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CONTENTS © Copyright Postal History Society 2010

RESEARCH FEATURES

TRANSPORTING the NEWS: NEWSPAPERS DRIVE the U.S. MAILS by Diane DeBlois & Robert Dalton Harris	2
AMERICAN RELIEF ADMINISTRATION and the MAILS by Arthur H. Groten, M.D.	18
SALSA or PRICKLY PEAR with your STAMPS by Karen Eggmann	30
1833 LETTER to AMERICA by J□	33
A HARRISON INAUGURATION LETTER □ 36	17
COVER ILLUSTRATION	17

COMMENTARY

AMERICAN POSTAL HISTORY in OTHER JOURNALS by Douglas N. Clark	38
FOREIGN POSTAL HISTORY in OTHER JOURNALS by Joseph J. Geraci	48

REVIEWS

10 Cent 1869 Postal History by Douglas N. Clark	46
The Venetian Republic - From a Different Perspective by Joseph J. Geraci	47
Norway Registered Mail by Alan Warren	57

SOCIETY FORUM

PRESIDENT'S MESSAGE, Douglas N. Clark	58
POSTAL HISTORY SOCIETY OFFICERS and BOARD of DIRECTORS	59
MEMBERSHIP CHANGES by Kalman V. Illyefalvi	58

Transporting the News: Newspapers Drive the U.S. Mail

by Diane DeBlois & Robert Dalton Harris

Introduction

At the urging of Richard John (whose description of pre-1835 newspapers had guided him),¹ Roland H. Cipolla II retained almost all of the newspapers from his award-winning exhibition, “How the Post Facilitated Distribution of the Printed Word; 1775-1870,”² that was offered at auction.³ Newspapers were the most common of mailed objects, yet few survive with any evidence of their postal transmission. Mr. Cipolla’s research into how they were actually handled by the early post will appear in future issues.

In the colonies as well as in the United States the culture of the distribution of newspapers with respect to the postal service was inherited largely from England: cozy perquisites attending free postage. The ramification of this culture in the United States depended upon letter postages to subsidize the passage of newspapers – free for exchanges among editors and at low cost to subscribers. Accordingly, newspapers constituted the bulk of the mails as well as the principal reason for recourse to more expensive modes and frequency of transportation, while the letter paid for these improvements.

The Postal Culture of the Press: Great Britain

In England, newspapers developed a strong relationship to government and to the post.



Figure 1: 1711 masthead of *The Post Boy*, a London newspaper. The angel herald on right proclaims that its message gathers strength as it speeds on [Virgil on both rumor and fame].

Newspapers, newsletters or ‘gazettes’ as they were for long called, made their first appearance during the latter days of the Commonwealth, and from the early years of the 18th century these publications had been subject to a tax – originally at the rate of 1/2d per sheet but subsequently and progressively raised to as much as 4d a sheet at the end of the Napoleonic Wars. These ‘gazettes’, to use the generic term most commonly applied to them, were, in their origin at least, semi-official in character, and in the collection of the news and other information contained in them those responsible for their compilation had received very great assistance from certain post office officials. In particular they received valuable help from the Clerks of the Roads who were the members of the staff at the headquarters of the General Post Office in London responsible for the organization and operation of the postal arrangements on the six main postal routes into which England was long divided. While the oldest of these gazettes, dating from about 1665, was known as *The London Gazette*, others came to be called *The Post Boy*, *The Postman*, *The Flying Post*, titles which served to commemorate their close connection with the Post Office to which they came to owe so much.⁴



Figure 2: 1774 Massachusetts Bay Colony Salem Essex Gazette, printed by the Hall brothers. Samuel first apprenticed to his uncle; worked with Ann Franklin, widow of James, sister-in-law to Benjamin; married Anne's daughter; then joined his brother Ebenezer at the press in Salem. This gives an appropriate sense of the kinship of the colonial press, quite sufficient to the distribution of their wares. At the bottom of the last page of this issue appears the notice: "This Gazette may be had for Six Shillings and Eight Pence per Annum, (exclusive of Postage) 3s.4d. (or 4s.6d. if sent by the Post) to be paid at Entrance. Advertisements not exceeding eight or ten Lines are inserted for Three Shillings." The Hall brothers sold advertising, sold subscriptions, and the newspaper got carried by the post for a modest fee, which mostly went to compensate the postmaster for its delivery. This issue is addressed to "Rev. Paine Wingate / Hampton Falls" in New Hampshire. Wingate [1739-1838] had served as a Congregational minister since 1763 but would, in 1776, turn to local and national politics. He would be the last surviving member of the first U.S. Senate. [From the collection of Mark Schwartz.]

The Postal Culture of the Press: United States

In the United States these relationships were reconfigured by the Laws of 1792. Every printer of a newspaper could send an exchange copy to every other printer free of postage. These exchange copies would enable republication of the national intelligence, as well as promote truth, uniformity and union.

Newspaper Postage and Handling

Newspapers were transmitted to subscribers through the mails cheaply. Postmasters and mail transportation contractors were left to arrange the perquisites which in England had settled upon the Clerks of the Road. The larger emolument went to the newspaper or its agency for newspaper subscriptions.



Figure 3: 1814 Newspaper subscription receipt signed D[avid] A. Robinson for Garret Johnston's payment of \$1.12 1/2 cents for 6 months' subscription and postage for the Herald of Liberty, a weekly published by Robinson from 1814 to 1816 in Newtown Pa.

TABLE V.—SECOND-CLASS MAIL ¹				
1792-1878		Dots (. . .) = Absence of rate. Dashes (— — —) = Continuance of rate.		
Year	Newspapers	Magazines, periodicals, and pamphlets	Circulars, handbills, and other printed matter ²	Books
1792	Not over 100 miles, 1 cent each. Over 100 miles, 1½ cents each.
1794	Not over 100 miles, no change. Over 100 miles, no change...	Not over 50 miles, 1 cent per sheet. ³ 51 to 100 miles, 1½ cents per sheet.
1815	Single newspapers within State, 1 cent each. Single newspapers within State, 50 percent increase.	Over 100 miles, 2 cents per sheet. Over 100 miles, 50 percent increase.
1816	Single newspapers within State, above increase repealed.	Above increase repealed.	50 percent increase...	50 percent increase.
1825	Not over 100 miles, no change. Over 100 miles, no change... Single newspapers within State, no change.	Published periodically: Not over 100 miles, 1½ cents per sheet. Over 100 miles, 2½ cents per sheet. Not published periodically: Not over 100 miles, 4 cents per sheet. Over 100 miles, 6 cents per sheet.	Above increase repealed.	Above increase repealed.

¹ Actually there was no "second-class mail" category until 1863. Prior to 1863 specific rates were established for various kinds of mail matter. Shown on this chart are rates for matter much of which was eventually classified as second class. The rates quoted do not include the additional 3-cent carrier delivery charge which was presumably collected until 1863. This fee accrued to the carrier.

² For the most part, this matter eventually was classified as third-class mail. It is included on this chart because of the rate relationships with other printed matter during the period covered.

³ Every 4 folio pages, or 8 quarto pages, or 16 octavo pages of a magazine or pamphlet was considered a sheet as defined in 1816.

⁴ Newspapers not sent from office of publication.

Figure 4: Table, page 27, United States Domestic Postage Rates 1789 to 1956, GPO. Note 4 defined Transient Newspapers in 1847.

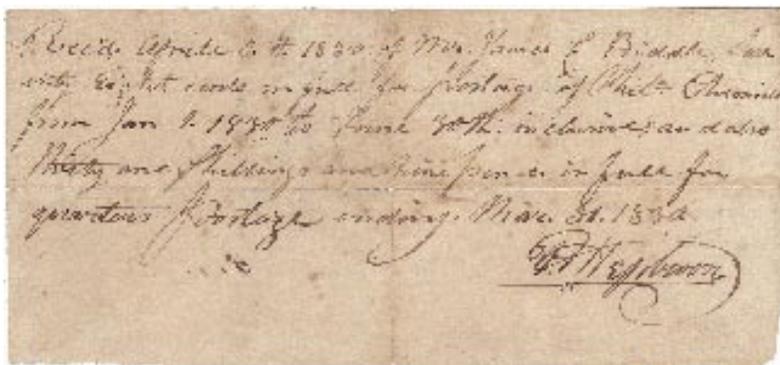


Figure 5: 1830 postage receipt, signed by postmaster Hepburn [of Trout Run, Lycoming County, Pa., who earned \$7.44 according to the 1831 Official Register]. James C. Biddle paid 78 cents for postage of his Philadelphia Chronicle for the first half of 1830. This was according to instruction [see Figure 10]: "at the commencement of every quarter, to pay the amount of one quarter's subscription in advance." Biddle also paid 31 shillings and 9 pence for his postage for the first quarter (and which included the newspaper postages accrued but unprepared, as well as letter postages) Figured at 25 cents per shilling, this postage was \$7.93 1/4; English specie was still commonly circulated locally.

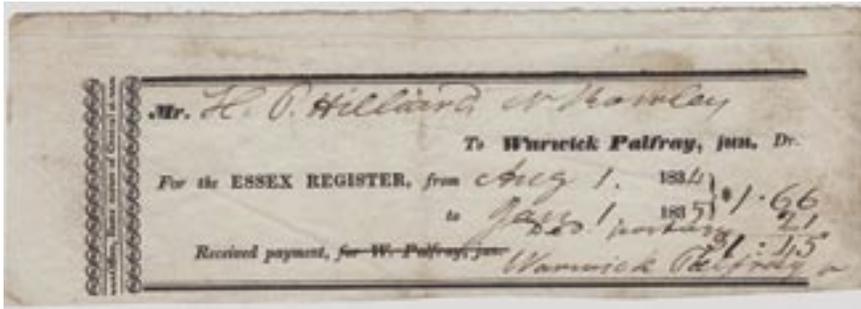


Figure 6: 1834 newspaper subscription receipt signed by Warwick Palfray for 5 months of the Essex Register (founded in 1800, published in Salem, Mass. by Palfray since 1807). Noted is a deduction of postage - 21 cents at 1 cent for each of the 21 issues to appear from August 1, 1834 to January 1, 1835 - presumably Henry P. Hilliard of Rowley (15 miles north of Salem) would arrange his own delivery.

The earliest instructions to postmasters after 1792 refer to a monitory experience with newspapers in the mail and remained practically unchanged. Newspapers were wet, they were bulky, they required special handling.

Where are those wrappers? Might they have been repurposed as book covers? Look for “S” and “P” markings!

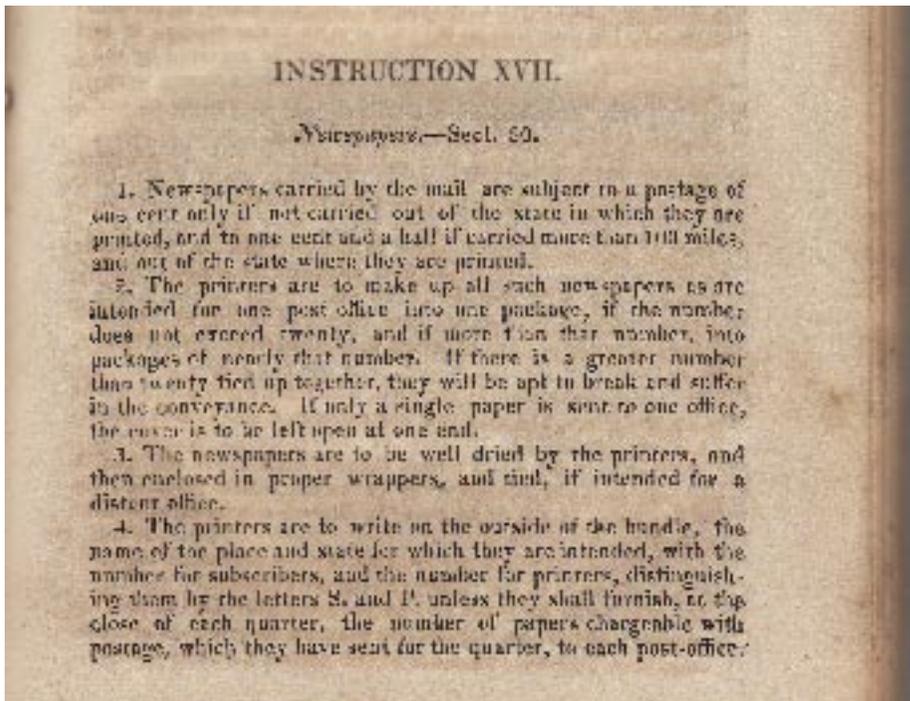


Figure 7: From: Post-Office Law, Instructions and Forms published for the regulation of the Post-Office, Way & Gideon, Washington 1825. Newspapers were to be bundled: those destined for other printers marked with a “P” those for subscribers with an “S”. The instructions continue overleaf.

5. If the 2d, 3d, and 4th articles abovementioned, are not complied with by the printers, the newspapers should be returned to them.

