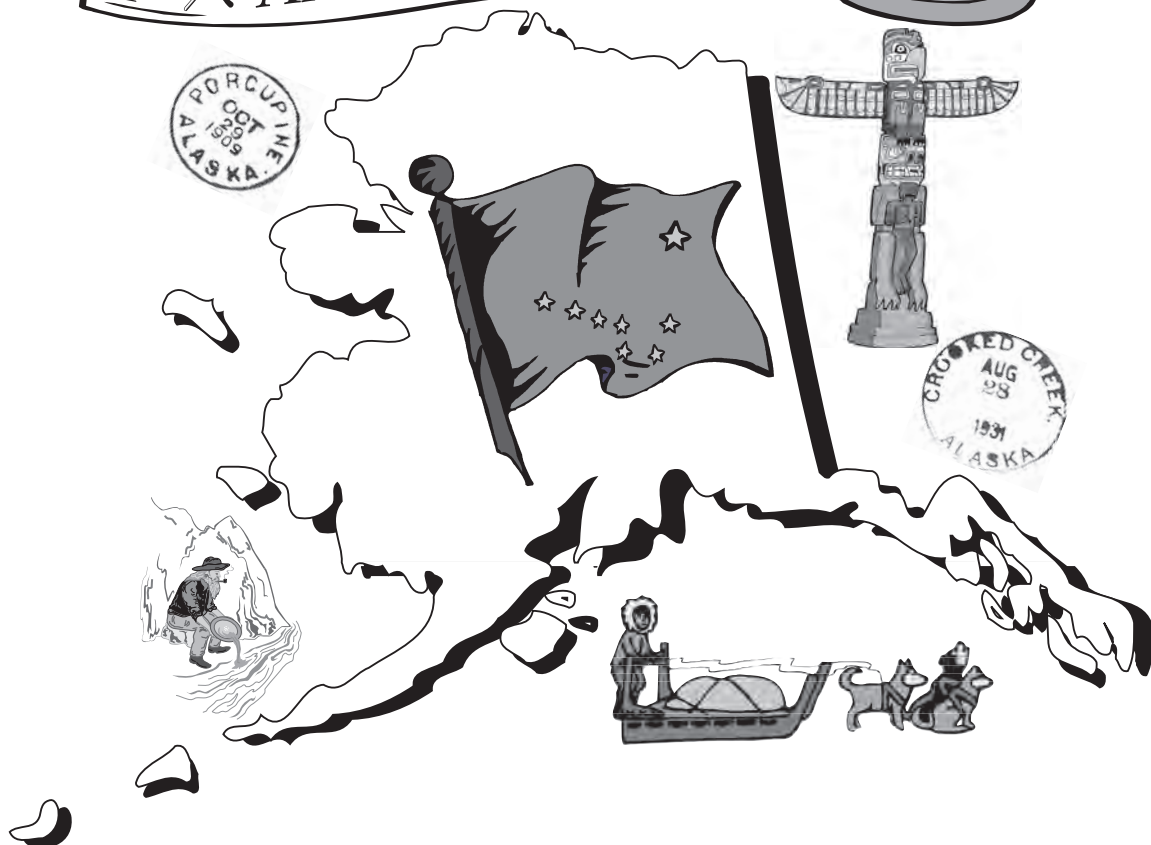


The Alaskan Philatelist

The Journal of the Alaska Collectors Club • American Philatelic Society Affiliate No. 218



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The Alaskan Philatelist

The Journal of the Alaska Collectors Club

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AWARDS

Colopex 2000—Silver-Bronze
Colopex 2002—Silver-Bronze
STaMpsHOW 03—Silver-Bronze





FOR SALE: "Grandfather's Collection" Beautiful Alaskan covers, mostly older, 7 hand colored/ drawn cachet with each order. Nice Alaskan covers. 35 covers \$110.00 Guaranteed. Victor Schwez, 10519 Casanes Ave., Downey CA 90241

FOR SALE: I am a longtime vintage paper dealer who is phasing out over the next year. I deal with many museums and websites (on dozens of subjects) who collect for archives and/or sell in shops or on line. I have a large collection of Stamp Collecting Paper...articles, photos, stories, ads, etc... great graphics and information... from all eras and publications. Please contact me for more details: Sandi at gallopingbeggar@adelphia.net

HELP WANTED: I am looking for information about the Anchorage Contract Station 11. I never found anything about it and I do have the numbers 10 and 12 and the existence of Number 11 is then logical. Dirk van Gelderen, Voorkade 74, 2771 ZB Boskoop, Netherlands. Email: info@esveld.nl

WANTED: Any old postal cards or covers from the Chitna, McCarthy, Kennecott area, 1890 - 1950. Please send list to: Thomas Kinzer, P.O. Box 107, Chitna, AK 99566-0107

HELP WANTED: I am looking for mint and used postcards depicting ALASKA LIGHTHOUSES. Russell Bartlett, 5 Saint Clare Street, Braintree, MA 02184-8239

WANTED: Any era postal cards (government preprinted stamps, not picture) used in Alaska. No philatelic, please. Don Glickstein, 1300 University St. #9G, Seattle WA 98101. Email: glickwolf@earthlink.net

WANTED: Censored civilian mail from Alaska and Western Canada from World War II. Eric Knapp, 4201 Folker Street, Unit C102, Anchorage, AK 99508. Email: eknapp@gci.net

WANTED: Mail from the gold rush era Alaska forts. Eric Knapp, 4201 Folker Street, Unit C102, Anchorage, AK 99508. Email: eknapp@gci.net

TAP DEADLINES

ISSUE	DEADLINE
1st Quarter	February 1
2nd Quarter	May 1
3rd Quarter	August 1
4th Quarter	November 1

Alaska Philatelic Cover Catalog Volume 1 & 2

Volume 2 of the Alaska Philatelic Cover Catalog, covering the Alaska Collectors Club, the Gastineau Philatelic Society and the Northern Lights Stamp Club is now available.

The catalog features illustrations of all major and minor covers issued by the three clubs.

The catalog is 8 ½ x 11 loose-leaf format punched for a three ring binder.

Prices:

Volume 2:

\$25.00

Volume 1, Revised Edition:

\$25.00

Original Volume 1 Update:

\$3.00

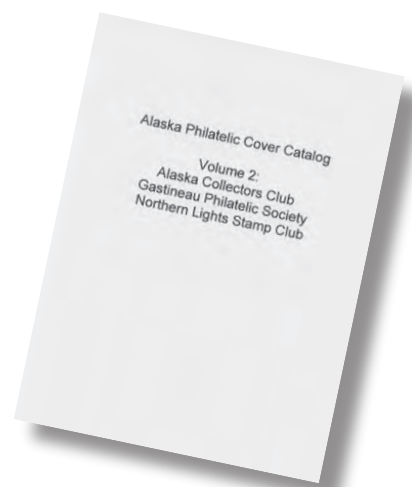
(All prices are postpaid)

For orders or more information, contact:

Eric Knapp

4201 Folker St., Unit C102

Anchorage, AK 99508



Vice President's Message

by Angela Watson (*bleumoon@charter.net*)

I'm writing the column this month because President Jim Zuelow is busy recovering from a recent medical setback, although I know he is doing quite well and I expect him to be back in the saddle next issue. Get well soon, Jim!

For my column this issue, I will comment on two things: one, lack of new material coming in to support the publication of the TAP Journal and two, news on the vital resource published by Dr. Richard Helbock, *Postmarks of Territorial Alaska*.

I've noticed that Editor Eric Knapp is always asking for material and contributions to the newsletter and often, it seems that this call for submissions goes unheeded. I think that comes in part from the fact that we are all busy people with lives that revolve around many things other than just this club.

Having acknowledged that, however, doesn't give us a pass on being a contributing member to the club. The club is fully self-sustaining, and we all must chip in at some level to ensure the future sustainability of the club.

I belong to another club where I am president and one of the things we did was to make sure that every member of the executive board knew that one of the requirements for being on the board was to submit at least one article per YEAR. Thus, with four board members and the Secretary-Treasurer, Vice President and President, we had seven articles to space out over four issues of the newsletter. What journal couldn't benefit from the infusion of nearly two new original articles per issue?

