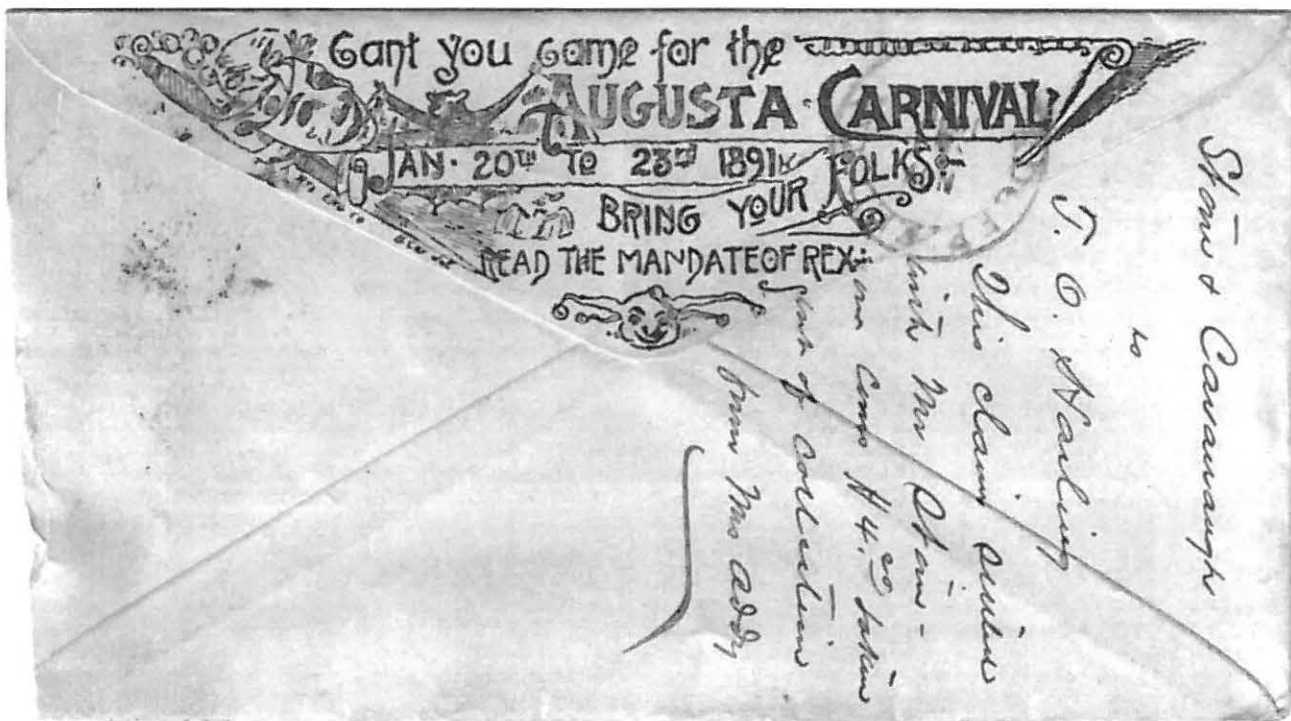


Figure 2 November 4, 1890 Augusta Advertising Cover - Reverse

cifically sought out companies such as Stone & Cavanaugh who were cotton factors, i.e., cotton brokers for cotton planters in the antebellum South.

The King Cotton Carnival in Augusta was an annual event between 1890 and 1893, with the first Carnival being held January 14-16, 1890. In

I have not been able to locate any advertising covers from the King Cotton Carnivals other than the 1891 event, but I will surely continue my search in anticipation of adding more dual advertising covers promoting Augusta companies and the "Rex" carnivals.

Throw Mama from the train ... a letter

Douglas N. Clark

The Confederate cover shown in Figure 1 (front and back) is addressed to Mrs. L. G. Johnson/Crawford PO/Oglethorpe Cty/Ga. and bears no other markings or notations on the face except the very interesting manuscript docketing at lower left: "Mr G Please throw off at Hutchesons." The reverse is franked with 10¢ (CSA Sc. 11) adhesive, tied by a very indistinct Atlanta postmark.

Trish Kauffman, from whom I purchased the cover, included a note that "Hutchesons Ferry is in Carroll County," referring to the docketing. Carroll county seemed to me to be too far afield for a letter going from Atlanta to Oglethorpe County.

My first thought was that it might refer to the town of Huching (pronounced and sometimes spelled *Hutch'ins*) on the Georgia Railroad, south of Crawford. But reference to an 1894 map of Oglethorpe County, on the cover of Florrie C. Smith's *History of Oglethorpe County, Georgia* shows a "Dr. Hutcheson place" on the railroad

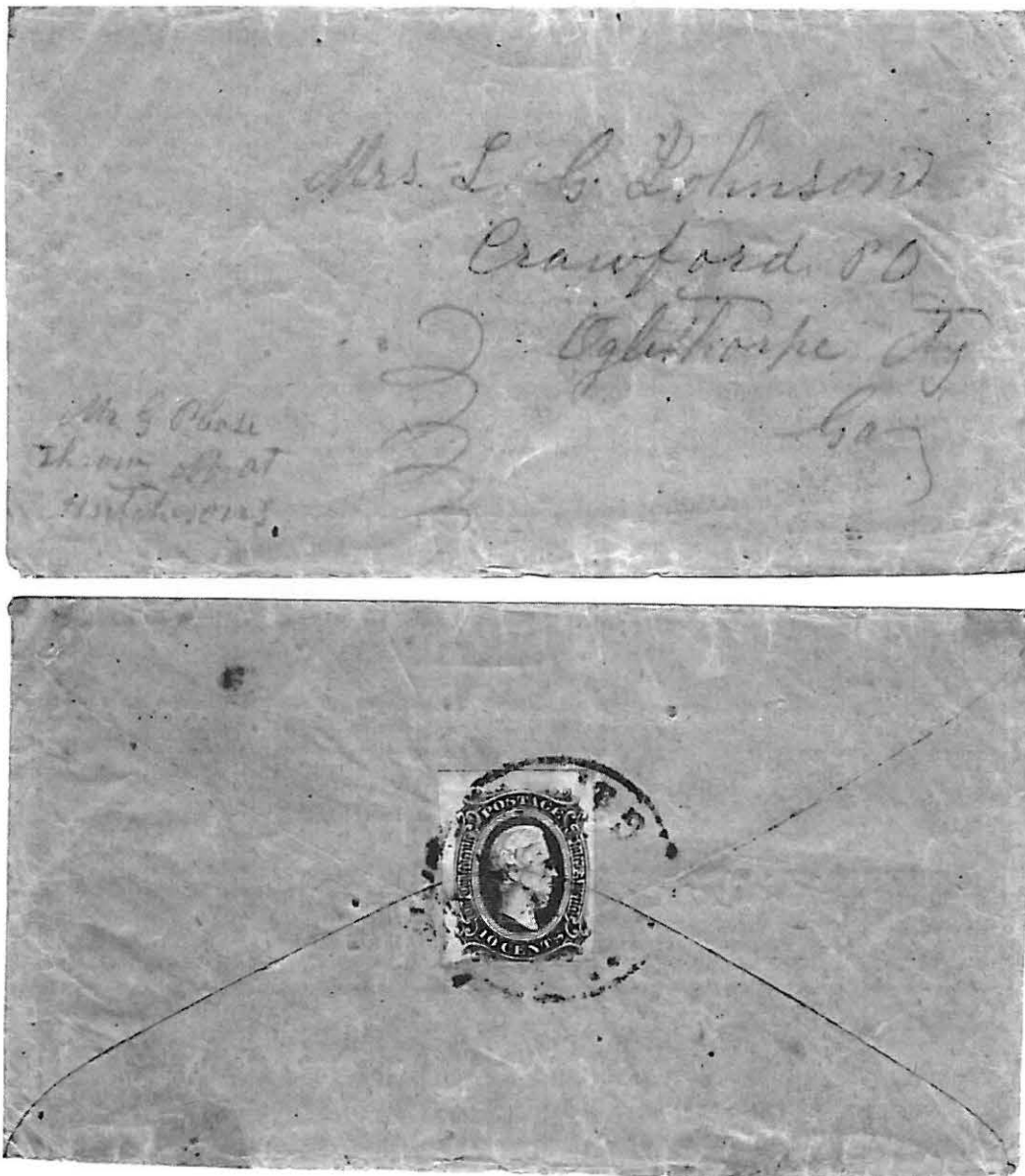


Figure 1

north of Crawford (see Figure 2 and inset).

According to Smith, Mary Anne Elizabeth Hutcheson was born in the old Hutcheson homestead in Oglethorpe County on November 13, 1827. On December 7, 1847, she married Luke G. Johnson. Luke Johnson served as a Colonel in the 3rd Georgia Regiment, Confederate Army. Evidently his wife moved in with her parents when he went to war. At least the letter writer thought so.

The railroad passing by the Hutcheson homestead was the Athens Branch of the Georgia Railroad. The Mr. G., to whom was entrusted this letter, was evidently a route agent on this branch. The letter traveled east on the main line of the Georgia Railroad and was transferred to travel north on the Athens Branch at Union Point, to be "thrown off" at the Hutcheson place.

Perhaps the most significant thing is the handling of this cover by route agents that the docketing suggests. Several years later, some R.P.O.s picked up sacks of mail on the fly from mail cranes by the tracks, without stopping, and simultaneously tossed bags of letters off the trains. At Hutcheson's place, a bag of letters must have been tossed, as I can't imagine throwing, much less catching, a single letter from a moving train.

Surely this was against post office regulations. But those of us who have lived in the south know that things sometimes can get pretty informal there.

References

Florrie C. Smith, *History of Oglethorpe County, Georgia*, Wilkes Publishing Co., Inc. (1970).
 Thomas W. Smith, *Full Name Index to History of Oglethorpe County, Georgia by Florrie Carter Smith*, Historic Oglethorpe County, Inc. (2000)

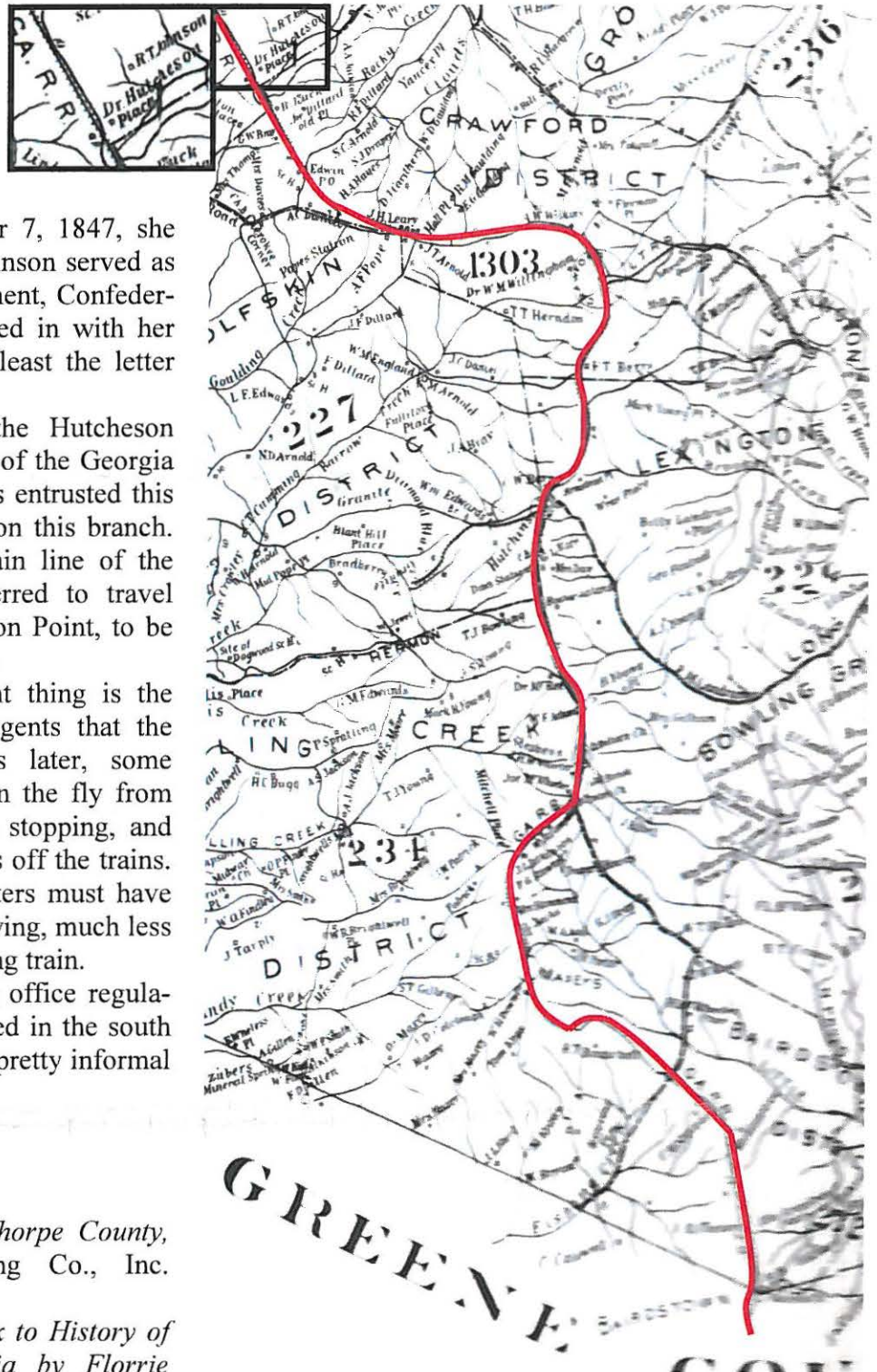
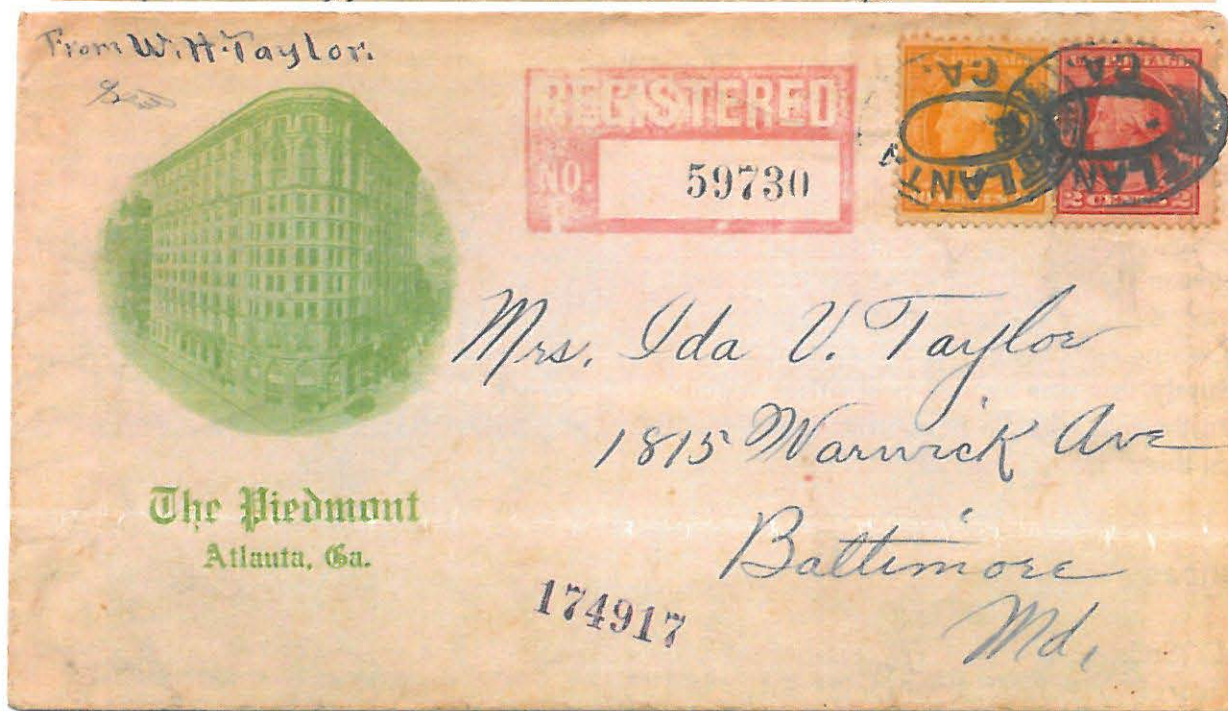


Figure 2. Western Oglethorpe County

Georgia on Covers

Francis J. Crown, Jr.



In my experience the design of the Piedmont Hotel on the cover above is the most common of the many used by Atlanta hotels. This one is unusual because it was registered and also contains a letter sheet of the hotel. The 10c yellow stamp paid the registration fee and the 2c red stamp the letter postage. The back stamps provide the date of mailing (10 May 1912) and receipt at the office of address (12 May 1912).

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American Philatelic Society Affiliate No. 224



Pleasant winters in the south. (Part 3 of Ed Jackson's article; see page 4).

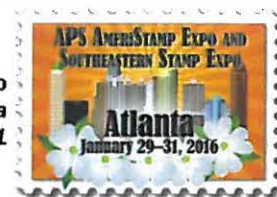
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Roswell, GA 30075

Ameristamp Expo
In Atlanta
See page 11



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A mysterious 1924 letter from Savannah: Part 3

Ed Jackson

This is the final part in a series about a 1924 letter from a Michigan woman enjoying a winter vacation in Savannah to her son, who was then visiting in Florida. Strangely, the letter traveled a grand total of two blocks - from her hotel to the downtown Savannah post office, where it was given to the postal clerk at the general delivery window to await pickup by her son.

Part 1 of this series looked at the variety of curious postmarks and markings on the front and back of the cover (Fig. 1). Part 2 dealt with the subject of a vertical hand stamp on the cover promoting Savannah's new "Million Dollar Highway" to Tybee Island (Fig. 2) and the background of access to the island. This concluding part looks at the mysterious contents of the letter.

While some purists would argue that the contents of a cover do not truly qualify as postal history, I take a larger view that the letter was a message carried through the mail inside the cover. And while the contents of a cover had no postal markings, it is the sole reason for the cover - meaning that without contents (be it a letter, bill, document, or other form of correspondence), there would have been no cover. And, except for business and legal correspondence, the person who addressed the cover also wrote the contents. However, whatever your feelings on the philatelic relevance of the contents to its cover, I hope you'll at least consider this as an interesting postscript to parts 1 and 2.

Challenges Faced by Postal Historians

Most people like mysteries - be they books, TV, movies, unsolved crimes, or whatever. In books, answers to mysteries are usually revealed in the final chapters. Sometimes, an author avoids giving a definite answer, leaving the frustrated reader to ponder a resolution to the mystery. In academia and research institutions, scholars regularly deal with mysteries, such as the cause and prevention of pandemics. In these cases, hypotheses are posited and researched. Sometimes, the answer to a

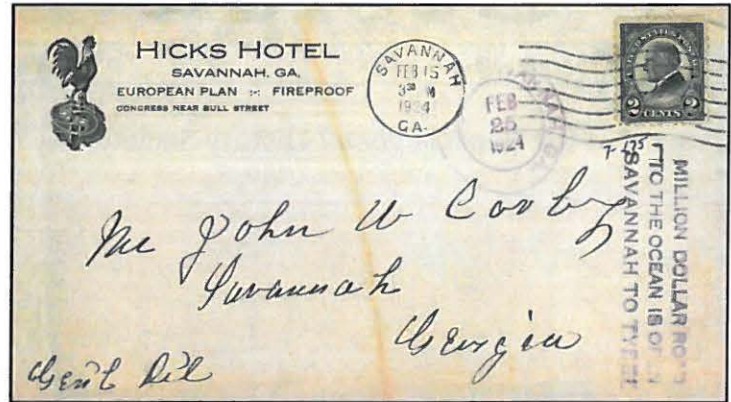


Fig. 1



MILLION DOLLAR ROAD
TO THE OCEAN IS OPEN
SAVANNAH TO TYBEE

Fig. 2

mystery is found by chance - but more often it comes from knowledge and research. Unfortunately, for some mysteries, a definitive answer cannot be ascertained. This is often true in the study of postal history. When questions about a particular cover or its contents cannot be answered by existing postal history expertise, turning to history and genealogy may contribute knowledge that leads to informed speculation about the mystery.

Veteran postal historians are well aware of the many decisions they face when pondering the purchase of a cover from a dealer or estate sale. For example, many early postmarks lack a year or suffer from inadequate inking or a worn canceller, resulting in portions of the cancellation that cannot be read. This can make it difficult or impossible to determine when and from where a cover was mailed (though a knowledge of similar cancels may provide a clue). Compounding this problem is the historic practice of dealers or collectors penciling information about the stamp, date, and postmark on the front or back of the cover - some of which is of questionable accuracy.

Portions of a cover may be stained, torn, or missing - and it is not uncommon for the stamp to have been removed. Usually, the contents of older stamp-era covers are missing, or if present, often consist of routine financial matters (such as a bill or acknowledgment of payment).

One of the most common problems - and one encountered in writing this article - is that the handwriting on a cover (and any surviving letter) is

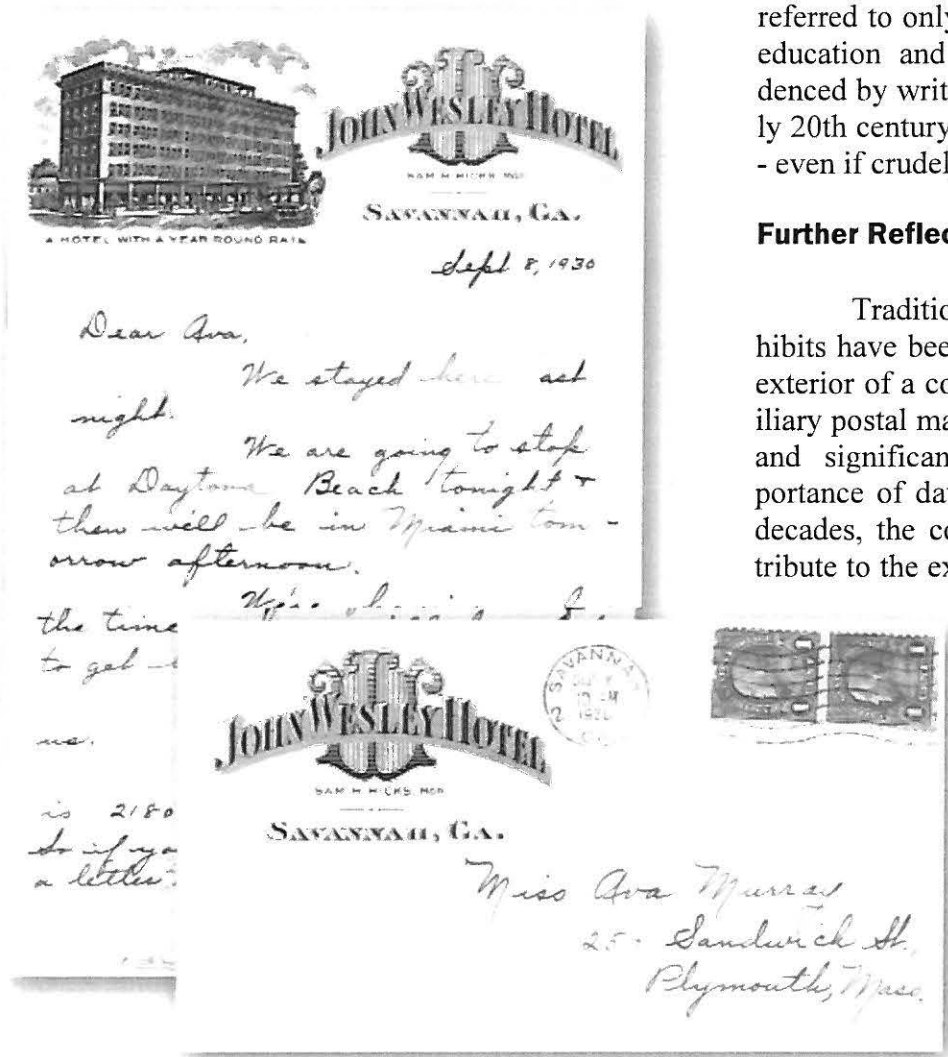


Fig. 3

often difficult to read. In some cases, a particular handwritten word is illegible - or the letters don't appear to comprise a recognizable word. A particular letter - such as an "s", "r", and "e" - may be written in different ways in the same letter, while other letters - such as "o" and "u", or "e" and "l" - can be hard to distinguish from each other in hastily written script. Often, the letter "i" is not dotted or the "t" not crossed. To be fair, however, many writers had excellent penmanship - a subject once taught in many schools. (See Fig. 3).