6. Experience has proved how inattentive many people are to the payment of such small debts as arise from trusting the post-ages of newspapers; you are therefore not to give credit. Some post-masters write that they have scarcely collected 50 per cent. of the postage of newspapers. To save in future any trouble or inconvenience on that account, it will be proper for you to require the subscribers who receive papers through your office, at the commencement of every quarter, to pay the amount of one quarter's subscription in advance, and without such payment in advance, not to deliver them any newspapers, even though they tender you the money for them singly. *See sect. 30.*

7. Complaints of the failures of newspapers are very common; many of them arise from the carelessness of the editors, who too often leave the work of assorting, packing, and directing, to boys, who are incapable of doing the business correctly. Papers are often placed in packages, while damp, and only secured by a flimsy wrapper and paste. The friction in carrying such packages a few miles will destroy the envelopes, and materially injure the papers. As the direction is only written on the envelope, it is not astonishing that the papers should never be received by the subscribers. Every package should be secured by a strong wrapper and twine, and the direction should always be written on one of the newspapers as well as on the envelope.

8. You are not to open or suffer to be opened any packet of newspapers which is not addressed to your office, under a penalty of fifty dollars. The law imposes a penalty of twenty dollars on any person not authorized to open mails, who shall open any package of newspapers not directed to himself.—*See Act, sect. 30.*

9. If any letter or memorandum is enclosed in a newspaper, or in a package of newspapers, addressed to any person, single letter postage is to be charged upon each article, of which the package is composed. If the packet is addressed to the office, and contains papers for several persons, only the newspaper in which the letter or memorandum is enclosed, is to be charged with letter postage, and not the newspapers addressed to others. *Sect. 13.*

10. Sometimes large packets of newspapers, magazines, pamphlets, and books, chiefly from abroad, made up in the form of letters or packets, are delivered at the post-office to be conveyed by post. Made up in this form they are to be rated with letter postage, according to their weight: when they arrive at the office of delivery, if the party to whom they are addressed would claim an abatement of the letter postage, he should open them in the presence of the post-master. If they contain only the articles abovementioned, he may receive them on the payment of the

Figure 8: A postmaster marked his copy of the 1825 regulations with a pointing hand, to emphasize that he should not extend credit for newspaper postage (the amounts being so small they could easily be overlooked) - Figure 5 shows how this paragraph was implemented.

postage legally chargeable on those articles. Books, as distinct from pamphlets, are not mentioned in the law, but as they are not likely to be sent by post, unless by mistake, or because they have come from abroad, and have been lodged at a post-office by a shipmaster among his ship letters, they may well enough be rated with postage, like pamphlets, by the sheet. Other bulky articles, and frequently of small value, are sometimes conveyed by the mail; but as the law furnishes no rule by which any indulgence can be shown, they must be the subjects of special representations to the General Post-office.

11. When any abatements of letter postage take place in the cases above mentioned, they should be speedily noted on the post bill received with them.

12. It frequently happens that newspapers are sent by mail, addressed to persons who do not take them out of the office. In every instance of this kind the post-master should give immediate notice of it to the editor of the paper; adding the reason, if known, why they are not taken, that is, whether the person is dead, has removed to some other place, or merely refused. If the papers are sent for three months after such notice, the post-master may sell them for the postage.—Sect. 50.

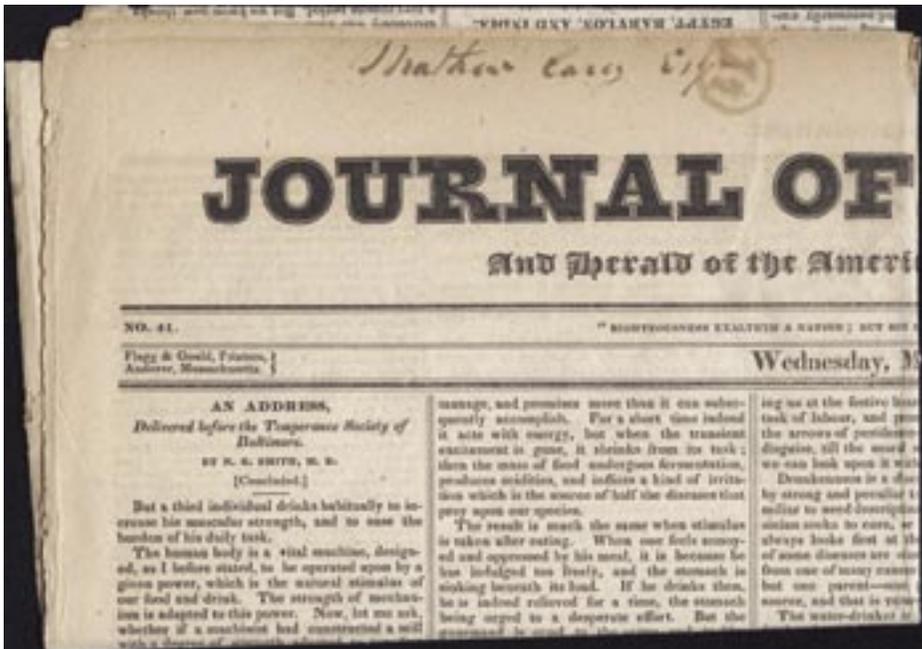


Figure 9: 1830 *Journal of Humanity and Herald of the American Temperance Society*, mailed from Andover Mass. to subscriber Mathew Carey - 1 1/2 cents for newspaper postage beyond 100 miles, and not within the state. Timothy Flagg and Abram Gould had published this temperance periodical since 1829, under the editorship of Edward William Hooker. Carey had retired in 1825 as a prominent Philadelphia publisher. [From the collection of Roland H. Cipolla II.]



Figure 10: 1843 *The Practical Christian*, originally mailed from Milford N.H. to a subscriber in Concord N.H., “G.S.B.,” who then tore his name from the top of the front page, wrapped the newspaper and sent it to W[eare] Tappan in Bradford N.H [Tappan, a lawyer, had lived in Bradford since 1818]. A “single newspaper,” its postage would be self-evident; 1 cent, within state, since 1794. This semi-monthly periodical had been founded in April 1840 out of the Hopedale community, under editor Adin Ballou. In 1843 Hopedale had just completed its first mill buildings, whose success, in the social Darwinist version of communitarian history, celebrated capital enterprise. [From the collection of Rolald H. Cipolla II.]



Figure 11: 1844 *The Gleaner*, dated May 25, published in Manchester N.H. was mailed to Squire G. Eastman in South Weare, N.H. The one cent rate was for transient newspapers mailed within a state, and indicated that Eastman was not a subscriber. *The Gleaner*, a weekly, had begun in 1842, by 1843 was edited by John Caldwell and cost a dollar a year, and would survive until 1846. According to Moore’s *Historical, Biographical, and Miscellaneous Gatherings* (1886) the paper’s reputation as a libellous gossip rag was due more to Plin White’s earlier editorship than to Caldwell’s. Caldwell did, however, specialize in slang like “blowfistical nincompoops” (Cline Cohen et al, *The Flash Press, Sporting Male Weeklies in 1840s New York*, University of Chicago 2008), which made the newspaper a good candidate for remailing to one’s friends. [From the collection of Rolald H. Cipolla II.]

Newspapers are Integral to the Mail

An 1821 Congressional investigation of the post office uncovered an 1814 mail transportation contract wherein conditions were specified for conveying the letter bag and the newspaper bag by different modes during the winter, when the roads were almost impassable to stagecoaches. As Postmaster General Meigs reported, February 20, 1821, this made practical sense, but “the President and Secretaries of Departments thought it advisable, in consequence of the general anxiety which the war excited to obtain the earliest possible intelligence, that the whole mail, newspapers as well as letters, should be carried through by the express. This arrangement, which required much more than double the expense of carrying it agreeably to the plan at first contemplated, entirely vitiated the original contract. It could not be carried with sufficient rapidity in stages, and it was too heavy to be carried on horseback. It became necessary, therefore, to transport it in curricles; an expensive mode, but the only one practicable.”⁵ This nicely illustrates the entanglement of newspapers with questions of mail transportation, that the alliance of newspapers and letters in the mails should be important to the nation.

The Postal System Gathers the News

In its mode of facilitating newspaper exchanges, the postal system was providing a news gathering service. Richard Kielbowicz examined these exchanges, surveying not only their colonial precedence but also their definition culminating in the 1792 law.

The 1792 postal law, the first major expression of postal policy after the adoption of the Constitution, expressly provided for free exchanges: “That every printer of newspaper may send one paper to each and every other printer of newspapers within the United States, free of postage, under such regulations, as the Postmaster General shall provide.” Exchanges were not mentioned – either favorably or unfavorably – in the several-day debate that culminated in the 1792 law. The postmaster general, however, warned Congress that the number of postage-free exchanges would be greater than lawmakers anticipated “& perhaps their weight may be such as to retard the mail, if carried on horseback.”⁶

But otherwise, according to Kielbowicz, “Not until the early 1830s did the press, notably papers in New York, aggressively seek out news.”⁷ Fortunately, Richard Schwarzlose took a closer look, giving us newsboats in New York harbor in 1827. Commercial newspapers were embroiled in a three-way contest with their dedicated schooners - to be first with news arriving by packet. By 1831, the six boats of the three organizations were costing the New York press some \$25,000 a year.⁸ So the press of New York City was aggressively seeking the foreign news, at least by 1827.

Newspapers in New York City

Isaiah Thomas⁹ provides a good introduction to the history of printing in America before the Revolution and the first several decades of the Republic. Thomas covers New York beginning with William Bradford’s *The New-York Gazette* in 1725 (continued by James Parker in 1742), but none of the first newspapers continued until the Constitution let alone until the Civil War. In 1860, three hundred newspapers and periodicals were published in New York City; fewer than a dozen originated before 1830.¹⁰ Noah Webster edited the earliest of these, the daily *American Minerva* (1793) and the semi-weekly *The Herald* (after 1797, *The Commercial Advertiser* and *The New-York Spectator*, respectively) – which were Federalist sheets: Alexander Hamilton versus Thomas Jefferson.¹¹



Figure 12: 1815 National Intelligencer, addressed to subscriber Thomas Jefferson. The newspaper had been a daily since 1813 and was the most influential periodical in the capital, published by William Winston Seaton and Joseph Gales. Since the editors had supported Jefferson's Presidency, it was natural he should continue to subscribe. This copy would have traveled with the mail to Charlottesville, Virginia - at a time when Jefferson was at Monticello, and had just donated his library to replace books burned by the British. [From the Dane S. Claussen collection; Photograph by Christopher Rolinson]

Webster, of course, should be credited with his support of literacy altogether. Paul Starr also credits his politics:

Although Webster, like other Federalists, would become increasingly conservative, there was a radical foundation to his theory of language that he never repudiated. He believed that just as the people were sovereign over their government, so they were sovereign over language and could revise the rules of grammar and spelling – and it was his role to codify and disseminate these new rules. In 1783, he had published the first edition of what became known as the “blue-black speller,” which would eventually sell an estimated 60 million to 100 million copies. The term “speller” suggests it taught children how to spell, but it was actually the text most often used to teach Americans how to read – and, because reading was taught through oral recitation, how to speak correctly. Webster hoped to minimize the growth of dialects, which in Britain were associated with regional and class distinctions; by enabling Americans to write and speak alike, his schoolbooks could, he thought, contribute to national harmony and power. And this was not mere vain ambition: In the early national period, Webster’s speller and his many other schoolbooks probably provided more uniformity of curriculum than any state, much less the federal government, imposed in America’s schools.¹²

William Cullen Bryant, in 1860 still editor of *The New-York Evening Post* (begun 1802, under Bryant since 1828), provided the “power for sanity in a scurrilous generation,”¹³ Otherwise, of the 1860 survivors among New York’s early newspapers, three are religious tracts; three are commercial newspapers, prominent actors in this story: *The New York Commercial Advertiser* (1826), *Morning Courier and New York Enquirer* (1827), *New York Journal of Commerce* (1827), and three add new dimensions: *Courier des Etats-Unis* - daily and weekly since 1828, *Scott’s Report of Fashion* - semi-annually since 1825, *The Albion* - devoted to British news since 1822.

By this time the United States had become the most literate country in the world. Even though there were substantial regional differences, and slaves were substantially illiterate, men and women were on par. Additionally numeracy had emerged from an esoteric practice to become an elemental part of common education. With time, newspapers had become the vehicle, not only of the mail but also for the national character.

Packet Consciousness in New York City

In recent issues of this journal, we have featured Pullin¹⁴ and Laakso¹⁵ on the global consequences of sailing lines established between New York and Liverpool since 1818. Now we depend upon this linkage to use mail transportation to evaluate the singular distinction which the sailing lines conferred upon New York City, to gauge the impact of this early globalization upon the United States.

We followed the newsboats in New York harbor into the history of the newspaper press in New York City finally to distinguish the printing of *The Albion* in 1822, the year in which four lines of sailing packets enabled weekly departures between New York and Liverpool, and the year in which New York City became “packet conscious.”

