

Wichita Stamp Club Newsletter



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Editor



“Go Fly A Stamp”



Click on a link below in order to go directly to the article

[Riding the Rails](#)

A philatelic story about the Louisville & Nashville Railroad Co.

[Travel Kansas](#)

A visit to Winchester, Kansas

[Tin Can Mail from Tonga](#)

[Don't Sweat the Small Stuff](#)

Featuring a little beauty from Ponca City

[Go to WSC Home Page](#)

RIDING THE RAILS by Neal E. Danielson

No, this story is not about “Riding the rail” for punishment in Colonial America when a man (sometimes women) was made to straddle a fence rail (usually triangular) then held up by two men with a man on each side to keep him upright (Figure 1). He was then paraded around town and out to the city limits and dumped at the roadside. Sharp pain was felt from riding on the sharp narrow edge of the rail. Nor is it about the great depression days when hopping on a moving freight train and not getting caught and have a free ride to someplace where they might find work (Figure 2). Rather this story is about two railroad giants one in Kentucky and one in New York

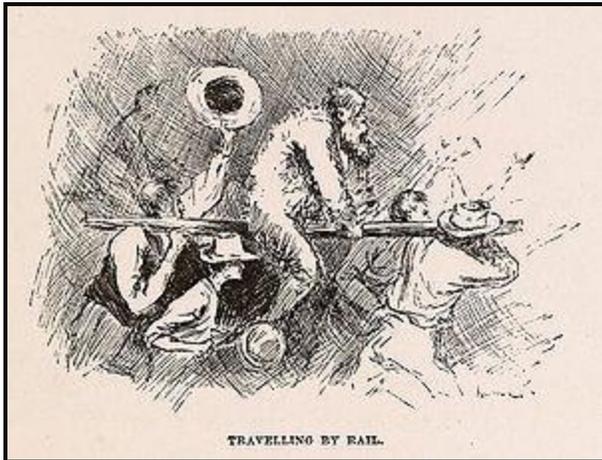


Figure 1
Riding out on the Rail



Figure 2
Riding the Rail

The Louisville & Nashville Railroad was chartered in Kentucky in 1850 and was generally referred to as the “L&N”. It was a Class 1 railroad that operated freight and passenger services in the southeast United States. It was one of the South’s early railroads that survived the Civil War and the economic depression and grew into a major system without a name change. The L&N rails between Louisville, Kentucky and Nashville, Tennessee covering 185-miles opened in 1859. Under the leadership of Milton H. Smith; who served the company for nearly 40 years, starting out as a local freight agent in Louisville, just after the Civil War. During the Civil War Smith was appointed master of transportation on all military railroads in the occupied South. After three years as local agent, Smith advanced to general freight agent, then becoming vice president and traffic manager, and finally president in 1880s. Under Smith, the L&N grew with 300 miles of track to a 6,000 mile system serving 13 states. In 1880 L&N became the major shareholder of the Nashville, Chattanooga & St Louis Railway, which runs a line from Nashville to Chattanooga in early 1854. In 1881 the L&N and the Central of Georgia came together and leased the Georgia Railroad. The railroad continued to extend its reach beyond its namesake cities, stretching to St. Louis; Missouri, Memphis, Tennessee; Atlanta, Georgia; and New Orleans, Louisiana. The railroad remained economically strong throughout its lifetime and earned the nickname, “The Old Reliable.” The ten-wheel passenger locomotive built by Rogers Locomotive Company for L&N (Figure 3) became the workhorse of the Railroad line.

