

## Colt's Manufacturing Company, LLC

### Past Historians

Arthur Ulrich 1903-1941

Charles Coles 1950-1965

Martin Huber 1972-1993

Ron Wagner 1957-1972

Kathleen Hoyt 1988-2009

Colt, by means of this letter, is proud to authenticate the manufacture of the Colt firearm with the following serial number:

### COLT SINGLE ACTION ARMY REVOLVER

Serial Number:	86361
Caliber:	.45/c
Barrel Length:	Not Listed
Finish:	Blue
Type of Stocks:	Not Listed
Shipped To:	Hartley and Graham
Address:	New York, New York
Date of Shipment:	February 8, 1883
Number of Same Type Guns in Shipment:	50

Remarks: As noted above, the records do not provide information with regard to the barrel length of subject revolver. However, this is usually an indication of a 7 ½" barrel length as this was considered standard issue for that time period.

We trust you will find the historical information, retrieved from the original Colt shipping records, to be of interest.

Sincerely,

*Beverly Jean Haynes*  
Beverly Jean Haynes  
Historian

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Office of the Historian, Colt Archive Properties LLC P.O. Box 1868, Hartford, CT 06144



# Railway Express Agency

From Wikipedia, the free encyclopedia

The **Railway Express Agency (REA)** was a national monopoly set up by the United States federal government in 1917. Rail express services provided small package and parcel transportation using the extant railroad infrastructure much as UPS functions today using the road system. The United States government was concerned about the rapid, safe movement of parcels, money, and goods during World War I and REA was its solution to this problem. REA ceased operations in 1975, when its business model ceased to be viable due to the construction of the interstate highway system making the UPS business model cost less to the customers.

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Railway Express Agency logo

## Early History

The first railway express agency in the United States is generally considered to have been started by William Harriden, who in 1839 began regular trips between New York City and Boston, Massachusetts as a courier transporting small parcels, currency and other valuables.<sup>[1]</sup> William G. Fargo, a New York Central freight clerk at Auburn, N.Y., and Henry Wells, a leather worker at Batavia, N.Y., organized Wells Fargo & Co. in 1853. Other railway express pioneers include Henry B. Plant, who formed Southern Express Company, Alvin Adams who founded Adams Express Company, and John Warren Butterfield.

The express business flourished in the latter half of the 19th century, and by 1900 there were four principal railway express companies: Adams Express Company, Southern Express Company, American Express Company, and Wells Fargo. In 1913 the U.S. Post Office introduced its Parcel Post service, which offered major competition for the express companies. Despite this, private railway express business increased steadily through the end of World War I.

During World War I, the United States Railway Administration (USRA) took over the nation's railroads. Under the USRA, the four major and three minor express companies were consolidated as American Railway Express, Inc., save the portion of Southern Express that operated over the Southern Railway and the Mobile & Ohio.<sup>[2]</sup>

In March 1929, the assets and operations of American Railway Express Inc. were transferred to Railway Express Agency (REA). REA was owned by 86 railroads in proportion to the express traffic on their lines - no one railroad or group of railroads had control of the agency. In response to customer demand, REA added a Chicago, Illinois-

based refrigerator car line. In 1927, REA began an Air Express Division.<sup>[3]</sup> In 1938, the remainder of Southern Express also joined the consolidated REA.



Railway Express Agency office, San Augustine, Texas, 1939

## Post World War II Operations

Due to rate increases, express revenues remained at profitable levels into the 1950s. REA concentrated on express refrigerator service from 1940 on, and continued to expand its fleet of express reefers until the mid- to late-1950s, when business declined dramatically due to the increase in refrigerated motor truck shipments. By this time, overall rail express volume had also decreased substantially.

In 1959, REA negotiated a new contract allowing it to use any mode of transportation. It also acquired rights to allow

continued service by truck freight after passenger trains were discontinued. REA also attempted to enter the piggyback and container operations business, without success. Another blow came when the Civil Aeronautics Board terminated REA's exclusive agreement with the airlines for air express.

By 1965 many of REA's reefers, now stripped of their refrigeration equipment, were in lease service as bulk mail carriers. Many ended their days relegated to work train service.

In 1969, after several years of losses, REA was sold to five of its corporate officers, and was renamed REA Express. By then its entire business constituted less than ten percent of all intercity parcel traffic, while only ten percent of its business moved by rail.

REA Express became embroiled in extensive litigation with the railroads and the United Parcel Service as well as with the Brotherhood of Railway Workers' Union. In November 1975, REA Express terminated operations and filed for bankruptcy.