Numerous other lines of sailing packets were organized to the southern ports to support an emergent commercial community that was quite distinct from that served by the postal system. The sailing time between New York and New Orleans was two to three weeks; overland by the Natchez Trace took four weeks.



When New York became “packet conscious” in 1822 ... the close relations between New York and those cotton ports resulted from the creation of the “cotton triangle” – one of the most impudent acts in American commercial history.¹⁶

Figure 13: Painting by Thomas Chambers [ca1808-1866] “Packet Ship Passing Castle Williams, New York Harbor.” [National Gallery of Art]

The packets would continue to provide first class passage until the railroads could manage between such distant points overland, and until the number of prospective passengers had increased to a point warranting the huge capital investment entailed in the operation of lines of steamships, a transition exemplified by the career of Charles Morgan.¹⁷

Although nominally a “grocer,” Morgan’s major capital commitment was to the sailing packets, which were New York City’s great innovation and specialty. Between 1829 and his withdrawal from sailing investments in 1846, he held equity in eighteen packets which served in ten different lines – from New York to Charleston, Savannah, New Orleans, Kingston, and Liverpool. He also held shares in at least fifteen tramp vessels trading to the Atlantic coasts of the United States, the West Indies, and Europe.

Mail Route/Sailing Packet Parallel

Ordinarily, evidence of this activity would be in the ship letters of southern ports. But, in 1827, and until abrogation of the order to make such a charge upon letters carried by sailing ships in 1830, such letters out of New Orleans were charged for their passage paralleling the postal road from New Orleans to the Balize.¹⁸



Figure 14: Letter written by Mrs. Gardiner's brother, who had just completed building a brick ice house in New Orleans. The "packet ship Illinois," of the 'New' Line, owned by Silas Holmes & Co., delivered this mail to New York 23 days after it was written. Gardiner Me. was well within the 18 3/4 cent zone, 150-400 miles from New York, but the addition of 100 miles, to account for the postal route between New Orleans and the Balize that the sailing ship had paralleled, increased the distance to greater than 400 miles, 25 cents. [Collection of Van Koppersmith]



Figure 15: Letter written from New Orleans to a New York student, sent care of a commercial house, who evidently paid the postage and forwarded the letter to the college on Park Place. The packet ship John Linton was of the 'Old' Line, owned by John W. Russell. Handled as a ship letter, this would have been rated 6 cents, but the "Mail Route" already tallied the distance traveled to New York as 100 miles, hence "12 1/2" for 90-150 miles, which also covered the forwarding. [Collection of Van Koppersmith]

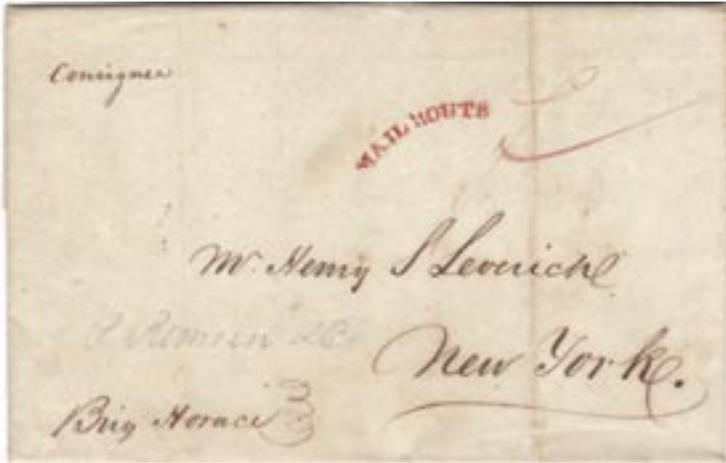


Figure 16: Letter from a New Orleans firm, Peters & Millard, to an agent for Peter Remsen & Co., an old merchant firm of New York. Endorsed "Consigner" and rated "free", since it accompanied freight. The Brig Horace delivered this mail to New York 19 days after it was written. [Collection of Van Koppersmith]



Figure 17: 3 letters from agent Henry S. Leverick, on a business trip to New Orleans, to his brother Charles at the Peter Remsen & Co. offices, with instructions on how to handle particular consignments. The docket reveals how closely the merchants recorded the packet ship times; from top: 22 days, 30 days, 17 days. [Collection of Van Koppersmith]

Stagecoach Mania

The contemporary reports of the Postmaster General signal a system in distress and the steps taken in response, which doubled the miles of mail transportation during Andrew Jackson's first term (1828-1832). Most important for us is the redirection of the Great Mail from the Natchez trace to a coast-wise descent of the Atlantic seaboard, ticking off the heads of navigation, including the capitals of the states, en route to New Orleans.¹⁹



Figure 17: The revised route of the Great Mail linked Washington with New Orleans via inland cities at the headwaters of navigation on the major rivers, including state capitals.

Jackson's new Postmaster General promised, in his first report to Congress in December 1829:

The mail communication between New Orleans and the seat of the General Government, by way of Mobile and Montgomery, in Alabama, and Augusta, in Georgia, will, from the commencement of the ensuing year, be effected three times a week, affording comfortable conveyances for travelers, and the whole trip performed in the period of two weeks, each way, through the capitals of Virginia, North Carolina, South Carolina, and Georgia.²⁰

The subsequent advertisements for this service secured a publication of mail accommodations "in stages and steamboats" yet with a curious gap beyond Fort Mitchell.

LIST OF CONTRACTS for carrying the mail of the United States on the following Post Roads, made in pursuance of the Postmaster General's advertisement of July 19th, 1830, and decided upon the 11th October, 1830, commencing the 1st January, 1831, and terminating on the 31st December, 1834.

Contractor's name.	No. of years.	Roads.	Mode of conveyance.	Contract price per annum.
E. Porter	1801	From Washington city to Richmond, Virginia.	In stages and steamboats.	67,830 00
James Bissell	1802	Richmond to Petersburg, Virginia.		
John H. Avery	1803	Petersburg to Warrenton, North Carolina.		
Isaac Tompkins	1804	Do to Halifax, do		
D. A. Saltmarsh	1805	Warrenton to Raleigh, do		
O. Saltmarsh	1806	Raleigh to Fayetteville, do		
Charles P. Mallott	1804	Fayetteville to Charree, South Carolina.		
John McLean	1805	Halifax to Raleigh, North Carolina.		
Subsary Porter	1804	Charree to Columbia, South Carolina.		
Do	1805	Columbia to Augusta, Georgia.		
Do	1806	Augusta to Milledgeville, Georgia.		
Do	1807	Milledgeville to Fort Mitchell, do		

Figure 18: From Hdoc 117 (21-2) 25 February 1831, Letter from the Postmaster General transmitting a statement of contracts made by the Department during the year 1830.

In his 1830 report, the Postmaster General summarized the plans for the Great Mail through to New Orleans in 13 days, but also a regular line of stages and steamboats to be established to Charleston, South Carolina, along the seaboard: "an accommodation desired alike by the public and the Department."²¹ In 1831, the time to New Orleans was 12 days and improvements made between Georgia and New Orleans so "as to constitute a daily intercourse between New Orleans and the Atlantic cities." By 1832, the time upon the Great Mail line had been further reduced to "eleven days and fourteen hours" between New Orleans and Washington D.C.

Experience has demonstrated the fact that such improvements as facilitate intercourse by travelling, and, at the same time, increase the expedition and frequency of mails on the great leading routes, while they strengthen the bonds of friendship, and promote both the moral and pecuniary interests of the country, being an increase of revenue to the Department more than equivalent to the increase of expenditures which they occasion. But the expense for transportation must be incurred before the revenue can be realized. I have, therefore, within the year ending the 1st of July last, given an increase to the transportation and celerity of the mails far beyond that of any former year. Anticipating the law of the last session of Congress for the establishment of a greater number of new post routes than was ever before established in one year, it was deemed expedient, preparatory to meeting their expense, to make great improvements on such routes, and to confine them principally to such routes as would tend, in a still greater degree, to enhance the revenues of the Department, and, in time, to render that increase available to the expenses of the new routes which might be established. The progress of mail transportation is as follows:

The annual transportation of the mail was—

On the 1st July, 1829,	13,790,000 miles.
On the 1st July, 1830,	14,500,000 miles.
On the 1st July, 1831,	15,468,692 miles.
On the 1st July, 1832,	22,625,051 miles.

The increase of the annual transportation of the mail was—

From July 1, 1829, to July 1, 1830,	700,000 miles.
From July 1, 1830, to July 1, 1831,	908,692 miles.
From July 1, 1831, to July 1, 1832,	8,116,359 miles.

Figure 19: The preamble to the Postmaster General's report on increase in mail transportation routes, including the Great Mail.

“But the expense ... must be incurred before the revenue can be realized.” With that explanation the Post Office Department added 50% to its transportation in a single year. The deficit spending excited a Congressional investigation and resulted in the reorganization of the Department.

In the next issue, we will explore the relationship between newspapers and the transportation of the mail into the Civil War. We invite readers to contribute to the discussion.

For this first part, we thank Ron Cipolla, Heritage Auctions (HA.com), Mark Schwartz, Dane Claussen, and Van Koppersmith. Van lent us his collection of 37 “Mail Route” covers (many from the collection of the late Hubert Skinner) which allowed a glimpse of the commercial community that existed between New York and New Orleans. All letters were written between April 15, 1827 and 30 December 1829, by men at New Orleans on business, though six were of a personal nature. Eleven of the letters concerned the consignment business of Peter Remsen and Company in New York, through brothers Henry S. and Charles P. Leverick, buying and selling lead, sugar, molasses and cotton; two each reveal the shipping interests of Samuel E. Cones of Portsmouth N.H. and Daniel W. Lord of Kennebunkport Me. Beginning with a letter of April 1828 and continuing into 1829, there is constant complaint from both business agents and ship’s captains about the glut of ships in harbor, and the consequent lowering of freight rates out of New Orleans. Particular blame is placed on English ships and on those chartered out of New York. On January 15, 1829, there were reported 142 ships in sail and 20 more at the turn. The correspondents reveal that they knew the two to three weeks it would take for a letter to reach New York by ship would be quicker than overland. Mrs. Gardiner’s brother in mid-April 1827 announces that he planned to travel home to Kennebec: “I am in hopes to set off for home in about a fortnight, but being under the necessity of again taking the tedious route through Georgia, shall not reach Boston till late in June.”

Endnotes

- ¹ Richard R. John, *Spreading the News: The American Postal System from Franklin to Morse*, Harvard University Press 1998.
- ² Grand Award, Aripex 2009; World Series Champion of Champions, APS StampShow 2009.
- ³ Heritage Auction Galleries, December 2009, Sale #1111.
- ⁴ A.R.B. Haldane, *Three Centuries of Scottish Posts*, Edinburgh 1971, page 164.
- ⁵ *American State Papers: Documents, Legislative and Executive of the Congress of the United States. Class VII. Post Office Department*, Washington 1834, page 87.
- ⁶ Richard B. Kielbowicz, *News in the Mail: The Press, Post Office, and Public Information 1700-1860s*. No. 138 Contributions in American History, NY 1989, page 145.
- ⁷ Kielbowicz, page 165. Similarly, other writers (see notes 11, 13) wait for the advent of the telegraph to begin the story of the press gathering news.
- ⁸ Richard Schwarzlose, *The Nation’s Newsbrokers, Volume 1 The Formative Years: From Pretelegraph to 1865*, Evanston IL 1989, pages 19-20.
- ⁹ Isaiah Thomas, *The History Printing in America, with a Biography of Printers and Account of Newspapers*, 2nd ed., edited by Marcus A. McCorison 1810 (1970). Chapter VII “New York,” pages 456 & following.
- ¹⁰ *Historical and Statistical Gazetteer of New York State*, J.H. French, Syracuse 1859, pages 439-448.
- ¹¹ Michael Emery and Edwin Emery, *The Press and America: an interpretive history of the Mass Media*, 6th ed. NY 1988. Pages 74 and following.
- ¹² Paul Starr, *The Creation of the Media, Political Origins of Modern Communications*, NY 2004, page 103.

- ¹³ John Tebbel, *The Compact History of the American Newspaper*, page 189.
- ¹⁴ James Pullin, *North Atlantic Packets, Departures & Arrivals, 1818-1840*, reviewed *PHJ* 143; placed in context in “Across the Oceans” *PHJ* 146.
- ¹⁵ Seija-Riitta Laakso, “The European Mail: Globalization at Mid 19th Century” *PHJ* 145; her book, *Across the Oceans: Development of Overseas Business Information transmission 1815-1875*, Helsinki 2007, reviewed *PHJ* 146.
- ¹⁶ Robert Greenhalgh, *Albion, Square-Riggers on Schedule: The New York Sailing Packets to England, France, and the Cotton Ports*, Princeton University 1938, page 50.
- ¹⁷ James P. Baughman, *Charles Morgan and the Development of Southern Transportation*, Nashville 1968, page 9.
- ¹⁸ See Arthur Bond, “United States ‘Mail Route’ Markings of 1827-1830” *PHJ* 19, pages 35-45; and Robert Dalton Harris, “Balize: Louisiana’s Beacon” *PHJ* 119, pages 13-18.
- ¹⁹ Base map from D.W. Meinig, *The Shaping of America: A Geographical Perspective on 500 Years of History*, Volume 2, page 320 “Potamic America.”
- ²⁰ American State Papers, page 216.
- ²¹ American State Papers, page 256.