Additional challenges arise from misspelling of words and names, use of abbreviations and nicknames, misuse of grammar and capitalization, and lack of punctuation. Reference to first names only in the narrative of a letter may be recognizable to the intended recipient but can present a challenge over a century later to the researcher attempting to determine the identity of a person

referred to only by first name. Still, despite limited education and penmanship skills frequently evidenced by writers of old letters, some 19th and early 20th century letters reveal important information - even if crudely written.

Further Reflections on the Contents of Covers

Traditionally, judges of postal history exhibits have been interested in what is found on the exterior of a cover (e.g., the stamp, postmark, auxiliary postal markings, handwritten notations, name and significance of sender and recipient, importance of date mailed, etc.). However, in recent decades, the contents of covers - when they contribute to the exhibit's story and are used in moderation - have increasingly become acceptable to postal history judges. Still, it is probably safe to say that most serious postal historians (particularly those who exhibit in national shows) are more interested in a cover's exterior than anything it might contain.

One problem when referring to "covers" and "letters" is that the latter term can have three meanings. For most American, a "letter" refers to a piece of mail that involves personal correspondence (as opposed to commercial material) sent in an envelope bearing a stamp, meter, or printed indicium and that has been processed and delivered by a USPS mail carrier. The handwritten or printed message within the envelope is also commonly termed a "letter." A third use of the term "letter" involves the components of the alphabet. Thus, a letter (i.e., cover or sealed envelope that has gone through the mail) can contain a letter (i.e., correspondence) that conveys a message through use of words composed of letters of the alphabet. These distinctions are made because this article makes use of all three meanings, since the subject - a 1924 letter - was handwritten, and some of the words are difficult to read because the letters that make up the words are unclearly or inconsistently written.

My interest in Georgia postal history - in particular the contents of covers - derives from al-

most four decades dedicated to the study of Georgia history at the University of Georgia, a quest continued since my retirement in 2009. To me, letters are primary sources that can reveal valuable information and insight into the era they were written. I value my empty covers addressed to Howell Cobb or Alexander Stephens as artifacts of Georgia history, but I value even more my covers that contain correspondence with a first-hand account about the times. The contents of a handwritten letter from Jefferson Davis as he prepares to flee Richmond in 1865 can have far more historical importance than the cover used to send his letter. Of course, the most valuable find would be such a letter neatly folded in the cover that carried it.

This final article in my series on a 1924 letter from a Michigan woman visiting Savannah focuses on the content of her letter and the context of the times. It contains some information related to postal history, but frankly its primary focus is to explore why the Michigan woman who wrote the letter was in Savannah, why her son was visiting Florida during her Savannah stay, and how she used Savannah general delivery to get a letter to him.

Feb 15th
 Dear John
 you will
 find me at the Hicks Hotel
 when you arrive in Savannah
 I am enjoying this place
 so much and the weather is
 beautiful I hope you have
 enjoyed your stay in Florida
 but you shouldn't think of
 going back into the snow and
 ice of Michigan last had a
 letter from Mr Howe this
 week he said the snow flew
 went up their street Sunday
 expect to see you very soon
 with love
 Mother

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Fig. 6

Often, a knowledge of history and genealogy can assist in answering questions about the content of old letters. One useful genealogical tool is Ancestry.com. (See Fig. 4) Say you have an 1857 cover addressed to "Mr. T. Jenkins, Lawrenceville, Georgia" with no contents. The website Ancestry.com has access to a number of data bases and may help you find out information about the recipient of the 1857 cover. (See Fig. 5) The more information you have (e.g., approximate age, residence, etc.), the better results you get. But, in the case cited here, you could enter "Jenkins" (last name) and "Lawrenceville" (residence) and likely will get results (e.g., full name, birth date, etc.). The only downside to Ancestry.com is that the cost begins at \$19.99/month - and can go a lot higher to access more sophisticated data bases. However, for most postal historians, the basic level should work fine.

The Mystery of Mrs. Corby's 1924 Savannah Letter

This series explores a Feb. 15, 1924 cover and its contents - a short, innocuous letter written by a mother to her son. As Fig. 1 shows, the envelope was addressed to either "Mr. John W. Corby" or "Mr. John W. Cosby". [An examination of her letter reveals no "r" or "s" that has the same features or appearance as the letters used in her son's last name. Compounding the problem, although "Cosby" is a more common name, there are many people with the surname "Corby." In fact, Ancestry.com found large numbers of each name in the U.S. There was only one John W. Corby in Michigan - and he was a mechanic living in Detroit in 1905 - and no one in Michigan with the name John W. Cosby.

Referring to Fig. 1, the third letter of the name looks more like an "r" than "s". Based on that (and Ancestry.com's failure to find a John W. Cosby in Michigan), I have decided to use "Corby" for the last name of the mother and son. Unfortunately, we do not know her first name. There is nothing in the letter indicating whether she was married, divorced, or widowed at the time, meaning we don't know her husband's first name (which would help identify her home town and the

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Fig. 4

Ancestry.com Historical Records

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Fig. 5

names of their children). Mrs. Corby's letter indicates that she and her son were from Michigan, but there are no clues as to the city or county of their residence. Finally, there is nothing to indicate her age or that of her son (though we can assume that since he had gone on to Florida by himself, he probably was at least in his twenties or older).

Fig. 6 shows Mrs. Corby's letter, with each line numbered for reference purposes. When attempting to read her letter, it is obvious that Mrs. Corby's "penmanship" sadly was inconsistent and hard to read, compounded by the fact that she avoided punctuation. As an example of her poor handwriting, the first letter of the first words in lines 8 and 10, and the second word in line 11 appears to be a capital "J". This makes no sense. However, reading the strange character as a "b" results in the words "beautifull [sic]," "but," and "back."

Had Mrs. Corby visited Savannah before? Did she come alone, or did a family member or friend accompany her? Did she have friends or relatives who lived in Savannah? Her letter seems to suggest that she may have been alone, as evidenced by such statements in her letter to her son as

- "I am enjoying this place so much . . ."
- "I hope you have enjoyed your stay in Florida". .
- "I expect to see you very soon."

Had her husband or someone else been staying with her, she likely would have used "We" rather than "I."

The only suggestion of a second person is her sentence beginning on line 12, "Casl [?] had a letter from Mr. Howe this week." Comparing each letter in this strange name with the other letters in her handwriting fails to produce a recognizable name. For example,

- The first letter clearly appears to be a "C" and closely matches the "C" in the name "John W. Corby" on the front of the cover. The only other possible capital letter it could be is "E". But, the one capital "E" used elsewhere in the letter (line 16) looks like a backwards "3".
- The second letter clearly appears to be an "a".
- The third letter might be an "r" but does not match any other "r" in the document. Looking at the "s" as written in five other words suggests this almost surely is an "s".

• The final letter clearly appears to be an "l". It bears no resemblance to any of the "h"s or "t"s - or any other letter.

So, that leaves four letters - "C-a-s-l" - letters which when combined seem to make no sense. We will never know if Mrs. Corby meant to write "Carl", "Cash", or some other name- and just was careless in her handwriting. There is no way to know if this was a nickname, and it does not appear to be an abbreviation. Although it is common when transcribing handwritten material to designate an undecipherable word as "[Unintelligible]," for the purposes of this article, I have decided to use the name "Casl" since the letters of the name most likely are "C-a-s-l." To see if Casl is even a name, I entered "Casl" in the first name block in Ancestry.com and left all the other boxes blank. A search revealed over 100 people in the U.S. that had the first name "Casl" (though none lived Michigan or Georgia). So as strange a name as it may appear, there are people with that first name.

In Mrs. Corby's letter to her son, she notes that Casl had received a letter "from Mr. Howe this week" - which suggests several possibilities: (1) Mrs. Corby and Casl were rooming together at the Hicks Hotel, (2) Casl lived in Savannah, (3) Casl and Mrs. Corby had a mutual friend in Savannah who had forwarded the information from Mr. Howe, or (4) Casl knew where Mrs. Corby was staying and had written or called about Mr. Howe's letter. What is clear from Mrs. Corby's letter to her son was that (1) she had a friend named Mr. Howe back in Michigan, and (2) she was telling her son about the winter in Michigan and telling not to go back because of the snow and ice. This strongly suggests that they both were from Michigan.

Both John and his mother were on a trip to the South for an uncertain duration - likely to escape the harsh winter of Michigan. Since the 1870s, a growing number of the well-to-do from the Northeast, the Midwest, and Canada chose to spend all or part of the winter season in the South. In particular, railroads and resort hotels promoted winter vacations in the South - especially Georgia and northern Florida. (See Fig. 7, cover page 1.) Interestingly, one of the most popular resort destinations was Augusta, which as late as 1910 was more popular than Miami. Huge resort hotels pro-

moted Augusta as a Mecca for winter golf. But, Georgia had other resort sites, including Savannah, Brunswick, Indian Springs, and Thomasville.

Based on Augusta's success, Savannah's Chamber of Commerce began heavily promoting conventions and winter tourism in the early 1900s. There were a growing number of hotels being built across the street from Savannah's beautiful public squares. Some of Savannah's older hotels offered rooms for less than \$2 a day. The newer hotels offered rates that seem surprisingly affordable - even for the times. A room with private bath and plus three meals ran \$5 or less per day. This meant a tourist could stay at one of Savannah's newest hotels in the most historic section of the city for around \$150 a month, including room and board. The monthly rate would be substantially less at one of the city's older hotels.



Fig. 8

The term "snowbird" had not yet come into popular use, but each winter saw a growing influx of northern migrants who came south for weeks, months, or the entire season. While many came by rail, the Model T only added to the number of southbound tourists. As noted in Part 2 of this series, Savannah's Chamber of Commerce had been promoting tourism on Tybee Island, where several beachfront hotels had just been built. Savannah would not get a resort hotel until 1927, when the General Oglethorpe Hotel was completed on Wilmington Island. But even before that, Savannah had gained the reputation as a tourism destination for both winter and summer.

When and how Mrs. Corby and her son came south is unknown. The suffragette movement had succeeded in securing ratification of the 19th Amendment in 1920 guaranteeing women the right to vote. The movement emancipated women in oth-

er ways. Many younger women known as "flappers" asserted their social equality with men by smoking, drinking (despite Prohibition), partying, traveling unescorted by men, and otherwise flaunting the traditional role of women in society - thus contributing to the decade's reputation as "the Roaring Twenties."

Still most women - young and old - followed long-accepted social mores and aspired to be "ladies." This and concern about safety discouraged most women from taking out-of-town trips alone. While it was not uncommon for a woman to attend church functions, visit friends or relatives, participate in civic or social organizations, or attend certain other activities by herself, an unescorted "lady" generally would not go out in public by herself (e.g., go to a restaurant, dance, theatre, etc.). Especially was this true in case of traveling by train or driving a car. This suggests that Mrs. Corby



Fig. 9

probably did not ride a train from Michigan to Savannah by herself. It is almost certain she would have not driven a car that distance without a male driver with mechanical skills, since frequent repairs - especially changing a blown tire - were a common occurrence on any long trip. (See Fig. 8.)

Almost assuredly, Mrs. Corby traveled to Georgia accompanied by her son or someone else. They could have taken the train - but John had plans to visit Florida. By 1924, cars were increasingly affordable and commonplace - and thanks to the Dixie Highway, motorists could now drive most of the way from Michigan through Georgia to Miami, Florida on paved highways. The popularity of cars, the availability of newly paved roads, and John's desire to go on to Florida suggests that he and his mother (and possibly a third person named "Casl") may have driven to Savannah, where he left them and went on his way to Florida.

If John had accompanied his mother by train, they would have arrived at the Central of Georgia's passenger station west of downtown. (See Fig. 9). Although it was customary for a hotel to be located near a train station (especially for use by traveling salesmen), anyone who could afford quieter and more genteel accommodations would prefer a hotel away from the train whistles and other railroad noise.

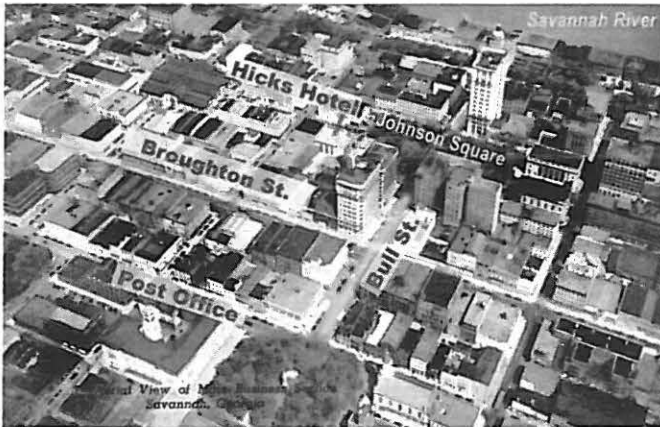


Fig. 10

Johnson Square, Savannah's first public square, was the perfect location. (See Fig. 10.) Located in the original section laid out by James Oglethorpe in 1733, Johnson Square occupied an entire city block as a tree-filled park, with a large monument to Nathanael Greene in the center - making it an oasis in a city. Two blocks north of Johnson Square was the Savannah River. However, despite its historic setting, Johnson Square was only one block north of Broughton St., the main east-west street through Savannah on which were located department stores and retail businesses of all types. (See Fig. 11.)



Fig. 11



Fig. 12

There were three hotels facing Johnson Square. (see Figs. 10 and 12.) On the northwest corner was the Pulaski Hotel. It was the oldest (dating to around 1840) but had the fewest amenities. On the southeast corner was the Hotel Savannah, the largest the three hotels and venue for many social functions. One-half block west was the Hicks Hotel (Fig. 13). Though the newest of the three hotels, it was not as large and fancy as the Savannah. For whatever reason, Mrs. Corby chose the Hicks Hotel for her stay in Savannah.

Assuming John accompanied his mother to Savannah, why would he leave his mother in Savannah and proceed to Florida? One possibility is that he wanted to spend some time on the beach. Savannah was only 17 miles from the Atlantic Ocean, and a new "Million



Fig. 13

Dollar Highway" had opened in 1923 linking Savannah with Tybee Beach. However, in February, the outdoor and ocean temperature at Tybee Beach was too cold for sunbathing or swimming. Even as

far south as Daytona Beach, the average high in February was only 71°. To enjoy the ocean and beach in comfort, John would have needed to travel to South Florida, where the average high in February reached the upper 70s. On the other hand, it may not have been the beach that interested John. He may have wanted to visit a friend, or possibly he was looking for a job.

There's another reason why John may have wanted to travel to Florida. In the early 1920s, Florida was experiencing a major land boom, arising from the campaigns promoting Florida as the winter vacationland of the nation. (Fig. 14)

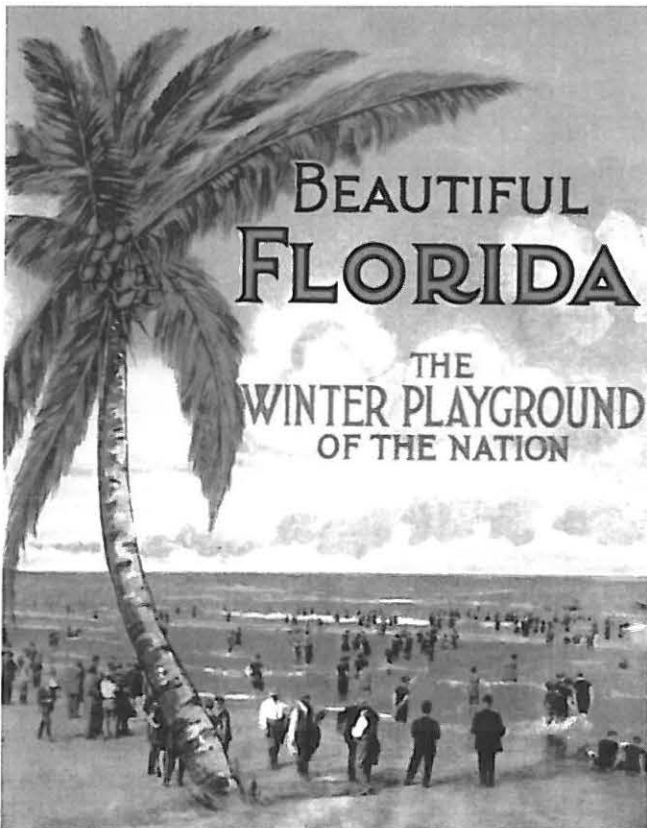


Fig. 14

Previously, only the rich could afford to stay in Florida's winter resorts on the ocean or buy a winter home near the Atlantic or Gulf coasts. Now, word spread that undeveloped land near the ocean was available at rock bottom prices, and that the value of these lands would soon skyrocket as new homes were built and new towns were springing up almost overnight. Only the rich could buy ocean front land, so most speculators were focusing on inland properties near the coast. But, soon the land craze reached into Florida's interior. Thanks

to dump trucks and bulldozers, citrus groves were leveled and wetlands filled in and transformed into "prime" real estate, with surveyors quickly laying out land lots and streets for new towns. Land sales and auctions became a daily event conducted in an almost circus-like atmosphere (see Fig. 15).



Fig. 15

The Florida land boom attracted national attention. In the early 1920s, untold tens of thousands of eager speculators headed south to Florida to get in on the land rush. Developers hired busses to transport eager buyers to auctions conducted under hastily erected tents to sell land, some of which just weeks before had been citrus groves or wetlands. Things became so frantic that it was not uncommon for a single parcel of land to be sold, resold, and resold again on the same day. Hopeful buyers often stood in line for hours to buy land, believing whatever they paid, the value of their land would quickly double or triple. (See Fig. 16)



Fig. 16

Obviously, the bubble would burst—but in early 1924, the land boom was still underway.

Thus, if John were ambitious, infected with “land fever,” or just wanted to move to a warmer climate, it is possible - even likely - that he left his mother in Savannah and went south to check out the land boom that all America was talking about. Whatever his motivation, his mother apparently did not share his desire to continue south to Florida - so she decided to enjoy Savannah.

Mrs. Corby’s Letter to Her Son

During John’s trip to Florida, his mother wrote an innocuous letter to him. But instead of sending it to him in Florida, she sent it to John in care of general delivery at Savannah’s main post office (Fig. 17).

Oddly, she begins her letter saying, “You will find me at the Hicks Hotel when you arrive in Savannah.” If he had accompanied her from Michigan to Savannah, he should have known the name of her hotel. However, even if that was true, his mother may have just been reminding him of its name. What is significant is that her letter confirms that she is expecting him. However, regardless of whether he had accompanied her and whether he knew where she was staying, once he took off on his Florida visit, how did they communicate? She obviously didn’t know his itinerary, how long he would be gone, and when he would be coming to Savannah.

By the mid-1920s, long-distance telephone service was available throughout the U.S., and they may have kept in contact by telephone. But placing long-distance calls was cumbersome (arranging a time when both parties would be waiting by a telephone), time-consuming (because of the different operators involved), and expensive. More likely, John and his mother agreed to communicate via mail. While he was traveling around, his mother was in Savannah. So, at least he could keep in contact with her by sending her letters to the Hicks Hotel or in care of Savannah general delivery. The post office was a five-minute walk from the Hicks Hotel, so it would be relatively easy for Mrs. Corby to check at the post office every day or two to check for mail from her son. We don’t know whether or not John knew his mother was staying at the Hicks Hotel. However, it seems clear that he was traveling about in Florida, and there probably was no

way she could reach him a letter. The one and only place she could write him was in care of Savannah general delivery - but, of course, he couldn’t read her letter until he arrived Savannah. Once John finally completed his Florida visit, the one place he would have no trouble finding was Savannah’s main post office - one of the tallest and most distinctive buildings in downtown Savannah. It was here that his mother could leave him a letter with directions on where she was staying.



U. S. C. & Post Office, Savannah, Ga.

Fig. 17

At some point near the end of his trip to Florida, John likely sent his mother a letter saying he would be arriving in Savannah shortly. So, she sent the letter shown in Fig. 7 telling him she was staying at the Hicks Hotel. She must have known approximately when he was coming, because the policy of the Savannah post office was to hold a general delivery letter two weeks before forwarding it to the U.S. Post Office’s Dead Letter Office in Washington, D.C.

Other than telling John where she was, Mrs. Corby’s letter to her son contained nothing of particular significance about her impression of Savannah, other than to say, “I am enjoying this place so much and the weather is beautiful [sic].”

The only other important thing mentioned in her letter was advising John of the cold weather back home and that “you shouldn’t think of going back into the snow and ice of Michigan.” This seems to indicate that they were traveling separately and were following different timetables. It is possible that her warning was a strategy to encourage him to stay until things warmed up so that she could ride back with him to Michigan.

One thing clear is that John arrived in Savannah before the end of February and picked up the letter from his mother at post office’s general delivery window - as evidenced by the fact that it survives today. What happened after that is unknown. Presumably, John went to the Hicks Hotel and saw his mother. How long he stayed, whether he left to return to Michigan on his own or accompanied his mother back, whether he got involved in the Florida land boom, and many other questions remain unanswered.

Mrs. Corby’s trip to Savannah and her son’s trip to Florida before traveling to Savannah are insignificant in terms of Georgia or Michigan history. While her letter basically amounts to a single paragraph, it is better understood in the context of the times (e.g., “snowbird” tourism in the South during the winter season, Savannah’s growth as a tourism center, and the Florida land boom). In terms of what it says and what it doesn’t say, the letter is a mystery. In fact, John’s trip to Florida leaving his mother in Savannah is hard to explain. Still, we can speculate on what happened and hope that future genealogical research one day contributes more answers. It’s also possible that additional correspondence between John Corby and his mother during his visit to Florida will be discovered in the future. For now, the mysteries raised in Mrs. Corby’s short and innocuous letter cannot be conclusively answered. Still, historians love to speculate (as I have done in this article). No matter, I consider the cover and letter to be of historical interest as well a potentially valuable contribution to Georgia postal history (especially as detailed in Part 1 of this series).