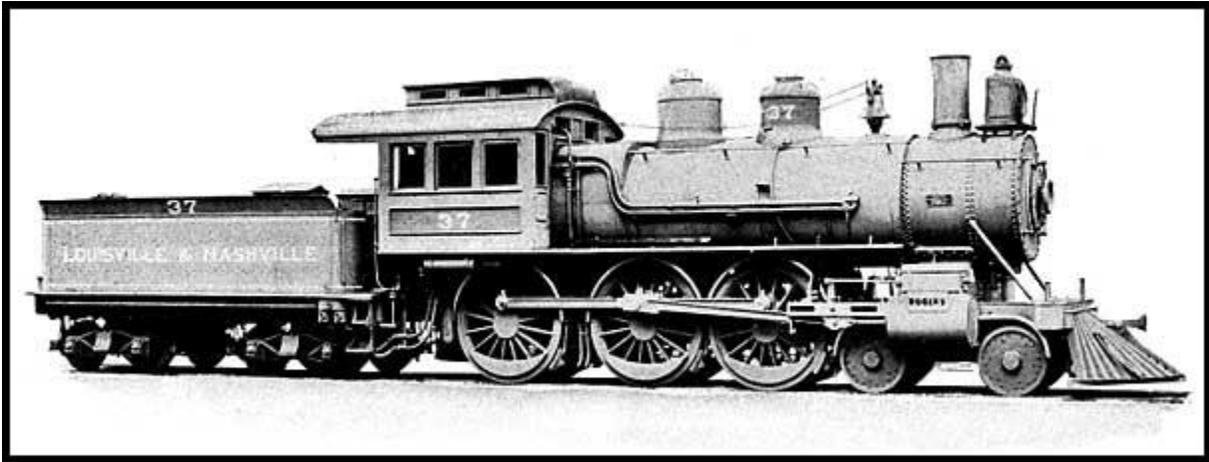


Figure 3
L & N Locomotive 1897-Ten-wheel built by Rogers for L&N

The Gulf of Mexico ports were entered in 1881 linking Mobile, Alabama to New Orleans providing contact to the outside world for L&N giving them influence to international markets for agricultural products and goods manufactured in major cities along the L&N. In 1880s and 1890s the L&N continued to expand its lines and acquiring, leasing or constructing, in all 56 railroads were taken in in one form or the other. The 1900s brought the L&N into the coal fields surrounding Hazard and Harlan in eastern Kentucky. Eventually expanding tracks or acquiring lines brought them into the Cumberland River and the North Fork of the Kentucky River giving access to the landlocked bituminous coal riches of eastern Kentucky. More lines would expand western Kentucky, Tennessee and Alabama, to help develop new coal production points.

During the early years of the L&N several small Railroad Stations were established along their lines in Kentucky and three were called, 'union stations' in Kentucky, one being in Paducah and one in Owensboro. The third Union Station being the L&N formally opening on September 7, 1891 by the Louisville and Nashville Railroad (Figure 4). A claim was made that the Union Station in Louisville was the largest railroad station in the Southern United States, covering forty acres (Figure 5). This station would handle 58 trains a day during the 1920s and would serve other lines such as the Pennsylvania Railroad, Monon Railroad and the Louisville, Henderson, & St. Louis (later merged with the L&N). Many passengers attending the Kentucky Derby would use the Union Station with twenty special trains coming in the facility and providing Pullman cars for overnight accommodations, a trend that continued until the mid-1960s.