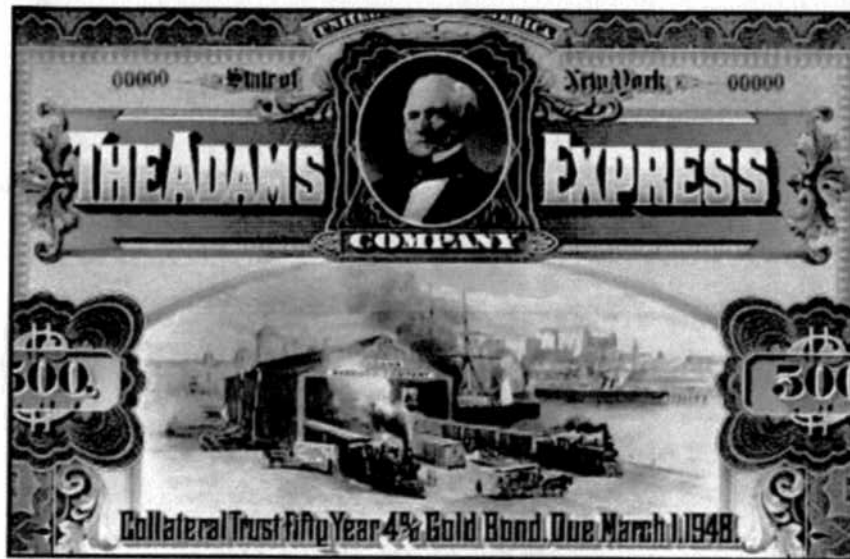


REA baggage car detail.

## References

1. ^ Rivanna Chapter National Railway Historical Society. "This month in railroad history: March" (<http://avenue.org/nrhs/histmar.htm>) . <http://avenue.org/nrhs/histmar.htm>. Retrieved March 28, 2006.
  2. ^ <http://americanhistory.si.edu/archives/d8260.htm>
  3. ^ p.589 *The World Almanac and Book of Facts* Abe Books
- The Historical Guide to North American Railroads, George Drury, ed. Kalmbach Publishing Co. 1985 edition
  - The Adams Express Company: 150 Years ([http://www.adamsexpress.com/content/pdf/adams\\_history.pdf](http://www.adamsexpress.com/content/pdf/adams_history.pdf)) (corporate history largely devoted to its rail-express past)

## External links



Vignette from Adams Express Company Bond.

Today, the Adams Express Company is a diversified equity investment company. According to their website:

"The Board of Managers of Adams Express had invested a large percentage of the Company's profits in an equity portfolio over the years and decided after the sale of the express business to the railroads that the Company should be operated as an investment company. The ancillary operations of the Company, including its travelers' check business and a resort on the New Jersey coast known as 'Hollywood,' were sold off. In October 1929, just before the stock market crash, Adams Express was structured as a closed-end fund and management invested the approximately \$62 million in proceeds from the sales of all the operations in the stock market. At the time, there were over five hundred closed-end funds, representing the principal way for individual investors to participate in the stock market. Forty-six funds survived the Great Depression; six of those are still in operation, including Adams Express and Petroleum & Resources Corporation, our sister company."

## AMERICAN EXPRESS COMPANY

The American Express Company began in 1849, at Buffalo, NY, when John Butterfield ( ? - ? ), William Fargo ( ? - ? ) and Henry Wells ( ? - ? ) organized a company to deliver express, primarily in the eastern part of the country. Fargo became its President, while Wells was its Secretary. (Merging the Livingston, Fargo and Company, the Wells and Co., and the Butterfield and Wasson express operations?)

But the California gold rush almost immediately made California the place to make money, and the same individuals in 1852 formed Wells, Fargo & Company to operate in California, operating stage coaches and providing banking services.

In 1857, John Butterfield and Ben Holliday ( ? - ? ) formed the Overland Mail Company.

In 1866, Wells Fargo bought the other (?) stage lines and was in complete control of the stage and banking business in the far west.

"Treaty" of Omaha" signed October 1869 giving the express co. the needed contracts for operation on the trains.

American Express Company continued to operate in the east and in time expanded westward.

(From December 1, 1868 to January 31, 1873 this company and its proprietors became the American Merchants Union Express after merging with their competitor Merchants Union Express Co. After this time the company again became the American Express Company.)

Bought Pacific Express 1914 (result of 1913 Parcel Post Law)

On 1 July 1918, the United States Railroad Administration (USRA) consolidated the main companies -- Wells Fargo, Adams Express, American Express, et al. into a new company called the American Railway Express Agency. All the stock of the other companies was held in trust and operations were combined to facilitate the war effort. In March 1920, control was given back to the "other" companies, but ARE was not split up.

American Express continued in banking and today issues "the CARD."

## **AMERICAN RAILWAY EXPRESS AGENCY**

On 1 July 1918, the United States Railroad Administration (USRA) consolidated the main companies -- Wells Fargo, Adams Express, American Express, et al. into a new company called the American Railway Express Agency. All the stock of the other companies was held in trust and operations were combined to facilitate the war effort. In March 1920, control was given back to the "other" companies, but ARE was not split up.



In March 1929, ARE was reorganized with the railroads owning 86% of the stock which was bought by them from ARE. Thus began the Railway Express Agency, Inc.

## **DENVER & RIO GRANDE EXPRESS COMPANY**

1880-1903

Regional company operating on D&RG trains

30 September 1903 taken over by Globe Express Company (still owned by Rio Grande interests)

## **GLOBE EXPRESS COMPANY**

Owned by Rio Grande interests

30 September 1903 took over by Denver & Rio Grande Express Company

## **HARDEN EXPRESS CO.**

1839-1854

Operated in the eastern states and overseas.