So, I am recommending that this same plan be implemented with the new set of elections that are forthcoming. So, if you are asked (and agree) to be on the Board of Directors for ACC, please know that you will be expected to contribute at least one article in the course of a calendar year. As for the rest of you, while not a requirement, please do make the effort to assist the club in its growth through a strong and vital publication.

I realize, of course, that many of us feel like we have nothing to comment on or are not knowledgeable enough, but I say, in this age of all the information available at our fingertips via the Internet, an hour or two of research can yield such riches that you will have more than enough information to write up a half dozen paragraphs for the journal. I recently visited the APS Library's web site and after spending about an hour there, I had about a half dozen articles that I requested from them (members price is about \$10, including postage) regarding those pesky Arctic Air Mercy Triangles, and more than enough to piece together an article.

Also of note is an email conversation I had with Dr. Richard Helbock recently. I purchased a couple of postal history lots from him and asked about his plans for updating the seminal work and here is what he had to say:

"*Postmarks of Territorial Alaska IV* is still on my "to do" list, and yes I do have Dirk's data—although I suspect it is a couple years out of date by now.

"Now that the US Post Office series is completed—a task that required 10 years of my "free" time—I am thinking about

Secretary Treasurer's Report

Eric Knapp (*eknapp@gci.net*)

Fall has started to come to Alaska. The leaves are changing, the big vegetables have gone to the fair and there is a hint of snow on the mountains.

I went down to the APS Stampshow at Portland in August. It was a great show. Lots of exhibits. Lots of dealers. I found some good Alaska material that will find its way into my exhibits and into articles in the future. Now, this could take a while. I have finally started to transcribe the correspondence I purchased at SESCOAL two years ago. The first installment is in this issue of *The Alaskan Philatelist*.

The sustaining member cover is in the final stages of preparation. It will be a dual canceled cover featuring the first day of issue of the aurora souvenir sheet stamps from earlier this year and the first day of sale of the aurora lights stamps coming out on October 1st.

The club continues to attract new members. We have three to report since last time. Please join me in welcoming them.

#694 • Michael O'Sullivan

8506 Dark Hawk Cir
Columbia, MD 21045-5626

Interests: Postal history, Aerophilately, Dog Team Mail, First/Last day of POs, FDC in Alaska, Yukon Territory, FAMs and CAMs.

#695 • Ralph Swap

P.O. Box 21117
Juneau, AK 99802

Interests: Postal History, Territorial Era, Postcards, DPOs, First/Last day POs, FDCs in Alaska, and writing.

#696 • Harvey Hinks

119 S. Michigan St.
Elkhart, IN 46514-2568

Interests: Postal History, Territorial Era, APOs, FPOs, Aerophilately, Dog Team Mail, Postcards, DPOs, RPOs, First/Last Day POs, Maritime Mail, FDC in Alaska, Yukon Territory.

No Auction this Issue

Our auction manager Terry Shaw has been traveling a lot as part of his job so he was unable to get an auction put together. We should see an auction in the next issue.

jumping back to *PTA-IV*. When I left off, I had about 1/3 of the alphabet revised so that leaves a good deal more to be done. Since this will most likely be my final edition, I'm thinking of publishing it strictly as an e-book that will permit users to download the data in whatever form they choose.

"I will certainly keep you informed as to the progress of the project.

Best regards,
Richard Helbock
Chatsworth Island, Australia"

Found on eBay

Angela Watson stumbled across these on eBay recently and had never seen them before. The info below is what was provided with the lots; does anyone have any further information on these interesting pieces?



Private Vending #1
Private Vending, 1908-09, 1¢ Green + 2¢ Alaska-Yukon,
U.S.A.V. Pocket Type 4. #343+371,
U.S.A.V. pocket type 4, mint, fresh, very fine.
Scott \$300.
Estimate \$200/300 (starts at \$143)



Private Vending #3
Private Vending, 1909, 2¢ Alaska-Yukon, Mail-O-Meter
Type II Perfs. Pair, #371,
Type II perfs, o.g., very fine.
Scott \$650.
Estimate \$300/400 (starts at \$190)



Private Vending #2
Private Vending, 1909, 2¢ Alaska-Yukon, Mail-O-Meter
Type IV Perfs. Pair, #371,
Type IV perfs, o.g., fine to very fine.
Scott \$325.
Estimate \$120/150 (starts at \$81)

I Don't Know What to Write About!

Part III

We have asked all the members to write about Alaska history as it pertains to philately for this publication many times. We thought maybe the reason we don't get much response is because the perfect topic was eluding you. So, we have compiled list brief list of Alaska history in several parts (other parts will appear in subsequent issues) for you to look over and if something intrigues you, please do a bit a research and write a short piece for inclusion in the next TAP. We really need your assistance.

October 8, 1915

Bill Egan, Alaska's first state governor and the only person elected three times to the position, was born in Valdez.

March 30, 1916

Delegate James Wickersham introduced the first bill calling for Alaska Statehood. The bill did not receive a hearing.

May 3, 1917

Governor John F.A. Strong signed the bill creating the Alaska Agricultural College and School of Mines, the predecessor to the University of Alaska.

July 21, 1922

Jay Hammond, Alaska's fourth governor, was born.

July 15, 1923

President Warren Harding drove the golden spike that signified the completion of the Alaska Railroad. Harding was the first sitting president to visit Alaska.

February 2, 1931

Dedication of the Alaska Territorial Capitol Building in Juneau. The building continues in service as the Alaska State Capitol.

January 11, 1937

Nell Scott of Seldovia became the first woman in Alaska's Legislature.

August 31, 1953

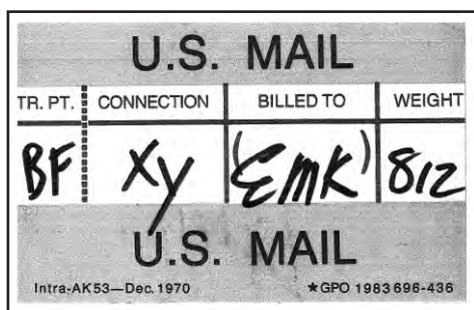
Ted Stevens, who later went on to become Alaska's senior Senator and President Pro Tempore of the U.S. Senate, was appointed U.S. District Attorney in Fairbanks.

I know it seems like I am always saying it, but it is a constant problem. We need original articles and other material for TAP. I have said it before and I will keep saying it. Everyone has an item that can tell a story and everyone can tell that story. Please take some time and write something for TAP.

Alaska's Unique Bypass Mail

by Jim Zuelow

The U. S. Postal Service increased the rates for Alaska Bypass Mail service last May. According to office of Senator Ted Stevens (R-Alaska), the cost to mail a 50-pound package using Bypass Mail increased from \$10.95 to \$12.39 — still a substantial savings compared to normal parcel post shipping costs. Typically, commercial airfreight is still more costly.



Senator Stevens is also the original author of the program, which was initiated in 1970. This one-of-a-kind program serves approximately 140 rural communities that are not connected by road, but only businesses in Anchorage or Fairbanks qualify to use the system to ship groceries and other items to customers in the rural communities — communities where grocery prices are typically already much higher than in urban Alaska.

The name of the service stems from the fact that shipments of groceries, for example, are not taken to the post office for shipment, but are delivered directly to an air carrier that serves a customer in one of the rural communities. At present, carriers that provide passenger service are favored so as to help promote good, reliable air transportation. Some Alaskan air carriers have been forced out of business due to Bypass Mail regulation changes.