Figure 4
Union Station Louisville, Kentucky



Figure 5
Aerial View Union Station

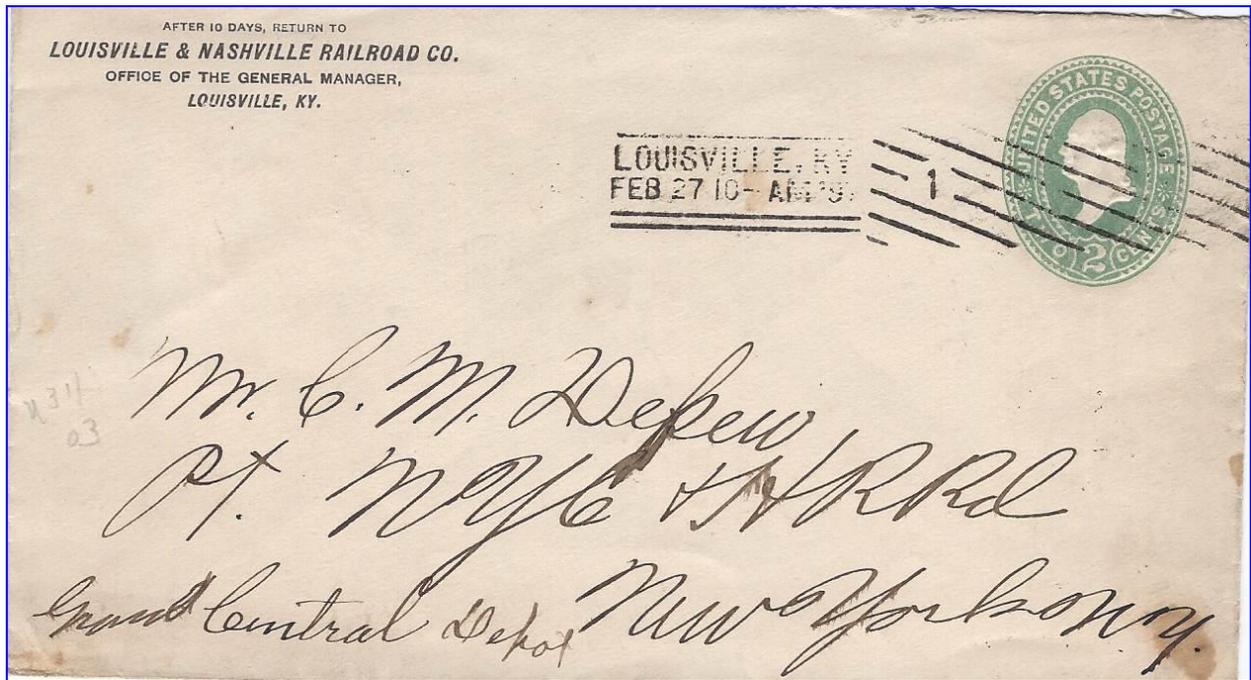


Figure 6
Corner Card Cover Louisville, KY

In 1910 the General Managers Office of the Louisville & Nashville Railroad Co. mailed a letter to a Mr. C. M. Depew (Figure 6) President of the New York Central and Hudson River Railroad (NYC & HRRd) at the Grand Central Depot (Figure 7) in New York New York, postmarked Feb. 27, 1910, Louisville, KY. Since the corner cover did not contain any written message it can be assumed that the correspondence had something to do with the Railroad Business.

Chauncey Mitchell Depew (Figure 8) was born April 23, 1834 in Peekskill, New York. He attended private schools; graduated from the Peekskill Military Academy in 1852 and from Yale College in 1856; he studied law under Edward Wells, a lawyer in Peekskill. Depew read law with William Nelson of Peekskill from 1856-58; was admitted to the bar in March 1858 and established an office in Peekskill in 1859..



Figure 7
Grand Central Station New York

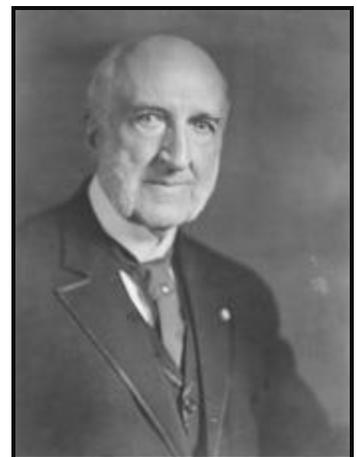


Figure 8
Chauncey Mitchell Depew

From 1861-1862 he served as a member of the State assembly and in 1863 was Secretary of State of New York; appointed United States Minister to Japan by President Andrew Johnson, was confirmed by the Senate, but declined; in 1866 became the attorney for New York & Harlem Railroad and three years later took the same position for the New York Central and Hudson River Railroad; Colonel and Judge Advocate of the fifth division of the New York Nation Guard 1873-1881; and appointed president of the New York Central Hudson River Railroad Company 1885-1899, and later became chairman of the board of directors of that railroad system, as part of the “Vanderbilt System”.

Depew was not only involved with the Vanderbilt roads in New York; he was involved with other railroads at the same time. He was president of the West Shore Railroad. Board of Directors for the New York and Harlem Railroad, the Chicago and North Western Railway, the Chicago, St. Paul, Minneapolis and Omaha Railway, the Cleveland, Cincinnati, Chicago and St. Louis Railroad, the Delaware and Hudson Railroad, the New Jersey Junction Railroad, the St. Lawrence and Adirondack Railroad, the Wallkill Valley Railroad, the Canada Southern Railroad. Depew had other interest, as if the railroad business was not enough, as he served on the boards of director for Western Union, The Hudson River Bridge Company, the Niagara River Bridge Company, the New York State Realty & Terminal Company, the Union Trust Company, Equitable Life Assurance Company, and Kensico Cemetery Association; appointed regent of the University of the State of New York in 1877 and served until 1904. Mr. Depew was elected as a Republican to the United States Senate in 1899, serving from March 4, 1899 to March 3, 1911, being reelected in 1905. Chairman, Committee on Revision of the Laws of the United States (57th through 60th Congresses), Committee on Pacific Islands and Puerto Rico (61st Congress); and resumed his legal and corporate business pursuits in New York City, where he passed away on April 5, 1928.