Established by William S. Harnden in March 1839.

Absorbed by the Adams Express Co. on July 1, 1854, but the Harnden portion of Adams Express business operations retained its company name to as late as 1871.

Also known as Harnden's Express and Harnden & Co's Express.

### **NORTHWESTERN EXPRESS CO.**

1854-63?

Regional parcel express company, Northern Iowa and Minnesota

### **PACIFIC EXPRESS**

1879-1911or1913

Regional private mail and package express company operating primarily west of the Mississippi

Formed from the Kansas Pacific and Union Pacific Express Companies and developed a strong business liaison with the United States Express Company to provide trans-continental express service.

Liquidated late in 1911 when Wells Fargo & Co. took over its remaining express routes?

-- OR --

Bought 1914 by American Express as a result of 1913 Parcel Post Law?

### **PEOPLE'S DISPATCH COMPANY**

Regional package express company operating Washington, DC to Boston, MA

### **POMEROY & CO'S EXPRESS**

1841-1844

Regional private mail and parcel express company operating in NY state and into Canada

Founded by George E. Pomeroy

Succeeded by Livingston, Wells & Pomeroy Express

### **PULLEN, VIRGIL & CO'S EXPRESS**

1844-1854?

Regional private mail and parcel(?) express company that operated between NYC, Montreal, and Quebec.

### **RAILWAY EXPRESS AGENCY, INC.**

The Railway Express Agency, Inc. began in March 1929 when the government reorganized the American Railway Express Agency, which had been formed to facilitate the war effort during the 1st World War.



In September 1927, the Air Express division was started.

In 1960, a group of company officials obtained the stock from the railroads and changed the name to REA Express. Due to demise of passenger service, this company went bankrupt in 1975.

## UNION PACIFIC EXPRESS

owned by U.P.

## UNITED STATES EXPRESS COMPANY

started 1854

ceased operation 1914 due to Parcel Post Law

## WELLS, FARGO & COMPANY EXPRESS

1852-1918+

Under the control of the E.H. Harriman by 1905. He sold the banking interests in California. (Wells Fargo Bank???)

On 1 July 1918, the United States Railroad Administration (USRA) consolidated the main companies -- Wells Fargo, Adams Express, American Express, et al. into a new company called the American Railway Express Agency. All the stock of the other companies was held in trust and operations were combined to facilitate the war effort. In March 1920, control was given back to the "other" companies, but ARE was not split up.

("Transcontinental private mail and package express company that was started on March 18, 1852 in New York by Henry Wells and William G. Fargo. The intended operating area of this express company was the California coast and gold fields and it began its express business in California later in 1852. Wells, Fargo & Co.'s Express quickly expanded throughout California and gradually acquired other express companies and railroad express contracts until it achieved true transcontinental coverage on March 16, 1888. It became one of the four largest U.S. express companies ever, and perhaps it alone was the biggest in U.S. history. The official business name was changed to Wells Fargo & Company Express in 1898. The U.S. package express business portion of this company subsequently ended and was absorbed by the American Railway Express Co. on July 1, 1918 by federal proclamation. However, Wells Fargo continued with their express business in Mexico into the 1940's. The Wells Fargo banking operations that was started in the 19th century also continued to prosper after 1918 and this institution is still going strong today.")

## For More Information —

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Beebe, Lucius and Charles Clegg. *U.S. West; The Saga of Wells Fargo*. New York, NY: E.P. Dutton, 1949

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Photo history and true written stories of the expressmen of the old west in their own words.

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Privately Published, 1858 (40 pp), 1859 (287 pp); New York, NY: Baker & Goodwin, 1881 (288 pp). (Very, very expensive)

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Railway Express Agency, 1899-1970, #260. [Online description of holdings.](#)

11 April 2006

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[Car Bldr. Dictionary](#)

[All time Bldr. List](#)

[C&S Rolling stock](#)



## Builders of Wooden Railway Cars ... and some of other stuff

# The Express Companies



American Express? Sure, they issue credit cards, don't they? That's about as much as most folks under 40 know about "express" companies. Older folks may remember Railway Express as delivering everything up to and including house kits sold by Sears, Roebuck & Co. (And who remembers that "Sears" ever *had* a "Roebuck?" ) But there was a day when there were a lot of express companies.

The business of delivering things originated in 1839 with William Harndon, who personally carried packages – generally legal documents – between New York and Boston. Within a year Alvin Adams had begun personal delivery of securities, documents, and parcels between the financial centers of Boston and New York. Adams went through a succession of partners, and expanded his business, but nevertheless limited it to New York, New London, Norwich, Worcester, and Boston.

A large number of local and regional companies were begun during the ensuing years, including Livingston, Fargo & Company, Wells & Company, and Butterfield & Wasson, founded by such well-known personages as William Fargo, Henry Wells and John Butterfield. These individuals organized the American Express Company in 1849 at Buffalo, NY. Fargo became its President, with Wells was Secretary.

By 1854 there were a number of local and regional express companies in the eastern states. That year, Adams & Company, Harnden & Company, Thompson & Company, and Kinsley & Company merged and incorporated as the Adams Express Company, with Alvin Adams as President. (Apparently the Harnden portion of the Adams Express business operations retained its company name as late as 1871.)