As a final note, I would encourage collectors to keep their eye open for other examples of the strange cover with double postmarks and the vertical hand stamp promoting the “Million Dollar Highway” (Fig. 2). Also look for advertising co-

vers from the Hicks Hotel, which several years later was sold and became known as the Whitney Hotel (named for Eli Whitney, who invented the cotton gin upriver from Savannah). Of course, be on the lookout for any letter to or from anyone named John W. Corby or his mother. Finally, look for copies of the final machine postmarks from Tybee Island, the first and final postmarks of mail from Tybee Island at the USPS Savannah processing center, and the first postmarks of Tybee Island mail from the USPS Jacksonville processing center. I suspect that some of these will be extremely hard to find (unless postal officials kept souvenir copies), and Georgia postal history buffs may have to be satisfied with any examples of Tybee Island outgoing mail postmarked in Savannah and Jacksonville. If found, these may serve as evidence that modern postal history is possible. But USPS consolidation and retrenchment, the decline of personal correspondence and other first-class mail, and use of e-mail and texting combine to make pursuing modern postal history increasingly a challenge.

Georgia Postal History Society 2016 Annual Meeting and Presentation

The annual meeting of the Georgia Postal History Society will be held at AmeriStamp / Southeastern Stamp Expo in Atlanta, Ga., January 30, 2016, at 10:00 a.m. in Crystal Ballroom “C.”

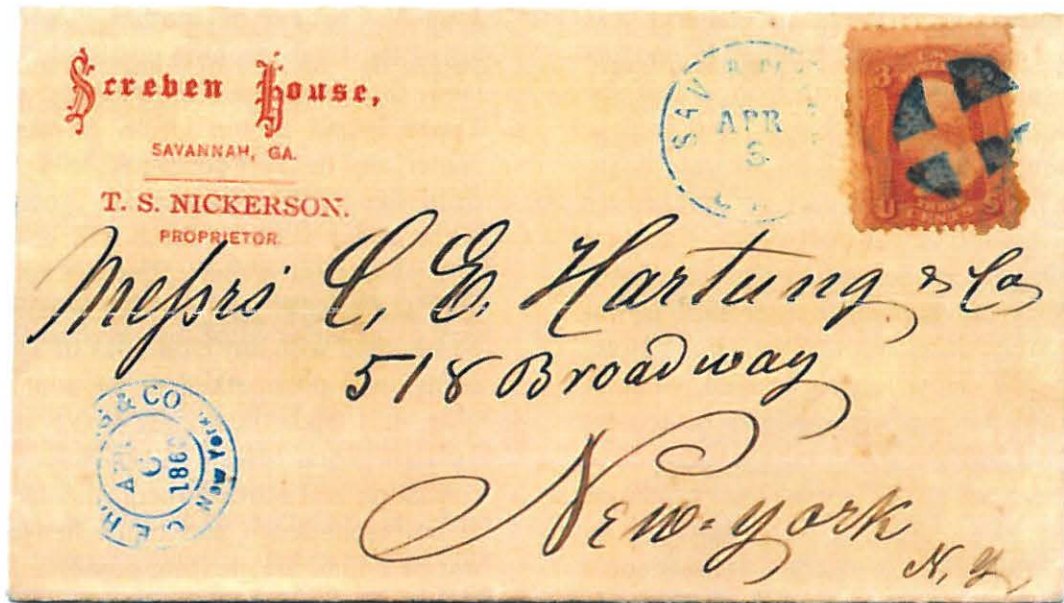


Please plan to attend this meeting for reports from our President, Treasurer and Secretary and a special presentation, “*Postal History Yesterday and Today*.” The program will explore what is postal history? is modern postal history possible? and are changes needed to the judging criteria for what is considered acceptable postal history exhibiting?

This presentation is sure to be of interest to all collectors of postal history. Please encourage your philatelic colleagues who are attending the AmeriStamp Expo to join us at our meeting.

Georgia on Covers

Francis J. Crown, Jr.



Corner card envelope of the Screven House in Savannah postmarked 6 April 1869.

The Screven House was a well-known hotel of Savannah built in 1854 at the corner of Congress and Bull Streets. It was a small two story structure that was expanded in 1860 by the addition of a new building and adding two more floors to the original structure.



T. S. Nickerson, listed as the proprietor on the corner card above had an interesting career as detailed in a 9 June 1871 article in the *Atlanta Daily Sun*.

He was born in Massachusetts and moved south to Charleston in 1843 where he took charge of the Charleston Hotel. About 1847 he was managing the Pulaski House in Savannah and in 1853 the Mills House in Charleston. In 1863 he managed the Nickerson House in Columbia, South Carolina. In 1866 he moved to Augusta where he managed the Planter's Hotel. He was in charge of the Screven House from about 1868 until his death in 1871.

Photo of Screven House about 1875. Courtesy Vanishing Georgia, Georgia Archives, University System of Georgia.

Georgia Post Roads

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Georgia illustrated advertising cover and enclosure, see page 4.

Articles for publication may be submitted in the form of typed manuscripts or, preferably, on disk or via email. The editor should be contacted before transmission.

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Georgia Postal History Society membership is open to everyone with an interest in philately related to the state of Georgia. Dues are \$15 per year. Contact:

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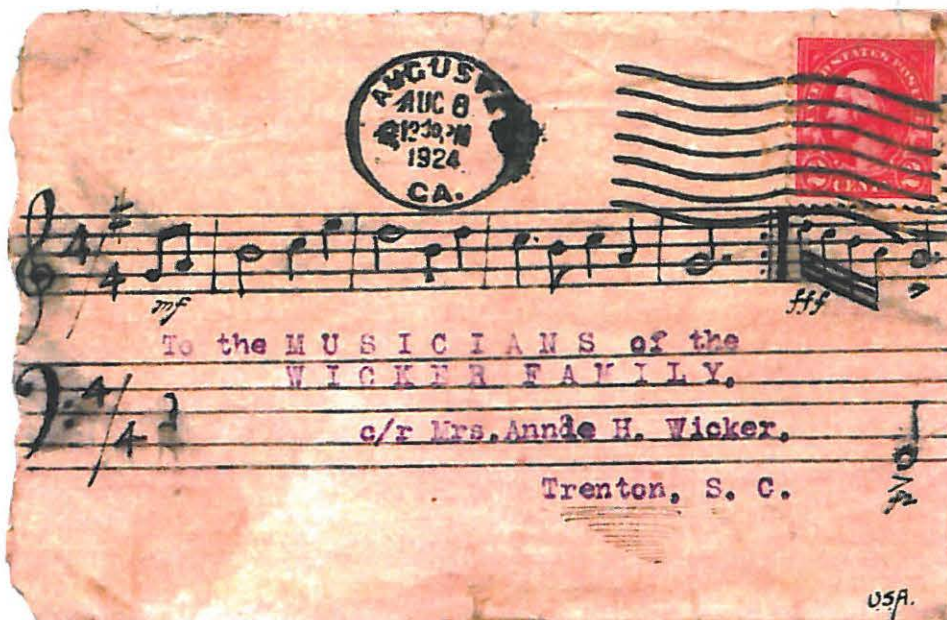
The Society’s web site is
 <<http://www.stampclubs.com/gphs/index.htm>>

Augusta, Georgia music history

Lamar Garrard
Charter member, GPHS

This Augusta GA postmarked 1924 cover recently caught my eye because the writer chose to embellish it with musical notes from the song "There is no place like home." After some discoveries about the writer and the recipient, it was obvious that the cover represented a cover with unusual markings and that the writer was a very well known and accomplished musician, J. Louis Sayre, born in 1879 in Augusta GA.

tant to the mayor of Augusta. He composed several marches and other songs that included, among others, "The Tubman High School March," "City of Augusta March," "The Lake View March" and "The Camp Hancock March." The last of these was in honor of the World War I army camp at Augusta that was the training ground for thousands and thousands of troops during that conflict. He wrote another march for Richmond Academy high school in Augusta, founded in 1783. It is one of the oldest high schools in America. The name of the song was "The Academy March." Some of his compositions were played by the famous John Phillip Sousa and his band.



The cover addressed to Mrs. Wicker and embossed return address.



The reverse of this envelope bears a return address that reads "J. Louis Sayre, 410 Eleventh Street, Augusta, Georgia" which would have been his residence at the time the cover was sent. The cover of course was sent to his wife's mother, Mrs. Wicker in Trenton. We have to wonder if the contents of the letter was also musical in nature, as Sayre addressed his mother in law as "The musicians of the Wicker Family c/o Mrs. Annie H. Wicker, Trenton SC."

This ... famous ... musician moved to Atlanta in 1931 and passed away in 1962. He is buried in beautiful Magnolia Cemetery in downtown Augusta.

Sayre was a composer, teacher, band director, church organist and well respected citizen of one of Georgia's oldest cities. Mr. Sayre married Susan Alleen Wicker who was born in 1911 in Trenton, South Carolina, just across the river from Augusta and one of the best peach growing areas in the south. Susan was the daughter of George Thomas Wicker and Annie Gertrude Henry Wicker, the latter being the addressee of this cover.

Some of the accomplishments of the musician Louis Sayre were as follows: organist of St. Paul's Episcopal Church in Augusta, organist at the Imperial Theatre, music teacher at Richmond Academy, concert pianist and conductor of the Georgia Railroad Concert Band. In 1914, he was the deputy clerk of Augusta City Council and assis-

J. LOUIS SAYRE
(Composer of
"Tubman High School March")
Instruction in
MUSIC
PIANO VIOLIN
SAXOPHONE MANDOLIN
Efficient Dependable
Studio: 410 Eleventh Street

Ad for music teacher J. Louis Sayre.



J. Louis Sayre musical score for the "Tubman High School March"

Minutes of the January 30, 2015 G.P.H.S. Annual Meeting

Steve Swain, Secretary

Meeting: Georgia Postal History Society – Annual Meeting

Date: January 30, 2016

Location: AmeriStamp/Southeastern Stamp Expo, Atlanta, GA

Chairperson: Douglas Clark, President

Opening Remarks

Doug opened the meeting with a welcome to all in attendance and provided a positive "state of the Society" report.

Treasurer's Report

Nancy Clark, Treasurer, reported the Society's account had a balance of approximately \$400.

Secretary's Report

Steve Swain, Secretary, provided data regarding the current membership total (29) and state of residence (55% Georgia and 45% from 9 other states). Steve accessed the Society's web page on the Southeastern

Federation's website and encouraged the group to routinely visit the site for current information about the Society and other content.

Steve said a letter had been sent to each member regarding 2016 membership renewal dues and asked that when remitting their dues to please let Steve know of a mailing address or an email address change.

Presentation

Steve led a presentation and discussion of "What Is Postal History?" The discussion explored definitions of postal history provided by various resources and societies. Examples of philatelic items were presented as discussion points for "postal history yes or no?" Doug and Nancy provided insight into the definition and rules of postal history exhibits. Finally, a review was presented of Ed's recent 3-part article published in *Georgia Post Roads* providing an excellent example of a cover with all the components of postal history including, as Ed contends, the very important element of the mailing's contents. Discussion ensued as to the nature of modern postal history in contrast to postal history of 40-50 or more years ago.

New Member

Participating in the discussion was Gary G. Hendren of Maryland Heights, MO, who joined our Society at the annual meeting. Gary is the Curator of the Postmark Collectors Club museum located near Bellevue, Ohio. We welcome Gary and look forward to his participation in our Society.

Request for Submissions for Georgia Post Roads

Members were encouraged to submit material for our quarterly journal, *Georgia Post Roads*. Submitting a several page article is not necessary. Instead, in the spirit of sharing items in collections with other Society members, submitting an image of a cover or a postcard with a brief description of the Georgia postal history connection to the item is always welcomed. Members who would like assistance with writing an article, should contact any of the Society officers.

Meeting adjourned.

Content Graphics Enhance Georgia Advertising Cover Postal History

Steve Swain

Postal history collectors who focus their attention on advertising covers seek to obtain envelopes adorned with various styles and graphics of advertising, some being quite elaborate with engraved, colorful images and, in some cases, having been printed on both the cover's front and back. Corner cards, embossed cameos, left-side design, all-over design and stamp collars provide a multitude of possibilities for advertising cover collecting.

The interest in the cover's graphics and color can be complemented and enhanced by the same images and colors printed on the cover's contents, whether those contents are letter sheets, billheads, invoices, etc. Some postal history collectors may scoff at such an interest and reject contents as non-collectible ephemera outside the realm of true philately. But countering that, a quite defensible position is that the contents of a mailing can be a significant element of the overall postal history equation. Moreover, since the primary attraction of advertising covers is the skillful creation and use of images on the cover, having those same images on the cover's contents is a natural extension of the collecting theme and satisfies the equation.



Figure 1. Feb 24, 1897 LaGrange Advertising Cover

Figure 1 shows an advertising cover for the LaGrange Hotel in LaGrange, Ga., mailed on February 24, 1897, to Major James W. Park of Greenville, Ga. The image on the cover's front uses close to half of the cover's surface and is a skillfully created depiction of the hotel, making the cover an attractive and desirable collection item.

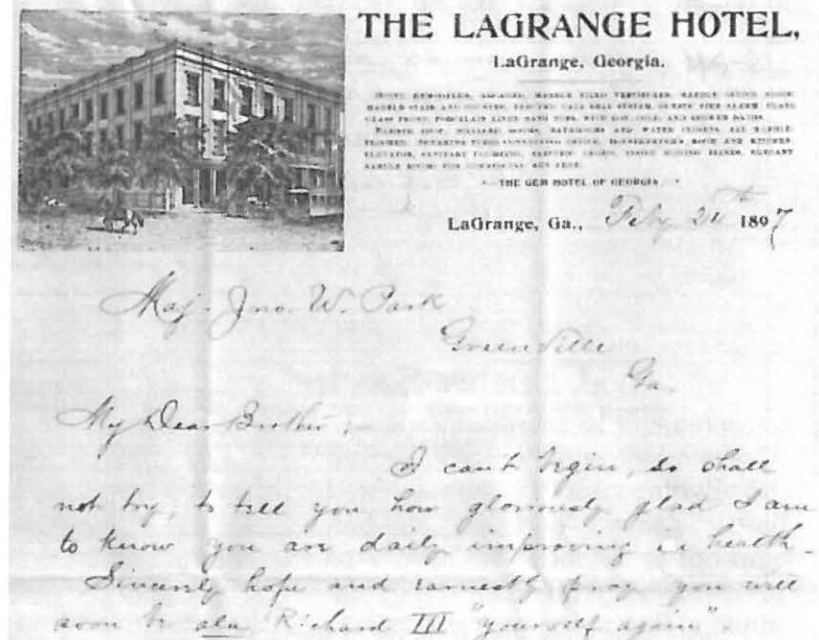


Figure 2. LaGrange Hotel Letterhead.

The contents of the mailing (Figure 2) is a letter written on hotel letterhead by a brother of Major Parks. The graphic of the LaGrange hotel at the top left of the sheet is the same as used on the cover, but is an even sharper, more attractive image, thus enhancing the overall appeal and collectability of the advertising cover. (A side note: The letter written to Major Parks is interesting with his brother's recounting of the good wishes offered to Major Parks by many of his friends; but then this positive tone is somewhat tainted with the brother lamenting that such kind words about Major Parks "proves beyond a shadow of a doubt that I am the only unpopular and cordially disliked member of the Park family.")

The Harry S. Schlesinger company chose to invest their envelope advertising funds on a color image – although only green - of their candy and crackers manufacturing plant in Atlanta, Ga. (Figure 3). The image of the plant is accompanied by Mr. Schlesinger’s initials boldly presented in the upper left corner of the cover.

Complementing the envelope is the enclosure of a receipt for Mr. W. A. Porter’s order and payment for boxes of chocolate suckers, vanities, nips and Tip Top Creams (Figure 4).

As with the LaGrange Hotel image printed on letterhead (Figure 2), the image of the Schle-



Figure 3. December 12, 1923 Harry S. Schlesinger Advertising Cover.

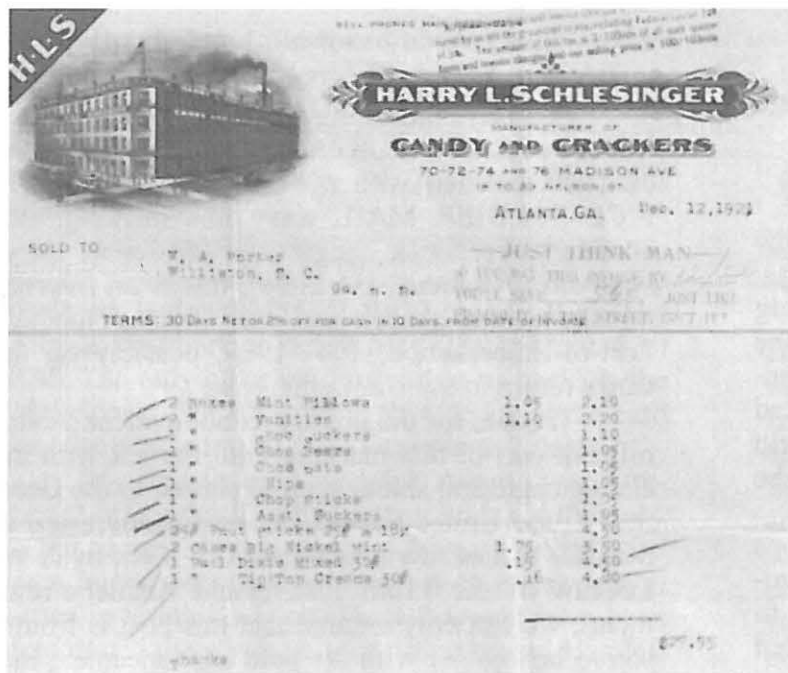
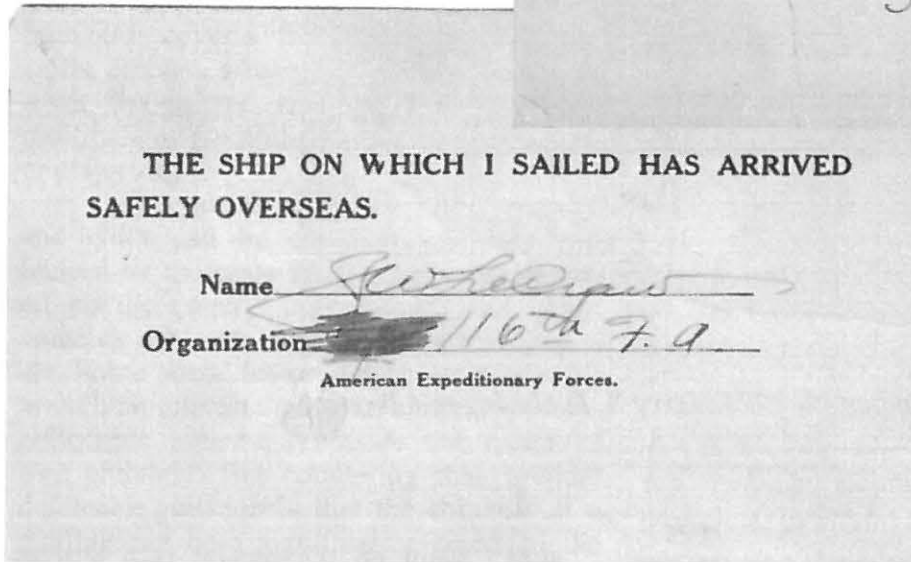
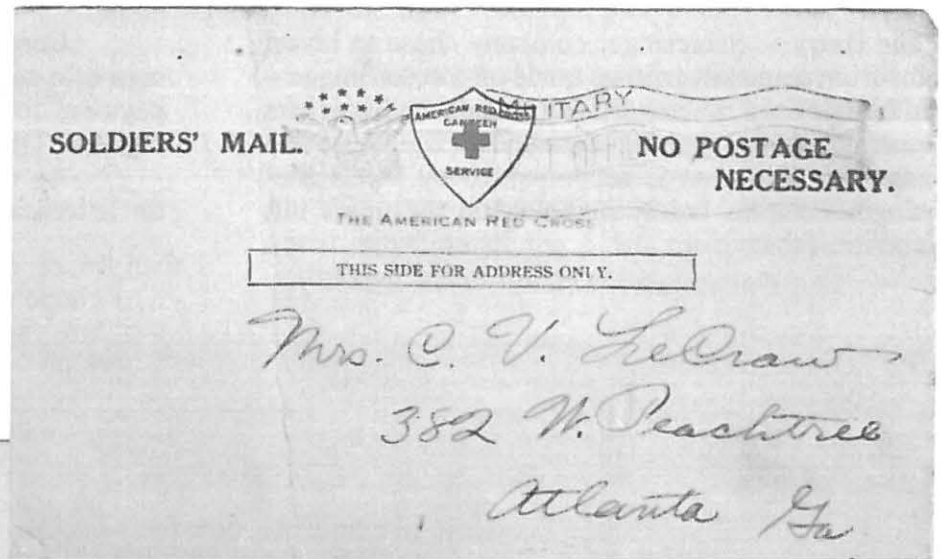


Figure 4. Payment Receipt.

singer plant on the receipt is a sharper, more attractive rendition than on the front of the cover.

This possibly is due to the receipt image not being printed in green, but rather in a more distinct blackish tone. However, as with the cover’s design, Mr. Schlesinger’s initials are also boldly presented in green in the upper left corner of the receipt. An additional enhancement for the receipt is the ornate framing of “Harry S. Schlesinger” on the right side of the sheet.

If advertising covers are a collecting theme in your postal history pursuit, consider expanding and enhancing your collection with the cover’s contents, a significant element of the overall postal history equation.



"The Ship on Which I Sailed has Arrived"

Steve Swain

Providing support to the military was the original reason for the Red Cross's beginnings. Clara Barton provided soldiers with food, clothing and other comfort items during the Civil War. She also went door to door recruiting the first volunteers to assist her on the battlefield. The Red Cross's unwavering gratitude and support to help American soldiers continues today, throughout the world, wherever American troops are stationed.

As part of its effort to support our troops during World War I, the American Red Cross provided free frank cards for soldiers to mail home to their families and loved ones assuring them that their soldier had safely crossed the Atlantic Ocean upon deployment overseas. One such card is shown here.

Clearly indicating that it is SOLDIERS MAIL with NO POSTAGE NECESSARY, the card is cancelled with a MILITARY POST OFFICE SOLDIER MAIL wavy line marking. According to Frederick Langford's *Flag Cancel Encyclopedia* (Pasadena, CA 2008), this is an International machine cancel, and was used at Hoboken Port-of-Embarkation, 1917-1918, possibly on the card's return to the US, in this case.

A date for the mailing is not evident. A significant part of this marking is to the left with the classic eagle and shield symbol similar to the Great Seal of the United States. The card is addressed to Mrs. C. V. LeCraw of Atlanta, Ga. Sent by J. W. LeCraw of the 116th F.A. (Field Artillery regiment), we can only assume that this post is from a son to his mother with the bold announcement that "THE SHIP ON WHICH I SAILED HAS ARRIVED SAFELY OVERSEAS."