The L&N continued to modernize such as the M-1 class “Big Emma” number 1961 (Figure 9) manufactured by Baldwin in 1942 and was used for passenger service and for freight, such as a coal train between Ravenna and DeCoursey, Kentucky. “Old Reliable” runs the rail!!



Figure 9
"Big Emma" number 1961

[Return to December Contents](#)

[Go to WSC Home Page](#)

TRAVEL KANSAS—NORTH TO SOUTH—EAST TO WEST by Neal E. Danielson



Figure 1
Jefferson Co. Railroad Map ca1899

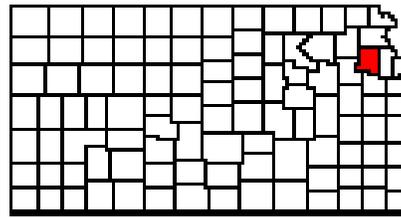


Figure 2
Jefferson County

Travel Kansas—Winchester, Kansas located in Jefferson County, Kansas (Figures 1 & 2) in the upper northeast part of the County on the Kansas Central Railroad line. This line starts at Leavenworth, enters the County from the east at about five miles south of the border of the County runs along Lee, Winchester then to a place called Valley Falls then northwest up the east side of the Delaware River. The Atchison, Topeka & Santa Fe enters the County at Nortonville in the north then a southwesterly direction crossing the Delaware River at Valley Falls, then southwesterly to Rock Creek and transverses the Leavenworth, Topeka & Southwestern Railroad. This Railroad entered the County at its eastern boundary and extends west to Oskaloosa, then to Ozawkie where it crossed the Delaware River then southwesterly to the junction at Meriden. The Kansas Pacific Railroad traverses the southern part of the County then up the north side of the Kansas River with stations at Williams Town, Perry, Medina, Newman and Grantville.

Jefferson County was named in honor of our third President, Thomas Jefferson and author of the Declaration of Independence. The County was impacted by the Civil War creating a very slow settlement in the Territory. The first settlement came about when the Mormon settlers led by Brigham Young to the Salt Lake Valley resulted in settlers remaining behind. However, their settlement was soon abandoned due to the Border Wars. When the Civil War ended settlers began staking claims and establishing settlements. Oskaloosa is the Jefferson County Seat with an interesting County Court House (Figure 3), in that the architecture is more modern than other surrounding County Court Houses.