In 1913, the United States enacted the Parcel Post law, which enabled the U. S. mail system to carry small packages as ordinary mail, which was a serious blow to the express companies' profitability, putting a number out of business.

In 1916 the following railroads at Denver Union Terminal had contracts with the following express companies:

AT&SF	Wells, Fargo & Company
C&S	Adams Express Co.
CB&Q	Adams Express Co.
UP	American Express Company
D&SL	Adams Express Co.
DL&NW	Adams Express Co.
CRI&P	American Express Company
D&RG	Wells, Fargo & Company (In 1914, the Globe Express also operated on the D&RG n.g. lines)

During the 1st World War, the government nationalized both the railroads and the express companies in order to expedite the movement of goods around the country. After the war, the railroad industry took a strong interest in the delivery business and bought out the express companies.

On 1 July 1918, the United States Railroad Administration (USRA) consolidated the main companies -- Wells Fargo, Adams Express, American Express, et al. into a new company called the American Railway Express Agency. All the stock of the other companies was held in trust and operations were combined to facilitate the war effort. In March 1920, control was given back to the "other" companies, but ARE was not split up.

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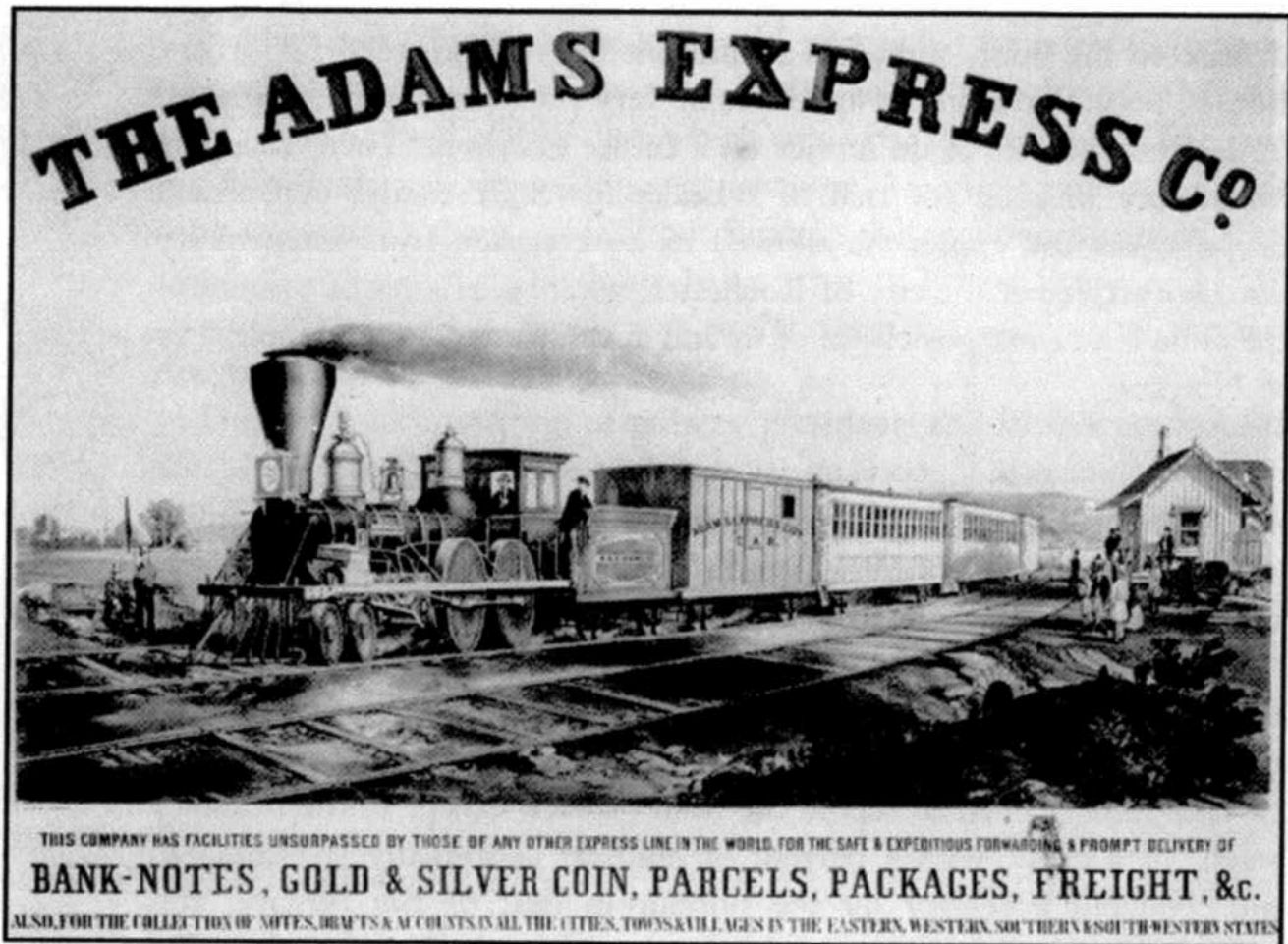
In 1960, a group of company officials obtained the stock from the railroads and changed the name to REA Express. Due to demise of passenger service, this company went bankrupt in 1975.