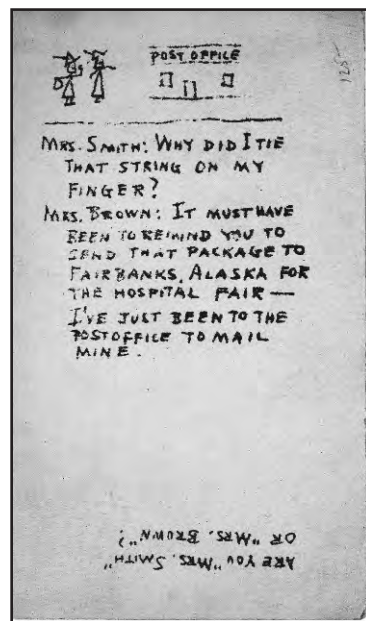
The service is heavily subsidized by the U. S. Postal Service. Annual operating costs are around \$70,000,000 per year, according to a specialist with the USPS in Anchorage. In past years, the Postal Service reported it lost up to \$100 million per year on the program!

Two Alaska Bypass Mail labels/stamps removed from bypass shipments sent to the regional airport at St. Mary's, Alaska, in the late 1980's are shown. Collecting them presents a challenge to Alaskan postal historians!

Chena, AK Cancel on Card

by Don Glickstein

This is the front and back of a wonderful Type 3 on UX 24 used in Chena in 1913, about 10 years after the post office was established, and just five years before it closed. The machine-printed message on the back (from the 1913 equivalent of a mimeograph machine) is a reminder from probably the auxiliary of the Fairbanks hospital to send in a donation to a fund-raiser. I'm not sure why the Baltimore addressee would have an interest, but we can speculate that she either spent time there, or a relative did.



Chena was just 7 miles from Fairbanks, so it wouldn't be unreasonable for someone living in the "suburbs" to mail this from his or her local post office after doing hand-addressing from home. The black dot on the front appears to be an ink splatter from the black ink that went into the mimeograph machine that printed the message on the back.

AEF Siberia

by Christine L. Putnam

from The Great War Society

<http://www.worldwar1.com/dbc/siberia.htm>

Doughboys Marching Through Siberia

It was a war few Americans knew about then or now. Orchestrated behind closed doors, inspired by panic, and plagued by futility, America's military intervention in Siberia during the First World War continued long after the Armistice sent the doughboys in France home.



President Woodrow Wilson considered the order to send American troops to Siberia, a region besieged by civil war, lawlessness, and murder, one of the most difficult decisions of his presidency. Despite Russia's separate peace treaty with Germany ending the war on the Eastern Front early in 1918, Wilson hesitated to get involved in Russia's civil war even at the Allies insistence. By Summer 1918 things changed. The mounting Japanese occupation of Siberia threatened American business interests in the East. Piles of Allied military goods amassing to over 600,000 tons of war materials laid vulnerable around the crowded city.¹ The plight of the stranded Czech Legion vulnerable to the merciless Red Army gave Wilson a much needed moral foundation for intervention. Intervention, Wilson realized, could be used later to pressure the Allies into adopting his ideas for a League of Nations.

Alone at his typewriter, Wilson outlined America's intentions in sending troops to Siberia in a seven-page document titled, "Aide Memoire." It was distributed to the Allies July 17, 1918.² Based on complete neutrality in Russian politics and territorial integrity, it contained more diplomatic hypotheses than decisive military strategies. It was the only directive given to the commander of America's military in Siberia.

Major General William Graves

To lead U.S. forces in Siberia, the War Department turned to Major General William S. Graves, an intelligent and experienced officer training Eighth Division recruits at Camp Fremont, California for duty in France. On August 2, 1918, Graves received a mysterious message from the War Department ordering him to take the first train directly to Kansas City.³ At the train station, Secretary of State, Newton D. Baker handed Graves an unsigned copy of the Aide Memoire: "This is the policy of the United States in Russia which you are to follow. Watch your step; you will be walking on eggs loaded with dynamite."⁴ Graves was now Commander of the AEF, Siberia.



The first American troops, 1,590 from the Twenty-Seventh Infantry Regiment, arrived in Vladivostok to a cheering crowd of White Russians on August 16, 1918 followed by 1,421 troops from the Thirty-First Infantry Regiment on August 21.⁵ Under the temporary command of Colonel Henry

D. Styer, they disembarked into a city buried in the depths of anarchy, collapse, and ruin. Streets were littered with debris. A rancid stench filled the air. Local leaders battled for control. Without orders, Styer and his men waited for Graves to arrive and wondered why they were in this godforsaken place.

In the meantime, Colonel Styer agreed to send a regiment from the 27th Infantry to accompany a Japanese division on a reconnaissance operation along the Trans-Siberian Railway. The Japanese told Styer that 15,000 German and Austrian prisoners of war and Bolsheviks headquartered in the Ussuri Valley threatened Vladivostok.⁶ Despite the frigid temperatures and difficult ground, the regiment marched over 1,000 miles in pursuit of the retreating Bolsheviks resulting in the capture of Blagoveschensk.⁷ The Russians, impressed with American drive, nicknamed the 27th Infantry, the "Wolfhounds".

Major General Graves arrived at Vladivostok on September 1, 1918 with 5,000 Eighth Division troops. Finding no threat to the city, he ordered the troops back to their garrison. Graves had hoped to avoid situations like the Ussuri Campaign, and interpreted from the Aide Memoire that U.S. troops were "not here to fight Russia or any group or faction in Russia."⁸ A strict policy of neutrality was immediately announced to the troops. Bolsheviks and White Russians would be treated equally.

By the time Graves arrived in Siberia, circumstances had changed. The Czech Legion no longer needed rescuing. The Japanese had 72,000 troops spread all over the region.⁹ The search for German and Austria-Hungarian prisoners of war was unnecessary as they willingly turned themselves in preferring American rations and humane treatment to freedom. With little else to do, American troops patrolled and guarded the city.

The Armistice in November 1918 ending the conflict in Europe gave Graves and most American soldiers in Siberia hopes of returning home. Instead, four American companies settled with the first snows of winter 300 miles south in Spasskoe.¹⁰ While Congress questioned the intervention, Wilson found new excuses for the troops to stay.



In Formation in the Snow

American troops survived a dismal winter. Temperatures frequently dropped to below sixty degrees. Frostbite was common and in some cases led to amputation. The Chief Surgeon noted that "practically" no sanitary conditions existed.¹¹ Drinking at the popular vodka houses and engaging prostitutes became the most popular pastimes for many bored and lonely doughboys needing an escape from the harsh conditions.

AEF Siberia (continued)

By Spring 1919, the 27th Infantry found themselves divided between the Trans-Baikal region and Habarovsk on the Amur River; while detachments of the 31st Infantry were distributed along the railroad from Vladivostok to the Suchan Valley.¹² In March, the need to transport military supplies and maintain communications for the White Russians produced the Inter-Allied Railway Agreement which divided the 6,000 mile-long Trans-Siberian Railway into sectors.¹³ Allied military detachments would protect their sectors from guerilla attacks and keep the railway and lines of communication open.

Graves immediately issued orders to his troops: "Our aim is to be of real assistance to all Russians in protecting necessary traffic movements within the sectors on the railroad assigned to us...All will be equally benefited, and all will be treated alike by our forces..."¹⁴ However, the railway was the main artery of White Russian forces and American detachments soon discovered that Russians along the Trans-Siberian Railway sympathized with the Bolsheviks.

At the village of Sviyangino, Bolshevik Partisans frequently wrecked havoc with the tracks and telegraph poles. As one soldier noted, "Almost daily we had been called to repair destroyed stretches [of track]".¹⁵ At Novitskaya, a Partisan ambush led to the deaths of five American soldiers.¹⁶ Partisan duplicity disturbed most Americans. Locals who sold them milk and vegetables in the morning often tried to kill them at night.

Cossack guerilla bands plagued American detachments along the railroad. Cossack warlords such as Semenov and Kalmikov were pathological murderers who tortured, raped, and decapitated innocent Siberians. Nick Hochee of the 27th Infantry later recalled Kalmikov: "His cutthroat Cossack Army was one of the most ruthless, cruel, inhuman animals of that time."¹⁷ Graves and American officers constantly received pleas from local Russians for protection against the Cossacks.