Figure 3
Jefferson County Court House

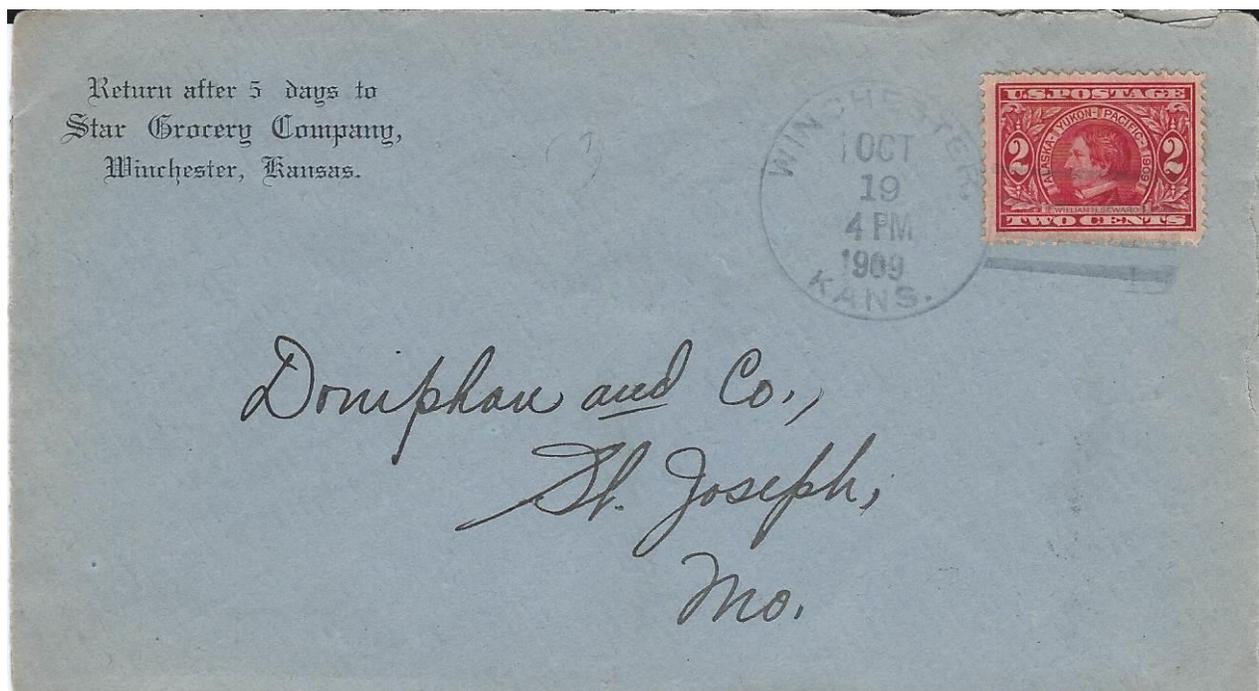


Figure 4
Corner Card Cover Winchester, Kansas 1909

Not a lot of information relating to the Winchester area, other than where it is located in Jefferson County. However, the town had a post office that opened on March 3, 1859 and was still open in 1961. It has a Winchester Meat Processing business and a Star Grocery Company as noted on a corner card (Figure 4). The cover is franked with a 2¢ William Seward stamp (Scott #370) and tied to the cover with a four-bar balloon cancel from Winchester, Kans. on Oct 19 1909. The cover was sent to a Doniphan and Co, in St. Joseph, Missouri. The Postmaster in Winchester at this time frame was Asa L. Corithers being appointed July 7, 1897 and served until December 26, 1914 when James Fairhurst was appointed Postmaster

Doniphan County Kansas is named after Alexander William Doniphan an American attorney, soldier and politician from Missouri (Figure 5) and there is a major street in St. Joseph, Missouri named 'Doniphan'. Alexander Doniphan gained fame in his dealings with the execution of Mormon founder Joseph Smith, Jr., following the 1838 Mormon War in Missouri. He gained recognition of his renowned leadership of American troops during the Mexican-American War, even authored the legal code that still forms the basis of New Mexico's Bill of Rights, and Doniphan was a successful defense attorney in various towns in Missouri, such as Liberty, Richmond and Independence. Doniphan was born near a town called Maysville, Kentucky on July 8, 1808 being the youngest of 10 children of Joseph and Anne Doniphan. Joseph Doniphan was a friend of Daniel Boone and his grandfathers both fought in the American Revolution. Following his graduation from Augusta College in 1824 he was admitted to the bar in 1830. His first law practice was in Lexington, Missouri, but moved to Liberty soon after, becoming a very successful defense attorney, as he never served as a prosecutor. He became noted for his oratorical skills in

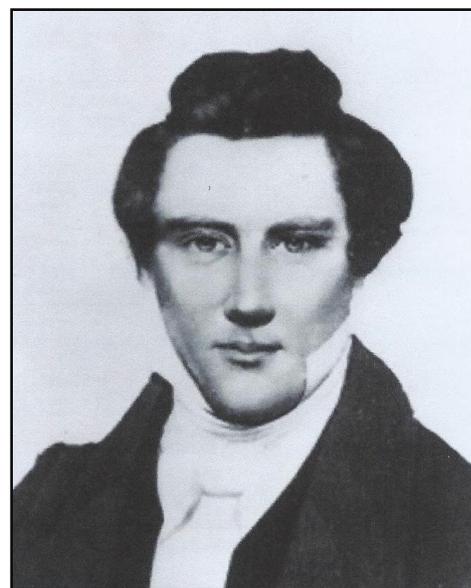


Figure 5
Alexander William Doniphan

defending his clients. His political career included the Missouri State Legislature representing the Whig Party in 1836, 1840 and 1854. Doniphan's friend and partner David Rice Atchison became volunteer militia when their company took part in the so-called Heatherly War that related to the Heatherly brothers selling whiskey to a Potawatomi Indian hunting party and stole their horses. The Indians pursued the brothers and killed three of them, and the remaining brothers robbed and murdered two white men and tried to blame it on the Potawatomi's. The 'war' ended when the Heatherly family was arrested, tried, and convicted.

The Church of Jesus Christ of Latter Day Saints, commonly known as "Mormons" established a rather large settlement in Jackson County, Missouri starting in 1831. The organization was led by Joseph Smith, Jr. (Figure 6). By 1833 some 1,200 Mormons lived in the County and they had aroused the ire of the earlier settlers for their belief that the American Indians were descendants of ancient Israelites who had migrated to the New World. The fundamental differences between the two groups didn't help the situation and the settlers felt the Mormons were abolitionists and were planning on forming an uprising of the Missouri slaves. Even though the Mormons denounced the belief it did nothing to allay their neighbors fears and finally in 1833 the Mormons were forcibly expelled from the county.