## **ADAMS EXPRESS COMPANY**

Adams Express had its beginnings in 1840, when 36 year old Alvin Adams (1804-1877) began personal delivery of securities, documents, and parcels between the financial centers of Boston and New York. Adams took in Ephraim Farnsworth as a partner to run his New York office, and on Farnsworth's death took in William Dinsmore as partner. They expanded their business, but nevertheless limited it to New York, New London, Norwich, Worcester, and Boston.

During its early years it was known as Adams & Company's Express, Adams & Company and Adams Package Express (probably coincident with the various partnerships).

In 1854, the business was incorporated as the Adams Express Company, consolidating Adams & Company, Harnden & Company, Thompson & Company, and Kinsley & Company, with Alvin Adams as President. (Apparently the Harnden portion of Adams Express business operations retained its company name as late as 1871.)

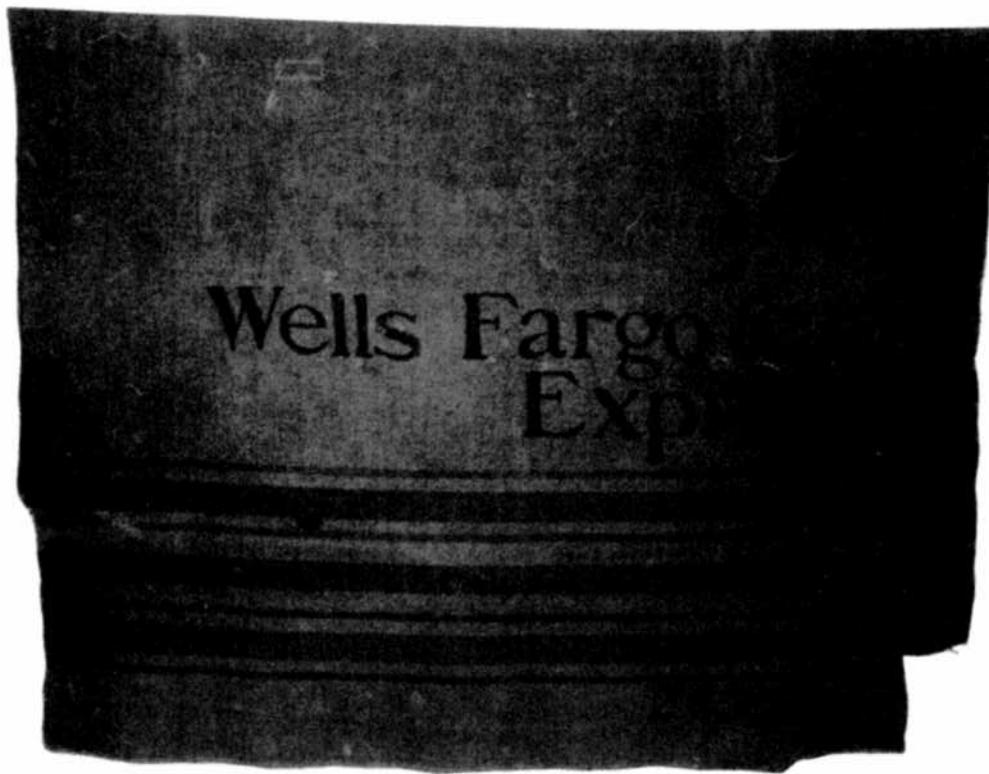


Following its incorporation, the company expanded rapidly, first through the south and southwest, and in 1870 to the west coast. It was soon one of the "big three" among the express companies, Wells Fargo and American Express being the others.

During the Civil War Adams Express Company initially acted as paymaster for *both* the Union and Confederate armies. Later, it set up a separate wholly-owned company, Southern Express, to handle payments to Southern troops. Reportedly, at least one slave was shipped north to Philadelphia in a box as a way for his master to free him.

By the 1880s, the Company had nearly 8,000 employees, was operating over 20,000 miles of railroad track, and had offices all around the United States and in most of the major cities in Europe.

On 1 July 1918, the United States Railroad Administration (USRA) consolidated the main companies -- Wells Fargo, Adams Express, American Express, et al. into a new company called the American Railway Express Agency. All the stock of the other companies was held in trust and operations were combined to facilitate the war effort. In March 1920, control was given back to the "other" companies, but ARE was not split up.



A rarity in this condition! A serially numbered Wells Fargo horse blanket. The lettering appears on both sides of the blanket.

Waybill of the U.S. Mail Line in 1867 between Marysville, California and Sacramento, California.

**WAY-BILL.**

CALIFORNIA AND OREGON

**UNITED STATES MAIL LINE.**

**Marysville and Sacramento.**

*Monday June 17* 1867.

H. W. CORBETT & Co.

*Augus* *Quinn*

TIME OF DEPARTURES AND ARRIVALS.

*Leave Marysville June 18<sup>th</sup>*

*W. A. Richardson* Agent.