Deficiency In Address

Francis J. Crown, Jr.

forwarded to Atlanta. If this were the case the transit time to Atlanta would have been at least two days instead of the one day shown by the postmarks.

My second thought was that Atlanta was a regional distribution office. This would account for the one day transit time from Grayson to Atlanta. However, I could find no references to Atlanta being a regional distribution offices. What I did find is the following from Section 597 of the 1913 edition of the *Postal Laws and Regulations of the United States of America*.

The address on all missent matter which, by the aid of the street directory furnished to city-delivery offices and other reliable books of reference, it is reasonably certain can be delivered at another office, may be corrected and forwarded to such office.

Each piece of mail matter so treated shall bear the postmarking stamp of the office where the address is corrected, with its current date below or following the words "Deficiency in address supplied by," or some other stamp or indorsement giving like information.

This section of the Postal Laws certainly accounts for the Atlanta postmark and the "deficiency" marking on the postcard.

But how did the card get to Atlanta in the first place. Apparently the card was placed in a mail bag and dispatched for Atlanta either directly from Grayson or another office in transit. In Atlanta the mail bag was opened and further sorted. There the address error was discovered, corrected and the appropriate markings applied.

Although the "deficiency" marking is explained another aspect of the cover remains unanswered. What role did Atlanta play in the distribution of mail in the early 20th century.



Postcard from Grayson, Kentucky to Hamlett, South Carolina by way of Atlanta in May 1913.

The postcard illustrated above caught my attention for two reasons. First was the Atlanta "DEFICIENCY IN ADDRESS" handstamp and second it was from a town in Kentucky to a town in North Carolina by way of Atlanta. Why this strange routing?

Any explanation must begin with an examination of the postmarks. The Grayson, Kentucky postmark is dated May 27, 1913 at 2:30 P.M. The Atlanta postmark is dated May 28, 1913 at 4:30 P.M. The only other marking (front or back) is the "deficiency" marking. From this we know the card was one day in transit from Grayson to Atlanta.

My first thought was that Atlanta was a regional office that handled letters with a deficiency in the address. In this scenario the card would have been routed directly from Grayson to a distribution office in South Carolina. There it would have been determined there was no post office named Hamlett in South Carolina and the card would have been



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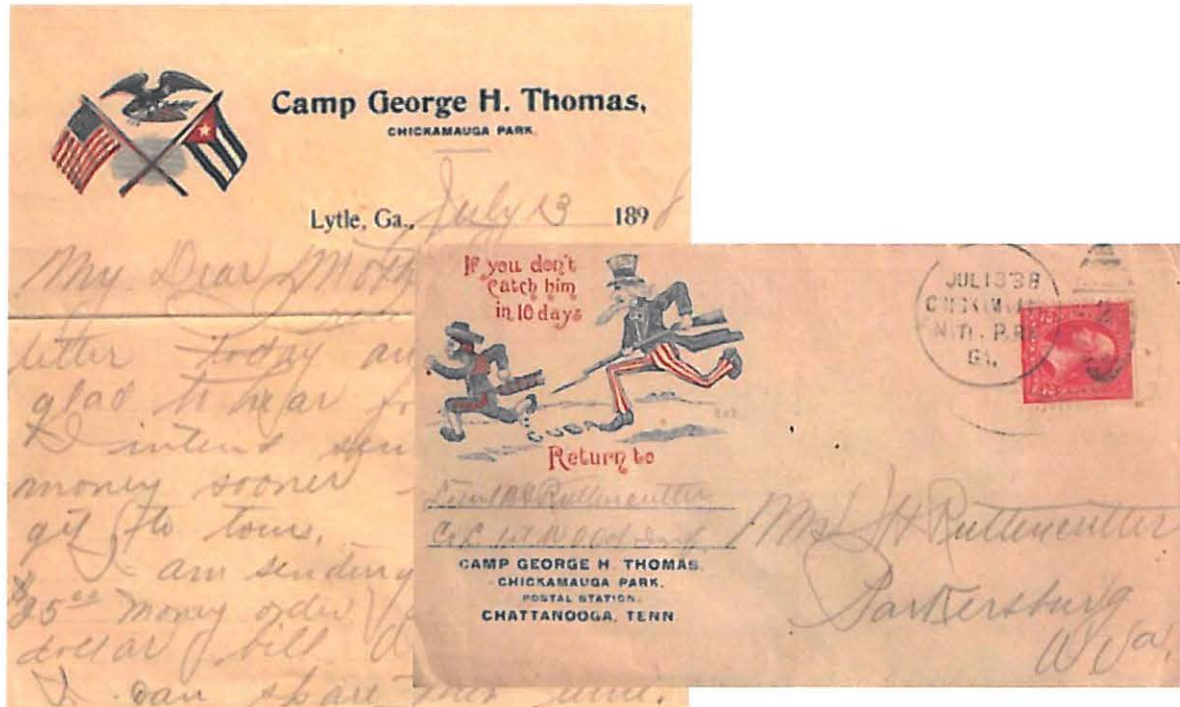


Figure 1. July 13, 1898, from Camp Thomas / Chickamauga Park Georgia.

Soldier Letter - Spanish-American War Postal History

By Steve Swain

An intriguing aspect of Spanish-American War postal history are letters written by soldiers at training camps waiting for their deployment overseas. Through such letters, valuable insights are available into both the military and personal lives of the soldiers and, as such, significantly complete the postal history equation of the Spanish-American War. Such a letter is the one written on July 13, 1898, by Lieut. Brady G. Ruttencutter to his mother in Parkersburg, West Virginia (Figure 1).

My Dear Mother. I received your letter today and was very glad to hear from you. I intend sending you money sooner but couldn't get to town. I am sending you a \$25 money order and a ten dollar bill. Which is all I can spare this time.

Continued on page 3

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Articles for Publication

Articles for publication in *Georgia Post Roads* may be submitted to the Editor, preferably in an electronic format. Images to be included with the article should be submitted as .jpg files created at a minimum of 300 dots per inch (dpi). If you are unable to submit image files with your article, the Editor will gladly scan your items to create image files and return your stamps and/or covers to you.

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**Under Federation Clubs, click Georgia,
then Georgia Postal History Society**

Continued from page 1

I have been to so much expense this month figuring everything. And things cost so much down here. It will first take the dentist a day & a half to finish my teeth. I am going down Saturday and stay until he finishes me up. The pain is something awful. He filled all my front teeth and is attending to the back ones.

I would send you more money but I must have plenty with me as we don't know just when we will pull out. And we have to pay for everything we get. People down here are robbers, charge you any old price. 75 for my meal.

Well it is time for school. I must close. Hoping to hear from you soon.

I remain.

Your Son Brady

Ruttencutter was stationed at Camp Thomas, established April 22, 1898, located on the site of the American Civil War battlefield at Chickamauga, south of Chattanooga, TN (Figure 2). Camp Thomas was named as a tribute to General George H. Thomas (Figure 3) and his gallant stand during the 1863 Battle of Chickamauga.

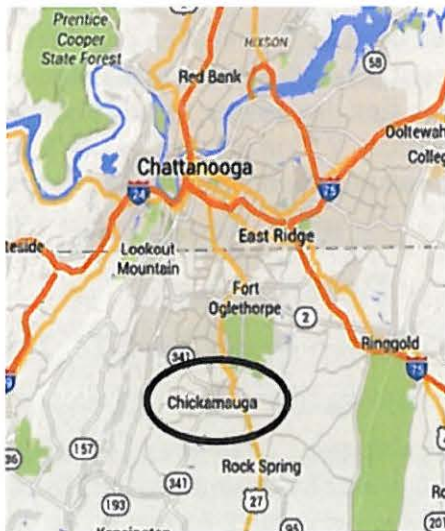


Figure 2: Chickamauga Battlefield / Camp Thomas. Figure 3: General George H. Thomas.¹

Research revealed that Lieut. Ruttencutter was born in 1877 and, as such, was a mere nineteen years old when stationed at Fort Thomas². At that young age, a fair assumption would be that he was a volunteer from West Virginia when the call was made for additional troops.

However, he was regular Army, having been commissioned a 2nd Lieut., Co. E, 2nd Infantry on November 30, 1897 at age 18³. This certainly is indicative of how the young Ruttencutter had set his early sights on a military career.

After the Spanish-American War, he was stationed in Luzon, Philippines with the 41st Infantry and continued his military career to ultimately be promoted to the rank of Colonel. He died on September 24, 1957, U.S. Army retired, Washington, D.C.

References

¹ <http://militaryhistory.about.com/od/americancivilwar/p/ghthomas.htm>

² <http://us-census.mooseroots.com/d/b/Brady-Ruttencutter>

³ <https://books.google.com/books?id=SHVMAAAAYAAJ&pg=PA54&lpg=PA54&dq=Brady+ruttencutter+parkersburg+west+virginia>

What Is Postal History? 2016 Annual Meeting Presentation and Discussion

The 2016 annual meeting of the Georgia Postal History Society was held on January 30 at the Atlanta, Ga., AmeriStamp / Southeastern Stamp Expo. The presentation and discussion at the meeting explored "What Is Postal History?" Is an agreed upon definition even possible? Was postal history different at the turn of the last century than it is now? What is and is not considered postal history: stamps, rates, routes, markings, first day covers, means of transport, services, people? Are the contents of a mailing "postal history"? Contact the Society's Secretary for a copy of the PowerPoint slides used during the presentation for more insight into this topic and the discussions at the meeting.

Member Frank Crown's Uniontown Postmaster's Provisional Study (As reported in *Linn's Stamp News*, April 14, 2016)



The recently published study, *Uniontown, Alabama, Postmaster's Provisionals* by Georgia Postal History Society member Francis (Frank) J. Crown Jr., is an important study for collectors of Confederate States of America philately.

The idea for the study came while Frank was working on the provisional section of a much larger work, the *Confederate States of America Catalog and Handbook of Stamps and Postal History*, published in 2012.

The Uniontown, Ala., 2-cent dark blue on white paper. Image courtesy of Robert A. Siegel Auction Galleries.

In the preface to his study, Frank notes that the Confederate States 1861 Uniontown, Ala., postmasters' provisionals (Scott 86X1-86X) were typeset "as four individual settings of the same basic design." The provisionals comprise the 2¢ dark blue on gray blue paper, the 2¢ dark blue, the 5¢ green on gray blue paper, the 5¢ green, and the 10¢ red on gray blue paper. Only one pane of four of the 2¢ dark blue on white paper (shown nearby) is known to exist.

Frank's objective was to determine the number recorded of the two types of 5¢ provisionals. He explains in the preface that to determine the number recorded he needed a census, and "to prepare a credible census," he needed to collect and compare images of all stamps he could find. Censuses are essential research tools in many areas of the stamp hobby.

At least two online censuses come to mind. Robert A. Siegel Auction Galleries is the repository of comprehensive census data for rare United States and worldwide stamps. Extensive information is available on the site for U.S. stamps. Data on worldwide rarities has only recently been added to the census. This effort is being spearheaded by Andrew Titley of Siegel International.

Richard Frajola maintains censuses for covers on his website. Frajola's site provides a wide variety of data on more than 20,000 U.S. covers, as well as highly specialized areas of postal history, including Pony Express, California Penny Post and "Via Tehuantepec" covers.

For information on the Uniontown postmaster's provisional study, contact Francis J. Crown Jr., Box 278, Capshaw, AL 35742 or email him at fcrown@knology.net.

A Special Thank You

A special Thank You is extended to the below members for their contribution to the Society above their annual dues amount. This additional support keeps us fiscally sound and helps us defray the expense of printing additional copies of *Georgia Post Roads* to be available at shows and upon request from potential members.

Larry Baum
Sam Whitehead

History of the Society

On April 15, 1984, collectors McCary Ballard, Frank Crown, Tom Kingsley, William McDougall and Ervin Underwood met to discuss Underwood's idea to form a society to study the postal history of Georgia. By the end of the year, the structure of a new society was agreed upon and the first elections conducted. The officers selected for the first three year term were Ervin Underwood, President; Francis J. Crown, Jr., Vice- President; Douglas N. Clark, Secretary; and Ernest C. Owens, Treasurer. In May, 1985, the first issue of the *G.P.H.S. Bulletin* was published under the editorship of Douglas N. Clark. The *Bulletin* continued through July 1991, followed in September, 1991 by *Georgia Post Roads*, the current publication of the Society.

Saffold, Georgia Preprinted Free Frank Cover

By Francis J. Crown, Jr.

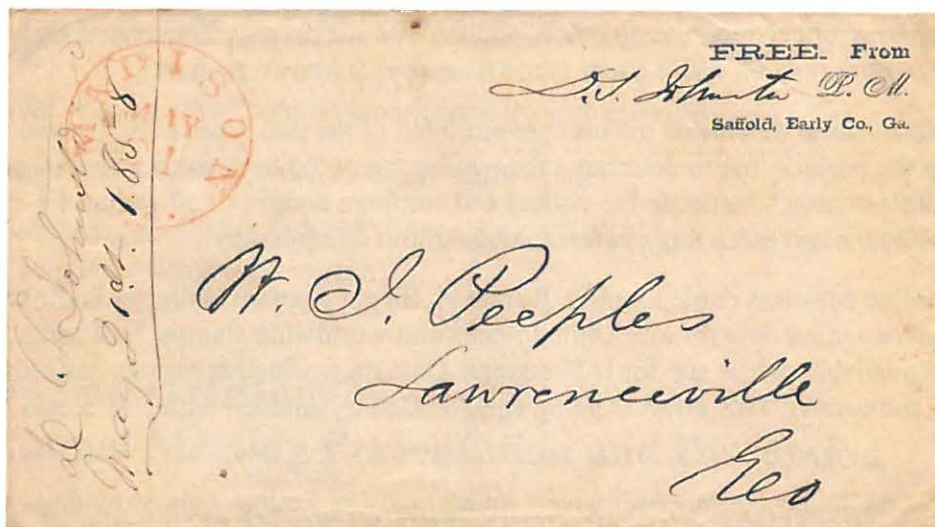


Figure 1. Letter franked by D. S. Johnston, postmaster at Saffold, Georgia, postmarked by red "MADISON / Ga. // MAY / 21" [1858] postmark. Postmasters could use their franking privilege at post offices other than their own.

Letters franked by postmasters are not uncommon during the stampless period. The franking privilege for postmasters had some restrictions but was an extra bonus. The rules changed over time so by the late 1840s postal regulations limited the privilege to postmasters whose commission was less than \$200 for the previous fiscal year.

The cover illustrated at Figure 1 is unusual because the free frank (less the signature of the postmaster) was preprinted on the envelope. Not only did the printing contain the name of the post office, but also the county. (Figure 2).



Figure 2. Enlargement of preprinted free frank used by postmaster D. S. Johnston.

The free frank is that of David S. Johnston who was appointed postmaster on 17 December 1856 when the Saffold office was established. Johnston continued in office in the Confederate period. Johnston was an attorney, a planter and builder of gunboats. By October 1861 Johnston had negotiated a contract with Lt. Augustus McLaughlin of the Confederate Navy to construct the gunboat *Chattahoochee* in 120 days for \$47,000. The location for construction was Saffold, a steamboat landing on the Chattahoochee River. The *Chattahoochee* was supposed to be completed in February 1862 but problems delayed completion and commissioning to January 1863.

For more information about Johnston and the construction of the *Chattahoochee* see *Navy Gray*, by Maxine Turner, University of Alabama Press, 1988.

Auxiliary Markings on Georgia Covers

"Missent and Forwarded" Tombstone Handstamp



Cuthbert Ga. Dec. 13. Clear strike of circular datestamp with "Paid" and "10" handstamps on green cover to Athens Ga. Missent to Albany Ga. Blue "**Missent and Forwarded**" tombstone handstamp. Matching "Albany Ga. Dec. 15, 1862" datestamp. Very Fine, rare.

The "Missent and Forwarded" marking is the only recorded Confederate usage of this device from any post office. It was evidently a marking left over from pre-Confederate days. (Robert A. Siegel Auction Galleries, Inc. Sale - 907 Confederate States Stamps and Postal History - March 16, 2006)

- Steve Swain

Georgia on Covers

By Francis J. Crown, Jr.



An early illustrated corner card (November, 1892) of the M. Rich & Bros. (Rich's) store on Whitehall Street. Note the red star and crescent that was used as a logo in the early years.

There is probably not a member of the Georgia Postal History Society that does not remember a Rich's department store. They were a Georgia cultural icon through the 20th century.

The founder of Rich's was Mauritius Reich, a Hungarian immigrant who grew up in Cleveland and Anglicized his name to Morris Rich. Early on he displayed a talent for the merchandising trade and started a small store in Chattanooga, Tennessee and later in Albany, Georgia. In 1867, he came to Atlanta where his brother, William, was already in the dry goods business. In May of that year he borrowed \$1,000 from his brother and opened a small store with the name M. Rich & Co., at 36 Whitehall Street.

From this small beginning the firm grew. In 1877, his brother, Emanuel, joined the firm and the name was changed to M. Rich & Bro. In 1884 his brother, Daniel, joined the firm and the name became M. Rich & Bros. During this period the store continued to move from one building to another on Whitehall Street. Finally, in 1882, the store was moved to the location pictured on the cover above. This store was one of the first, if not the first in Atlanta, to have plate glass show windows.

In 1929, the year following the death of founder Morris Rich, the store was renamed Rich's. In the 1950s, the firm expanded outside its Atlanta home. Then in 1976, the firm was bought by Federated Department Stores, but the name, Rich's, was continued. In 2003, Federated, which also owned the rival Macy's chain, combined the two stores and changed the name to Rich's-Macy's. This lasted only two years. In 2005, all the stores were rebranded Macy's.



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Crawford After Politics

By Douglas N. Clark

[Editor's Note: In this article, our Society's President, Douglas N. Clark, shares with us a cover he obtained at the World Stamp Show – NY 2016.]

William H. Crawford, prominent Georgia politician of the early nineteenth century, served as a Georgia U.S. Senator, including President pro tempore, Minister to France, Secretary of the Treasury, Secretary of War and, in 1824, unsuccessful candidate for president. After his political career, he became a circuit judge for the northern circuit of Georgia.



Crawford practiced law at the court house in Lexington, just a few miles east of his plantation, which was near what is now the town that bears his name. The 1828 cover (without contents) shown in Figure 1 is postmarked Lexington, Georgia, and, according to the docketing shown in Figure 2, was sent by Crawford. The notation "Sparta" may indicate that Crawford began the letter in Sparta, Ga., where he may have had some legal business.

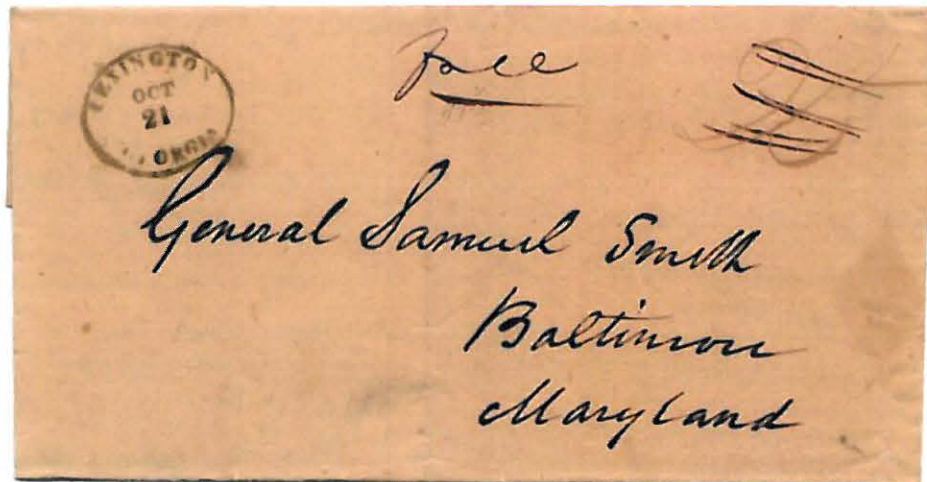


Figure 1. Lexington GA Cover, October 21, 1828.

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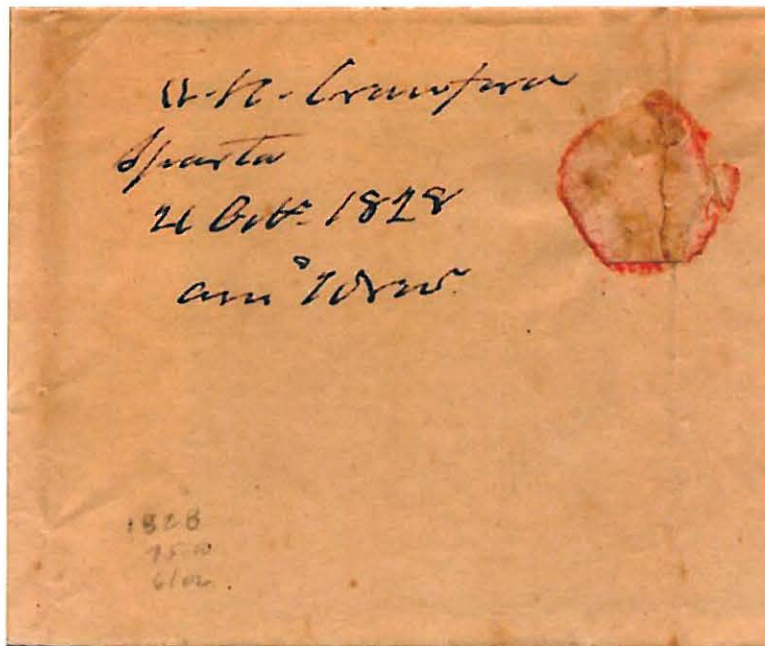
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Continued from page 1



Crawford's frank as Secretary of the Treasury is not uncommon. See an example in Figure 3. But at the time of the letter in Figure 1, Crawford no longer enjoyed the franking privilege, so the letter was rated 25 (due), the 1816 per sheet rate for 400 or more miles.

However the letter was rerated "free," not because Crawford was the sender but because of the addressee, General Samuel Smith, who was Senator and President pro tempore, 1828-1831.

Smith and Crawford served together in the Senate, during Crawford's 1807-1813 terms. They were political allies, Smith being elected to the

Figure 2: Docketing Inside the Cover.

Senate in 1822 as a member of the Democratic Republican (later Crawford Republican) party. Crawford died in 1834, Smith in 1839.