Cover Illustration

The cover image reproduces the oil painting “War News From Mexico” by Richard Caton Woodville (1825-1855). The original, 27 by 25 inches, is on loan from the Crystal Bridges Museum of American Art, Bentonville, Arkansas, to the National Gallery of Art, Washington, D.C.

The painting was first exhibited in 1848, to celebrate the Treaty of Guadalupe Hidalgo, signed February 1848, ending the war that Congress had declared against Mexico on May 13, 1846. Ordinary American citizens are shown in various attitudes of shock and amazement over the news, by which the country gained more than 500,000 square miles of territory (including California and nearly all of what is now the American Southwest).

Woodville, born in Baltimore, Maryland, turned to art from studies in medicine. He trained in Düsseldorf in 1845 and painted most of his works in Europe, although his American genre subjects gained a large following in this country through a wide distribution of lithographic prints (some 14,000 of one version of “War News With Mexico” were sold).

The scene on the steps of the American Hotel, a small sign on the porch column pointing to the post office within, provides a wealth of detail and allusion. The fact that the hotel is dilapidated, and the sign itself only partly shown, may imply the parlous state of the federal government at the time of Polk’s war. A small broadside tacked beneath the post office sign called for volunteers to fight in Mexico – of which there were few in the North. Other broadsides tacked to the outside wall of the Bar Room, including one for a horse auction, reinforce the position of the hotel/post office as the center of village news.

The newspaper “Extra” is many times folded – as was customary for bundling into packets for carrying with the mail.

Key to a political subtext are the ragged Negro figures at right. Despite their obvious poverty, the man and youth wear icons of hopefulness: a peacock feather in the hat, a gold earring, a bead necklace, and a good quality red flannel shirt with silver buttons. Moreover, despite their being on the fringes of things, and in a subordinate position, they are listening and receiving the news at the same time as everyone else. The democracy of news via the mail.

American Relief Administration and the Mails

by Arthur H. Groten, M.D.

Following World War I there was mass displacement of populations with concomitant decrease in food production and associated starvation. Herbert Hoover was Director of the U.S. Food Administration, which was responsible for delivering food aid to Central Europe between 1917 and 1919. His recognition of the tremendous humanitarian problem further to the east in Russia resulted in his call for an even more massive American relief effort. President Woodrow Wilson agreed and converted the USFA to the American Relief Administration (ARA) in February 1919. Congress allotted \$100 million for the start-up but official governmental support ended in June. The ARA had been conceived of as a private charity rather than an official one, in part to avoid some of the political problems that, nevertheless, dogged the agency.

The relief efforts in Central Europe established the mechanisms for the deliverance of aid to Russia, all dependent on the mails. Telegrams were primarily used by businesses and certainly not by the impoverished populations in need of the ARA's help. This article examines manifestations of the ARA programs, first in Central Europe and later in Russia, through the posted evidence. A map of the ARA European Children's Fund (Figure 1) shows the routes of relief supplies, including food, through Europe.



Figure 1: Map issued by the ARA European Children's Fund January 1, 1920, six months after the U.S. ended official governmental aid. On the reverse, Hoover explains the need for continued American-led relief efforts to supply children with food and shelter. This program operated in parallel with the Food Relief Program using the same routes (in red lines) to bring aid into Central Europe (the red shaded areas).

To my knowledge, there are only two philatelic aspects of these programs, associated with the separate but similar Children's Relief Fund: first an Austrian bi-lingual machine cancel (Figure 2a and b); second a Hungarian hand stamp (Figure 3).



Figure 2a and b: Austria helped promote the program through Krag machine cancels. The wording is identical: one uses larger, thicker lettering (2a); the other smaller, finer lettering (2b). Both come in black or purple. These cancels were used on all types of mail, internal or foreign. Purple is less common than black.



Figure 3: As with the Austrian machine cancel, the Hungarians also promoted the program. They used a black circular hand stamp. It, too, is seen on all types of mail, suggesting it was, in fact, an official hand stamp and not one used privately by the various senders.

All other relevant ARA postal material is in the form of cards issued by the ARA in the various countries. They and their purposes are described below.

The disruption of normal banking services in early 1919 prompted the development of the Food Remittance system. People in Central Europe would use a special card to send to friends, relatives or organizations in the U.S. or elsewhere (Figures 4a and b; 5a and b). Those individuals or groups in the U.S. would buy such a remittance from a bank. The money eventually was credited to the ARA who notified the appropriate country's governmental agency to issue a draft to the recipient in their own currency at a fixed rate of exchange, with which they could buy food.

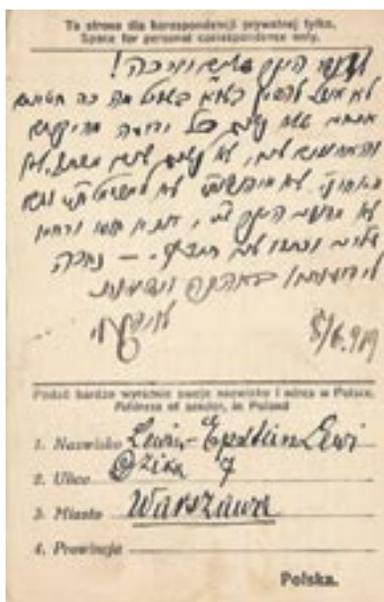
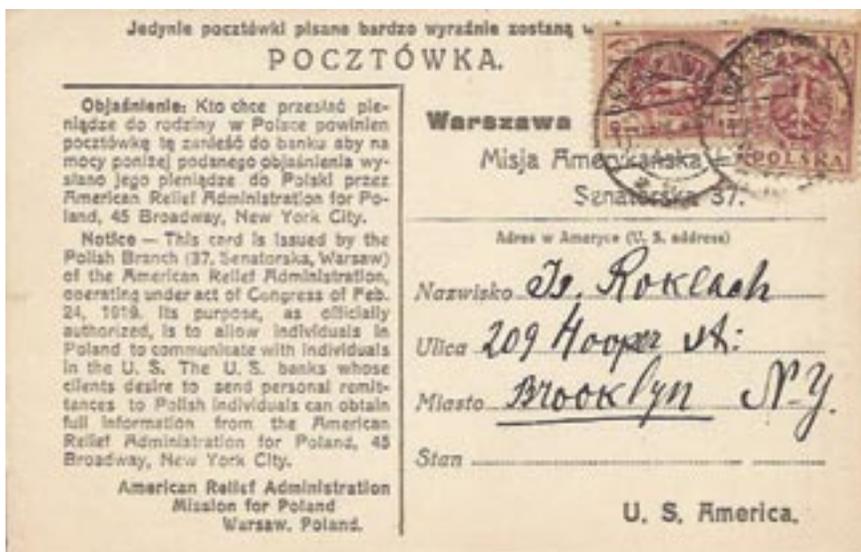


Figure 4a and b: This card, written in Yiddish, was sent from Poland to the U.S. on June 11, 1919. It asks the addressee to go to a participating bank and send them a Food Remittance which could be cashed at the indicated bank in Poland to buy food from the local ARA warehouse. This cumbersome system ended on June 30, 1919 and was replaced with the Food Draft system (below).

This system was in place for ten weeks only, April 15 to June 30, 1919. Subsequent normalization of international banking made it unnecessary for the ARA to execute such a complicated system and a money draft could be sent directly to the recipient.

There followed the Food Draft, which was similar to the above but the donor sent the draft through the mail which could then be taken by the recipient to an ARA warehouse to obtain his food parcel. Such drafts were placed on sale January 23,

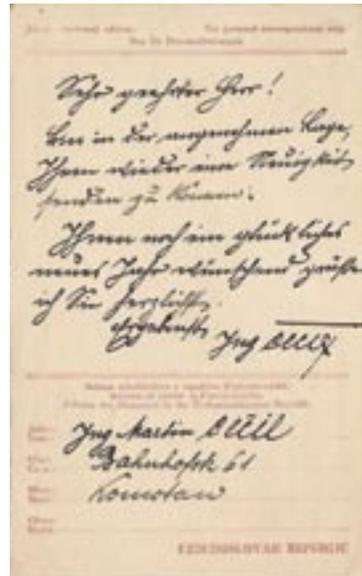


Figure 5a and b: This card was used from Komotau to Germany on January 2, 1921, directing the addressee to a bank to send a Remittance. This is rather late for a Remittance; the Food Draft system was in place. It is possible the Czechs preferred using the bank Remittance system. The card also demonstrates that not all pleas went to the U.S.

1920 and ended on April 30, 1921 when the situation in Central Europe had stabilized, food supplies had increased and prices had fallen to the point where it was better for recipients to receive a cash draft rather than a food draft. (Figures 6a and b, 7a and b and 8a and b)

Figure 6a and b: This card, was used by Ludwig Benisch in Vienna to ask Ludwig Erlenbach in Selma, Alabama, to obtain a Food Draft at a participating bank, and send it to him [one assumes there were similar cards for use outside of Vienna] so he could present it at the ARA food warehouse. The card was short-paid 20h of the correct 40h postcard rate, with the deficit paid in London before being sent to the U.S. Cards are often seen properly franked but not postmarked as they were sent under cover to the U.S. I have never seen one of these un-postmarked cards cancelled in the U.S. before delivery.



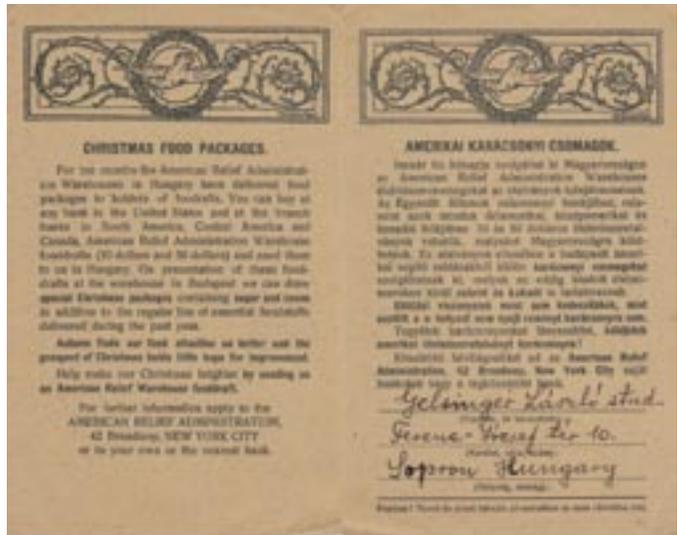


Figure 7a and b: Societis Ugyartaly (an aid organization) of Miskolcz, Hungary, writes to ask the Mother's Helpers Assn. in New York for help sometime in August 1920. The card was short-paid 1¢, charged 2¢ postage due, refused on September 1, 1920. There is no evidence it was returned to sender. This was the beginning of the Hungarian inflation. In July, 40f was the correct rate but by August the Hungarians placed a black "T" indicating postage due.

The situation in Russia was complicated by the tremendous political upheaval in the country and the general antipathy of the Western powers to the Bolsheviks. But Hoover eventually was able to establish a similar aid program in Russia, after first convincing the Russians that the aid was strictly humanitarian and that no political activity would be permitted in association with it, and then convincing the West of the need for it. An agreement was made in Riga during August of 1921 and signed on August 27. Transportation and political difficulties delayed the first food distribution until March 1922 but thereafter things went relatively smoothly.



Figure 8a and b: On December 11, 1920, Laszlo Gelsing, a student in Sopron, Hungary, sent Ernest Crocker of Victoria, B.C., Canada a special illustrated Christmas appeal card. A black Sopron civil censor (?) mark was applied. The message notes that one could obtain Food Drafts not only in the U.S., but also in South and Central America as well as Canada. A similar card was issued in Austria.



In keeping with the ARA being a non-sectarian organization supporting private charities, the American Joint Distribution Committee (AJDC) (Figure 9) as well as the Red Cross and the Quakers, among others, served as the distributor of the food in their various geographic areas. The AJDC issued press releases (Figure 10) and explanatory leaflets (Figures 11 & 12) about the program.

Figure 9:
 Herbert Hoover,
 Chairman
 of the ARA,
 gave James
 N. Rosenberg
 this letter of
 introduction to
 Col. William
 Haskell,
 Director of
 Operations for
 the Russian
 Relief effort,
 on September
 29, 1921.
 Rosenberg, a
 lawyer, was a
 major donor to
 and volunteer
 for the AJDC
 from its
 inception until
 the 1940's.