Original American express sign. Jonathan Peck.



American Express grouping, including pistol with "American Express" on the back strap. Jonathan Peck.



A close look at a rare American Express driver's badge. Jonathan Peck.



Close-up of American Express pistol showing the engraving on the backstrap. Jonathan Peck.



Inventory # 2094

(J. E. Asherton)

Personal Letters  
OF

Walter C. Morgan

Owner of Colt

45 Caliber revolver

belonging to the "Great  
Northern Express Co." & The



Have who just  
Walter to work  
always loved him  
also his wife.



2  
c

When Bob was 13 years old

Mr Walter C Morgan

1882 Lawrence Ave

Chicago Ill



# Great Northern Express Company.

OFFICE OF TRAVELING AGENT.

ST. PAUL, MINN.

Walter B Morgan  
Am Express Co  
Chicago

Nov 26<sup>th</sup> 1901

Dear Walter

Your kind letter of some days ago to Mrs A-  
was duly received, and should have been answered  
some time ago - Mary being far from well and  
my own pressing duties on the Route, is the  
reason not acknowledged but am here to  
day; and expect to be during the balance of  
Thanksgiving week - so I have a little time  
to devote to old friends - We speak of you  
often Mother, and are proud of your advancement  
which we know is deserved, and we prophesy  
further advances to the front. As you  
must have a time, Homonym, mei Little Nife.  
and that is the best fortune of all, is it not

I missed meeting Mr Taylor when he  
was here - last week - I was sorry not  
to see him - I am glad you are so  
near him, and Mr Antunes & L.H.S.  
they are all our kind of people,  
who it is nice, to be associated with  
Charley is just us, pushing himself

through the University of Min - Dept of Law -  
He is a close student & keeping me in  
the advance with his Class - of some 300.  
It seems a pity that you have not taken  
up a profession - I think you would  
have succeeded in any you selected.

I still my present position very much.  
Just finished checking Minnesota.

Our Lines are now covered by 3 Traveling Apts  
(Who check only the Large offices) & 7 Joint A & Ex  
Treas Auditors - One Traveling Apt being added  
since I came on this End - which was promised  
me when I accepted this End - J. H. Austin checks  
the Middle Div - J. H. Mayhew the Western & the  
Eastern - These positions are now vacant &  
I am well satisfied with the work, beside  
the thing at home.

Wishing you & Wife a Merry Christmas &  
a happy & most prosperous New Year I am  
as ever

Yours Truly

J. E. A. Austin



GREAT NORTHERN EXPRESS CO.

Dear Mother

At Home Nov 28<sup>th</sup> 1901

Just returned to take Thanksgiving dinner at home - find my folks have not mailed my letter of 26<sup>th</sup> so I open to congratulate you, on the arrival of "The Boy" - Yours of 26<sup>th</sup> just having been delivered. That is fine - a nice healthy forming Boy - You are still ahead of me. Joe Wife & I were pleased - I shall tell Mr Elliott & many others - Joe that was a nice letter of yours

a good manly letter. just such a letter  
with such an announcement, as I should  
wish a son of mine to write in the  
announcing of such an event.

Mr A - joins me in congratulations  
and that Wife & Little one may get along  
nicely, and that we all may yet be proud  
of him ~~get~~ as a young man - with our  
Respects to you all I am as ever

Yours truly

J E Atterton

RETURN TO  
AMERICAN RAILWAY EXPRESS CO.  
(INCORPORATED)

804 THIRD AVENUE  
SEATTLE, WASH.



PERSONAL

LET'S GO  
CITIZENS' MILITARY  
TRAINING CAMP



Mr. W. C. Morgan, Supt.,

American Railway Express Company,

Milwaukee, Wisconsin.



# AMERICAN RAILWAY EXPRESS CO.

GENERAL AGENT'S OFFICE

804 THIRD AVENUE

CENTRAL BLDG.

SEATTLE, WASH.

F. W. HARGRAVE,  
GENERAL AGENT

May 4, 1925.

REFER TO OUR FILE NO. ....

## PERSONAL

Mr. W. C. Morgan, Supt.,  
Milwaukee, Wisc.

My dear Mr. Morgan:

On Monday, after receiving your letter, I met the Milwaukee train and had no difficulty in recognizing Bob. I had a faint recollection as to his appearance as a youngster and that I detected a strong resemblance to his mother, and so spoke to him and found I was right. Mrs. Hargrave seemed to think she recognized him on account of his resemblance to you, but believe I am right as to his resemblance to his mother.

On Monday I drove him around Seattle, showed him the sights and views that are considered best and took him to a ball game while he was awaiting an interview with the Mountaineer Club as to their proposed trip into the Cascades. I did not see him again until Saturday morning and I went down to the boat and saw him off on the SS Alaska. He was looking well, was in high spirits and the best of health and seems to have a nice crowd of associates on this trip.

I think you may well be proud of raising as clean-cut a young fellow as Bob seems to be. I haven't met a young man in years who has appealed to me as much as he did. I shall watch his career with great interest.