American soldiers also became the targets of Cossack terror. Colonel Styer informed Graves in February 1919: "[Kalmikov's] power of life and death has been so indiscriminately used as to create a reign of terror, and the life of no soldier or civilian is safe."¹⁸ At Posolskaya, Cossacks commanded by Semenov opened fire with machine guns from their armored train into a boxcar of sleeping doughboys. At Habarovsk, Kalmikov's men killed an American Signal Corpsman working on a telegraph pole.



AEF Siberia Headquarters

The Japanese financed many Cossack guerillas and condoned similar violence against the Russian people. Outnumbering Americans 10 to 1, they masked terror as anti-Bolshevism.¹⁹ The last thing many innocent people witnessed was the blade of a Japanese sword toward their throat. Bitter relations between American and Japanese officers resulted in March 1919 when Graves refused to participate in their counterattack against a group of Partisans who had killed 247 Japanese soldiers.²⁰ Graves replied that the Japanese probably deserved it.

Graves had other difficult matters to attend. A miner's strike instigated by the Red Army in the Suchan Valley immobilized coal production needed by the railroad. The American detachment sent to the Suchan Mines had to restore stability without interfering between the Bolshevik miners and Anti-Bolshevik administration. Graves's refusal to arrest striking miners infuriated Anti-Bolsheviks who accused him of harboring Red sympathies.

On May 23, 1919, Bolshevik leader Yakov Triapitsyn, who had assisted striking miners, threatened to murder every American soldier in the Suchan Valley unless they withdrew from the area.²¹ Graves ordered that all Partisans be removed by force. In August, Captain B. H. Roads with a 40-man detachment did just that. Triapitsyn retreated from the valley, and the mines operated quietly from then on.

Patrolling a sector near Romanovka, American soldiers from the 31st Infantry, now nicknamed the Polar Bears, faced certain death. At 4am on June 25, 1919 Partisans opened fire into their camp.²² Using single shot rifles, the Partisans took advantage of the unguarded camp left vulnerable between sentries and surrounded it. According to Sergeant Joseph B. Longuevan bullets pierced into their tents causing "some of the cots to topple" and one soldier "[was] hit 17 times."²³ In the panic, few soldiers grabbed rifles or ammo as they headed for cover in nearby log houses.

Outnumbered 20 to 1, they faced an imminent slaughter.²⁴ Running low on ammo and seeing no reprieve, Corporal Brodnicki volunteered to go for help. Although seriously wounded, he found another American company. Four hours after the first gunshots, machine gun fire from Lieutenant Lorimer's platoon on the enemy's flank caused the Partisans to withdraw.²⁵ American casualties were heavy: 26 men died in the first minutes alone.²⁶ Among the dead Partisans, soldiers recognized a local man who regularly sold them milk.

Thank you to all who provided material to make this issue possible. They include: Jim Zuelow, Eric Knapp, Don Glickstein, Angela Watson, Christine Putnam, Steve Sims, and Don Glickstein.

AEF Siberia (continued)

In Iman, just north of Vladivostok, Kalmikov's men kidnapped an American captain and corporal. The captain managed to escape, but the corporal remained.



Major Charles A. Shamotulski arrived at Iman with 150 men from rifle and machine gun detachments for a showdown with the Cossacks.²⁷ While the Japanese threatened to side with the Cossacks in an attack, Shamotulski stood his ground and they backed off. Brutally beaten and tortured by his captors, the corporal was released days later. Graves suspected the Japanese had orchestrated the whole thing.

American detachments along the railroad found themselves exposed to increasing harassment from Partisans and Cossacks. On September 12, 1919, American headquarters at Spasskoe received orders to use their entire force against any Cossack attacks.²⁸ By December, American soldiers were in grave danger of a massive assault. Graves cabled the War Department: "Safety of American troops demands concentration which results in abandoning parts of our sector."²⁹ The orders were approved.

Winter of 1919-1920 brought more bad news. The White Russian Army was defeated at the Volga Front. The Siberian government collapsed. Congress demanded the complete withdrawal of American troops. Wilson realized the intervention was over.

Departing for Home

Without grace nor glory, American forces left Siberia. The 27th and 31st Infantries returned to the Philippines. As Graves left with the last troops on April 1, 1920, a Japanese band played "Hard Times Come Again No More".³⁰ The intervention, which cost the lives of 353 American soldiers (including 127 listed as killed in action despite suspicions that they had been taken as prisoners) was officially over.³¹ Many soldiers returned home traumatized by the hardships endured and atrocities witnessed. Major General Graves never overcame the plague of accusations that he harbored Red sympathies.

Years later, Secretary Baker confessed, "The expedition was nonsense from the beginning and always seemed to me one of those sideshows born of desperation."³² An insufficient number of troops, political misconceptions, a lack of military strategy all contributed to the failed intervention. And yet, the war against Bolshevism had every opportunity for victory. Trotsky remarked at the time, "When the Allies manage to act unanimously and undertake a campaign against us, all shall be lost."³³ Coordinated effort, a clear purpose, and more troops had the chance to make history.

It is to the men who died in the forgotten war in Siberia and served their country nobly when their brothers in France had long since returned home, that deserve respect and honor. The local Russians they protected, the harsh winters they endured, the atrocities they tried to



stop, and the railroad they rebuilt time and time again defy all definitions of failure.

Notes:

¹ R.M. Connaughton, *The Republic of the Ushakovka: Admiral Kolchak and the Allied Intervention in Siberia, 1918-1920* (London: Routledge, 1990), 53.

² Betty Miller Unterberger, *America's Siberian Expedition, 1918-1920* (Durham, N.C.: Duke University Press, 1956), 76.

³ Connaughton, 60.

⁴ William S. Graves, *America's Siberian Adventure* (New York: Peter Smith, 1941), 4.

⁵ Gary Mead, *The Doughboys: American and the First World War* (New York: Overlook Press, 2000), 279.

⁶ Robert J. Maddox, *The Unknown War with Russia: Wilson's Siberian Intervention* (San Rafael: Presidio Press, 1977), 62.

⁷ 27th Infantry Regimental Historical Society, Inc., "The 27th Infantry – AEF Siberia," March 18, 2001. November 6, 2002

⁸ Unterberger, 90.

⁹ Connaughton, 70.

¹⁰ Sylvian G. Kindall, *American Soldiers in Siberia* (New York: Richard R. Smith, 1945), 20.

¹¹ Graves, 140.

¹² Mead, 279.

¹³ Richard Goldhurst, *The Midnight War* (New York: McGraw-Hill Book Co., 1978), 6.

¹⁴ Connaughton, 115.

¹⁵ Kindall, 115.

¹⁶ Goldhurst, 216.

¹⁷ Martin Marix Evans, Editor. *American Voices of World War I* (Chicago: Fitzroy Dearborn, 2001), 163.

¹⁸ Graves, 133.

¹⁹ Mead, 387.

²⁰ John Albert White, *The Siberian Intervention* (Princeton: Princeton University Press, 1950), 272.

²¹ Goldhurst, 215.

²² Mead, 385.

²³ Evans, 168.

²⁴ Kindall, 57.

²⁵ Maddox, 102.

²⁶ Goldhurst, 217.

²⁷ Maddox, 107.

²⁸ Kindall, 224.

²⁹ Graves, 302.

³⁰ Connaughton, 171.

³¹ Mead, 393.

³² Goldhurst, 21.

³³ Connaughton, 89.

CREDITS: Christine Putnam is an Honors Graduate in Communications from Cal State Northridge. Her interest blossomed when she discovered her great-uncle had been killed in action in France during the First World War. Thanks to Herb Stickel, the 27th Regimental History Society and 8thinfdiv.com for the photos.

Dikeman, Alaska Cancel Found

Reported by Steve Sims

A four bar cancel for Dikeman has been found. The cancel was found by Steve Sims on eBay in an auction of picture postcards. The card was being sold for the picture.

Helbock's "Postmarks of Territorial Alaska" describes Dikeman as "Supply camp for the Iditarod district at the head of navigation on the Iditarod River, 70 miles north of Iditarod. Named for William A. Dikeman, one of the men who discovered gold on nearby Otter Creek in 1908." The post office was active from 1911 to 1915. No cancels

from Dikeman have been reported before this one.