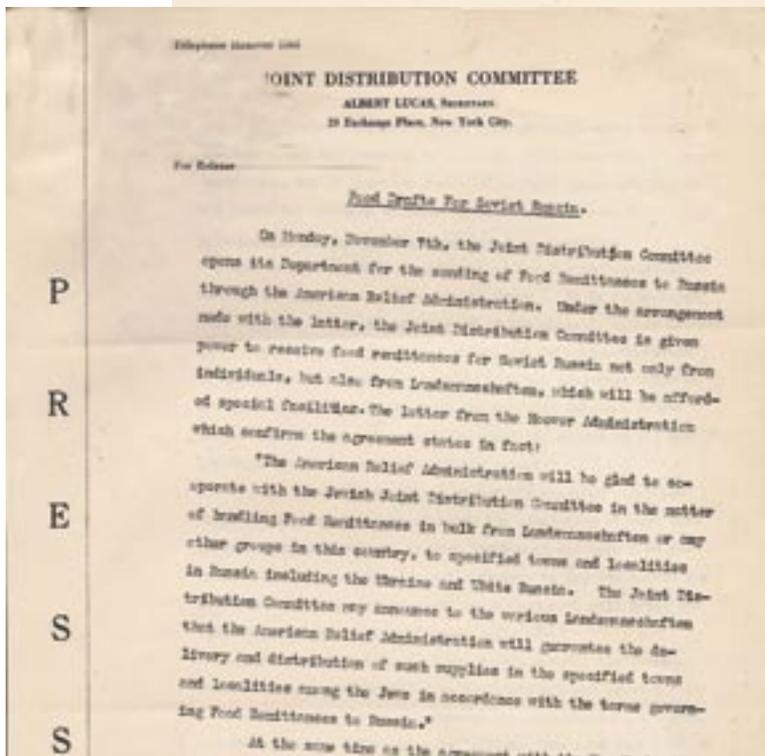
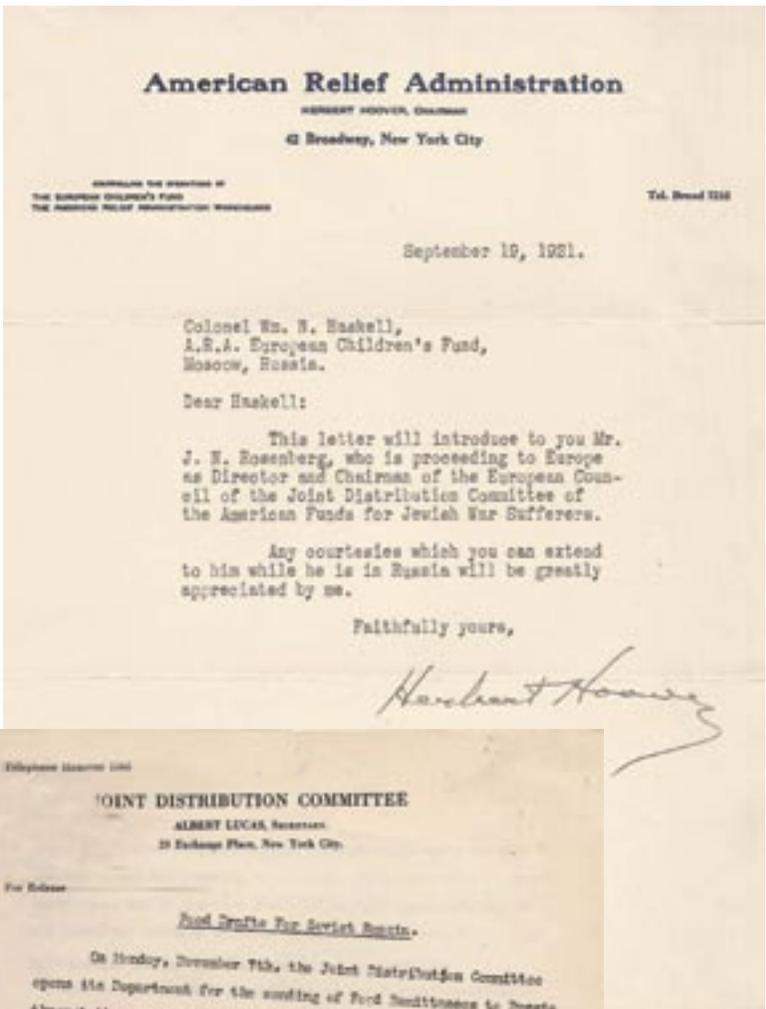


Figure 10: Ties between the AJDC and the ARA were very strong during the Russian effort. This is the first page of a 5-page press release announcing the AJDC's participation in the program.



Figure 12: The leaflet was also issued in Yiddish, March 6, 1922, just after the logistical difficulties in transporting and distributing the food aid were resolved.

The basic system was that an individual would buy a Food Remittance for a specific beneficiary, usually in response to a request card similar to those used earlier in Central Europe (Figures 13a and b, 14).



Figure 13 a and b: A person in Odessa sends a Request card to Mr. Simha Nechestzky in Philadelphia, Pa. on April 20, 1922 shortly after supplies began to flow in Russia.

Figure 14:
Requests were made not only to the U.S. This Request was sent to Switzerland. The postage had to be paid even though the cards were often carried under cover. Here the ARA's New York address was deleted and replaced with its address in Paris.



The donor would receive a receipt. (Figures 15a and b) The ARA/AJDC would have 90 days to find the beneficiary. If they were unable to do so, the purchaser received his money back.

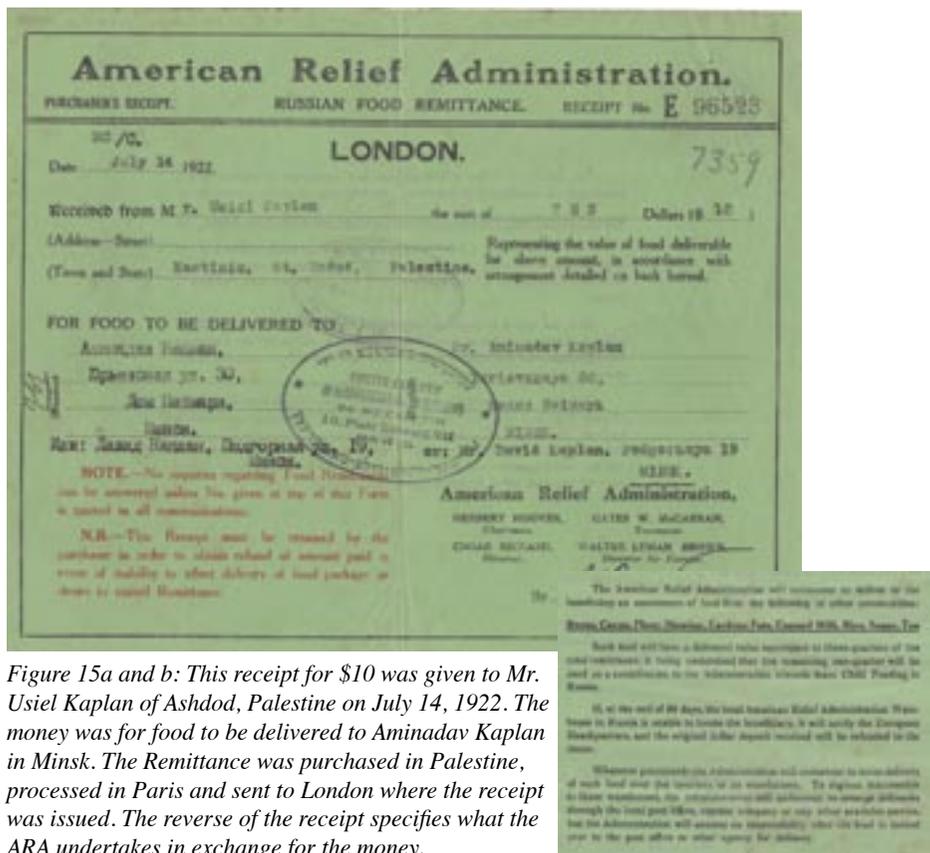


Figure 15a and b: This receipt for \$10 was given to Mr. Usiel Kaplan of Ashdod, Palestine on July 14, 1922. The money was for food to be delivered to Aminadav Kaplan in Minsk. The Remittance was purchased in Palestine, processed in Paris and sent to London where the receipt was issued. The reverse of the receipt specifies what the ARA undertakes in exchange for the money.

Once the beneficiary was located, he or she would receive a notification to come to pick up their parcel. (Figure 16a and b)



Figure 16a and b: On March 23, 1923, Alex Horvitz in Kharkov was sent this Notification to come pick up his food parcel at the ARA within 10 days. He had to bring this card with him and appear between 9-12 AM and 2:30-5 PM, except Saturday and Sunday.

If they could not come in person, a notarized affidavit would suffice for someone else to pick it up. (Figure 17a and b) The final step in the process was for the recipient to send an acknowledgement of receipt card (or letter) to the donor. (Figure 18a and b)

This Relief program could not have worked without a functioning postal system to support it at each stage of the process.

The program formally ended on July 30, 1923 when Col. William N. Haskell, director of the ARA for Russia, and his staff left Moscow.

Arthur H. Groten, M.D. is a life member of the American Philatelic Society and SIP, a Fellow of the Royal Philatelic Society, London, and is currently President of the Ephemera Society of America and of the Poster Stamp Collectors Club. His award-winning philatelic collections have included Canada's Decimal Issue of 1859 and Australia's King George V One Penny Typographed Issue. His postal history research of the British Mandate of Palestine has led to monographs on Tel Aviv postmarks, Taxi Mail (see article in *PHJ*), and the Levant Fairs (see review *PHJ* 144).

Figure 17a and b: If the recipient could not appear in person, an affidavit was required. On March 5, 1923 Dr. Nikolai Kiriyenko had this affidavit made and notarized by the Director and Secretary of the Kiev municipal office. It said that with this paper he allows his wife, Ludmilla, to receive the ARA parcel in Kiev that was addressed to him.

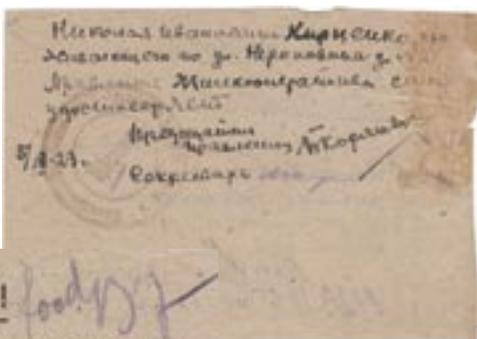


Figure 18a and b: The last step was the sending of an Acknowledgement of Receipt card by the recipient. On April 22, 1922 such a card was sent to Mr. O. Berlignе in Jaffa, Palestine. These cards were usually collected by the local ARA branches and forwarded under cover without Russian postage. In this case, because the card was not going to the U.S., as the vast majority of them did, it was franked at the London office (erroneously for the local postcard rate) and sent to Palestine where it was charged 4 mils postage due for the 1/2d. short-payment. There were no postage due stamps in Palestine at this time so the fee was collected in cash.



Salsa or Prickly Pear with Your Stamps

by Karen Eggmann

As post offices evolved in rural areas, particularly in the late 19th and early 20th century, many became a ‘one-stop-shopping’ location, combined with a general store. Depending on the area’s livelihood, the merchandise catered to farming, mining or tourism. People in even the smallest community could accomplish postal needs, visit with the postmaster, and catch up on the latest news.

The advent of automobiles encouraged further expansion of the post office facilities to include gas pumps, cold drinks and souvenir postcards.

By the 1940s there seems to have been a pattern of greater attention to tourism, as traveling the back-roads ‘off the beaten path’ encouraged telephone booths and the sale of promotional postcards with collectible cancellations.

To quote a recent lecture given by Diane DeBlois, “The post office in any town, large or small, is a landmark.” While looking through a collection of photographs of post offices within general stores, one labeled “Tortilla Flat, Arizona Post Office” made me feel as if yesteryear had jogged a recent memory – I had been there in February 2010. Tortilla Flat Post Office exists as a very unique post office – surrounded by all the facilities one could need ... for the most part!



Figure 1: Photograph of the Tortilla Flat store and post office, as returned to a collector of such photo documentation, with the envelope slip preserving postmark and date of March 16, 1950.



Tortilla Flats is the name of a valley in the Superstition Mountains. The “flat” between the mountain passes had been used by Native Americans, who created what is now the Yavapai, or Tonto Trail. Tales of Cities of Gold, or Seven Cities of Cibola, were a catalyst for Spanish explorers and prospectors. To this day, Tortilla Flat is affected by the search for gold in the Superstitions.

Jesuit priests had established footholds throughout the Southwest. The King of Spain was convinced that the priests had secretly amassed a fortune in gold and ordered the deportation of all Jesuits in 1767. According to legend, the Superstition Mountain range was one of the hiding places when Mexico gained independence from Spain in 1821. An influx of Mexican prospectors poured in the Superstition area, supposedly recovering immense quantities of gold in 1847.

Settlers came with the prospectors; military outposts became necessary to protect the settlers from increasing hostilities with Indians. Tortilla Flat was a good place to camp, as it had water and grass for the horses. Prior to 1904 there was no road, but construction crews came to build the Roosevelt Dam. Tortilla Flat became a stage stop for tourists and mail carriers through the 1930s when the Dam became a destination.