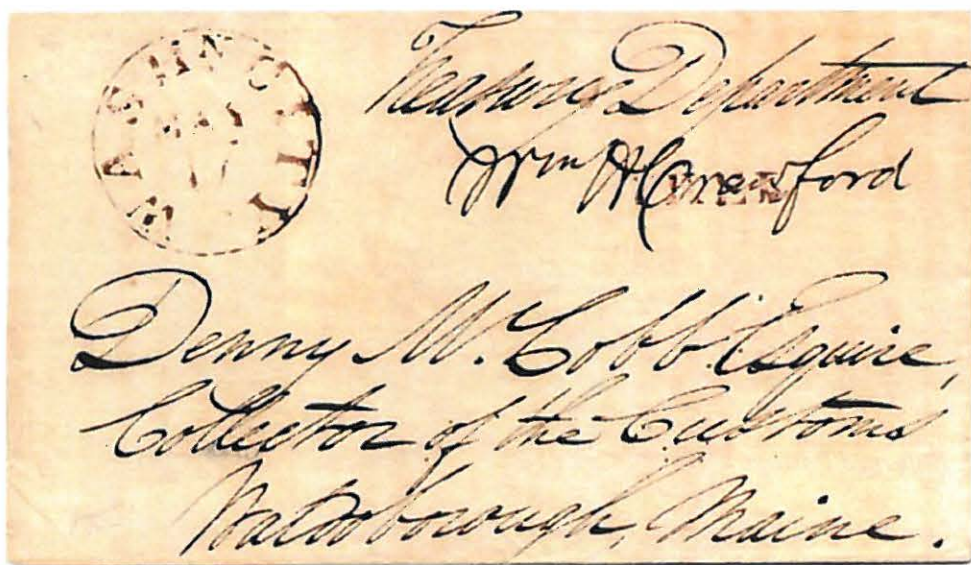


Figure 3: William H. Crawford Treasury Department, Free Frank, 1823.

Solving a Georgia Postal History Puzzle

By Francis J. Crown, Jr.

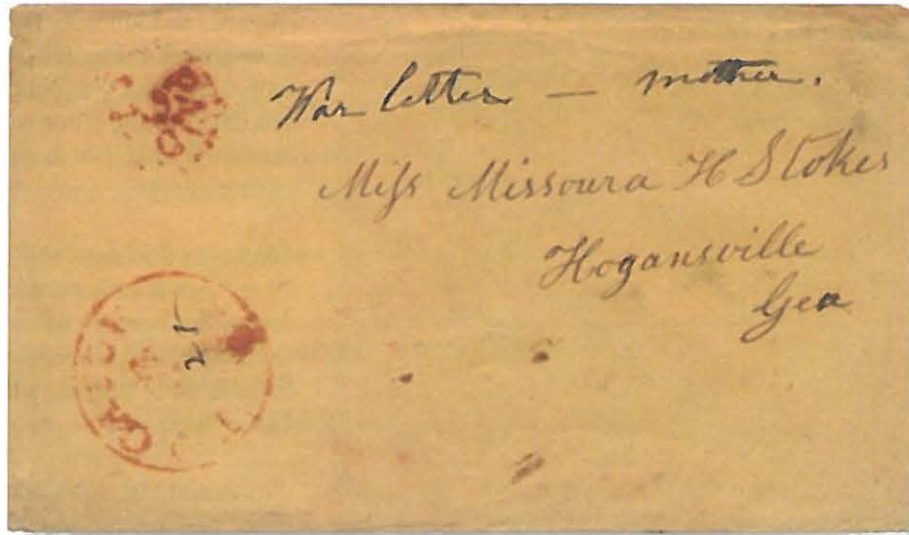


Figure 1. Envelope with illegible red postmark and circular “PAID / 3” marking addressed to Miss. Missoura Stokes at Hogansville, Georgia.

From time to time I find items of Georgia postal history that present a puzzle in their rating or in their identification. I obtained the cover illustrated in Figure 1 because it had a good chance of being from a Georgia town, but which one. The addressee, Miss Missoura [sic] H. Stokes was familiar, as I have seen her name on many Confederate covers. The docket “War Letter – Mother.” at the top was also intriguing.



Figure 2. Enlarged Postmark



Figure 3. Filtered Enlarged Postmark

The content of the envelope had been removed so what you see in the figure is all there was to help identify the postmark. I enlarged (and rotated) the postmark (Figure 2) but that was of only marginal help. I also used the retroReveal site (<http://retroreveal.org/>) to filter the enlarged image of the postmark (Figure 3) in the hope some other clue would be revealed. But no such luck. After studying the actual cover and the enlarged and filtered images for some time I gave up and put the cover away.

Sometime later, I happened to look at an image of the cover and all of a sudden it came to me. The postmark was that of Decatur, Georgia. In Figure 4 are side-by-side comparisons of the postmark on the Stokes cover and a postmark from Decatur during the Confederate period.



Figure 4. Side-by-side images of the postmark in Figure 1 with a Decatur postmark from October, 1861.

There was one final challenge – what was the month of use. The only letter that shows any real form is the final one that could be a “B” or an “R”. This narrows the possibilities to “FEB”, “MAR” or “APR”. Interestingly, if the docket that the envelope contained a war letter was true, all three possibilities fall in the after secession period before the Confederacy took over the mails on 1 June 1861. The “PAID / 3” marking is correct for this period as is the color of the ink. Additionally, the handwritten day date is consistent with other examples of the Decatur postmark from 1861.

In conclusion, we can identify the cover as being from Decatur, Georgia and the period of use quite possibly in the after secession period.

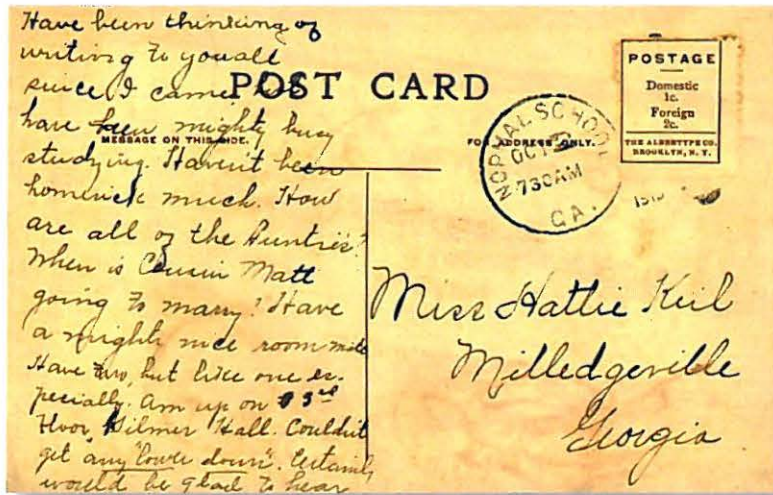
[Editor's Note: In his article, Frank mentioned the use of retroReveal when attempting to decipher, or more clearly reveal, the postmark on his cover. Hosted by the University of Utah, retroReveal was originally created to provide an inexpensive discovery tool to assist people who wish to identify hidden text in their documents for further study.



Over the past few years, philatelists have learned the many benefits of retroReveal for assistance in identifying seemingly hidden markings on stamps and covers. The web based image processing assumes no specialized image editing knowledge, and is designed to be used by a broad spectrum of researchers, scholars, and community members.

State Normal School, Athens, GA.

By Edwin Jackson



[Editor's Note: An email inquiry was received through the Southeast Federation of Stamp Clubs' website asking for some assistance with a postcard the collector recently acquired. The postcard had a Normal School, GA, 1917 postmark of which the collector was unable to find any information. In this article, our Society's Vice-President, Edwin Jackson, shares with us his knowledge of the postmark. Figures 1 and 2 show both sides of a postcard from Edwin's collection.]

Figure 1. NORMAL SCHOOL GA. Postmark

While Normal School was possibly an independent post office, more likely it was a branch of the Athens post office located on the campus of the State Normal School. Founded in 1891, The Normal School was a branch of the University of Georgia located about five miles from the main campus.

For students who planned to become teachers, the Normal School's goal was to prepare the students to teach a standard, "normal education" (as opposed to a "classical education").

The institution first opened in a university-owned facility, but later moved to its own facility on Prince Avenue in an area that became known as "Normaltown."



Figure 2. Athens, GA. State Normal School Postcard Photo

In the early 1900s, a trolley ran from the Normal School to downtown Athens. The main downtown post office was (and still is) a white marble Works Progress Administration building built in the 1930s as a post office and federal court building. Prior to that, the post office was located a block away on College Ave. facing the City Hall.

Because the student body of the Normal School was almost all female, it is possible, as mentioned earlier, that there may have been a U.S. post office station on campus. This would have eliminated the need to ride a public trolley to downtown Athens to mail and receive letters.

At some point, the University of Georgia decided the best way to educate pre-service teachers (i.e., undergraduate education majors) was in demonstration schools on the University of Georgia campus attended by children of faculty (and maybe staff). This left the Normal School vacant or used as offices for some faculty. In the mid-1950s, the U.S. Navy decided to take the now empty Normal School and convert it a Navy Supply School to teach quartermaster skills.

Auxiliary Markings on Georgia Covers – “Missent”



1936 mailing from Savannah, Ga. to Cairo, Egypt. Missent to Cairo, Ga.

5-cent Roosevelt Rotary Fourth Bureau issue, Scott 586, tied to cover with machine cancel.

Cover image courtesy of Jim Forte Postal History: www.postalhistory.com.

1863 mailing from Estell Springs, Tennessee, to Macon, Mississippi. Missent to Macon, Ga.



CSA #11, 10-cent Bluish tied to cover by Estell Springs N. & C. R.R. station agent postmark,

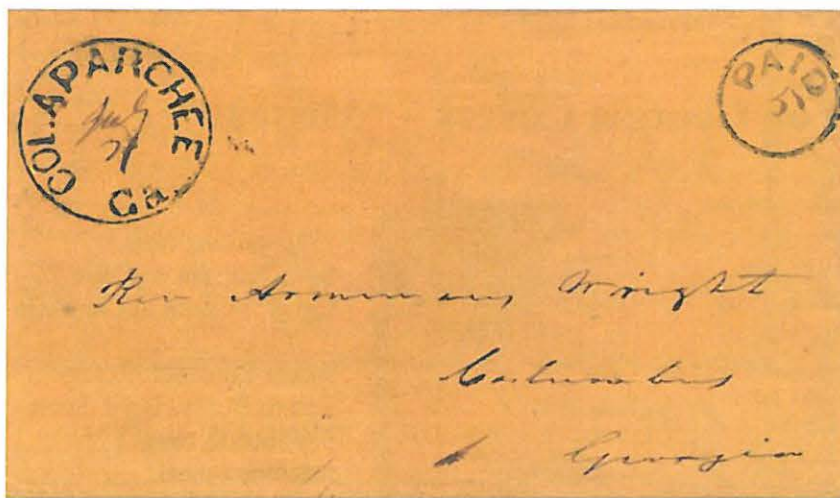
Nashville & Chattanooga railroad. Cover image courtesy of Richard Frajola Philamercury: www.philamercury.com.

- Steve Swain

Georgia on Covers

By Francis J. Crown, Jr.

Colaparchee is an interesting town name and well known among Confederate collectors for the postmaster provisional known from the town. It was located in Monroe County, just north of the Bibb County line in the vicinity of present day Bolingbroke. Today Colaparchee is one of Georgia's many vanished towns.



The town name is Creek and John Goff, who wrote extensively on the origin and meaning of Georgia place names (*Place Names of Georgia*), suggested it meant “seven creek” because it was the seventh stream to be crossed in travelling Toms Path from the Flint River to the Ocmulgee. Kenneth Krakow, author of *Georgia Place-Names*, states it means “white oak tree creek.”

Figure 1. Confederate Colaparchee, Georgia stampless cover dated 27 July [1861]. The “PAID / 5” marking paid the letter rate for a letter going less than 500 miles.

Little is known about the town and it is hard to find any information about it. In fact, postal records are one of the few sources of information on the town. According to these records Colaparchee was first established as Stalling's Store about 1825. In August of 1844 the name was changed to Prattville. In September 1850 the office was “moved” to Colaparchee. From 1850 to 1860 the office had ten postmasters. The office continued to operate throughout the Civil War and was discontinued in May, 1865 only to be reopened in 1868. Finally, in 1874 the office was moved and the name changed to Bolingbroke, a nearby town that had been established on the line of the Central Rail Road of Georgia in 1866.

In 1860 the town had a free population of approximately 400. Most were farmers, although there were five physicians, an attorney and a minister, two millers, a blacksmith, and one merchant. The same year the postmaster was compensated \$60.17, although receipts of the office only amounted to \$53.33.

Like many other small towns in the second half of the 19th century, Colaparchee eventually fell victim to a nearby town that was on a railroad.

*[Editor's Note: In the Summer issue of Georgia Post Roads, Frank Crown's Uniontown, Alabama Postmaster's Provisionals book was reviewed. At the August APS Stamp Show in Portland, Oregon, for the Handbooks category, Gold level, Frank's book was awarded the **American Philatelic Society's Research Medal**. Congratulations to Frank.]*



Georgia Post Roads

Journal of the Georgia Postal History Society

Volume 25, Number 1

Winter 2017

APS Affiliate No. 224

An Atlanta Trans-Atlantic Cover

By Francis J. Crown, Jr.

Figure 1 is an interesting Trans-Atlantic cover from Atlanta to Bury, Lancashire, England. The markings and rates on such covers can present a challenge. This one is straight forward.



The envelope is postmarked "ATLANTA / Ga. // AUG / 12." The year was 1854 as taken from the "Atlanta, Georgia, August 11th 1854" dateline of the enclosure. The letter was prepaid as noted by the black Atlanta "PAID" marking (19 x 5.5 mm) and the manuscript "24." The letter writer also endorsed the envelope "Pr. 1st Steamer for Europe."

Figure 1. A Trans-Atlantic cover from Atlanta to Bury, Lancashire England in August 1854.

The red "3" indicates the letter was sent to New York for forwarding to England, as this was a New York exchange office rating used during 1854. The brown marking at lower right is a Liverpool, England marking dated "30AU[G]54" indicating arrival at the port of Liverpool. This arrival date provides the means to determine on what ship the letter was carried. A check of the Hubbard and Winter book *North Atlantic Mail Sailings 1840-1875*, shows that the American packet Atlantic of the



Figure 2. "BURY- LANC" Backstamp.

Collins line departed New York on 19 August and arrived at Liverpool on 30 August.¹ There is also a back stamp of "BURY – LANC // AU[G]30 / 1854 / C" on the reverse (Figure 2). From this information we know the letter was posted at Atlanta on 12 August 1854 and reached New York in seven days or less.

Continued on page 3

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Continued from page 1

The letter left New York on 19 August and reached Liverpool on 30 August after an 11-day crossing of the Atlantic. The letter reached its destination post office (Bury) the same day it arrived in Liverpool.

The cover is rather typical of Trans-Atlantic covers of the period, but its enclosure makes it interesting. Although the letter was written and mailed in Atlanta, it was not by a resident. Rather, the letter writer, William H. Crisp (Figure 3), was in Atlanta to manage and perform in a theatrical production at a local fair.² The same day his letter was postmarked, Crisp petitioned the Atlanta City Council for a theater license, which was granted.³ This was apparently for the production mentioned in his letter.



During this or a subsequent visit, Crisp worked out a deal with James E. Williams that resulted in Atlanta's first theater. Williams was constructing a new brick building located on Decatur Street opposite the Atlanta Hotel. The second floor was outfitted as a theater. The room was ninety feet long and fifty feet wide with a gallery on three sides. The space was large enough to seat 800 persons. Crisp was back in Atlanta the following February when the City Council granted him a theater license for Atlanta's first theater, the Athenaeum.⁴

Crisp was born in England about 1820 where he began his theatrical career. He immigrated to the United States with his wife Eliza, who was also an actor, in 1844.

Figure 3. Photograph of W. H. Crisp, Courtesy Houghton Library, Harvard University, TCS 1.6514.

Crisp spent his early years in this country performing in New York but eventually moved south where he managed and performed in theatrical productions in Georgia, Alabama, Tennessee and Louisiana, before moving to Texas.⁵ He served in the Confederate Army as a lieutenant in the Dixie Light Artillery, Virginia Volunteers. One of his sons, Charles F. Crisp, was a U. S. Congressman from Georgia from 1883 to 1896. His last two terms he served as Speaker of the House.⁶

Notes

1. Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (n.p.: U. S. Philatelic Classics Society, 1988), 102.

2. W. H. Crisp to Charles Crisp, 11 August 1854, collection of Francis J. Crown, Jr.

3. Pioneer Citizens' Society of Atlanta, *Pioneer Citizens' History of Atlanta: 1833-1902* (1902; repr., Bowie, MD: Heritage Books, 2000), 39.

4. Pioneer Citizens', *History of Atlanta*, 45; and Franklin M. Garrett, *Atlanta and Environs Vol 1* (1954; repr., Athens, GA: University of Georgia Press, 1969), 375.

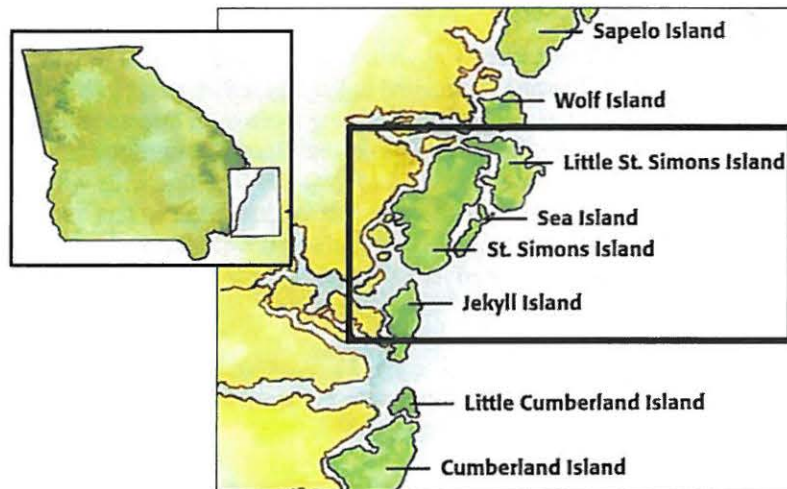
5. N. M. Ludlow, *Dramatic Life as I Found It* (n.p.; G.I., 1880), 634-635;

6. National Archives and Records Administration. Compiled Service Records of Confederate Soldiers Who Served in Organizations from the State of Virginia, RG 109, M324, Roll 0279; and U. S. Senate Concurrent Resolution 91-70. *Biographical Directory of the American Congress: 1774-1971* (Washington: Government Printing Office, 1971), 802.

Saint Simons Mills, GA. – Island's First Post Office

By Steve Swain

The Golden Isles of Georgia are a group of four barrier islands and the mainland port city of Brunswick along the 100-mile-long coast of Georgia on the Atlantic Ocean (Figure 1). The Isles include St. Simons Island, Sea Island, Jekyll Island, and Little St. Simons Island. All the islands are located within Glynn County and make up the lower middle section of Georgia's eleven barrier islands.



St. Simons Island is one of Georgia's largest barrier islands and has an intriguing history. First inhabited by the Native Americans of the Muskogee Tribe, St. Simons was occupied by Spanish monks during the late 1500s.

The first English settlers arrived in 1735 and began construction of the fort and town of Frederica under the direction of General James Oglethorpe.

Figure 1. The Golden Isles of Georgia.

Frederica became a major settlement due both to its strategic location and the abundance of game and open areas for cultivation.

In 1808, a Charter was granted to the settlers of St. Simons Island, and in that year Christ Church, the second oldest Episcopal Church in Georgia, was built. The St. Simons Lighthouse, erected in 1810, was destroyed in 1861 as the Confederate Army retreated from the Union invaders. A new lighthouse was constructed in 1872 and was outfitted with a third-order, biconvex Fresnel lens, one of seventy such lenses that remain operational in the United States.

Following the Civil War, life was very difficult on the coastal islands. The plantation owners had suffered financially. Slaves had been freed, but had no money to buy food and supplies. On St. Simons Island, some of the owners gave many of their former slaves land upon which to build a simple cabin and plant gardens. For a while the government sent ships to the beach with food.

But in 1868, a significant change in lifestyle occurred for the residents of St. Simons Island. A.G.P. Dodge and other wealthy New York merchants saw a great profit in southern lumber and organized the Georgia Land and Lumber Company. They purchased large tracts of land and erected mills, and by 1874 had decided upon St. Simons Island as the center of their operation.

In time, there were four mills erected on the property: A large saw mill, a cypress mill, a planing mill, and one called the lower mill.

Of interest is that in this era the Hilton-Dodge Lumber Company of St. Simons Island sawed much of the timber used in the 1878 construction of the famous Brooklyn Bridge in New York City. And, in the early plantation days, much of the timber for the ship "Old Ironsides" came from St. Simons.

New jobs were created not only in the mills, but also with other businesses and the necessities of a new and growing community, such as a boarding house, a church, a school and the construction of various private homes.

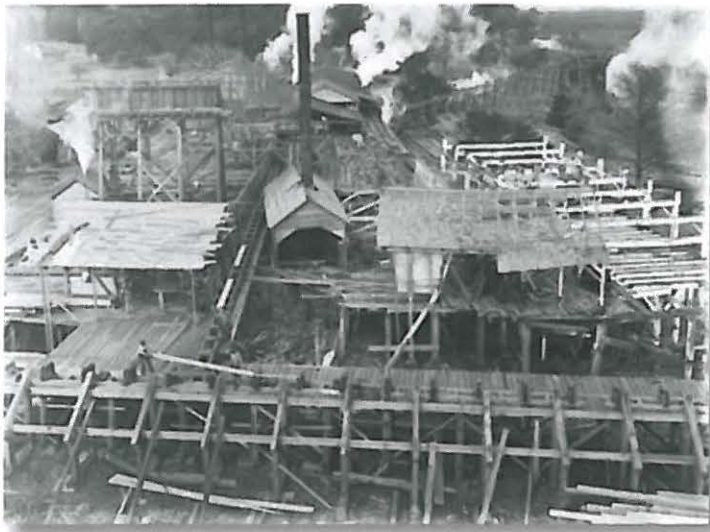


Figure 2. A St. Simons Lumber Mill, circa 1890

And, as typically is the case with new small town communities, an important necessity was a post office. Known as St. Simons Mills, the first post office on St. Simons Island was established on March 1, 1876, with William G. Way as the postmaster. The mail was brought daily from Brunswick, with the mail messenger making the trip in a small row boat from Dart's Landing at the foot of Gloucester Street (downtown Brunswick) to the Mills.



Shown in Figure 3 is a cover with a December 5, 1884, SAINT SIMONS MILLS GA. duplex postmark / target cancel on a 2-cent Washington (Scott 210).

Even though the Mills post office operated for more than thirty years, covers processed through that location are relatively difficult to find.

Figure 3. SAINT SIMONS MILLS GA. DEC 5 1884.

Most mail during that time, especially business mail associated with the mills, was processed directly through Brunswick, the main postal location.

By mid-1906, the best of the timber had been cut on St. Simons Island and the mills slowed in activity. By 1908, they were totally abandoned. The St. Simons Mills Post Office continued operations until 1912, when the present St. Simons Post Office was established.

Tracy, “Ga” Manuscript Date Cancel?

A few months ago, I received an email from Charles G. “Terry” Shaw, past President of the Alaska Collector’s Club, asking for assistance with the cover shown in Figure 1. The manuscript date cancel that ties the 3-cent Washington to the cover seems to show Tracy Ga 5/6/7[7], per the enlarged image. The 1877 postmark year is supported by the left-side docketing on the cover.



Figure 1. Tracy, Ga?