Figure 6
Joseph Smith

When Joseph Smith and other Mormon leaders petitioned the Missouri Governor for protection it was basically ignored, that's when they hired Doniphan and Atchison to defend their rights in court. Doniphan attempted to have a special County created in northwestern Missouri for the Mormons, but this did nothing for the Mormons and before long the 1838 Mormon War. This resulted in a battle between the militia and Mormons at the Battle of Crooked River, that was when Governor L. Boggs issued his infamous "Extermination Order" directing that the Mormons be "exterminated, or driven from the state". Enter Doniphan who was now a brigadier general in the Missouri State Guard and was ordered into the field to operate against the Mormons and he tried to avoid the conflict and that the Mormons were acting in self-defense. However, Joseph Smith and some of the other leaders were captured and brought before a 'drum-head court martial' where they were declared guilty of treason and that Doniphan was to execute them. Doniphan refused, calling "It is cold blooded murder. I will not obey your order...If you execute these men; I will hold you responsible before an earthly tribunal, so help me God." The Mormons were sent to Liberty, Missouri and jailed for the winter awaiting trial in the spring of 1839. They were permitted to escape from custody, and made their way to a Mormon settlement in Illinois, where Joseph Smith was murdered in 1844. Alexander Doniphan remains highly esteemed by the Mormons for his earlier defense of Joseph Smith.

Doniphan became involved with the Mexican-American War in 1846 as part of the 1st Regiment of Missouri Mounted Volunteers as a colonel; being put in charge of New Mexico following the capture of Santa Fe. Following some negotiations with the Indian tribes his company was again engaging the Mexican Army in winning the "Battle of El Brazito" and the "Battle of the Sacramento." They returned to Missouri by way of New Orleans up the Mississippi by ships. Doniphan would return to civilian life and became involved in establishment of William Jewell College in his home town of Liberty; one of his colleagues on the board of trustees for the college was a Rev. Robert James, who was Jesse and Frank James father. When the American Civil War broke out Doniphan opposed secession and favoring neutrality for Missouri. Although Doniphan was a slaveholder he advocated gradual elimination of slavery. Doniphan went to Washington D.C. in February 1861 to attend a Peace Conference but returned home frustrated in not being

able to resolve the crisis. He was offered a colonel's commission in the Confederacy but turned it down and also offered a high rank in the Union Army but he did not want to fight the South. Doniphan would move to St. Louis and worked for the state in the Claims Commission. Following the War he opened his law office in Richmond, Missouri where he died at age 79.

References:

Wikipedia Free Encyclopedia website: Doniphan Kansas and Alexander Doniphan

Blue Skyways website: <http://skyways.lib.ks.us/counties> (click on Jefferson and Doniphan)

[Return to December Contents](#)

[Go to WSC Home Page](#)

tied it to a long stick and sent his strongest swimmer out to give it to the captain. The end result was the birth of "Tin Can Mail". The passing ships would sound their siren and swimmers would jump into the water and go out to retrieve the biscuit tin. The swimmers were used to swimming and fishing in the shark infested waters.

The swimmers had been used to using poles cut from the islands native mulberry that floated on the water, thus the swimmers would hang onto the pole and go out spearfishing. The outgoing mail that was wrapped in the waterproof pouch would be attached to the end of a pole and once close to the arriving ship the seamen would toss a rope overboard and the swimmers would attach the mail to the rope that would then be retrieved by the ship to be taken to the next port of call for mailing throughout the country. This system was odd but it provided the necessary communications to the outside world from the island.

A First World War veteran by the name of Charles Ramsay, who had been hospitalized for several years due to being severely gassed, came to the island of Niuafu'ou as a plantation manager. He became interested in the Tin Can Mail program and he needed to have communications with the outside world and offered his services as one of the swimmers. He is the only known white man to do so and achieved this task 112 times in all kinds of weather.

When a German trader named Walter George Quenell arrived on the island in 1928 and acted as postmaster he realized the philatelic interest and was the first to produce mail that was stamped "Tin Can Mail" by using a child's printing set to produce a rubber stamp. On one occasion in 1930 due to the wonderful view of the total eclipse of the sun a chief photographer, Paul Diefenderfer accompanied an American expedition to the Island and was intrigued by Quenell operation and suggested he develop his idea further by having rubber stamps made in New Zealand.