Located near Mesa, the Tortilla Flat post office is still very rural, serving the communities of Apache Lake, Horse Mesa Dam, and Tortilla Flat – subject to road washouts! The office was established in 1928, with Mathis Johnson as the postmaster and owner, or co-owner, of the mercantile. Today, Tortilla Flat is Arizona’s smallest official community with a U.S. post office: town population is six.

How did the town get its name?

In the small but interesting archive at Tortilla Flat is a letter written in 1939 from Postmaster Russell Perkins to Ross Santee, state director of the Federal Writers’ Project, a government initiative to trace place names in Arizona (part of the Arizona Works Progress Administration in Phoenix). Mr. Perkins states that Tonto Basin pioneer John Cline, in a conversation with Mr. Perkins, said he had been with some folks from Tonto Basin who had gone to Phoenix for supplies. On their return they were stranded in the flat for several days by a flash flood. Their food ran out except for some flour, so they made tortillas to eat. In honor of their victuals, Mr. Cline christened the place Tortilla Flat.

Connie Phelps (co-owner of Tortilla Flat in 1948-1950, see Figure 1) tells a slightly different version. Mr. Cline came to visit Tortilla Flat while Connie was postmaster and told her the story, except that he had been on a cattle drive from Punkin Center (which is in Tonto Basin) to Phoenix. Cline and his fellow cowboys celebrated their sale and, having had a little too much to drink, forgot to get supplies while they were in town. Which is how they ended up with only flour to make tortillas when they camped at the flat and were stranded.

Henry G. Alsberg’s 1949 *The American Guide: A Source Book and Complete Travel Guide for the United States* located Tortilla Flat on the “Phoenix Loop Tour: Apache Junction, Roosevelt Dam & Tonto Cliff Dwellings Nat. Mon. 196, US 60-70-80-89, Apache Trl., US 60-70” - saying that it was 51 miles from Phoenix and “named for giant masses of rocks resembling platter of tortillas.” Allsberg is more prosaic than Cline, but the description is still appealing. I decided to make the drive again to check the visuals, in the company of a friend with a PhD in geology. We needed a lot of imagination to make out a weathered rock formation that looked anything like a plate of tortillas – one possible rock looked more like puffy Indian nan or spongy Ethiopian injera. My suspicion

is that Mr. Alsberg's saw tortillas where he expected to find them!

Richard W. Helbock's *United States Post Offices, Volume I – The West*, second edition 1998, lists Tortilla Flat in Maricopa County as having existed from 1928 to 1981. Yet it clearly is operating today, and the printed lore implies no gap in the story. I was able to discover, by telephoning the site, that a 1981 fire destroyed the store which, no doubt, interrupted postal service.

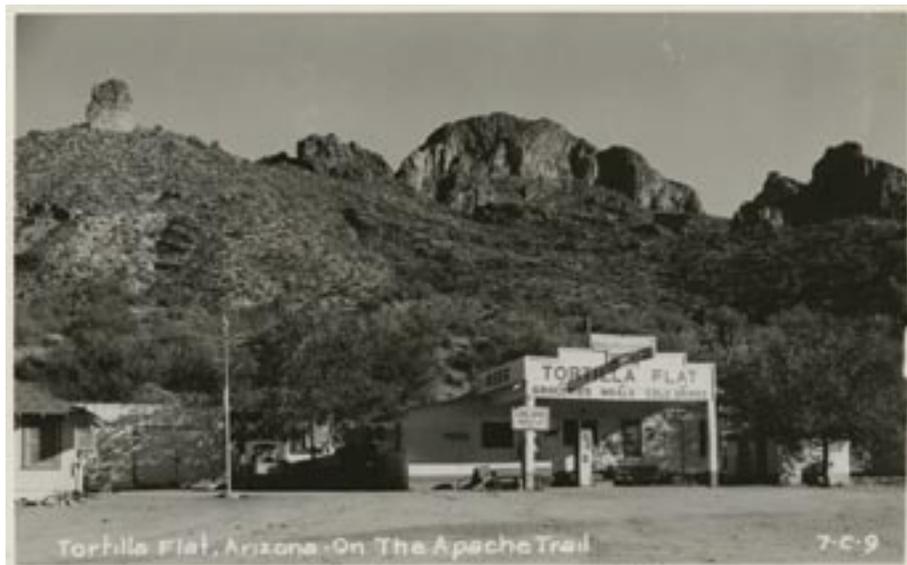


Figure 2: A photo postcard of Tortilla Flat mercantile and post office, a slightly more recent view than Figure 1, with a sign for bait added, along with a change in gasoline company logo, but before the addition of the motel which was finished by 1959. Another card from 1967 promised: "Kitchenette Apartments. Curios. Cafe. Gas Station. Fishing Tackle. Picnic Supplies. U.S. Post Office. Excellent Fishing and Hunting." [From the collection of Jeremy Rowe]

Today, the Tortilla Flats post office is a restaurant, saloon, gas pump, museum – and a very special tourist spot. If you find yourself in the vicinity, there are wonderful hikes, good boating, and an opportunity to drive on a journey through time. Sit on a saddle at the bar, gaze at the wallpaper of thousands of dollar bills from visitors worldwide, order a prickly pear cactus ice cream, and killer salsa with your chips.

Write a postcard, get a stamp and a Tortilla Flats cancellation. Send the memory.

Karen Eggermann, a retired teacher and collector from Portland, Oregon, prepared this article as part of a course in postal history at APS Summer Seminar 2010, American Philatelic Center, Bellefonte Pa.



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1833 Letter to America

by John Scott

For me, the greatest fascination about postal history stems not from the route taken or the rate charged for a letter, from the stamps or the postmarks, but from the content of the letter itself. This opens an window upon the reason for the correspondence, without which there would be no letters and little postal history. When a letter combines such an element of social history with the other facets, then the whole comes together and achieves a much greater importance than any of the constituent parts.

One such letter is the subject of this short article. Dealing with the inside story first, the letter was written by Helen to her friend Eliza in 1833. Sadly I have not been able to identify the former as yet, despite tantalizing references to her family life and to her “*happiness to be the mother of a pretty little boy to whom I gave the name of Adam for our friend Mickiewicz ... Adam like his father has blew (sic) eyes and fair hair. He is four months old now and I believe that he will soon begin to have teeth.*” The letter is written partly in French and partly in English and the signature to the former appears to be H. Malewska. Evidently both the lady and her husband were well-connected members of the Russian intelligentsia and Adam Mickiewicz probably became acquainted with them when he was banished from his native Poland to central Russia in 1824 for having the impudence to be a founding member of the Philomaths, a secret organization advocating independence from Russia. He was one of Poland’s most distinguished Romantic poets and was welcomed into the literary circles of St. Petersburg both for his agreeable manners and for his poetry. By the time that Helen gave birth Mickiewicz had been given permission to live abroad and had moved to Paris in 1829 and so perhaps it was natural to name her son after such a distant friend. In her letter Helen refers also to the bronzes and porcelain that featured so prominently in the St. Petersburg Exhibition of Russian fabrics and manufactured goods of 1833.

Apart from the content, one of the most striking features of the letter is the printed heading depicting the Alexandrinsky (now the Pushkin Drama) Theatre on Alexandrinsky (now Ostrovsky) Square in St. Petersburg which had been founded by Empress Elizabeth in 1756 [see Figure 1].



Figure 1: An engraved view of St. Petersburg is the heading on Helen’s letter of 1833. The earliest comparable view was recorded from Worthing, England, in 1832 although a smaller visiting card style was produced in Italy as early as 1830. (Frank Staff, *The Picture Postcard & Its Origins*, New York, 1966).

The new Empire-style building was designed by Carlo Rossi and built between 1828 and 1832 next to the Anichkov Palace. Not only is this one of the earliest recorded examples of topographical writing paper from anywhere in the world, but its use by Helen in 1833 suggests that it may well have been published to celebrate the completion of the new building in the previous year, which would be another first as one of the earliest

examples of commemorative stationery. While Helen is not overly complimentary about the quality of the anonymous engraving, it is sufficiently detailed to make out the façade of the Palace to the left of the theatre, which was the residence of the Grand Prince Nikolay Pavlovich, the future Emperor Nicholas I, which was also given a make-over by Carlo Rossi and is now the mundane Palace of Youth Creativity. The larger building to the right is the Saltykov-Shchedrin Public Library founded in 1795 whose appearance probably reflects the additional construction carried out between 1828 and 1834, again to the designs of Carlo Rossi.

The connection between Helen and Eliza is easier to establish. The latter was the youngest daughter of Henry Middleton, himself a scion of one of America's founding fathers – Henry's father Arthur was one of the signatories of the Declaration of Independence and his grandfather, another Henry, had been the second President of the Continental Congress. Eliza's father had served as the United States Minister ["envoy extraordinary and minister plenipotentiary"] in St. Petersburg from April 6, 1820 to August 3, 1830 and presumably it was during the period that Eliza and Helen became acquainted.

This diplomatic link explains the first postally relevant step in the letter's path from St. Petersburg to Newport, Rhode Island. A clerk's endorsement on the back of the letter reads "Consulate of the United States, St. Petersburg, May 29 / June 10th 1833. Forwarded by your very obt. st." and then the signature "A.P. Gibson" [see Figure 2]. Abraham Priest Gibson [1791-1852 who adopted his mother's maiden name and served as U.S. Consul at St. Petersburg from 1819 to 1850] would have forwarded the mail of prominent American citizens as a matter of course. Helen's enclosure of an example of the new coin minted by the Emperor for the Kingdom of Poland, inscribed in both Russian and Polish, would have made enclosure in a diplomatic pouch even more desirable. Mr. Gibson then added to the address side of the folded letter the inscription "pr Orpheus" to indicate which trans-Atlantic vessel was preferred.

And this is where the postal story becomes especially interesting. The *Orpheus*, wholly owned by her master Nathan Cobb, had been launched in New York earlier that year of 1833, and sailed out of Liverpool. On arrival in New York the letter was handled



Figure 2: The forwarding endorsement of the U.S. Consul in St. Petersburg in manuscript with the handstamp of Goodhue & Co. in red below.

by the firm of Goodhue & Company, an established forwarding agency, who applied their handstamped oval cachet below Mr. Gibson's signature [see Figure 2].

In 1834, Jonathan Goodhue would purchase the Black Ball Line, with Nathan Cobb and another packet captain, Charles H. Marshall. Earlier in the year they became linked with the Baring Brothers, who might even have bankrolled the purchase (foreigners were proscribed from ownership of American shipping). Certainly, the Barings benefitted by receiving the Liverpool agency of the Black Ball line under Goodhue and company.¹

Goodhue would have delivered mail from the *Orpheus* to the New York City post office, where it was rated 25 cents for the distance to Charleston of over 400 miles. At Charleston the letter was forwarded to Newport, R.I., a fashionable resort where the Middleton family were accustomed to spending the summer months [see Figure 3]. Eliza herself was 18 years of age at the time and went on to marry Joshua Fisher in 1839, living until her mid 70s.

So this interesting letter happened to travel a path that was about to make maritime history [the *Orpheus* remains the best known of the Black Ball packets thanks to John Stobart's painting "Black Ball Packet *Orpheus* Leaving the East River in 1835."]

¹ Robert Greenhalgh Albion, *Square-Riggers on Schedule*, Princeton N.J. 1938.



Figure 3: The address panel shows that the letter was addressed to Charleston by Helen herself. Placed in the consular mail at St. Petersburg on June 10, it arrived in New York on August 10. The manuscript "25" in red was applied at New York along with a red circular date stamp, to cover the postage rate to Charleston S.C. (over 400 miles). Since forwarding instructions would have been left by the Middletons to their summer home, the Charleston postmaster crossed out the 25, added a manuscript "50" in black to cover both the New York to Charleston leg and the Charleston to Newport R.I. (well over 400 miles), and date stamped the letter August 17.

John Scott, a retired Investment Banker (in the days when it was still a reputable profession!) is an elected Member of the City of London, and Librarian as well as President-elect of The Postal History Society (UK). He deals in postal historical material and the business which he started with his wife Claire also publishes vintage stationery and greeting cards. <john@historystore.ltd.uk>

A Harrison Inauguration Letter

by Henry Scheuer

The Presidential election of 1840 was a close one between William Henry Harrison and the incumbent Martin Van Buren. The Panic of 1837 and subsequent economic depression presented an insurmountable headwind for Van Buren's re-election. Moreover, Harrison was portrayed as a hard working military hero while Van Buren was viewed as 'out of touch' and caught in the midst of the economic downturn.

On March 4, 1841, in 48 degree weather, the 68 year old President-elect began his Inaugural Address, paused to take the oath of office on the East portico of the Capitol and resumed his one and one-half hour 8,444 word peroration. As the speech wore on, many of the fifty to sixty thousand in attendance stopped paying attention and left. Wearing no overcoat, scarf, gloves or hat, Harrison soldiered on, caught pneumonia and died on April 4.