I am sending you under separate cover, a picture of Mt. Logan that appeared in the local paper yesterday, thinking it would be of some interest to you; also, a folder showing a picture of the boat on which Bob sailed. It is a new and fine boat and he should have a very pleasant trip as far as Cordova at least.

Bob expects to return, he tells me, sometime in the month of August and it has occurred to both Mrs. Hargrave and myself, that it would be an opportune time for you and Mrs. Morgan to come West and look around our Puget Sound country, and meet the boy upon his landing. You will both be more than welcome if you decide to make this trip. I believe that you have

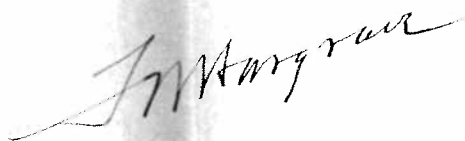
Mr. W. C. Morgan - 2 -

earned a rest and you certainly ought to see Pacific Coast  
sometime and this is as good a chance as any.

With kindest regards to Mrs. Morgan and yourself,

I am

Very truly yours,

A handwritten signature in cursive script, appearing to read "J. W. Morgan". The signature is written in dark ink and is positioned above the typed name "General Agent".

General Agent

ALASKA STEAMSHIP CO



Mrs. W. C. Morgan  
619 Down Ave  
Milwaukee  
Wis



# ALASKA STEAMSHIP COMPANY

May 5

1925

Tuesday - near 100°.

My dear Mother & Father -

My dear Mother & Father -  
The smoke from the town of Juneau is  
visible way up the bay so I'll see you in a  
line that you may <sup>know</sup> I am in good state of health  
and have not yet fallen thru a crevice.

At supper time last evening we put into Wrangell for an hour or so. Wrangell is the town of totem poles - and as with most of these towns fish canning. The whole town was out to see the ship in and out. I don't wonder that arrival and departure are great things in their lives.

This morning we notice the snow remaining along  
to the water's edge - in the deep inlet it does. And  
unless these indications are amiss, we should have  
extreme heavy snows on Logan. Word from  
McCarthy the 30<sup>th</sup> told of his having succeeded in  
advancing the supplies to Irum - 1000 lbs. - and  
to the advance camp at Cascades - 4500 lbs, so that  
end of the business seems to be well in hand.

Don't begin to tell you of the beauty of this country. For scenery, there is nothing like that I have ever seen. Really, father & you should definitely plan a trip on this route next summer. For



## ALASKA STEAMSHIP COMPANY

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a trip to the coast this summer if you can  
definitely arrange to come clear thru to  
Alaska next year.

There are so many reasons why one  
should remain on shore that I have not  
used my time to write post cards, letters etc  
as I should.

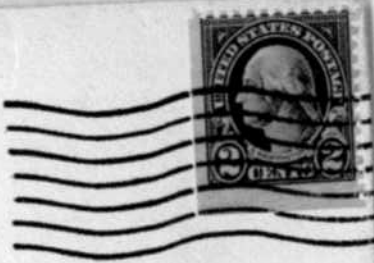
I will write H. K. Bell thanking him for  
sacks.

The party is much more congenial as the  
trip progresses.

Love  
BB



XXY



Mr Robert M Morgan  
16 Lancaster St  
Cambridge  
Mass



June 17th 1929

My dear Bob.

Once again a

bill for gas <sup>6c 2.56</sup> Ins. 8.55 \$11.11

Doe arrived home safely  
and we are very glad to  
have her home for a while  
at least. She needs a rest  
first thing she does. I wish  
she would give up her  
foreign trip. Dear Boy it  
was fine getting your telegram  
about your girl. we are very  
happy about it and  
I know you will be very  
happy. We wish we could  
be nearer to you and have  
visits, and help you out  
in many ways.

Count on us for any help  
needed. All is lovely with  
Company. Going to Brauston  
in a.m. to meet some of  
our Chgo. golfers for a day  
at Golf some course west  
of Brauston. Don't worry  
about Graham - Paige &  
stock it is going to  
come back. Flowers and  
laron but we have ever  
had, but keeps cold. Crops  
look good. Boys all frequently  
ask for you. Give my  
love to Tony.

Love Father.

See Notice On  
Reverse Side

# EXPRESSMEN'S MUTUAL LIFE INSURANCE COMPANY

212 EAST 43RD STREET

NEW YORK 17, N. Y.

FOUNDED 1869

→ Your wife or husband, as well as your children 10 years of age or older, and also your father, mother, brothers, sisters, father-in-law, mother-in-law, sons-in-law, daughters-in-law, brothers-in-law, sisters-in-law, uncles, aunts, nephews, nieces and first cousins, are eligible for insurance in our Company.

MILWAUKEE, WIS.

MAY 1 1948

19

Received from

Robert M. Morgan

(Address)

Wayland Mass

Payment for

MAY

1948

19

Dollars	Cents
8	55

G Kleinklaus

SECRETARY

Countersigned: W. C. MORGAN  
AGENT, DIV. 401

APPOINTED AGENT OR PERSON AUTHORIZED

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DIVISION NO.

Payments are due and payable on the 1st day of the month and must be paid within 31 days from date due.