Postmaster Finder, a US Postal Service site at <http://about.usps.com/who-we-are/postmasterfinder>, shows that Tracy, Ga had a postmaster and post office only from 2/12/1894 to 5/15/1899. The 1877 manuscript cancel on the cover is, therefore, intriguing and puzzling. Or is it? Georgia Postal History Society member Frank Crown solved the mystery.

Frank recommended that another website to use when researching post offices is at Jim Forte’s postalhistory.com with over 187,000 listings. There, Frank discovered that a “Tracy” post office was in operation in Tracy, Marian County, from 1876 to date. However, the post office was not in Georgia, but in Iowa.

The two postcards with Tracy datestamps that Jim Forte was offering on his site clearly explained the incorrect assumption of the state abbreviation on Terry’s cover being ‘G’a. It can be seen on the 1908 postcard to Greeley, Iowa shown in Figure 2 (next page) that the capitalized “I” in Iowa in the address looks quite similar to the presumed “G” on Terry’s cover. But an “I” it is on both covers!

A “Thank You” to Frank Crown for his guidance and recommendations when conducting postal history research.



Figure 2. Tracy, Iowa Postcard.

- Steve Swain

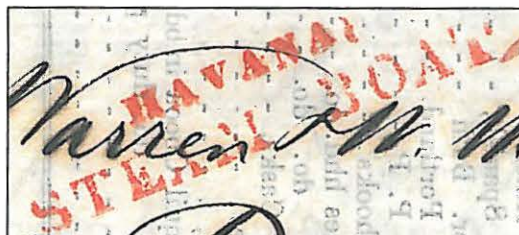
Erroneous Savannah STEAM BOAT Marking

The Act of March 3, 1847, authorized the U.S. Post Office to subsidize steamers to carry mail between the East and Pacific coast ports of the U.S. via the West Indies and the Isthmus of Panama. Moses Moredecai operated a line between the two main southern ports of Charleston and Savannah, and Havana, the capital of Cuba. The steamer *Isabel* ran regular bi-weekly trips on the route from October 1848 until the start of the Civil War.

The cover shown here (courtesy of Robert Siegel Auctions) was carried in October of 1848 on the first return trip of the steamer *Isabel*, its route being Havana, Cuba, to Portland, Maine via Savannah, Georgia. The "HAVANA" straightline handstamp struck in Savannah is the earliest known use of the handstamp. Additionally, the cover is the earliest known incoming contract steamship letter.



Therein lies the intriguing item associated with this cover. The "STEAM BOAT" straightline marking under "HAVANA" was struck in error as this was a contract steamship.

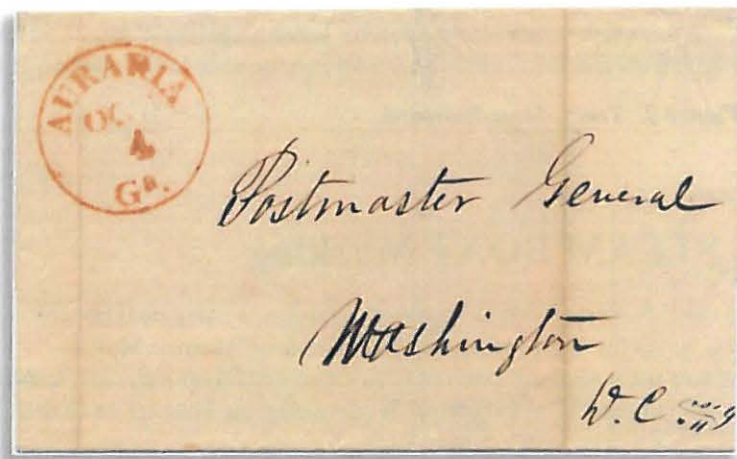


- Steve Swain

Georgia on Covers

By Francis J. Crown, Jr.

Auraria, Georgia is no more, but once it was a thriving gold rush community about six miles south of present day Dahlonega. The story of Auraria began about 1828 or 1829 when someone found gold in the hills north of Gainesville. The discovery soon had eager prospectors converging on the area, which the Indians claimed as part of the Cherokee Nation. The Georgia governor and legislature acted to bring that part of the Cherokee Nation in Georgia under state control and by 1832 had succeeded. The increasing number of miners flocking to the area began to congregate on a ridge between the Chestatee and Etowah Rivers that naturally favored placer mining.



William Dean built a cabin on the ridge in 1832 and shortly after Nathaniel Nuckolls set up a tavern nearby. This served as a magnet that drew in the miners. What was becoming a settlement was first called Deans. This was soon followed by Nuckollsville.

John C. Calhoun who owned a mine in the vicinity proposed naming, what had become a town, "Aureola", meaning golden or shining like gold.

Figure 1. Folded letter postmarked Auraria, Ga. on 4 October 1840.

Another individual, John Powell, suggested "Auraria," meaning gold mine or gold region and this was adopted as the name of the new town.

Settlers at Auraria initially received mail from the nearby office at Harbin's Store in Cherokee County which had been established in December 1832. Others got mail addressed to them at the Lumpkin County Court House. Finally, on 23 September 1833, the post office at Harbin's Store was moved to the new town and its name changed to Auraria with Charles A. Ely the first postmaster. The same year the town began its decline as Dahlonega was chosen as the county seat over Auraria.

By the turn of the century there was hardly anything left of the town, but the post office remained open until 1937.

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Williams, David. *The Georgia Gold Rush*. Columbia, SC: University of South Carolina Press, 1993.



Georgia Post Roads

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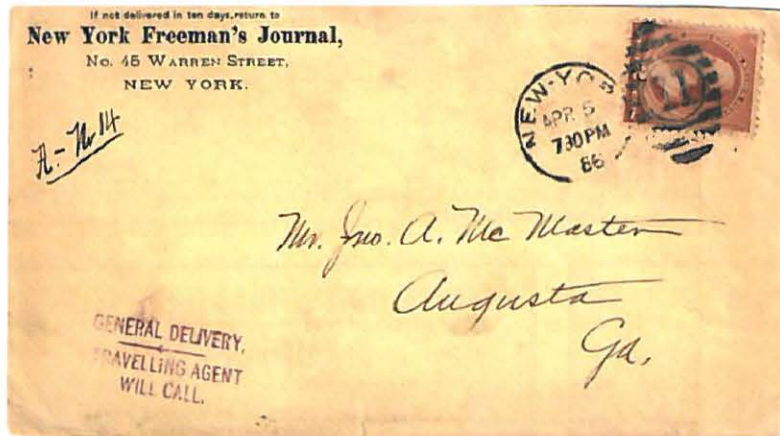
Spring 2017

APS Affiliate No. 224

“TRAVELLING AGENT WILL CALL”

By Lamar Garrard

It has always been of interest to me to note the sender and the recipient of covers in addition to the postal aspects of the envelope. The cover shown in Figure 1 prompts such interest because of its characteristics for both of those categories.



Postmarked NEW YORK | APR 5 | 730 PM | (18)86, the cover’s corner card is *New York Freeman’s Journal*, a Catholic weekly newspaper having its roots back to 1833, originally called the *Weekly Register and Catholic Diary*. The paper operated until 1918.

The mailing is addressed to Mr. Jms (James) A. McMaster, Augusta, Ga.

Figure 1. April, 1886 Mailing To Mr. Jms A. McMaster, Augusta, Ga.

McMaster was the owner and editor of the highly controversial *Freeman’s Journal*. The “yankee” newspaper under McMaster supported slavery, secession and was outspoken in many of the views of the day concerning the Catholic community. McMaster’s editorial policy was described as “ever intemperate and always arch-conservative.”

An intriguing note is that when becoming the editor of the *Freeman’s Journal*, McMaster changed his true surname of “MacMaster” to “McMaster”, upon his assumption that a non-Scottish, Irish-looking name would have more appeal to the paper’s largely Irish-American readership.

Note the GENERAL DELIVERY – TRAVELLING AGENT WILL CALL handstamp in the lower right corner of the cover. Apparently, in the spring of 1886 McMaster traveled to Augusta. Was he there to visit some religious associates, for other similar reasons or just passing through?



James A. McMaster

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To receive his mail while away from New York, McMaster used the General Delivery postal rules to pick up his mail in the Augusta post office. General Delivery is a service whereby a local post office holds mail until the recipient calls for it, either because the person is visiting the area or does not have a permanent address.

One of the more interesting aspects of the cover's General Delivery handstamp (applied either by McMaster before leaving New York or by one of his staff after McMaster departed) is the spelling of "travelling." The use of two Ls is the British English convention, not the American English version. Was this spelling simply a mistake or yet another indication of McMaster's flamboyant personality, as was his name change?

Lastly, a curious manuscript marking on the cover underneath and to the left of the corner card is "A-?14." Was this written by an Augusta postal clerk with the "A" indicating the mail was Accepted (picked up)? And the lettering before "14" can be interpreted as the month of May? Any insight a reader may have regarding this marking would be appreciated. Please send your interpretation to the Editor of this journal.

Savannah "Odd Fellows" Stampless Cover

By Steve Swain

An intriguing and enjoyable aspect of collecting stampless covers are the many markings adorning the covers representing the amount of required postage, whether that postage was prepaid, the amount of postage due for underpaid mailings, postmarks, delivery methods (horse and wagon, steamship, train company), names or initials of route agents, town markings, etc., etc. And, these markings could be either hand written (manuscript) or handstamped, with the ink for both being a variety of colors.



Figure 1. Savannah, Ga. Stampless Cover

The same four capitalized letters are in the upper right corner of the cover accompanied by a curvy underline. When first viewing these markings, I deemed the letters to be "I.O.O.H." or "J.O.O.H.". Whichever was correct, it certainly was an odd combination.

Deciphering manuscript markings on stampless covers can be challenging and rewarding, as I was to discover with the piece shown in Figure 1 obtained at the Southeastern Stamp Expo this past January.

Note the vertical writing on the left side of the cover that appears to be four capital letters separated by periods, indicating these may be initials. The word written below the letters is difficult to make out.

Fortunately, the contents of the mailing were intact and the solution to my quandary was solved. The "odd" lettering was "I.O.O.F.", an abbreviation for the International Order of Odd Fellows. The January 22, 1849 mailing was an invitation to celebrate the anniversary of the Georgia Odd Fellowship (Figure 2). It was now obvious that the full vertical marking on the left side of the cover was "I.O.O.F. Invitation", written above and below each other.

In 17th century England, life was quite difficult, often lawless and desperate. Life expectancy was about 45 to 50. There was much sickness, orphaned children, widowed mothers. Many people could not afford to pay for a descent burial for the dead.

In response to all of this, a group of ordinary people from different trades and walks of life considered it necessary to band together as brothers and sisters and work to help each other and unfortunate families back on their feet, whether it was rebuilding a barn that had burned or putting in a new crop after a devastating season.

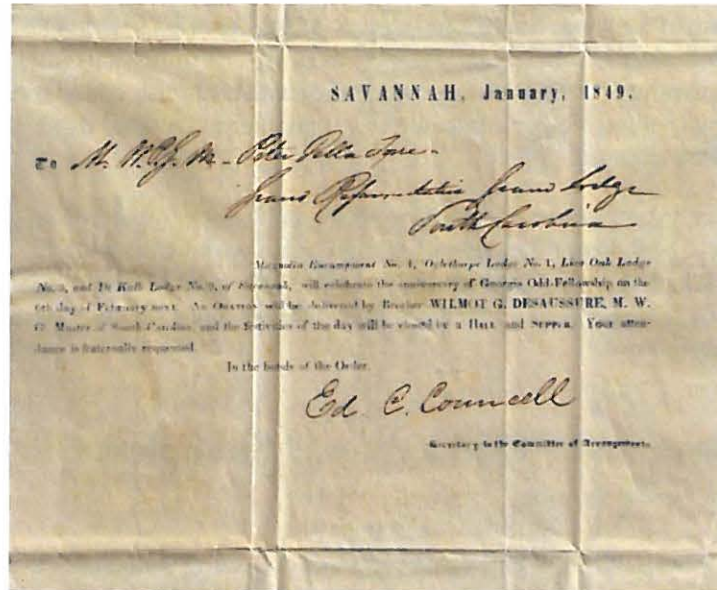
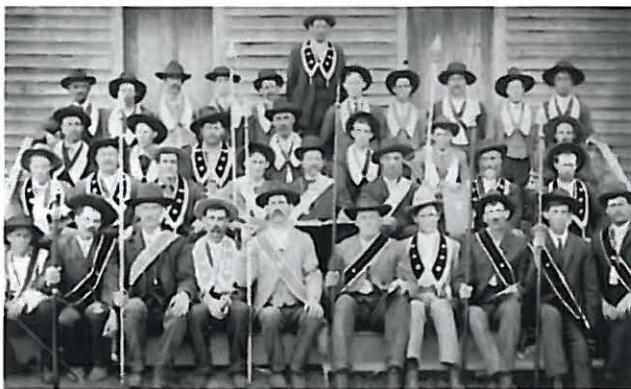


Figure 2. Invitation to Georgia Odd Fellows Anniversary Event

Such altruistic and friendly people came to be known as "Odd Fellows" because it was odd to find people organized for the purpose of giving aid to those in need and of pursuing projects for the benefit of their society.



Odd Fellows Members

Alvin N. Miller was the first Noble Grand of the first Lodge instituted in Georgia and the first Grand Master of the Grand Lodge. Miller was born in New York in 1814 and came to Savannah in 1835. He spent most of his life as a sea captain, working out of the port of Savannah.

The group was eventually formalized and chartered in Manchester, England as the Independent Order of Odd Fellows (IOOF). The IOOF was formalized on the North American continent in Baltimore, Maryland, on April 26, 1819 by British-American Thomas Wildey. From 1860 to 1920, also known as the "Golden Age of fraternalism" in America, the Odd Fellows became the largest among all fraternal organizations. By 1889, the IOOF had lodges in every American state.

Miller met four other sea captains there who belonged to the Order and they so impressed him that in late 1841 he joined Enterprise Lodge #36 of New York City. When Miller returned to Savannah, he, with the other four brothers, applied for a Dispensation for Oglethorpe Lodge #1 on March 3, 1842. Miller saw the growth of Odd Fellowship in Savannah as several other Lodges were formed during his life time.

The Oglethorpe Lodge, located at 2304 East 39th Street in Savannah, continues today to be a vibrant, productive organization pursuing their motto of "an organization that favors no person for their wealth and frowns on none for their poverty."

Welcome New Members

The Society is pleased to welcome two new members, both joining this past January.

Hudson Christian is a teacher at the Dodge County High School in Eastman, Ga. One of his collecting interests is Georgia postmarks. At the January Southeastern Stamp Expo in Norcross, Hudson attended the annual meeting of the Georgia Postal History Society and a presentation on the National Postmark Museum conducted by Gary Hendren, the museum's curator.

Bruce Carithers resides in Dacula, Ga. with collecting interests including Malta, Gold Coast, Ireland, British Africa and, of course, Georgia postal history. He is a member of the American Philatelic Society, the American Topical Association and the Royal Philatelic Society of Canada. Bruce attended the January Southeastern Stamp Expo and is looking forward to his participation with our Society.

Auxiliary Markings on Georgia Covers – "Missent" and "Forwarded"



Courtesy of Richard Frajola at philamercury.com, the very attractive cover shown here has a COLUMBUS | SEP 17 | GA circular date stamp with the 3-cent Washington tied to the cover by a well struck "Head with Hat" fancy cancel.

But even more interesting are the "Missent" and "Forwarded" markings from Marietta GA, per the SEP 19 date stamp.

Notice that the mailing is addressed to Rev. (Reverend) F. R. Goulding, a Presbyterian minister residing in Roswell, Ga. Was the Marietta postal clerk attempting to be clever when applying the two auxiliary markings in somewhat of a religious cross pattern?

- Steve Swain

Flovilla, Ga. Rubber Band Cancel

By Gary Hendren

Editor's Note: At this past January's Southeastern Stamp Expo in Norcross, Ga., Gary Hendren, Curator of the Postmark Collectors Club Museum and a member of the Georgia Postal History Society, provided an outstanding presentation showcasing the Museum's vast collection. To the delight of other Georgia Postal History Society members who attended the presentation, Gary discussed a rather unique twist to a Georgia cancel, presented here.

The Postmark Collectors Club Museum is located just outside of Bellevue, OH, in a place called Old Lyme Village. The Museum houses over two million postmarks in quite a number of collections. The oldest is the Willett-Thompson collection made up of 410 binders containing covers, round cuts (from the original covers), and 2" x 4" cuts arranged by state, by city, and roughly chronologically within a city. The Reference Collection includes approximately 500,000 cut 2 x 4s arranged by state, by city, and by our museum sorting order within each city. In 2003 the museum began a full cover collection arranged in the same manner as the Reference Collection. That collection is now housed in 350-16 inch boxes.

Other special collections include: First Day Covers, Airport Dedications, Post Office Dedications, First Flight Covers, Military Covers, Congressional Free Franks, Machine Slogan Cancels, Pictorial Cancels, current Spray Markings and a few others. A terrific library supports the work of the museum and includes the usual array of Postal History books, journals, and a lengthy range of U. S. Postal Guides and Directories. Approximately 1500 different titles.

If there ever is some extra time, I find it refreshing to pick a binder, a drawer, or a box and just peruse a small part of the collection. You'll find some eye-poppers: unusual cancels, lots of regular duplex-cancels, four-bar cancels, machine cancels, Doane cancels, an occasional fancy cancel, a four-bar cancel with unusual bars, or an unusual box cancel.

One day while casually looking at 2" x 4" cuts arranged by state, I noticed something different. For the Nebraska and North Carolina examples shown in Figure 1, the common four-bar cancel appeared somewhat uncommon with a vertical line crossing all four bars. Was this a new, unrecorded cancel?



Figure 1. Uncommon Four-bar Cancel

Then it hit me. The cancels were made with handstamp devices having a wooden handle with a rubber mat glued to the wooden base. As the devices aged, the rubber separated from the wood. To be able to continue using the device until a new one arrived, a postal clerk placed a rubber band around the wood and rubber mat to hold it together, thus leaving the vertical rubber band marks as part of the postmark.

Our collection probably numbers close to 100 towns from most states. As I searched through the collection hoping to find more examples of the rubber band cancel, two from Flovilla, Georgia (southeastern Butts County) caught my eye, shown in Figure 2. Notice how the two cancels reflect slightly different arrangements of the rubber band(s). Postmarked almost 10 months apart, the Flovilla postal clerks apparently waited quite awhile to order, or receive, a new handstamp!



Figure 2. Flovilla, Ga. Rubber Band Cancel

Devoting additional time to locate the "Rubber Band" items resulted in big benefits. I now have at least one from all but a few states. At least 100 from full covers, 2 x 4 cuts and smaller ones. Now you can be on the lookout for these interesting postmarks. I've even picked up a couple in dealer's dollar boxes. I would entertain any scans that you might come across to add to our Museum's ever-growing collection.

A Special Thank You

Thank You to all members who remitted their 2017 annual Society dues. A special Thank You is extended to the below members for their contribution to the Society above their annual dues amount:

Larry Baum
Tony Crumbley
Gary Hendren

This additional support keeps us fiscally sound and helps to defray the expense of printing additional copies of *Georgia Post Roads* to be available at shows and upon request from potential members.

Georgia on Covers

By Francis J. Crown, Jr.

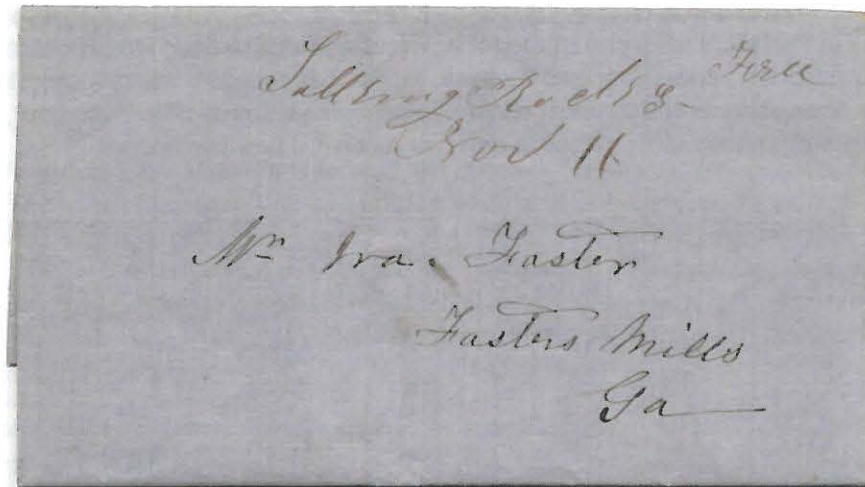


Figure 1. Cover postmarked "Talking Rock G / Nov 11" [1854], docketed "Free." The addressee, Mr. Foster, could both receive and send letters free, as he was the postmaster of Foster's Mills at this time.

Talking Rock is located in Pickens county in northwest Georgia. It was named after a creek that runs through the area. The Cherokee called the creek "nunyu-gunwaniski." The exact meaning of the word has been translated as "the talker" or "place of the talkers," as "rock that talks", and "echo rock." The early white settlers took the various translations of the Indian name and in their folksy way came up with the simplified name: Talking Rock Creek.

A settlement at the site of Talking Rock began in the early 1830s as Georgia began to extend its jurisdiction over the Cherokee Nation. In the 1840s, the brothers William C. and Thomas Atherton built a cotton mill at Talking Rock, making it one of the larger towns in the area. During Sherman's march on Atlanta, the mill was burned by Union forces. After this the town declined.

A railroad came to Pickens County in the 1880s and the town of Talking Rock was moved about three miles from its original location to a new site on the railroad. The old location was renamed Blaine.

The post office at Talking Rock was established on 18 January 1832 with the appointment of Charles H. Nelson as postmaster. In December of that year, the county changed from Cherokee to Gilmer as the Georgia legislature divided the original Cherokee County. In July 1833 the post office was discontinued, only to be reestablished on 30 March 1837 with Wm. S. Richardson postmaster. On 5 December 1853, that part of the county in which Talking Rock was located was made part of Pickens County and John Mullinax, who was appointed postmaster in 1852, continued in office. The cover in Figure 1 was mailed from Talking Rock after it had become part of Pickens county.



Georgia Post Roads

Journal of the Georgia Postal History Society

Volume 25, Number 3

Summer 2017

APS Affiliate No. 224

Dr. H. H. Green: An Early “Junk Mailer”

By Francis J. Crown, Jr.

This story begins in 1870 with Mr. Henry Haines Green (Figure 1) working as a dry goods merchant in Tilton, Georgia. In 1872, the town of Tilton was incorporated and Green became one of its first commissioners. Sometime between 1872 and 1877, he obtained a medical degree. By the end of the decade his profession was listed not only as a physician, but also as a notary and a justice.¹



About 1877, he either prepared a formula for the treatment of dropsy or acquired one, and began selling his dropsy cure. Dropsy was the term then used to describe the swelling of soft tissue due to the accumulation of excess water. Today the condition is called edema, but it is normally used as a descriptor with a specific cause. Thus, a person might have edema caused by congestive heart failure.

Dr. Green used the mails to advertise his dropsy cure, but not in the ordinary way of the period. Instead, he was what we would today call a “junk mailer.” Most mail order merchants were selling their wares buy sending out circulars to specific prospective customers. This required the name and address of each prospective customer to be written on each circular. Dr. Green’s method was somewhat different.