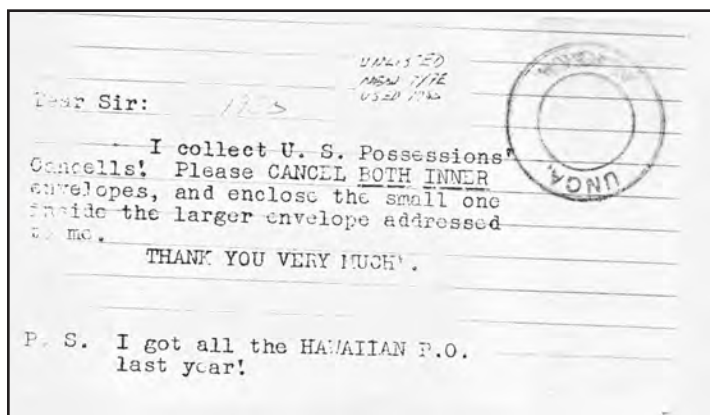
The message on the card reads as follows: "We got here today and will leave for Iditarod. I had a good feed of blue berries and got 2 porcupines. Some Feed. Now this sure is some place about 20 cabins in the whole place. Will write in 3 days. Joe"

Unrated in Helbock because there are no known copies until now, it would surely be rated as an "8" or "9" rarity and worth a good amount. This proves that there are still finds to make out there.



New Cancel Types Found

Reported by Steve Sims & Don Glickstein



Unga, AK

This unlisted new type of double circle was used in 1950. Date is missing from the cancel.

—Steve Sims



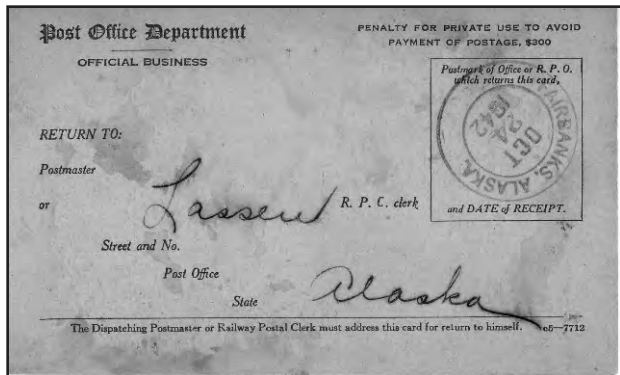
Anchorage, AK

September 8, 1937 new unlisted registered double circle cancel.

—Steve Sims

More New Cancel Types Found

Reported by Steve Sims & Don Glickstein



Fairbanks, AK

This is a Fairbanks cancel that is unlisted as near as Don can tell. (It actually looks like type 22, but without the “registered” slug.)

— Don Glickstein



Galena, AK

April 25, 1950, unlisted double circle cancel.

—Steve Sims



Point Baker, AK

April 25, 1950 unlisted double circle cancellation.

—Steve Sims

Gold Nugget

While serving as a postal inspector in Washington, D.C. in the late 1890s, John P. Clum (1851-1932) was appointed as special commissioner to Alaska “to examine into postal affairs.” Before becoming a postal inspector, Clum had already led quite a colorful life in the American West. While serving as the agent for the San Carlos, Arizona, Indian Agency, he crossed paths with Geronimo. Later, as mayor, of Tombstone, Arizona, (and founding publisher of the Tombstone Epitaph), he befriended Wyatt Earp and his family. Clum’s postal bosses believed that because he had experienced the great silver rush of Tombstone, Clum

was especially well suited to the rigors of the new gold rush.

Clum arrived in Skagway, Alaska on March 26, 1898. Both Skagway and nearby Dyea, Alaska had operating post offices by the time Clum arrived. After inspecting the facilities there and in Juneau, he set out along the Chilkoot Pass trail. His progress was slowed when he stopped to help dig out survivors and victims of the horrible “Palm Sunday” avalanche.

But even the avalanche, which occurred on April 3, 1898, did not keep Clum from his duties for long. The very next day, he appointed Joseph G. Brown as postmaster of the new, nearby Sheep Camp post office.

During his months in Alaska that first year, Clum traveled over 8,000 miles and established post offices across the territory. He carried everything he needed to create a post office with him—postage stamps, mailbags, postal locks, keys and postmarking devices.

Nome & Palmer Prove to be Historically Fascinating Places to Visit

by Don Glickstein

I suspect many club members who live in the Lower 48 haven't actually visited Alaska. After all, Alaska isn't just a place; it's an idea. Living in Seattle, I've had several opportunities to use my frequent flyer miles to visit parts of the state. Over the years, I've done the tourist bit in Juneau, Sitka, Cordova, Seward, Kodiak, the Kenai, and Anchorage.

In August, I went to Nome and Palmer for the first time.

Nome intrigued me not because it's the terminus of the Iditarod, but because of its gold-rush past. As most club members know, the first Alaskan Gold Rush, announced widely starting in Seattle in 1897, occurred in Canada's Yukon Territory.

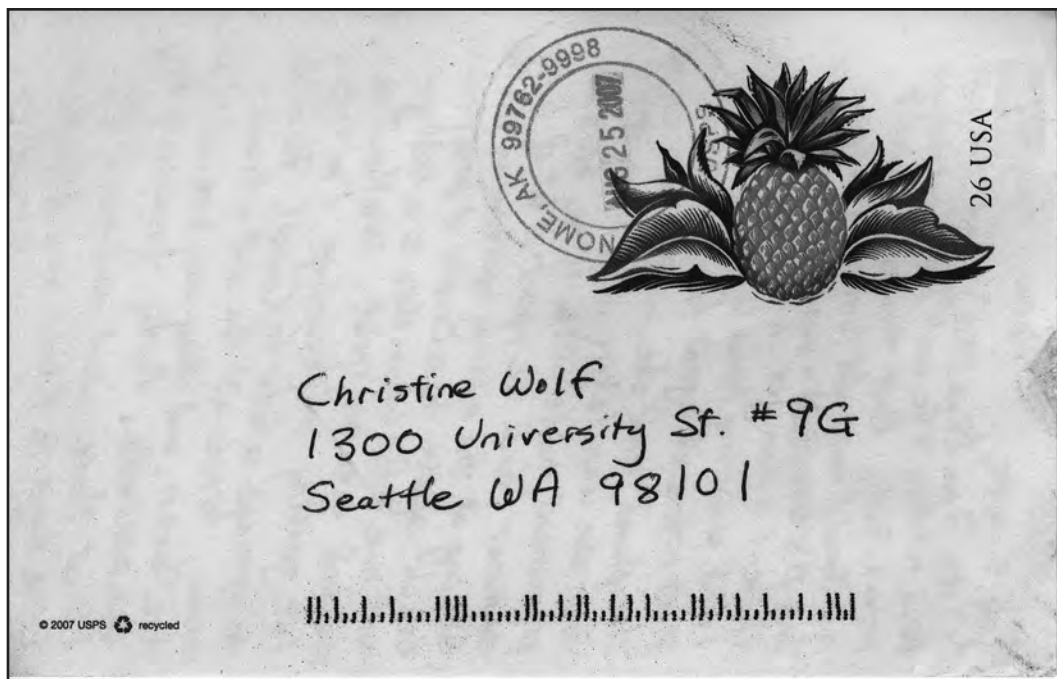
But the Nome Gold Rush of 1900 was pure American. And when it was discovered that gold was not only along the rivers and streams, but easily accessible on the beaches of Nome, it became the "Poor Man's Paradise." An estimated 40,000 people took a steamer from Seattle to partake.

Terrence Cole, editor of a 1984 issue of *Alaska Geographic*, wrote about the hassles of postal service in the new gold rush town: "In the 30-by-35-foot shack that served

as the post office, [postal inspector John] Clum employed 24 clerks, working round the clock at sorting the mail in three eight-hour shifts... It sometimes took months for letters to be delivered." The magazine reproduced a photo showing a nearly block-long line of people waiting to pick up their mail at the post office.