AFTER FIVE DAYS, RETURN TO

*N.E. Odell*

DEPARTMENT OF GEOLOGY AND GEOGRAPHY  
HARVARD UNIVERSITY  
CAMBRIDGE, MASSACHUSETTS



*Uni. 7600*  
*N<sup>o</sup>* *R. M. Morgan*

*( or the Manager*

*Peckett's*

*Sugar Hill*

*P.O. Franconia*

*New Hampshire*

*Dear Bob,*  
*Trin letter was*  
*opened by mother*  
*but we did not*  
*read it*  
*all well*  
*but all about*  
*R.P.*

9.12.28

HARVARD UNIVERSITY  
DEPARTMENT OF GEOLOGY AND GEOGRAPHY  
GEOLOGICAL MUSEUM

OXFORD STREET  
CAMBRIDGE, MASSACHUSETTS

My dear Morgan

You will see that I am duly settled in here  
& am really very glad I came. Everyone is very  
kind & helpful to us.

Although I have called to attend the meetings of  
the Geological Soc<sup>y</sup> of America in New York from Dec<sup>r</sup> 26-29,  
yet for a good many reasons I feel inclined to come  
to the White Mts. for Xmas & the vacation & bring my  
wife & boy with me. We all want some fresh air  
& exercise & if there is snow for skiing then the  
attractions of coming up your way rather than going south  
are considerable.

I want to ask you what the cost of coming to  
Pecketto's would be from, say, the 22<sup>nd</sup> or 23<sup>rd</sup> for a week.  
We should need a double room ~~for~~ with a cot for Alasdair (10 yrs.).  
The trouble is I cannot afford much just now, & I am trying  
to find out how cheaply I can do it without walking  
into obvious discomfort. & I thought it would be nice  
to see something of you if possible! We left our skins



with most of our stuff in Canada, & I take it  
you might be able to provide us with skins.

I hope all goes well with you & I am  
wondering whether this will find you at Peckett's.

Was awfully sorry to hear of the bad accident  
on Washington to the Dartmouth boys, though I've  
been nothing in print as yet myself about it.

There are being shown tonight here at the Harvard  
Union, the 2 wonderful Swiss films on the Grison,  
& also the ski ascent of Monte Rosa, which for my  
sins I have been asked in to demonstrate. The  
Harvard Mountaineering Club is quite a going concern here  
under the presidency of Lincoln O'Brien.

Did you get to the mountains this summer  
at all? I was submerged in the forests of  
Ontario on mining work & couldn't get away unfortunately.

Hoping we shall meet again shortly

Yours sincerely

N. E. Odell



W. C. MORGAN

RETURN TO AGENT, DIV. 401

RAILWAY EXPRESS AGENCY

AT 2719 North Downer Ave.  
MILWAUKEE, WIS.



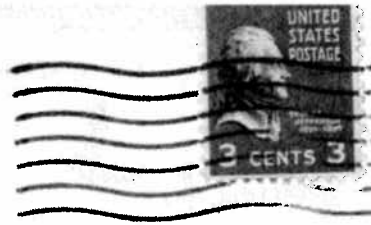
Robert M Morgan  
30 School St

Boston

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W. C. MORGAN  
EXPRESSMEN'S MUTUAL  
LIFE INSURANCE COMPANY  
279 North Downer Ave.  
MILWAUKEE, WIS.



Mr Robert M. Morgan  
30 School St

Boston  
Mass

6 Boston 5 Cent Savings A/c

# EXPRESSMEN'S MUTUAL LIFE INSURANCE COMPANY

FOUNDED 1869

OFFICE OF AGENT

W. C. MORGAN

AGENT, DIV. 401

2719 North Downer Ave

MILWAUKEE, WI

JAN 7 1949

Dear Bob & Gals

It is time again to remind you that your insurance premiums come due. which I guess with many is a reminder that time is passing very fast.

Well the Holidays have come and gone, we spent a very quite, <sup>me</sup> but nice one. Out to three Turkey dinners and a few movies. was the extent of our doings and to hear from some one hundred and fifty friends. But our real Holiday time was your and Ma's visit.

No snow so far and for a day or two it has been between 40 & 50. above. I have been having some interesting City Club work to do. out on it all day yesterday, City Extension problems. and the Location of the Soldiers Monument.

Paid my House Tax \$258.78 or \$13.00 over last year. Valuation of \$6000. Love to all.  
Father.

# EXPRESSMEN'S MUTUAL LIFE INSURANCE COMPANY

212 EAST 43RD STREET

NEW YORK 17, N. Y.

FOUNDED 1869

→ Your wife or husband, as well as your children 10 years of age or older, and also your father, mother, brothers, sisters, father-in-law, mother-in-law, sons-in-law, daughters-in-law, brothers-in-law, sisters-in-law, uncles, aunts, nephews, nieces and first cousins, are eligible for insurance in our Company.

MILWAUKEE, WIS. JAN 2 1949

Received from Robert M Morgan

(Address) Maryland Mass

Payment for JAN 1949 19

Dollars	Cents
8	55

Countersigned:

W. C. MORGAN  
AGENT, DIV. 401

*G Kleinkeaus*

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