Figure 1. Dr. Henry H. Green. (Courtesy of Ancestry.com)

While he did address his circulars to individuals by name, there was also a preprinted name such as “or any minister of the gospel.” This is somewhat like junk mail today addressed to a specific person “or current resident.” This was extra insurance the circular would find its way into the hands of someone, with the hope they would be interested, tell their friends, or post the circular in a public place.

It is said that Dr. Green sent out so many circulars from Tilton that he brought them to town two or three times a week in large cotton baskets. There were so many that the Tilton post office could not handle them and put them in the mail car of the passing trains where they would be canceled and sorted. It is hard to confirm this story as the only circular that I have seen from Tilton has a manuscript cancel that could have been applied either at the Tilton post office or in the mail car by a rail agent (Figure 2).²

Continued on page 3

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Continued from page 1

Although the advertising corner card says in bold letters “Dropsy Treated Free”, a careful examination of the full advertisement shows that only ten days treatment was furnished free. The symptoms were removed in eight to twenty days, but a full cure took 30 to 60 days. The free ten day treatment was certainly enticing to many. However, at a cost of from \$10 to \$15 each, the follow on treatments were not cheap.³

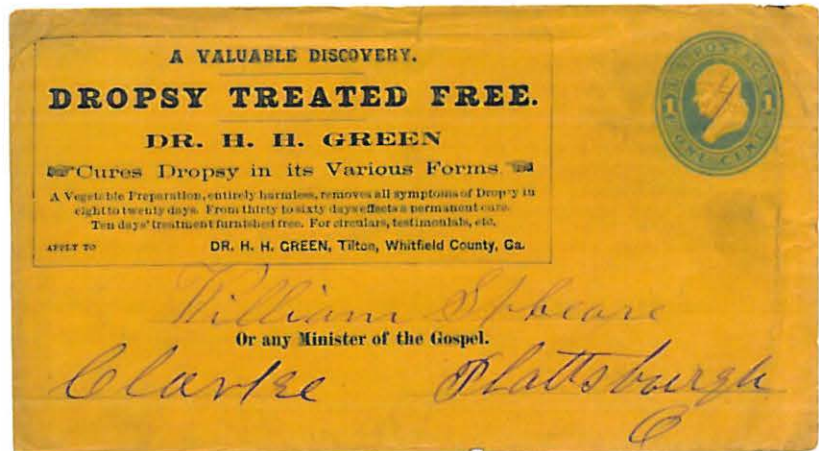


Figure 2. Dr. Henry H. Green advertising cover used from Tilton, Georgia before 1884.

By 1884, Dr. Green moved his business to Atlanta. The advertising corner card at Figure 3 is the same design as the one used from Tilton, but with the address changed to 55 Jones Avenue, Atlanta.

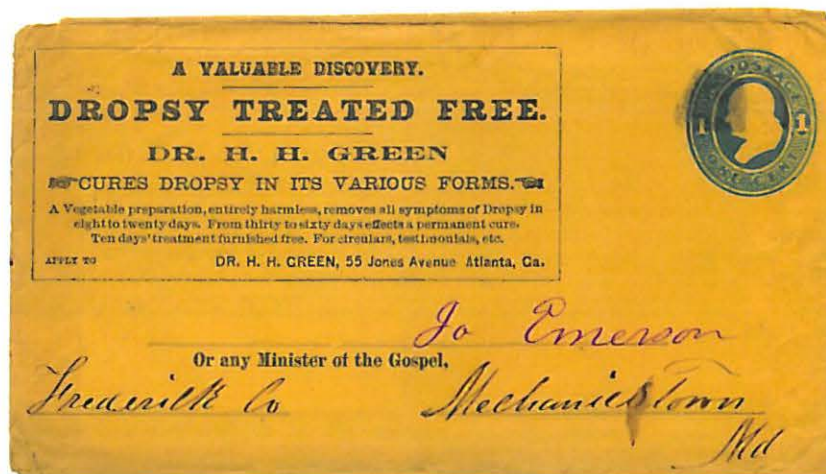


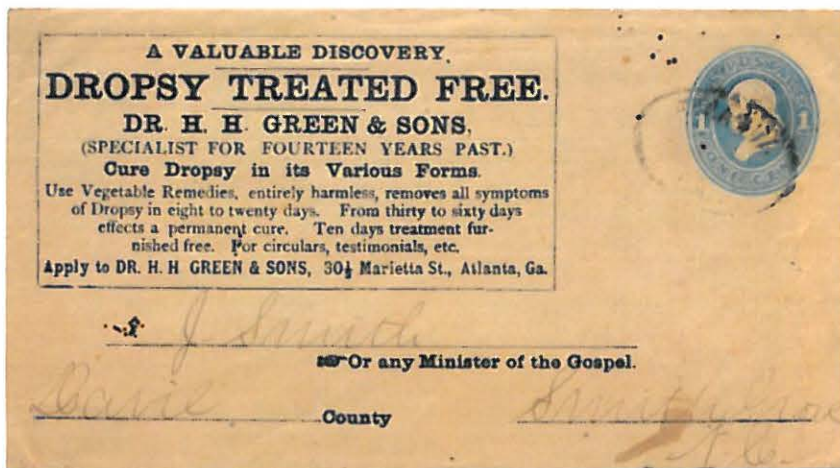
Figure 3. The early design of the Dr. H. H. Green dropsy advertising cover with the Atlanta address.

In mid to late 1880s, Dr. H. H. Green’s three sons - John, Alfred and Elijah - received medical degrees. Alfred and Elijah received their degrees from the Georgia College of Eclectic Medicine and Surgery. It is not known where John received his degree.⁴

Eclectic medicine made use of botanical and mineral remedies and physical therapy to treat ailments of the body.

This was in keeping with their dropsy cure, which from all accounts was nothing more than botanicals mixed with some chemicals.

By 1887, Dr. H. H. Green moved his business to the Fitten Building at 30½ Marietta Street.⁵ About the same time the corner card advertisement was changed to include the number of years Dr. H. H. Green had been in business. The name of the firm was also changed from “Dr. H. H. Green” to “Dr. H. H. Green & Sons,” an acknowledgement that his sons were members of the business (Figure 4). A review of the addresses on covers from this time forward suggests the names may have been fictitious as they are short and simple.



The same year, Dr. Green & Sons got a boost from an endorsement that appeared in the Southern Cultivator.

It read, "Six thousand cases of dropsy cured by Dr. H. H. Green & Sons, dropsy specialists, of Atlanta, Ga. Do not let physicians for friend's opinions discourage you, send for circulars and trial medicine, free to all."⁶

Figure 4. The revised Dr. H. H. Green advertising corner card shows the firm had been in business for 14 years.

In 1892, Dr. H. H. Green's youngest son, Elijah, died. This had no outward impact on the business as reflected in the advertising corner cards (Figure 5). However, by 1895 the design of corner card was changed from a plain line border to a saw tooth border. At the same time, the name of the firm was changed again. This time from "Dr. H. H. Green & Sons" to "Drs. H. H. Green & Sons" (Figure 6).

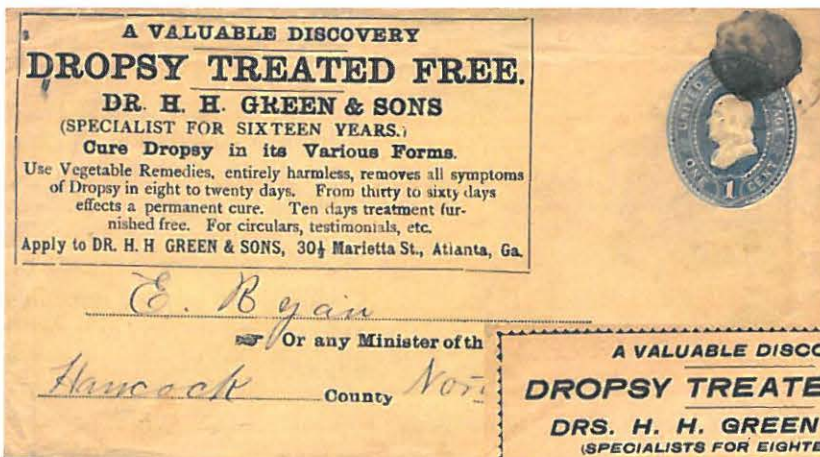
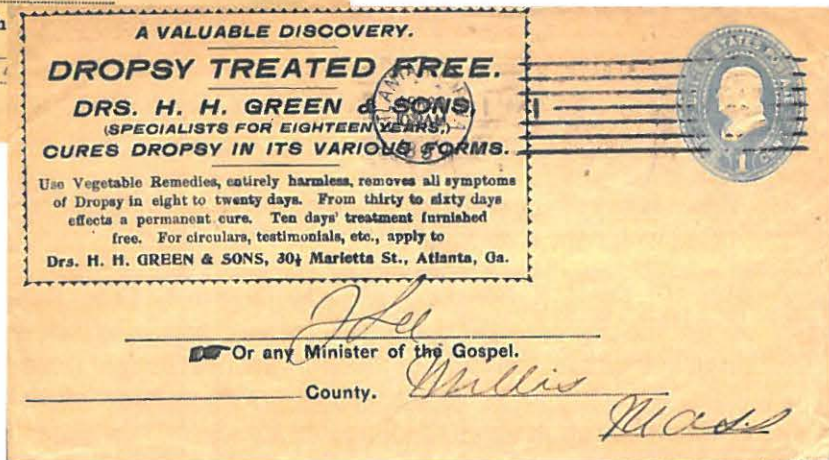
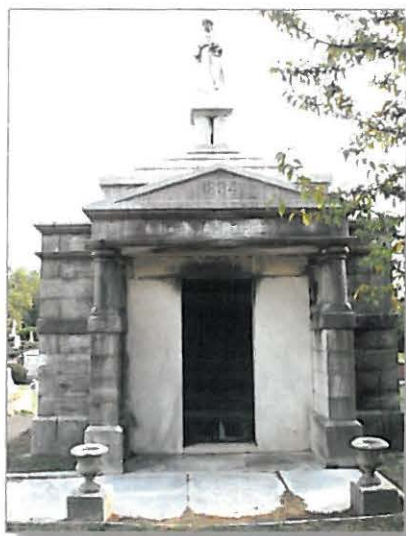


Figure 5. Dr. H. H. Green advertising corner card showing the firm had been in business for 16 years.

Figure 6. Dr. H. H. Green advertising corner card with saw tooth border and showing the firm had been in business for 18 years. The cover is postmarked Atlanta, 20 April 1895.





On 17 September 1896, Dr. H. H. Green died at the age of 62. He had done very well with his dropsy cure. By this time, he had treated 47,000 patients and made \$200,000, a large fortune at that time.⁷ He was interned in a mausoleum in Oakland Cemetery (Figure 7).

Figure 7. The mausoleum of Dr. H. H. Green and his wife, Clarissa Elmina Green erected in 1894. (Courtesy of Ancestry.com.)

The firm continued in business but with a new advertising corner card and under the name of “Dr. H. H. Green’s Sons.” About the same time the method of addressing the circulars was changed from an individual’s name to a more generic “Tax Collector” or “Bailiff.” The preprinted “Minister of the Gospel” remained (Figure 8).

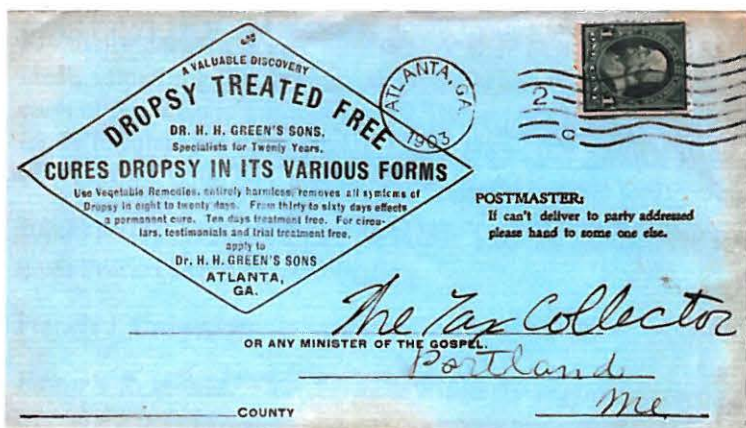
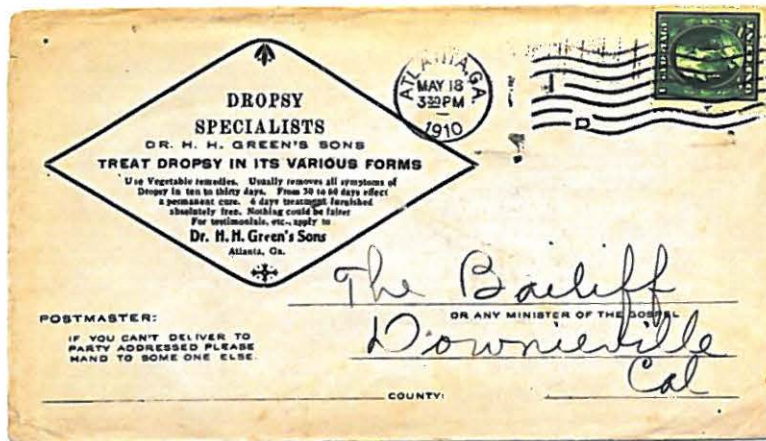


Figure 8. Dr. H. H. Green’s Sons advertising cover prepared by the two surviving sons with a 1903 Atlanta postmark.

The Pure Food and Drug Act of 1906 prompted the Greens to change the wording of their advertisement. The phrase “cures dropsy in its various forms” became “treats dropsy in its various forms.” The free ten days treatment was reduced to six days (Figure 9).

Figure 9. A revised Dr. H. H. Green’s Sons advertisement for the dropsy cure on a cover postmarked Atlanta, 18 May 1910.

Exactly how much longer the Green brothers continued to operate the business is unknown. However, by 1920 Thomas E. Green had bought the business and operated it from Chatsworth, Georgia.⁸



What was the dropsy cure? One treatment consisted of six large black balls and six small black balls. Some included a “tonic” tablet. A test conducted by the American Medical Association in 1920 found the balls contained powdered squill as the chief medicinal ingredient. The tablets contained ferrous sulphate as the chief medicinal ingredient.⁹ Squill is from the plant *Drimia maritima*, and historically was used for medicinal purposes. One of those purposes was to purge excess water from the body. Iron sulphate was used to treat iron deficiency anemia. Some deaths were reported from taking the treatments, but none ever resulted in any action against the Greens.¹⁰

Notes

1. US Census of 1870 for Tilton, Whitfield County, Georgia; and C. W. Norwood, comp., *Sholes' Georgia State Gazetteer and Business Directory for 1879 & 1880*. (Atlanta, GA: A. E. Sholes (1879): 741, 915.
2. Eulalie M. Lewis, “Tilton: Life in a Small Georgia Town,” *Georgia Historical Quarterly* 42, no. 4 (December 1958): 431-432.
3. George H. Simmons, M. D., ed., “Green’s Dropsy Remedy,” *Journal of the American Medical Association* 74, No. 10 (6 March 1920): 689-690.
4. R. L. Polk & Co., *Medical and Surgical Directory of the United States* (Detroit, MI: R. L. Polk (1890), 260.
5. *Ibid.*, 225.
6. Endorement, *The Southern Cultivator* 45, no. 1 (January 1887): 34.
7. Franklin M. Garrett, *Atlanta and Environs: A Chronicle of Its People and Events* Vol. 2, 1954. Facsimile of first edition (Athens: GA: University of Georgia Press (1969), 343; and Ren Davis and Helen Davis, *Atlanta’s Oakland Cemetery: An Illustrated History and Guide* (Athens, GA: University of Georgia Press (2012), 32.
8. Simmons, “Green’s Dropsy Remedy,” 689.
9. *Ibid.*, 689-690.
10. *Ibid.*, 690.

Auxiliary Markings on Georgia Covers – NO RECORD ATLANTA ORDNANCE DEPOT



Courtesy of Richard Frajola at philamercury.com, the June 29, 1943 cover shown here carries various handstamped and blue pencil markings repeatedly redirecting the mailing back to the sender. The most significant of these is the NO RECORD marking indicating that Pvt. Charles A. Johnson was not currently and never was stationed at the Atlanta munitions depot. (The pointing finger with what appears to be a band aid is interesting!)

- Steve Swain

Letter to the Editor

I have comments on two of the articles in the Spring 2017 issue of *Georgia Post Roads*.

The first is on Lamar Garrard's article, "Travelling Agent Will Call." Garrard asked for help on the manuscript docketing "A-? 14." My interpretation of the marking is that was a filing number. "A" for the first letter of the last name of the correspondent. The illegible letter is "No" (for number) and the number "14" is the serial.

My second comment is on the article by Steve Swain, "Auxiliary Markings on Georgia Covers – 'Missent' and 'Forwarded.'" The illustrated cover jumps right at you. What an eye-catching array of postal markings! Who wouldn't like to have this cover in their collection? Is it too good to be true?

While I have not physically examined this cover, I do have concerns. The Columbus, Georgia postmark and the fancy face cancel I consider genuine as they appear consistent with a cover I own with the same markings. I cannot comment on the Marietta postmark as I found only one other example of this postmark and it is only partial. However, the Marietta marking is extremely sharp and clear for a postmark.

My major concern is the "MISSENT" and "FORWARDED" markings. Both markings are sharp and clear, something that is unusual. Of more significance is that the markings were applied at right angles to each other. Why is this a concern? The answer is quite simple. A clerk hand stamping markings is not likely to rotate his wrist 90 degrees. He does this work with some rapidity, and even if he must reach for a different marking, he is not likely to rotate his wrist very much when he strikes the new marking.

While I have concerns about the cover, I do not condemn it. Rather, I suggest that a cover that looks this good deserves careful examination.

Francis J. Crown, Jr.

Editor's Response: *Our thanks to Frank for explaining the marking on the cover highlighted in Lamar Garrard's article.*

As for the "MISSENT" and "FORWARDED" markings on the cover in the Auxiliary Markings column, I agree that they appear too good to be true, possibly contrived in some way. That is why I suggested to



our readers to note that the mailing is addressed to Rev. (Reverend) F. R. Goulding, a Presbyterian minister residing in Roswell, Ga. I asked, "Was the Marietta postal clerk attempting to be clever when applying the two auxiliary markings in somewhat of a religious cross pattern?"

But with Frank's assessment of the cover, I tend to now agree that it was not a postal clerk at all who applied the markings. "Caveat Emptor", as Frank recommends!

Coca-Cola Heir Arrives Safely Overseas

By Steve Swain

As part of its effort to support our troops during World War I, the American Red Cross provided free frank cards for soldiers to mail home to their families and loved ones assuring them that their serviceman had safely crossed the Atlantic Ocean upon deployment overseas. Shown in Figure 1 is the address side of one such card.



Figure 1. American Red Cross WWI Soldier's Mail

My initial attraction to this piece was the sender's strike through of "SAILORS" (MAIL) in the upper left corner. Apparently determined to be loyal to his branch of service, "Soldiers" was written. The free franking notation of "NO POSTAGE NECESSARY" is nicely cancelled with a coat of arms design and a MILITARY POST OFFICE SOLDIERS MAIL wavy line marking supporting the serviceman's branch.

But a more noteworthy feature of the card, from a personal point of view, was the addressee's city and state of Decatur, Ga., my birthplace and home for the first thirty years of my life. As a collector of Georgia postal history, this piece definitely had possibilities for being a valued addition to my collection. That value was quickly enhanced as I attempted to understand to whom the card was addressed.

I didn't recognize "Mrs. Andrew Sledd." I could not remember any family named Sledd during my grade school or high school years. So, I turned the card over (Figure 2) to see who the serviceman was who sent the card. "Samuel C. Candler."

It was then I realized the possibility of a most intriguing connection to Decatur, Ga.

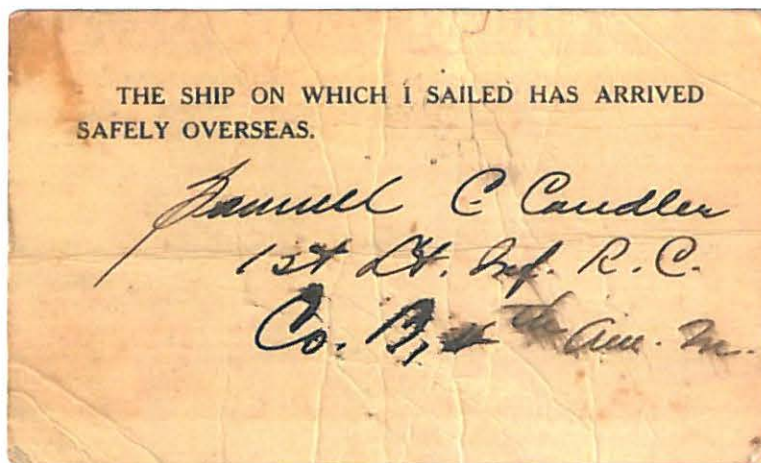


Figure 2. Sent by Serviceman 1st Lt. Samuel C. Candler

Most everyone living in Decatur knew of the Candler family for one significant reason: Family patriarch Asa Griggs Candler was the founder of the Coca-Cola Company. In 1887, Candler paid pharmacist John Pemberton \$2,300 for the Coca-Cola formula and Candler proceeded to make the soft drink a worldwide household name, providing enormous wealth for the Candler family. (I recall while in high school bragging to my Northern cousins that several Candler family members and I were in the same classes!)

But was serviceman Samuel C. Candler truly related to the Coca-Cola family? With some internet genealogy research, I was able to confirm that Samuel Candler's uncle was indeed Asa Candler, Coca-Cola's founder. A partial family tree displays the lineage (Figure 3). Samuel's father, Warren Akin Candler, was Asa Candler's brother. Serviceman Samuel was named after his grandfather, Samuel Charles Candler.