Today, the post office is in a substantial building on Front Street, right on the beach (and somewhat protected from the winter storms by a wall of boulders). Because I collect government postal cards with non-philatelic uses in Alaska, I bought a postal card to send home. Knowing how the USPS now generally ships mail off to large distribution centers to get generic cancels, I asked the clerk if I could get a Nome cancel. It was a Friday, and she told me not to deposit my cards in the mail box, but instead to come by the next day on Saturday (after I had written my cards), and since the main window would be closed, knock on her "will-call" door, and she'd hand-cancel them. She was as good as her word, and one of the results is the illustrated card I sent home.

This card is non-philatelic, the result of a tourist (me) writing home to a loved one. Dated Aug. 24, it might be of interest to future postal historians: "It's 7 pm (8 pm

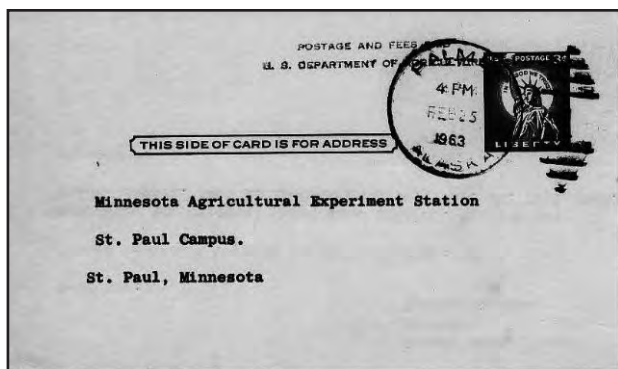


Nome & Palmer (continued)

PDT), and I'm just now hitting the wall after getting up before 3 am. But the sun doesn't go down tonight until 11:30 pm—and it's been hot and sunny all day. Although I haven't swum yet in the Bering Sea, I did stick my hand in the warm water. Met a travel agent for Alaska Air on the plane, and she invited me on a tour she was taking with the most prominent guide in the city. He's an examiner, and we spent a lot of time looking at the mining operations on the beach, spoke to a couple of prospectors, and one—for whom this is a hobby—showed me his gold. Walked a lot getting my bearings; I'm trying to arrange a tour to Council, 70 miles away, since all the rent-a-trucks are taken, and they have only a 12-person van available. Partly because of this, I'll cut Nome short and spend 2.5 extra days in Palmer and at the Fair."

And, indeed, after a wonderful trip on the dirt road to Council, passing rusting relic after relic of gold-mining in a beat-up van operated by the other prominent Nome guide, I flew on to Anchorage, and drove 40 miles north to Palmer.

Palmer is one of about 100 New Deal resettlement colonies across the country where impoverished farmers from the Depression were moved to start a new life. I have only one Palmer postal card in my collection, and, as might be suspected, it's agricultural related. It's a 1963 request to the Minnesota Agricultural Experiment Station from the entomologist at the Alaska Agricultural Experiment Station in Palmer asking for a copy of the Minnesota annual report. The card, a UX46 with an official overprint, was mailed in 1963. Palmer postal history mailed in the 1930s and 1940s (the colony began in 1935) is of great historical interest, if not philatelic value.



Gold Nuggets

The Great Nome Gold Rush

Thousands of stampederers were still living in Dawson in the summer of 1899. Some were eking out a living working for established mines, others struggled to make a living doing odd jobs in Dawson. Their dreams of gold wealth dashed, most were either too poor or ashamed to go home.

In the spring of 1899, rumors of a great new gold strike were spreading through town. When the summer steamships arrived, the rumors were confirmed. Gold had been struck in fabulous quantities near Cape Nome, Alaska. That summer, over 8,000 people abandoned Dawson for the new bonanza.

Credit for the new strike belonged to Eric Lindblom, John Brynteson, and Jafet Lindberg, a trio who became known as the "Three Lucky Swedes," (despite the fact that Lindberg was actually Norwegian). The trio had met in the Circle City mining area of Alaska and decided to hunt for gold along Alaska's western coast. Their rich strike along Anvil Creek in the fall of 1898 inspired excitement among those already in the Alaskan and Yukon territories.

Prospectors set about staking claims along Anvil and several other tributaries of the Snake River. By the end of 1899, Anvil City had a population of 10,000.

The Anvil Creek strike was good, but it probably would not have outshone the Klondike gold fields, except that it led to an amazing discovery. Many of the stampederers who arrived too late to stake claims along the mouth of the Snake River set up tents on the beach, where they made an amazing discovery. There was gold on the beach. Miners swarming over the strike termed it a "poor man's paradise."

For the average stampeder, the beaches had distinct advantages over the Klondike gold fields. They could be reached easily by ship travel, stampederers to this strike did not have to haul 2,000 pounds of goods over narrow snowy mountain passes. And most importantly, because the beach could not be staked, claims were open to everyone. All these men and women needed were shovels, buckets and a rocker to separate gold from sand. Stampederers from all over the United States joined those from Dawson and the rush was on again.

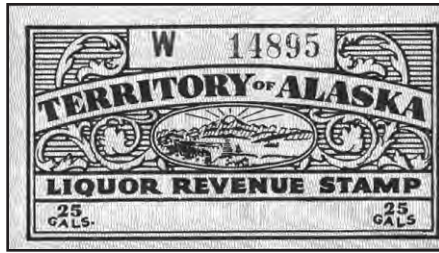
A town exploded into life along the beaches. What had been a prospectors' campsite turned, in a few months, into a town of over 20,000 people. Nome sprung to life almost overnight on the frozen tundra. It transformed into a bustling city filled with congested streets, 100 saloons and dozens of stores, restaurants and "hotels" in tents and quickly constructed wooden buildings.

Revenue Stamp Examples and the History of Alcohol Control in Alaska

by Angela Watson

1741 – 1867

Russians use alcohol as trade goods for furs. Russians also routinely provide excessive amounts of rum to native leaders during trade and treaty negotiations. Some local tribes are observed making “hootchenoo.”



25 Gallons, Light Green with black printing

1867 – 1877

The Territory is under the jurisdiction of the War Department and shipments of “spirituous liquors or wines” into Alaska are prohibited. The law was generally ignored by the Army when dealing with “whites.” In 1869, the Army openly sold confiscated liquor in Sitka.

In a report to the Secretary of the Interior, Governor Knapp stated that during this period of War Department rule “brought nothing but rum and ruin.”

1877 – 1884

President gives the Treasury Department regulatory authority over the Territory of Alaska. In turn, the Treasury Department allows the importation and manufacture of beer and wine but prohibits distilled spirits.

Many stills in the territory continue to make “hootchenoo” and the supply of liquor is limited only by “means of the purchaser.”

1884 – 1892

A Civil Government is created in Alaska, and alcohol is prohibited except for medicinal, mechanical and scientific purposes.

In 1887 the law is amended to allow the importation of liquor for “sacramental purposes.” However, the “civil government” does little to enforce these laws. Breweries in Sitka and Juneau operate open saloons.

Druggists sell liquor as prescription or non-prescription. Generally alcohol is readily available to “whites” during this period.



Mini, Medium Green with black printing

1892 – 1899

U.S. Collector of Customs becomes responsible for the landing of liquor. Once it is landed the Territorial Governor issues permits for sale. In 1894 the Internal Revenue Service begins issuing tax stamps to liquor dealers.

Confusion reigns. Persons charged with sale without a permit issued by the governor have their cases dismissed because they bought an IRS tax stamp.



Quart, Red orange with black printing

In 1899, America’s first liquor license is created. Territorial Governor Brady establishes a system of “high license.”- \$1000 license on all liquor dealers - sale of alcohol without the new license becomes a violation of the new criminal code.

1899 – 1918

Licensed liquor sales are made legal in Alaska, and the number of saloons decrease by about 80 percent. During this same period, 50 to 80 percent of local revenue stem from liquor licenses. The license fees are put to good use and are used to build court houses, jails and schools.

1918 – 1933

1918, two years before the nation enacts prohibition, the citizens of Alaska enact the “Bone Dry” law by a vote of nearly two to one.