In 1931 one of the swimming postmen was attacked by a shark and died, so the Queen's government ordered mail delivered by dugout canoe. The canoes had to be dropped off the high cliffs and the swimmers jumped in to them to make the mail delivery and pick-up the biscuit (cracker) tin or empty kerosene can and return to the island. This intriguing Mail caught on with not only the philatelic world but the passengers on board the cruise ships even got involved in making up special covers. The Ships Captains began making up special covers with a special hand stamps. Not only did the philatelist benefit from this endeavor it greatly benefitted islanders because, instead of a vessel visiting once a year to collect the copra harvest, they now had visits from cruise ships as often as twice a week. They not only brought the mail, but brought newspapers and magazines, and fresh meat and vegetables from the outside world.

During World War II the Tin Can Mail system was interrupted and virtually shut down as cruise vessels were converted to troop transport vessels thus nonessential stops were not on their routine stops. Following the War the island was once again added to the pleasure cruises.

However, the volcanic island was subject to many tremors over the years, but in December 1946 the tremors turned into a huge eruption. Other eruptions had occurred in 1935, 1936, and 1943, but the 1946 was a violent one. The eruption covered half the Island with lava, but miraculously no lives were lost, but a radio station that had just been built was destroyed and Quensell's house was destroyed along with his collection of "Tin Can Mail".

The Government ordered the Island evacuated and for 12 years the Island was uninhabited to a degree. The first group of "Tin Can Island" inhabitants to return was in 1958. It would be 1962 before the government would allow all the inhabitants to return to Niuafu'ou Island and by this time Quensell had died. The islanders pleaded with Matson Line to resurrect the Tin Can Mail so it was arranged that Quensell's son who was living in Aukland, was commissioned to sign some commemorative covers.

Figure 3 is a “Tin Can Island Canoe Cover” franked with a 2s Scott #298 Tonga banana and an 8s Scott #304 Tonga coconut. And tied to the cover with a circular-date-stamp postmarked 20 March 1973 Niuafou’ou Tonga with a cachet ‘Niuafou Island Tonga Islands—Dispatched by Canoe Mail’ along with a hand stamp “Tin Can Island Canoe Mail” and in the lower left corner it denotes “Pacific Far East Line”. The Pacific Far East Line happens to be the SS Mariposa Ocean Liner (Figure 4) one of four ships operated by the Matson Lines. This Line was the major cruise ship that made frequent stops for Tin Can Mail. And the islanders had to plea with them to return in 1962. On the reverse side of the cover is a hand stamp (Figure 5) indicating “Mailed at Sea aboard Pacific Far East Line S. S. Mariposa”.

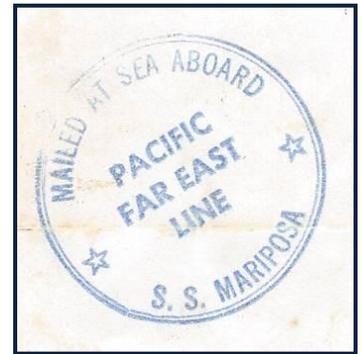


Figure 5
S.S. Mariposa Cancel



Figure 3
Tin Can Island Canoe Mail cover



Figure 4
SS Mariposa Ocean Liner-One of four ships of Matson Lines

The Cover was mailed to a family that lived in Williamsburg, Kansas. Williamsburg is located in the southwestern part of Franklin County (Figure 6) along the Atchison, Topeka, and Santa Fe railroad. Williamsburg is a small community and was originally called Williamsburgh and the post office opened April 10, 1869 and then the name changed to Williamsburg March 12, 1894 and is listed as open in 1961.

The small town does have a Williamsburg Museum (Figure 7) converted from one of the old stone school house. Williamsburg was established as a railroad town in 1868. Two prominent individuals, William Schofield and James F. Dane were responsible for plotting the town and Mr. Schofield worked with the Kansas City, Burlington, and Santa Fe to have a railroad line run from Ottawa through Williamsburg.



Figure 6
Franklin County railroad map ca1899

Arriving in 1869 the Dan Fogle family became the proprietors of the general store and other local businesses, including coal mining. At one time the Williamsburg Coal Company produced 25-30 tons of high grade coal a day with most of the coal being distributed to local consumers within a 20 to 50 miles radius. Southwest of Williamsburg is the town of Silkville, well known as a silk ribbon producing commune developed by a wealthy native of Bordeaux, France, Earnest Valetton de Boissiere. You can still see numerous mulberry trees that were planted for the silkworms to feed on.