Collectors of Presidential items cherish artifacts that can definitely be proved to originate during the ninth President's one month in office. Twenty-four Harrison Presidential documents (twelve in private hands, twelve in institutions), and five presidential signed letters are known.

But then there are the letters from private individuals. After the election Harrison was besieged by thousands of job seekers: with a change in political parties, Whigs could now fill positions filled by Democrats. New York City businessman, Morris Ketchum, was among those in Washington to lobby for business purposes. He wrote to his wife on Inauguration Day - a transcription of the letter appears on the next page. He expresses a keen desire to return to New York. From outside research, we know that, at the time, Mrs. Ketchum was pregnant with their fourth child, Edward. But Ketchum wrote that he was promised a private interview with Secretary of the Treasury Thomas Ewing, that was worth staying for. What he hoped to gain from a meeting he described with two others of Harrison's Cabinet: Secretary of State Daniel Webster and Attorney General John J. Crittenden he doesn't express (and which, despite my researches, remains a mystery - no appointment to a Federal Service for Morris Ketchum being recorded).

Ketchum [1796-1880] began his business career in 1817 by joining his father in a cotton brokerage business. In 1832, he partnered with Thomas Rogers and Jasper Grosvenor to form the manufacturing firm of Rogers, Ketchum and Grosvenor that took in Bement on Grosvenor's death, and grew to include Rogers Locomotive Works, the second most popular locomotive manufacturing company in North America. The Federal Census of 1870 indicated that Ketchum had a value of real estate of approximately \$150,000 (\$2.5 million in today's dollars) and a personal estate valued at approximately \$650,000 (\$ 10.9 million in today's dollars).

The postal historical aspect of this letter is its having been carried outside the mails, addressed to Mrs. Ketchum care of the New York business. 18 3/4 cents postage was saved, but the reason for the choice was probably not economy but a well-established protocol for shipping both communications and freight, thanks to Ketchum's cotton connections in the southern states.



Figure 1: Painting by Albert Gallatin Hoit (1809-1856), Sandwich N.H.

Washington, D.C., 4 March 1841. My Dear Wife,

I received your truly affectionate letter last evening and was it not for the anxiety I feel at this time on your account I should almost be willing to be absent for a time to enjoy the pleasure I always feel on reading one of your letters.

This is the Inauguration Day and now while I am writing you the vast multitudes are moving in procession as an escort to the President to the Capitol where he is to deliver his speech. I must say it has no charms for me. You and the children engross all my thoughts and if I could with propriety, would return this very day for I am sick very sick of this place and long to be with those who are near and dear to me my wife and children. All my friends however say that I must stay two or three days longer and none are more strenuous in this than Hiram and Mr. Lawrence. They however cannot enter into my feelings and I had made up my mind that I would start for home this day and so expressed myself to the Sec. of Treasury yesterday who was pleased to say that he wished me to remain until after he should get possession of the Treasury. This was in itself so flattering that I could not refuse, and have therefore determined to remain.

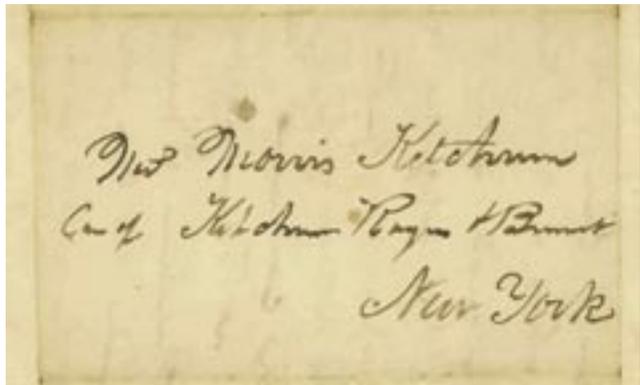
Yesterday Hiram and myself dined with Mr. Webster. There were two members of the cabinet, Mr. Ewing Secretary of Treasury, Mr. Crittenden Attorney General, Mr. Webster's son and Lady and Mrs. Webster. We were treated with much consideration and I was afforded a good opportunity of conversing with the Secretary of Treasury which was very desirable for you must know that the rooms of the heads of departments are constantly thronged, so much so that in the case of Secretary of Treasury he has had to at least one day to give out that he was out of town. Before leaving Mr. Webster last evening Mr. Ewing made an appointment with me at his lodgings this evening. After this interview I can probably form some opinion when I can return.

There is a great Ball to be given tonight which I suppose will close the ceremonies and parade of the Inauguration. Then a grand dispersal of the vast multitude will commence. There are to be one hundred thousand people here.

Tell the children I want to see them very much. Kiss them all for me and tell them to be good to each other. And now my dear wife I would to say to you that I am sorry that I was induced to leave you just at this time. I certainly would not have done it if I had supposed I was to be detained here even until this time – but you must be of good courage do not suffer yourself to be depressed in spirits I will be with you the first moment I can get a discharge from this place and promise to never leave you again under similar circumstances.

Your affectionate Husband, MK

Figure 2: Cover to letter written by Morris Ketchum on William Henry Harrison's Inauguration Day in Washington, D.C., carried out of the mails to Ketchum, Rogers & Bement; transcription above.



Henry Scheuer, New York city financier, is a very active collector of Presidential inaugural material. Acknowledgment and thanks go to Dr. David Zubatsky for his assistance in the preparation of this article.

American Postal History in Other Journals

by Douglas N. Clark

A large number of articles on U.S. postal history is being published each month. In order to present a useful survey of recent publications, it is necessary to adopt a rather narrow definition of postal history and to present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, at P.O. Box 427, Marstons Mills MA 02648-0427.

General Topics

Highway Post Offices

Amarillo & Roswell HPO is the subject of "Highway Post Offices" by Will Keller. Schedules, a contemporary article, a map, postmarks and covers are illustrated. *Trans Post. Coll.* 61, No. 5 (July-August 2010).

Dubuque & Omaha HPO is the final route studied in author William Keller's series on Iowa HPOs in his "Highway Post Offices" columns. *Trans Post. Coll.* 61, No. 4 (May-June 2010).

Independent Mails

Cornwall's Madison Square Post Office (later Bentley's), New York City, are the subject of "The Madison Square Posts" by Larry Lyons. History and postal history are presented, 1856-59. *Penny Post* 18, No. 1 (January 2010).

Crossman & Co.'s history and its conjunctive relationship with Hale & Co. are the subject of "Crossman & Company and Hale & Company A Relationship Revealed" by William W. Sammis. The only recorded Crossman cover (1844) is illustrated. *Penny Post* 18, No. 1 (January 2010).

United States Express Co. envelope is illustrated and bits of the company's history are pieced together by author Alan Borer in "Toledo, Portage, and the United States Express." *Ohio Post. Hist. J.* No. 127 (June 2010).

Military Mail

"Brigadier General Robert A. Bechem Texas State Troops Provost Marshal of New Braunfels, Texas, Who was he?" contains illustrations of 12 confederate covers addressed to Bechem (1861-63) and as much information about him as author Thomas Richards can find in public records and books. *Confed. Phil.* 55, No. 2 (April-June 2010).

"Chaplains in the Philippines: Blockade Mail" by Michael Dattolico concentrates on several letters in and out of the Philippines after the Japanese attack on Pearl Harbor, December 8, 1941 and before the American surrender in May 1942. *La Posta* 41, No. 1 (Spring 2010).

Confederate Marine private aboard C.S. Steamer *Columbia* is the addressee of a letter postmarked Tarboro, N.C., just before the ship's capture (1865) by Union forces. James L. D. Monroe, "Private Henry Hunter Bowen, CS Marine Corps, CSS *Columbia*," *Confed. Phil.* 55, No. 2 (April-June 2010).

Prisoner letter from a Union soldier captured at Gettysburg was apparently privately

carried to Carlisle PA for posting, July 2, 1863. Details about the soldier and his capture are given. Bruce E. Engstler, "Confederate Prison Field - Gettysburg, Pa.," *Confed. Phil.* 55, No. 2 (April-June 2010).

Stamps torn away, as "Canadian Censors Search for Secret Messages" was an unusual practice, illustrated and discussed in an article by Louis Fiset. *Prexie Era* No. 48 (Winter 2010). "U.S.-Colombia Cooperation during the Korean War" explains a registered airmail cover sent from the Colombian ship *Almirante Padilla* to a U.S. admiral in 1952. Author is Jeffrey Shapiro. *Prexie Era* No. 48 (Winter 2010).

Post Office Forms

Form sent back to the office of origin of a postal piece is illustrated (1954). The form requests information on the service (return receipt, restricted delivery, etc.) of the original piece. Robert Schlesinger, "A Little Seen Return Receipt Usage," *Prexie Era* No. 48 (Winter 2010).

Missent check was shredded by the USPS and a form with the check's image was returned to the sender. Nancy Clark, author of the article "Dead End for 9197 at 30336," wonders why the actual check was not returned. *Ga. Post Roads* 18 No. 1 (Spring 2010).

Post Office History

Airmail history, including changing rates, 1925-38, is the subject of "A Tragic Comedy in Three Acts" by Richard D. Martorelli. *La Posta* 41, No. 2 (Summer 2010).

Albert Sydney Burluson, Postmaster General 1913-21, is the subject of "The Postmasters General of the United States, XLV" by Daniel Y. Meschter. Will H. Hays, Postmaster General 1921-22 occupies Part XLVI. *La Posta* 41, Part XLV: No. 1 (Spring 2010); Part XLVI: No. 2 (Summer 2010).

Postal Markings

Airmail envelope used for surface mail, covered stamp, oversized envelope, odd shaped enclosure and contents rewrapped prompted auxiliary markings illustrated by author Paul Albright in "Old Friends and Some New Guys on the Block" (1966-2009). *Aux. Marks* 7, No. 2 (April 2010).

"Held for Postage" census maintained by author Tony Wawrukiewicz is updated as "Those 'Held For Postage' Markings Just Keep Coming" (1892-1945). *Aux. Marks* 7, No. 2 (April 2010).

Incorrectly addressed letter received several stickers concerning the addressee, showing "The USPS Does Try to Go the Extra Mile," according to author Michael Ludemen, *Aux. Marks* 7, No. 3 (July 2010).

"Postage Removed..." marking of New York City (1890) is illustrated by author Joe Crosby, as "A Variation on a 'Shredded' handstamp." *Aux. Marks* 7, No. 2 (April 2010).

Return handstamp stating that addressee firm "will not pay postage due" is illustrated by author Ralph Nafziger in "Conserving a Firm's Resources." *Aux. Marks* 7, No. 3 (July 2010).

"Return to Sender/Service Suspended WWII Machine Cancel" (actually an auxiliary marking) is illustrated by author Michael Deery and a list of dates of usage and countries of destination is given. *Aux. Marks* 7, No. 3 (July 2010).

"Returned to office to avoid overtime." handstamp represents an "Interesting Cause for Mail Delivery Delay" as illustrated by author Tony Wawrukiewicz. *Aux. Marks* 7, No. 2 (April 2010).

“Various Auxiliary Markings” illustrated without explanations by author Gary Denis include “Damaged by seawater...” (1935), “...Immediate Delivery requested” (1960), “Put in wrong box” (2009) and “Claims & Inquiry...” (2009). *Aux. Marks* 7, No. 2 (April 2010).

Railway Mail

Railroad items such as baggage checks, mail bag checks and a broadside from before the Civil War are illustrated and Confederate railroad items (other than route agent postmarks) are discussed in “A Confederate States of America Rail Road Potpourri” by Harvey Teal. *Confed. Phil.* 55, No. 3 (July-September 2010).

Street car covers to foreign destinations occupy “News from the Cities” by David A. Gentry. Covers from Boston to France, St. Louis to Germany and Pittsburg to Russia are illustrated. *Trans Post. Coll.* 61, No. 4 (May- June 2010).

Rates

“Confusing Rate to Belgian Congo” by Bob Hohertz concerns a 1940 airmail cover originating in New York. *Prexie Era* No. 48 (Winter 2010).

Routes

“Air Accelerated Mail between the United States and Egypt, 1927-1945” by Richard W. Helbock surveys airmail to and from Egypt during the period. *La Posta* 41, No. 1 (Spring 2010).

Turkey remained neutral until near the end of World War II, but mail from the U.S. addressed there had to go by a great variety of routes. “U.S. Mail to Turkey in World War II” by Louis Fiset shows eight covers with routings via Europe, Asia, Africa and the Orient. *Prexie Era* No. 49 (Spring 2010).

Stamps on Cover

2c 1922 adhesive with perforations 10 (top) and 11 (other three sides) and postmarked Gregory, Michigan, is illustrated as “A Gem from the Brooks Cover Hoard” by author C. Wood. *Peninsular Phil.* 52, No. 1 (Summer 2010).

Usage

India is the destination of a packet carrying seeds and opened by censors in Madras. Author Lawrence Sherman identifies and discusses the addressee. Franking is by 2c and 3c 1938 Presidentials, hence the title: “World War II Adventures of John Adams and Thomas Jefferson: Seeds.” *Prexie Era* No. 49 (Spring 2010).