1920, the Eighteenth amendment to the U.S. Constitution becomes law. Congress passes the Volstead act. The nation goes dry.

In Alaska prohibition is enforced under the territorial “Bone Dry” law rather than under the Volstead Act. The net result is the same. The use, sale and manufacture of alcoholic beverages is widespread.

Predictably, bootleggers set up stills. A series of underground tunnels are constructed under Anchorage’s business district so that bootleggers can make their deliveries and speakeasies could operate without being observed by the Territorial Police.



1/2 Pint, Dark Red with black printing

Gold Nuggets

When the Nome, Alaska, post office opened in June 1899, George Wright was named postmaster. By that fall, over 3,000 people were in Nome, with thousands more on the way. John Clum had returned to Alaska in April, and concentrated his efforts on Western Alaska and the Bering Sea, extending postal service to the north, and establishing semi-monthly postal service between Nome and Point Blossom.

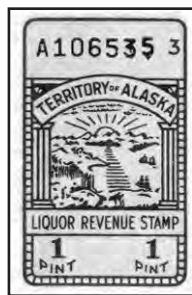
By the summer of 1900, the Nome rush had reached its peak. Over 20,000 people crowded the city and beaches of Nome, looking for gold—and mail. Clum, who assumed charge of the Nome post office for much of the summer of 1900, employed 23 men in that tiny building. Fortunately for him, among the gold-seekers that summer were two letter carriers from Salem, Oregon. Fred Lockley, Jr. and Ben Taylor, after obtaining temporary leaves of absence from their jobs, had arrived in Nome looking for gold that summer. When it became apparent to both that there were no available claims, they approached Clum with an interesting offer—their service as free city delivery carriers. The pair were hired, and their work was deeply appreciated by the astonished citizens of Nome. Lockley wrote about their work in a small book, “Alaska’s First Free Mail Delivery in 1900.”

In January 1906, Clum was named the postmaster at Fairbanks, Alaska. Clum’s postal service to the Alaskan gold towns had not gone unnoticed by residents. The citizens of one small mining town showed their gratitude by naming their town after Clum’s daughter. The post office at Caro, Alaska, on the Chandalar River, 45 miles north of Circle, opened in 1907 (closed 1912).

John Clum left Alaska in 1909. He had run for public office the year before and lost to the very popular Judge James Wickersham. Clum spent the next several years touring and lecturing for the Southern Pacific Railroad. He retired for a second time in 1920 and moved near Los Angeles with his third wife, Florence. Clum lived quietly there, spending most of his time writing historical articles for various publications.

John Clum died on May 2, 1932, three years after serving as a pall bearer for his life-long friend, Wyatt Earp. As Clum’s friends mourned his death, one noted that it was “a sign of the passing of the Old West.”

Liquor Stamps (continued)



Pint, Light Blue with black printing

1933 – 1959

The 21st amendment repeals prohibition, and The Board of Liquor Control is created by the Territorial Legislature. The Board consists of the Territorial Governor, the Territorial Treasurer, the Attorney General, the Territorial Auditor and the Highway Engineer.

The first alcoholic beverage regulations are adopted in 1934 subject to approval of the U.S. Congress.

1959

The First Alaska State Legislature creates a three member Alcoholic Beverage Control Board appointed by the Governor. The alcoholic beverage laws that are adopted are based on the Territorial liquor laws.

1970

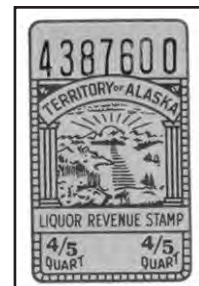
The Board is increased to five members.

1978

By this time, has been so many amendments to the alcoholic beverage laws that they are contradictory and in many cases unenforceable. Even the Board’s staff often don’t understand them.

1979

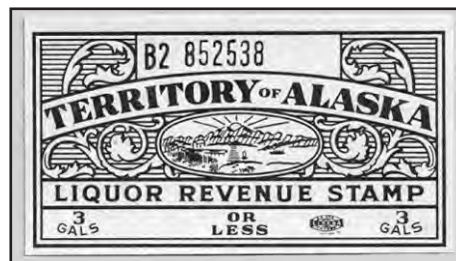
The Alaska Legislature adopts a comprehensive revision of the alcoholic beverage laws. Provisions allowing communities to prohibit sale or sale and importation of alcoholic beverages are included.



4/5 Quart, Tan with black printing

1986

The law is amended to allow communities to prohibit possession by local option election. And in 1995, Barrow is the largest city in Alaska to ban possession of Alcoholic beverages.



3 Gallons, Light Green with black printing

Letters Home from the Alaska Highway

Part I • transcribed by Eric Knapp

A couple of years ago I was at a stamp show in the lower 48 and a dealer offered me a collection of covers that included a correspondence from the Alaska Highway during World War II.

I purchased it and started looking at my purchase. I had 39 envelopes from a Marion Coleman addressed to his wife in Joliet, Illinois. 12 of the envelopes contained letters. The envelopes are numbered and in one of the letters Mr. Coleman indicated that he was trying to write every day. The letters were mailed in the Canadian civil mail system. All are postmarked at Whitehorse and bear Canadian stamps. None of the covers show any signs of postal censorship.

The return address was care of The Public Roads Administration, Whitehorse, Yukon, Canada. The Public Roads Administration (PRA) was in overall charge of the construction of the highway.

The letters provide a wonderful snapshot of life in a construction camp along the Alaska Highway.

Letter number 25

October 19, 1942

Dearest Wife,

I am now at a camp just 20 miles from Whitehorse. Have a four room cabin all to myself. The other fellows have tents to sleep in as they are with the contractor. The only time I will have company is when some P.R.A. fellow stays here. I will probably be here from now on. The running around has been a pleasure, but still I am glad to get settled.

We have breakfast at 6:15, lunch at 12 and dinner at 6:15 o'clock. A fellow comes around at 5:30 each morning to make the fire and wake me up. I get at least 8 hours of sleep each night.

The weather here is about like December in the states. It snows often and is rather windy at times. I am standing it pretty good so far. Try not to think about the 50 and 60 degrees below zero that everyone talks about here. When it gets half that bad these stoves are going to have company every hour of the day. I won't go out.

Watch the papers close for items regarding a hitch-hiker from Whitehorse. I know a fellow that resigned here and he told me he was hitch-hiking back to the states with the intentions of making the headlines. It is possible that he will. He will be the first to do it.

I am starting to be known as the Yukon hitch-hiker. Almost every day I ride with eight or ten different persons. Most of my rides are army trucks, jeeps or contractor trucks. There are very few passenger cars around Whitehorse as gas is 67¢ per gallon. I notice a model T once in a while, but haven't tackled it yet. He is some big shot, probably mayor or he would just have a dog sled or pack horse.

Honey, I wish you were here tonight. The moon is grand. I am so much in love with you that I am only working for the day when I can come back. If it had been one year ago, before I met you, I would have a different feeling about being up here. The people are grand and the country is O.K., but you keep flashing across my mind. If you should ever cease to care for me I would never come back. My intentions are to respect you always regardless of what happens. I have often stated that no girl could have too much bearing on me, but I was wrong. I hadn't met you then.

Darling, I must get my beauty sleep. So, until tomorrow I'll be thinking of you.

With Love and Kisses,

Marion

Letter number 26

October 20, 1942

Dear Eunice,

I received a letter from George today. It is the only letter I have received since arriving here. He told me all the news. Said you were going to night school. I am glad. Tell me all about it when you write.

I spent most of the afternoon fixing up my cabin for winter. There are two big stoves in it and I have plenty of wool blankets so I won't get cold. Let it snow and blow.

There is one thing I need now. That is a gun to keep the wolves and bears away from the door. They prowl around

Letters Home (continued)

the camp after the lights go out at night. They don't seem to be vicious unless they are cornered up and then they will fight their way out. Tell John what he missed. This country is a hunter's paradise.

George is not coming up here until spring. I don't blame him as the weather will be very cold before long. A merchant in Whitehorse said he saw it 76 degrees below zero one time several years ago. I think 60 degrees below is the average winters low from the way most people talk. Anyhow, it's too cold.