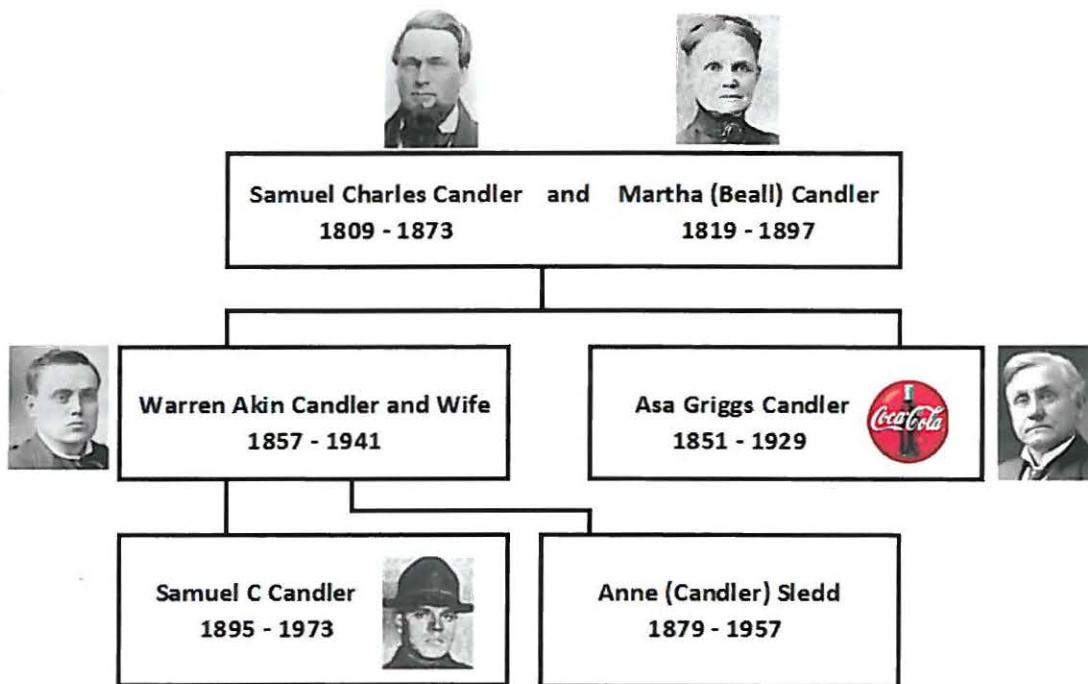


Figure 3. Partial Candler Family Tree

Samuel Candler sent his postcard to Mrs. Andrew Sledd who we see in the family tree was Samuel's older sister, Anne. Anne's husband, Andrew Warren Sledd, was a prominent theologian and scholar serving as a professor at the Candler School of Theology, Atlanta's Emory University, until his death in 1939.

Serviceman Samuel Candler survived World War I, returning home to marry Mary Frances Godfrey (1894 – 1978). The couple had two children, Caroline (1919-200) and Frances (1920-2011). Samuel died on February 10, 1973 and is buried in the Oxford Historical cemetery, Newton County, Georgia.

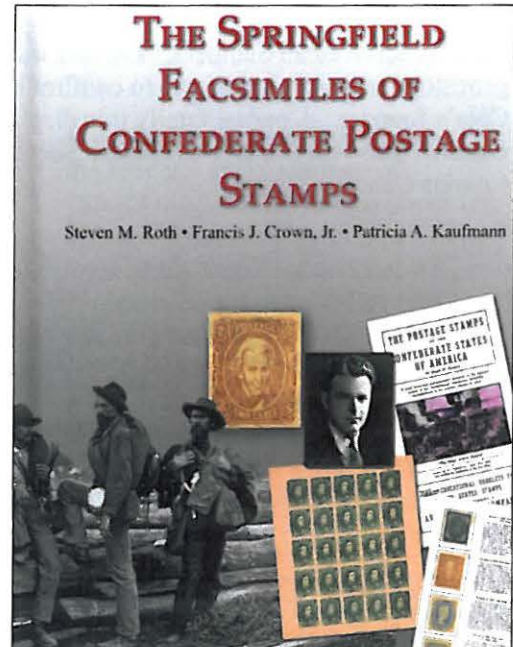
New Book: *The Springfield Facsimiles of Confederate Postage Stamps*

Co-authored by long time Georgia Postal History member, Francis J. Crown, Jr., *The Springfield Facsimiles of Confederate Postage Stamps* is now available.

Approximately 80 years after their first appearance, these facsimiles continue to be mistaken for genuine stamps in collections, estates, dealers' stocks, auctions, and as submissions for expertizing by the various authentication services.

The book details the history of these fascinating facsimiles and provides numerous color illustrations that identify the characteristics of the stamps. Included is information on the TASC0 booklets, envelopes and backstamps associated with the stamps. Additionally, there is a section on the Dietz facsimiles from which most of the Springfield facsimiles were copied.

The hardcover book of 116 pages is available for \$30 postpaid to U. S. destinations. Order from Larry Baum, CSA Secretary, 316 W. Calhoun Street, Sumter, SC 29150.



Georgia Advertising Cover Contents – Miniature Works of Art

By Eugene Espy

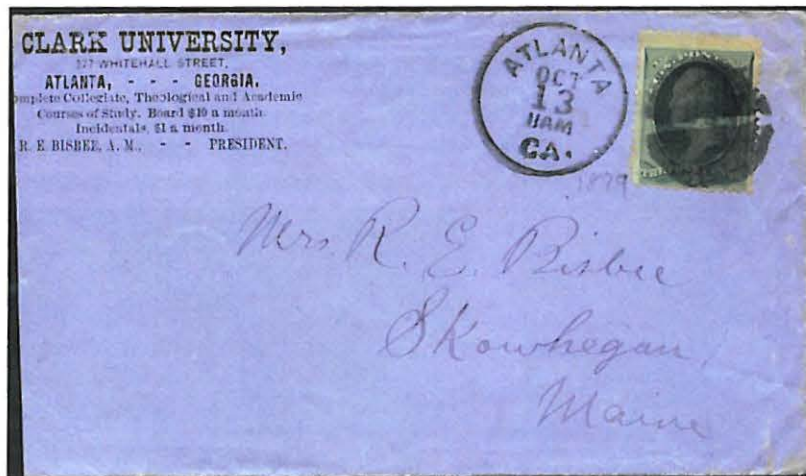
It wouldn't be too difficult to make the case that 19th-century advertising covers are among the most eye-catching items available that you can add to your collection. Advertising covers were born as a natural extension of circular advertising mail during an era when ornate and colorful printing methods were becoming widely used. Businesses large and small added all sorts of what surely can be considered miniature works of art to their envelopes as a means of getting the word out.

But those miniature works of art were many times also used to adorn the contents of the mailing, whether it was a letter to a customer thanking them for their patronage or an invoice for products purchased. Sometimes the artwork for the contents was the same as what was used on the envelope, and sometimes it was different.

On the next page are examples of such illustrations used with mailings from Atlanta and Macon at the end of the 1800s:

Georgia on Covers

By Francis J. Crown, Jr.



**Clark University corner card cover postmarked "ATLANTA / GA. // OCT / 13 / 11AM."
R. E. Bishop was President of the University from 1877 to 1881.**

Clark University was originally founded as a primary school for blacks by Rev. James W. Lee and his wife in 1869. Classes were initially conducted in a church chapel in Atlanta and then moved to the Summer Hill school house which was purchased by the Freedman's Aid Society of the Methodist Episcopal Church. In 1871, the school moved to a property at Whitehall and McDaniel Streets. Through the personal solicitation of Bishop Gilbert Haven, sufficient funds were obtained to purchase some 450 acres for a permanent campus south of the city. In 1877, the school was chartered as Clark University in honor of Bishop Davis W. Clark, first president of the Freedman's Aid Society and who had organized educational programs for blacks in the Southern States. In 1880, the cornerstone of the first brick building, Chrisman Hall, was laid at the school's permanent location.

In 1940, the university became part of the Atlanta University Center Consortium of African American colleges in Atlanta. At the same time the name was changed to Clark College. In 1988, it consolidated with Atlanta University to form Clark Atlanta University.



**Early picture of Chrisman Hall.
Reprinted from *Atlanta in 1890:*
*"The Gate City"***

References:

- Atlanta Historical Society, *Atlanta in 1890, "The Gate City,"* (Macon, GA: Mercer University Press, 1986), 55.
- Franklin M. Garrett, *Atlanta and Environs Vol 1* (1969; repr., Athens, GA: University of Georgia Press, 1969), 822-823.
- Wallace P. Reed, *History of Atlanta, Georgia* (Syracuse, NY: D. Mason, 1889), 370-373.



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Anatomy of a Fake Georgia Cover

By Francis J. Crown, Jr.

A copy of the cover illustrated in Figure 1 was sent to me by Georgia Postal History Society member R. Lamar Garrard, Jr. for my comments and opinion. After examining the copy, I concluded that some of the markings were fake. Garrard later sent me the actual cover. After examining it, I feel it provides an excellent example for detailing the process of analyzing a cover.



Figure 1. Garrard cover with "FORT GAINES / GA. // FEB / 7" postmark and fancy cancel, and "PAID," "STEAM," and "10" markings.

The best place to start when analyzing a cover is the address panel. If you can find out information about the addressee and the destination town, you may be able to approximately date the cover. This will narrow your focus to a specific period.

In this case, I found Mr. J. M. Brooks listed as a 32-year clerk in the 1860 census of Cuthbert, Georgia. The census also gave his birthplace as South Carolina. Brooks was not listed in the 1850 census for Cuthbert so we can assume he moved there between 1850 and 1860.

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This means the cover would have been used between 1850 and 1865, when stamps again became compulsory under the reestablished U. S. mail service.

Now let us turn our attention to the Fort Gaines, Georgia, postmark. It is consistent with other Fort Gaines postmarks of the Confederate period (Figure 2).



Figure 2. Fort Gaines postmark on Garrard cover (left) and on a Confederate two-cent green (CSA 3) stamp (right).

Note the indentation in the postmark rim above the “R” of “FORT.” The rim just touches the “R.” This is evidence the postmarks are the same and the postmark on the Garrard cover is genuine. What is not known is when the dent occurred. It may have occurred sometime before the Confederate period.

The “PAID” marking (Figure 3) appears to be struck under the fancy cancel, but the letters are still visible. Although it is difficult to see, the bottom of the “D” of “PAID” appears slightly lower than the other letters. This same feature is found on the “PAID” marking on a Confederate cover used from Fort Gaines.

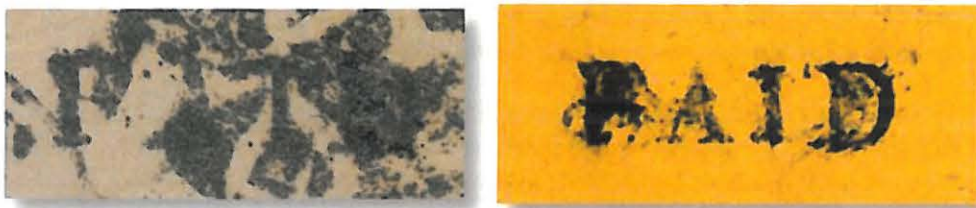


Figure 3. Enlargement of “PAID” marking on Garrard cover (left) and example of “PAID” marking on a Confederate Fort Gaines cover (right).

The rate marking on the cover is a small “10” (Figure 4). Close examination of the marking reveals the “1” is upside down. The bottom serif of the “1” is at the top and the top serif at the bottom. Whoever prepared the rate marking was not good at setting the numerals backward so they would read correctly when struck on a cover.



Figure 4. Enlargement of "10" marking on Garrard cover.

The only rate marking recorded from Fort Gaines in the pre-war period is a circled "10" marking.¹ The only stampless marking listed for Fort Gaines in the Confederate period is a "PAID" marking without a rate marking.² From this we can conclude the "10" marking was probably added to the cover. If the cover originally only had the "PAID" marking without a rate marking it would be from the Confederate period, between February 1862 and February 1865.

What really condemns this cover is the "STEAM" marking (Figure 5). First, the font is not of a type I have seen used during the Confederate period. Second, it appears to be a rubber stamp, something not used in the Confederate period.



Figure 5. Enlargement of "STEAM" marking on Garrard cover.

Then there is the problem of the rate. The "STEAM" marking implies the letter was handed to a steamboat captain at a landing that did not have a post office. Such letters were turned over to the postmaster at the first landing with a post office. In this case it was Fort Gaines, based on the postmark. Since the cover was not prepaid, it would be handstamped "steam" and

rated with the postage due. For a vessel either with or without a mail contract the postage due was the same, the letter rate plus a 2¢ captain's fee, or 12¢ in this case. The only rate marking on the cover is the "10." However, some postmasters or clerks are known to have omitted the two-cent fee when rating covers. There is no recorded steam marking from Fort Gaines, either pre-war or Confederate. This adds to the conclusion the marking is fake.

Finally, there is the fancy cancel (Figure 6). The marking has an incomplete outline of a negative five-pointed star with three negative letters or symbols at the bottom. No such marking is recorded from Fort Gaines, either before the pre-war or Confederate leading to the conclusion it is fake.



Figure 6. Enlargement of fancy cancel on Garrard cover.

In conclusion, we can state the postmark and the “PAID” marking are authentic. The rate marking, “10,” is very questionable and the “STEAM” and fancy cancel are fake. What would have been an authentic Fort Gaines Confederate stampless cover, was embellished with fake markings, making the cover worthless. Perhaps because part of the left side of the cover was torn off someone decided to “fix it up” with a few extra markings.

Notes

¹ Francis J. Crown, Jr., *Georgia Stampless Cover Catalog and Handbook* (Madison, AL: author, 1997), 37.

² Patricia A. Kaufmann, Francis J. Crown, Jr., Jerry S. Palazolo. *Confederate States of America Catalog and Handbook of Stamps and Postal History* (n. p.: Confederate Stamp Alliance, 2012), 78.

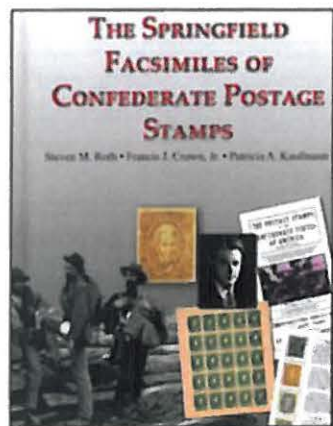
Georgia Post Roads Honored with Silver Award

Georgia Post Roads was honored with a Silver award in the literature competition at the August 3-6, 2017, American Philatelic Society’s annual show in Richmond, VA. A sincere “Thank You” is extended to all Society members for their contributions to and support of our journal.

Awards given to other state postal history journals were a Large Vermeil for the *North Carolina Postal History Journal* and a Vermeil for the *Florida Postal History Journal*.

Other journals honored at the competition included *First Days* (Gold), *India Post Vol. 50* (Gold), *Japanese Philately* (Vermeil), *The Czechoslovak Specialist* (Vermeil) and the *Europa Study Unit Bulletin* (Silver).

Congratulations are also extended to Society member Francis J. Crown, Jr. *The Springfield Facsimiles of Confederate Postage Stamps*, a handbook he created in collaboration with Steven M. Roth and Patricia A. Kaufmann, was awarded a Large Vermeil at the Richmond show.



Frank’s book was highlighted in the Summer, 2017 issue of *Georgia Post Roads*.

The hardcover book of 116 pages is available for \$30 postpaid to U. S. destinations. Order from Larry Baum, CSA Secretary, 316 W. Calhoun Street, Sumter, SC 29150.

A complete listing of all literature awards can be found by visiting the APS website at <https://stamps.org/STAMPSHOW-SS>. On that page, click **Literature Palmares Available** to display a .pdf document listing all award winners.



***Georgia Post Roads* Survey Results**

In August, Society members were sent a survey asking for their responses to recommendations made by literature competition judges at the APS show in Richmond, VA., regarding our journal, *Georgia Post Roads*. “Thank You” to the members who responded to the survey. Below are the results.

Judges’ Recommendation	Yes	No	No Opinion
Provide a cumulative index in the final issue each year of all articles, columns, etc., published in that year.	7	2	1
Include information and news related to the Society. For example, where and when the Society meets, photographs of the annual meeting, member related news, etc.	7	2	1
Include more in-depth research articles and fewer short articles.	4	6	0
Use a two-column page format rather than the current one-column format to provide a more readable journal.	5	1	4

Next Steps

Index: YES

Member Frank Crown has graciously offered to create an annual index as well as a cumulative index reflecting all past issues of *Georgia Post Roads*. Frank was editor of the journal beginning in the mid-1990s. As such, the cumulative index will begin in that time frame and will represent all issues through the current Fall, 2017 issue.

Society (and other) News: YES

Since the four issues of the journal are, in many cases, the only link members have with the Society during the year, the journal will expand its content and include, when available, non-article items of interest to the Society’s members. In addition to reports related to the Society’s annual meeting, suggestions for such items include Georgia postal history offered at auctions, a members’ “trading post”, a listing of upcoming philatelic shows, and “members in the news” items (philatelic and otherwise).

More in-depth Articles vs. Short Articles: NO

The consensus is that when available, longer articles are certainly valuable and entertaining. However, such articles should not be a requirement or primary focus for *Georgia Post Roads*. Short articles provide an opportunity for more members to contribute to the journal and provide more variety in each issue.

Two-Column Page Format: MAYBE

Using several recent issues of *Georgia Post Roads*, editor Steve Swain will recreate the publication using a 2-column format to gain an awareness of the time and effort involved when using that format instead of the current 1-column format. Steve will report his findings to the members of the Society.

A Postal History Curiosity of the 1895 Atlanta Exposition

By Steve Swain

In the years following the American Civil War, Atlanta's leaders hosted a series of three "cotton expositions" that were important to the city's recovery and economic development. These expositions helped Atlanta stake its claim as the center of the New South. The expositions were:

- The 1881 International Cotton Exposition
- The 1887 Piedmont Exposition
- The 1895 Cotton States and International Exposition

The most ambitious of the city's cotton expositions was the 1895 event. It was open for 100 days, beginning on September 18, 1895 and ending December 31, 1895. The event attracted visitors from the U.S. and 13 countries. Over \$2,000,000 was spent on the transformation of Piedmont Park where the exposition was conducted.

Below are examples of the various types of postal items associated with the exposition. ¹



Figure 1. Address Side and Reverse of an Official Souvenir Card.



Figure 2. Pre-opening (May 10) Advertising Cover with Photo of Piedmont Park.



Figure 3. Exposition Advertising Corner Card.



Figure 4. Reverse of an Exposition Advertising Cover.

Some of the more interesting items of postal history from the 1895 Exposition are advertising covers featuring a cachet of the seal of Atlanta known as the "resurgens" image (Figure 5).² "Resurgens" is Latin for "rising again". The seal depicts a Phoenix rising from the flames, symbolic of Atlanta's resurgence after its destruction during the Civil War. The seal was used for the design of the official medal for the 1895 Cotton Exposition (Figure 6)³.



*Figure 5.
Official Seal of Atlanta.*



*Figure 6.
Official 1895 Exposition Medal.*

Figure 7 presents an Exposition advertising cover using the resurgens image.⁴ Note the dates above and below the Phoenix (see enlarged image). 1895 is the year of the Cotton Exposition and 1865 was the year the Civil War ended and, implicitly, the year Atlanta began to rise from the ashes and rebuild.



Figure 7. Exposition Advertising Cover with Enlarged Cachet Image.

But note the dates above and below the Phoenix on a cover from my collection, seen in Figure 8. The upper date is 1895, the year of the Exposition. But the curiosity is the lower date of 1864, not 1865.



Figure 8. Exposition Advertising Cover with Enlarged Cachet Image.

Explanation? The circular date stamp (cda) on the Figure 8 cover is May 25, 1895, i.e., an Exposition pre-opening date. The cda on the Figure 7 cover is Dec 12, 1895, i.e., during the time the Exposition was being conducted. Research revealed several of the same resurgens advertising covers with an April or May cda having the 1864 date in the cachet. Covers with an August or later cda had the 1865 date.

Thus, it is a fair conclusion that the same person or company created both versions of the cacheted covers and the earlier, pre-opening versions of the cachet had the incorrect 1864 date. This error was corrected at some point and the 1865 date was used for all future resurgens cachets.

An interesting side note regarding the resurgens image is its use on streetlight posts, water meters and elsewhere throughout the city of Atlanta. An example of the use on a water meter cover is shown below in Figure 9.⁵ For an enlightening article, with photographs, about the usage of the image, visit *Lapham's Quarterly* at www.laphamsquarterly.org/roundtable/atlanta-resurgens.



Figure 9. Resurgens Image Used on Atlanta Water Meter Cover.

Notes

- ¹ www.flickr.com/photos/60606308@N08/sets/72157626253369474/
- ² https://en.wikipedia.org/wiki/File:Seal_of_Atlanta.png
- ³ http://www.so-calleddollars.com/Events/Cotton_States.html
- ⁴ Schuyler, Rumsey Philatelic Auctions - The Westpex Sale, April 15-17, 2005
- ⁵ www.laphamsquarterly.org/roundtable/atlanta-resurgens

Auxiliary Markings on Georgia Covers



Courtesy of Richard C. Frajola at philamercury.com.

The image here is an all over photo ad cover for the 1895 Cotton States and International Exposition addressed to Greenville, Ga.

“20 December Carrollton” marking on reverse of cover accounts for the MIS-SENT auxiliary marking on the front.

- Steve Swain

Letter to the Editor

Editor: The following is from member Ed Willis of Valdosta, GA. as related to the “Auxiliary Markings on Georgia Covers” column in the Summer, 2017 issue of Georgia Post Roads. It that column, it was suggested that the NO RECORD marking on the cover indicated that Pvt. Charles A. Johnson was not currently and never was stationed at the Atlanta munitions depot during WWII.



Ed Willis: Having served in the US Army (Korean War), it is my opinion that postal clerk records could be fraught with errors. Also, the individual <Pvt. Johnson> could have been assigned on “TDY” (temporary duty), as I was on occasion while stationed at Fort Belvoir, VA. I was temporarily assigned to a remote location/base at Prince, WV. No mail room record was kept of my arrival or departure.

Georgia Postal History at Auctions

H.R. Harmer, Inc. Sale – 3016 August 5, 2017

United States and Confederate States of American Postal History from the Erivan Collection



Bust of Fremont (S-E PH-F 76). Full strike in blue along with matching Atlanta Ga Sep 8 date stamp ties 3c Rose (Scott 65) on purple cover addressed to South Carolina. Cover with minor edge wear, otherwise Fine. While Skinner-Eno describes this cancel as possibly being a bust of John C. Fremont, it has also been sold as a bust of U. S. Grant, which is an unlikely description as Grant was a Union General responsible for the South losing the War Between the States . Sold for \$3,000.

Robert A. Siegel Auction Galleries, Inc. Sale – 1151 March 3, 2017

The Civil War and Confederate States



Penfield Ga. Jan. 27 (1861). Circular datestamp with grid cancel tying 3c Dull Red, Ty. III (26) on cover addressed to "Newman Republican Georgia" with fancy red Mercer University embossed corner card. Original letter datelined "Penfield Georgia Republic". Missing backflap and slightly reduced at top not affecting any elements on the front. Very Fine. An outstanding Independent State use during the brief two-week period between Georgia's secession and admission to the Confederacy. Sold for \$450.

Georgia on Covers

By Francis J. Crown, Jr.



Spanish American patriotic envelope with “JUN 3 98 / LYTLE / GA.” postmark.

On 14 April 1898, the Army established a training camp at Chickamauga National Park, Georgia, in support of mobilization for the Spanish American War. The camp, designated Camp Thomas, saw an immediate influx of troops, with the number rapidly growing to about 50,000.

Initially there was no mail facility at the camp. The small adjacent post office at Lytle, Georgia processed all the camp mail. Finally, on 7 June 1898, the Post Office Department established a camp post office, as a sub-station of the Chattanooga post office. This office, designated the Chickamauga Park Postal Station, used postmarks that read Chickamauga National Park, GA. After all the troops departed, the Chickamauga Park Postal Station was officially discontinued on 30 November 1898.



Spanish American patriotic envelope with “JUL 21 98 / CHICKAMAUGA / NATL PARK / GA.” postmark.

References: *Postal Bulletins*: 9 June 1898 (#5573) and 17 November 1898 (#5711)