Figure 7
Williamsburg Museum

The Tonga government began issues Niuafu'ou stamps in 1983 and that same year the Island constructed an airstrip thus the demise of cruise ships delivering mail by 'Tin Can'

As a side note Quensell in a letter to one of his many friends indicated during his 27 years on the island, he had mailed out more than one and a half million letters to some 148 nations and states. He indicated that towards the end of his journey that cruise ships had delivered as many as 40,000 letters a visit, mostly from individuals in the USA.

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[Return to December Contents](#)

[Go to WSC Home Page](#)

DON'T SWEAT THE SMALL STUFF by Neal E. Danielson

This is the 51th in a series of articles relating to small post cards and small covers so if you have any in your collection that you would like to share please let us know. [Note: November's Small Stuff was incorrectly identified as 48th when it should have been 50th]

This Small Stuff comes to you by way of Ponca City, Oklahoma through Kingman, Kansas. This Small Cover measures 3 5/8 inch by 2 11/16 inch (Figure 1) and is franked with a pair of 1¢ George Washington Stamps (Scott #405) and tied to the cover with a seven-wavy-line flag cancellation with a circular-date stamp postmarked from Ponca City, Okla Mar 10 1920. The Postmaster in Ponca City was Allen C. Smith who was appointed to the position October 13, 1913 and remained until May 1, 1921 when Fred T. Kirby was appointed Acting Postmaster. The cover was mailed to a Miss Nellie V Frisbie in Kingman, Kansas. The Postmaster was Walter R. Long who was appointed to the position January 27, 1914 and remained until September 30, 1922 when Mrs. Adna E. Palmer was appointed Postmaster.



Figure 1
Small Stuff - Ponca City, Okla

Ponca City is located in Kay and Osage Counties in the north central part of Oklahoma and is named after the Ponca Tribe and is located near the Arkansas River, the Salt Fork, Lake Ponca and Kaw Lake. Ponca City became a reality after the Cherokee Outlet was opened for settlement when the largest land run in U. S. History occurred with the Cherokee Strip land run.

Ponca City was initially called New Ponca and was in competition with the town of Cross to become the County Seat. A Atchison, Topeka and Santa Fe Railway had opened a station in Cross, thus was part of the bargaining power but New Ponca boosters eventually offered two town lots to the Cross Station Agent and free relocation from Cross to secure a station. Ponca was the first boxcar station after town folks went to Cross and hooked up to it and pulled it to New Ponca and Cross eventually became defunct. New Ponca changed its name to Ponca City in 1913.

The Pioneer Woman statue is one of the major attractions in Ponca City modeled by sculptor Bryant Baker that stands 27 feet high and weighs 12,000 pounds (Figure 2). The dedication ceremony was held April 22, 1930 in front of 40,000 guests who attended to see the sculpture as well as hear Will Rogers pay tribute to pioneers that settled in Oklahoma. Another statue of major notoriety is that of Standing Bear the Ponca Indian Chief who went against all odds in order to take his son that died in 1879 back to his homeland in Nebraska along with 60 other tribe members. They were captured and placed in confinement at Fort Omaha and finally returned to the reservation in Oklahoma. Standing Bear filed a *habeas corpus* challenging his arrest which ended up being a landmark case where the US District Court ruled that Indians

has the same legal right as other US citizens. A Standing Bear Park in Ponca City is home to an annual Pow-wow and shared by other Indian Tribes.

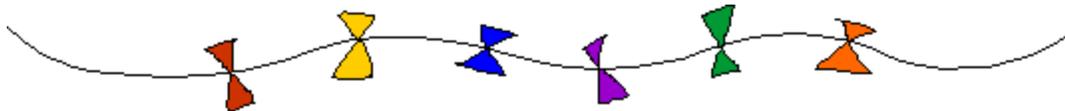
Kingman, Kansas is also the County Seat of Kingman County and its land was inhabited by Native Americans when the US acquired the Louisiana Purchase in 1803 and when in 1854, the Kansas Territory was organized when most Tribes were sent to reservation in Oklahoma. Kingman County was founded in 1872 and the area was abounded in bison during the 1870s. Kingman is the home of one of the National Register of Historic Places that honors its Kingman Carnegie Library built and dedicated on June 23, 1914 (Figure 3).



Figure 2
Pioneer Woman statue



Figure 3
Library in Kingman



[Return to December Contents](#)

[Go to WSC Home Page](#)