One thing I miss most of all here is the daily news. Who's President now? The latest paper we have here is September 27 and it is still news to us. I will be dumber than ever if I get out of these sticks.

Have someone take a snap-shot of you and send me one. Almost everyday I try to picture what you are doing and even what you are wearing. What kind of coat did you get? I know I will like it.

I realize that the letters I write are getting screwy in more ways than one. What more can one expect just looking at these mountain tops all day. It is getting to the place now that they are nothing to write about.

Darling, don't stay too close to the room. Have some fun. If you are happy then I will be also. The most pleasure I have is knowing that you are mine.

Always yours,
Marion

Letter number 33

October 27, 1942

Dearest Eunice,

See, I miss you more and more each day. I will certainly be glad when this war is over and things settle down again. Then we can be together and never part. It can't last so very long.

What if they ask me to stay all winter here? I wouldn't mind being here if I could get a furlough and be with you a little while, but to think that I wouldn't see you for several months is too much. They haven't asked, but I am afraid they will as so many are leaving now! I intend to stick the year 1942 out.

Honey. This should really be the happiest Christmas of our life, but I am afraid that we might not be together. It takes about one month to get out of this place after a person decided to leave. All the planes are now booked to December 15th. It is awful to be happily married and then be so far apart, but again, that is war. The fellows in service are worse off than myself and I should really be thankful that I am here. We knew that this was going to happen and I shouldn't complain so much, but I'm in love.

I hiked around through the mountains again today and took some more pictures. Where are we going to keep all our pictures? I have a big lot at home.

My work doesn't require much time. This is like a vacation, in fact, I have too much time to think of you. After getting regular sleep I have started dreaming which is something that I enjoy, but I am then disappointed when I awake. There is nothing can keep you out of my dreams.

I know you are getting tired of this letter, so I will sign off. I hope I hear from you again tomorrow. The one bunch of letters are all I have received.

Honey, "keep smiling."
Yours,
Marion

Letter number 36

October 30, 1942

Dearest Eunice,

I received two letters from you today. One was post-marked October 19 and the other October 20.

I have written to you every day so far and intend to continue to do so. After all, you are everything to me. I now realize that I should have started numbering the letters

*Club members want to hear
YOUR story (don't be shy!)*

Take the form on page 9 and fill it out. Send it along with a photo and a color copy of your favorite philatelic piece to Angela Watson, 5519 E. Mezzanine Way, Long Beach, CA 90808.

Letters Home (continued)

due to the poor mail service, but I didn't. So by the dates on the ones previous to this I am numbering this one 36 as that is the number it would have been.

You ask in one of your letters if I had killed anything yet. Yes, a lot of times. I haven't shot anything for the reason that all the camps are well supplied with wild meat. It would be a waste. As I told you in one of my letters, I was with a fellow who shot a moose. We had a big job getting the meat back to camp. They always dress them on the spot where they are killed. They are then cut in quarters and carried to a place where they can be picked up. A lot of the meat is wasted. It is even worse than butchering a cow.

You asked in one of your letters about the ice melting under the road. The temperature is preserved by moss so it will never melt. The road has a gravel base which wouldn't be seriously damaged if it did change its position a little.

About your coat. Honey, buy anything you like. From the description you gave me I think I would like the coat very much. I like anything you buy as long as you are in it. You have good taste when it comes to buying clothes.

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I would enjoy helping you select it. You try so hard to buy your clothes to suit me. You are a darling.

I realize it is best that I stick it out. I don't mind it here only being away from you for so long. I never realized before that anyone could be so much in love.

That little dream you were telling me about. People usually dream after a deep thought about something. You haven't been doubting me in any way, have you? I will never fool with anyone else as I have everything I have ever wanted. You can trust me to the end of the world. In return, I am sure that I can trust you. There will probably be times when you are tempted, but I know your willpower is strong enough to overcome it. I couldn't stand to even think of it. I am really proud that I have such a nice wife.

Tell Mr. Hill that there isn't so much snow yet, but I have been using colored glasses when I climb around in the mountains. He used to always talk of hiking and I often think of him when I go alone into the mountains. I know he would really enjoy this country.

Tell Jim Carroll that I will follow his advice.

Eunice, be sure not to study or work too hard. Take it a little easier and not ruin your health. About you gaining weight, don't worry. The bigger you are the more I will have to love. As long as you retain those clean thoughts and that wonderful disposition of yours nothing else can change you. Just remember that.

Well sweet, I gotta go, so keep your chin up. I'll be thinking of you every minute of the day and night.

With all my love,

Marion

Letter number 39
November 2, 1942

My Darling,

I sent you a registered letter this morning. I told you in a letter a day or so ago that I was sending you a little parcel, but I haven't been able to get anything to wrap it with. When a person purchases anything here at the stores they just hand it to you without wrapping.

Letters Home (continued)

Cigarettes are 30¢ per package at all the stores, but I am now getting mine through the U.S. Gov't for 7 ½¢ per pack. That's a lot of difference.

There may be times that you will receive mail from me through George as it's much faster. When I write to George I can drop your letter in his and he can mail it there. Mother sent all her mail to me that way and I know it's a lot faster.

The weather here is now clamping down. The temperature was around zero this afternoon at 3 p.m. I think I am going to stand it fine. We have a real dry snow on the ground and a little is added each day. The natives are starting to use their dog sleds and everyone is talking of snow shoes. I am going to buy a pair as soon as the shipment comes in. The snow isn't deep yet, but will be in a couple of weeks. I am enjoying it so far. I suppose the weather is still nice at home.

Honey, it looks like so many of the fellows are going out on their own hook that I may be asked to stay for sometime. Some are taking a month and others are going out for good. The ones taking the month are paying their way out and back. I know some fellows that are not making as much as I am who figure the trip would cost them \$1,000.00 to the state of New York, but they are going just the same. It will take most of their next year's salary to pay for the trip. There is a possibility that if I stay until the severe weather starts that I will be sent in with expenses paid. They are letting these fellows go because they asked to. If they would wait a few weeks they might get their expenses paid, but they are determined to get home for Christmas.

Just to think that you are all mine is one of the sweetest thoughts I would ever want. It seems as though you are with me in everything I do. Some of these days you will be. Sugar, I can't love you anymore than I do.

Yours,
Marion

Letter number 41
November 4, 1942

My Darling Wife,

I am almost ashamed that I have put off writing to the

office force, but I know that you would be able to answer all their questions. I can promise that I will write to them within the next few days. It seems by the time I finish your letter and a few other things the clock has reached 10 o'clock (2 a.m. there). That is my bed time. I started a letter the other day at the office, but something came up and I filed it in the waste paper basket.

I rode around most of today with the resident engineers. I made out their reports after I got back.

The temperature has been around zero most of today. People don't seem to mind it much. I guess they figure we have 60 or 70 degrees yet to go. I think back at times the temperature was below zero in the states and remember how cold it seemed and how people complained. Here nothing is said. Things go on as usual. About the only thing that makes me cold is to see so many sled dogs stretched out in the snow asleep. They sleep there for hours and enjoy it.

When I get up each morning at 6:45 I can see you at your typewriter and I picture myself behind you. To me, those were the most wonderful days I ever spent. Just the thought of your presence was the greatest comfort. Those are days that will always stand out as sweet memories. I could look up and see the only girl I ever really loved with that blond hair and darling smile. Many a time I wanted to kiss you. Some day soon, I hope that we again can be just as happy and contented as we were then.

Darling we are going to prove to the world what real love is. Normally, when a couple are separated as we are, one or both in their time break their sacred vows, but our case is going to be entirely different. I have just the one I want and I promise again that I will never do a thing to hurt you, and I expect the same in return from you. The thought of anyone ever touching you is more than I could stand. I am not the least worried as I have all the faith in the world in you. Our real happiness is yet to come and that's all I ever plan for.

When you write tell me how you feel. Honey, do you eat a lot and sleep well? I hope you are not working too hard.

Love and Kisses
Marion