“Missent Markings on Stampless Covers” by James W. Milgram contains illustrations of seven covers with handstamped MISSENT markings, 1825-55. A census of MISSENT and MISSENT & FORWARDED handstamps is also given. *Post. Hist. J.* 138 (October 2007)

Postal cards could be sent to post-war Belgium, as of November 23, 1944, but not letters, until February 2, 1945. Examples are shown in “Resumption of Postal Service to Belgium, 1944” by Bill Hart. *Prexie Era* No. 48 (Winter 2010).

“Special Delivery, a More Complete Story of its Auxiliary Markings” by Robert L. Markovits and Tony Wawrukiewicz contains illustrations of a number of auxiliary markings used 1886-1972, with quotations from the official announcements that allowed for each of them. *Aux. Marks* 7, No. 3 (July 2010).

“Surface Mail Sent in Air Mail Envelopes - Part II” by Dickson Preston illustrates examples returned for postage and forwarded by air, postage due (1939-54). *Prexie Era* No. 48 (Winter 2010).

Weather reporting by government agencies is discussed and a 1932 weather forecast post card from a weather station at Wilmington, N.C. is illustrated. "A Weather Report Card" by Scott Troutman, N.C. Post. Hist. 29, No. 3 (Summer 2010).

Geographic Locations

Arkansas

Eagletown postmarked cover of 1854, bearing 5c 1847 adhesive is illustrated and its contents transcribed. The situation in the Choctaw nation (where Eagletown was actually located) is discussed by authors Thomas Lera and Joe Crosby in the article "In the National Postal Museum: Hudson and Pitchlynn Postal History of the Indian Territories," C.C. Phil. 89, No. 3 (May-June 2010).

District of Columbia

Washington D.C. F street (street car) R.P.O. is the subject of "News from the Cities" by David A. Gentry. Shown are the first covers from this route postmarked during the month of June 1901. Trans Post. Coll. 61, No. 5 (July-August 2010).

Florida

"Micanopy, Florida Provisional" by Deane R. Briggs contains an illustration of a newly discovered copy of a 5c Confederate handstamped postmaster provisional of 1862. The contents and the only other example of the Micanopy provisional are also illustrated. Fla. Post. Hist. J. 17, No. 2 (May 2010).

Pensacola cover, free-franked by Stephen Russell Mallory (U.S. Senator 1851-61) is illustrated as "New Pensacola Stampless 'Free' Marking" by author William H. Johnson. Fla. Post. Hist. J. 17, No. 2 (May 2010).

RFD markings of Florida are discussed and post cards with Sanford (handstamped, 1911-12), Grandridge (manuscript) and Lakeland (manuscript, (1910) are illustrated. Deane R. Briggs, "Early Florida RFD Markings," Fla. Post. Hist. J. 17, No. 2 (May 2010).

"Spanish East Florida" by Adolfo Sarrias and Yamil H. Kouri, Jr. contains a discussion of the discovery and settling of Florida and the postal history of the first (1513-1763) and second (1784-1821) periods of Spanish control. Only during the second period are covers known, a few of which are illustrated and rates discussed. C.C. Phil. 89, No. 3 (May-June 2010).

"Wellborn A Sleepy North Florida town Steeped in History" by Everett L. Parker gives a detailed history of the town, with current photographs of some of its residences. Two post cards with manuscript RFD markings are illustrated. Fla. Post. Hist. J. 17, No. 2 (May 2010).

Georgia

Athens cover of ca1857 is addressed to the wife of a prominent Georgia judge. Author Nancy B. Clark discusses the addressee and her family and also points out that "Athens Cover's Cachet Promotes Free Trade with the World!" Ga. Post Roads 18 No. 2 (Summer 2010).

Athens, Ga. Confederate patriotic cover of 1861 with handstamped "PAID 10" bears a notation that it and several others had been previously stamped and "...I am obliged to use them or loose [sic] the postage." Author Francis J. Crown, Jr. concludes that it is "An Unusual Provisional." Confed. Phil. 55, No. 2 (April-June 2010).

Ga. Rail Road manuscript postmark on a stampless cover of May 28, 1846 identifies it as the earliest recorded railroad route agent cover of the state of Georgia, according

to Douglas N. Clark, author of the article "Railroads of Georgia." Ga. Post Roads 18 No. 2 (Summer 2010).

Macon & Montgomery R.R. manuscript railroad route agent marking of 1856 (only the second example recorded) is illustrated and discussed, along with a handstamp of the same agent. Douglas N. Clark, "Railroads of Georgia," Ga. Post Roads 18 No. 1 (Spring 2010).

Mount Yonah manuscript marking on an 1836 cover is illustrated by author Ken Hall, as "Discovery Copy Mount Yonah, GA." Ga. Post Roads 18 No. 2 (Summer 2010).

Savannah address on a 1782 letter identifies the recipient as "Governor and Commander in Chief of the State of Georgia." This recognition of the state and its governor by the sender, the last British governor of Florida, represents "Premature British Recognition of Georgia Statehood" according to author Bernard Biales. Ga. Post Roads 18 No. 2 (Summer 2010).

Savannah GA Mail Repair handstamp is illustrated on a damaged 1999 post card. Michael Ludeman, "Mail Repair," Aux. Marks 7, No. 3 (July 2010).

Illinois

"Illinois Boxed Cancels on Registered First-class Mail" by Timothy G. Wait gives illustrations of such markings from Blue Island and Belleville (1904 and 1911) and reviews the postal statutes for registered mail of the period. Ill. Post. Hist. 31, No. 2 (May 2010).

Quincy postmarks on stampless covers are the subject of "Analysis of Quincy, Illinois listings in American Stampless Cover Catalog." Author Jack Hilbing reviews the many listings for the town with the aim of updating the catalogue. Ill. Post. Hist. 31, No. 2 (May 2010).

Iowa

"Connor, Allamakee County, Iowa" by Leo V. Ryan is the story of the search for a post office in the West Ridge area. Connor post office existed 1893-1903, but the author has been unable to locate a cover. Ia. Post. Hist. Soc. Bull. No. 253 (April-May-June 2010).

Massachusetts

"Non-Post Offices with Stampless Covers" by Douglas N. Clark identifies postmark listings from 20 towns appearing in the last edition of the American Stampless Cover Catalogue which, in fact, never had post offices. Mass. Spy No. 126 (Spring 2010).

Boston carrier markings are reviewed with 16 covers illustrated. Larry Lyons, "Handstamps Found on Boston Carrier Covers 1849-1863 Including a New Discovery," Penny Post 18, No. 1 (January 2010).

New Bedford stampless cover of 1849 is illustrated and author Douglas N. Clark concludes that a WA Y handstamp has been fraudulently added. "Ray Gregor fakes still on the market," Mass. Spy No. 126 (Spring 2010).

"Worcester, Massachusetts Wesson Time-on-bottom (TOB) Duplex Hand Cancels" by Robert J. Trachimowicz and David J. Simmons contains descriptions of the left (date stamp) part and illustrations of the 72 killer types they have identified. Census data of the dates and times for each type are given. Part 1 covers the first 32 killer types; Part 2 the balance. La Posta 41, Part 1: No. 1 (Spring 2010); Part 2: No. 2 (Summer 2010).

Michigan

Ann Arbor is the origin of two express company covers, carried by Pomeroy & Co. and Wells & Co., evidencing "Express Service in Ann Arbor." Author is Cary Johnson. *Peninsular Phil.* 51, No. 4 (Spring 2010).

"Cassille, Michigan Territory Cross Border" by Cary Johnson contains an illustration and analysis of this 1829 cover. *Peninsular Phil.* 51, No. 4 (Spring 2010).

"Michigan County and/or Postmaster Markings-Variou Contributors" contains illustrations of 17 markings, beginning with an 1846 Almont, Lapeer Co. stampless cover and concluding in 1898, *Peninsular Phil.* 52, No. 1 (Summer 2010).

St. Joseph cover (ca. 1912) bears killer bars of a Columbia machine marking with a dateless oval dater, as illustrated by author Cary Johnson in "Michigan Surprise from St. Joseph." *Peninsular Phil.* 52, No. 1 (Summer 2010).

New Hampshire

Dubuque & Omaha HPO is the final route studied in author William Keller's series on Iowa HPOs in his "Highway Post Offices" columns. *Mass. Spy* No. 126 (Spring 2010).

New Jersey

"Hunterdon County Postal History: Part 11: RFD in Hunterdon" by Jim Walker contains a brief history of the RFD system, lists of Hunterdon County post offices eliminated by RFD or having RFD routes, a description of the first RFD in the county (Pittstown) and illustrations of ten other Hunterdon County RFD covers, 1902-11. *NJPH* 38, No. 2 (May 2010).

Elizabethport used "The 'Elizabethport' Misspelled Postmark," ca1851-54. An error cover and a CDS with the correct spelling are illustrated by author Robert G. Rose. *NJPH* 38, No. 2 (May 2010).

"Treasure Island, NJ - A Boy Scout Camp Post Office" by Bennett D. Kitts, Dan Ross, Lawrence Clay and Fred Bok is a reprint of articles about the seasonal post office, 1931-1953. Souvenir covers related to the island exist after the 1953 discontinuance. *NJPH* 38, No. 2 (May 2010).

New York

New York office of American Letter Mail Co. applied a "circle of stars" cancellation to its adhesive stamps, beginning about January 21, 1844, and, in February of that year, a "floral" design. Author Vernon R. Morris, Jr. identifies these as "The Earliest Fancy Cancels in America." *C.C. Phil.* 89, No. 3 (May-June 2010).

North Carolina

Fort Bragg postal history is the subject of the article "The Postal History of Fort Bragg, North Carolina" by Charles F. Hall, Jr. Covers from post offices located on the present location of the fort, but before its 1918 establishment, are illustrated. Camp Bragg cover of 1922 is shown as well as picture post cards bearing postmarks of the fort. *N.C. Post. Hist.* 29, No. 3 (Summer 2010).

Ohio

Frankfort straight line marking of 1846 is illustrated and analyzed. Matthew Liebson, "New Ohio Straightline Discovery - Frankfort." *Ohio Post. Hist. J.* No. 127 (June 2010).

Johnson's Island cover to a Confederate prisoner of war is illustrated and the sender and recipient identified. Alan Borer, "Recent Catalog Dreams," *Ohio Post. Hist. J.* No. 127 (June 2010).

Lima duplex markings with "football shaped killers," 1884-1942, are illustrated and

discussed in “More Lima Killer Cancels” by Bernie Moening. *Ohio Post. Hist. J. No. 127* (June 2010).

Pennsylvania

Chester County is the subject of “2nd Update on Pennsylvania Manuscript Markings, Part VI” by Tom Mazza. Dates recorded and corresponding postmaster names, with dates, are given, 1807-60. *Pa. Post. Hist. 38, No. 2* (May 2010).

Elizabeth and Smithfield postmarks are shown on covers (1885 and 1880) from an original find by author Daniel M. Telep. But the title, “Elizabeth, Where Are You?” seems to refer to making the original find. *Pa. Post. Hist. 38, No. 2* (May 2010).

“Philadelphia Rail Markings II – Trains” is a rearrangement by Tom Clarke of the way railroad routes are listed in the Mobile Post Office Society catalogue, containing a list of some 26 routes that involve Philadelphia. An alphabetical list by termini of the 26 routes is also given, along with illustrations of some covers. In “Part III - Trains, 2,” markings are listed under each catalogue section. Mobile Post Office Society catalog descriptions, but not illustrations, are given. *La Posta 41, Part II: No. 1* (Spring 2010); *Part III: No. 2* (Summer 2010).

Wilkesbarre stampless cover of 1811, sent free to Arkport, NY, is illustrated and the recipient, who was founder and postmaster of Arkport, is identified. William Schultz, “Wilkesbarre, Pa. Postmaster Free Frank - 1811 to Christopher Hurlburt, P.M., Arkport, New York,” *Pa. Post. Hist. 38, No. 2* (May 2010).

South Dakota

Butte County post offices are listed, with early postmaster data and covers illustrated from most towns (1886-1931). “A Study of Butte County, South Dakota” by Gary Anderson and Ken Stach, *Dak. Coll. 27, No. 3* (July 2010).

Tennessee

“Tennessee in Transit and Mobile Postal Markings” is the sixth installment of a listing of markings involved in transit (steamboat, train, airmail field, etc.) compiled from many sources, by author L. Steve Edmondson. *Tenn. Posts 14, No. 1* (April 2010).

Loudon duplex marking of 1882 has a Maltese cross killer and reads “Loudon, E. Tenn.” A detailed discussion is given by author L. Steve Edmondson, in “The Loudon Maltese Cross,” *Tenn. Posts 14, No. 1* (April 2010).

Lutz, Tennessee registered cover with manuscript postmark (1897) is examined as to its date and authenticity. L. Steve Edmondson, “Another Episode of the Philatelic Sleuth,” *Tenn. Posts 14, No. 1* (April 2010).

Texas

“Texas Railway Post Offices Part I” by John J. Germann reproduces the list of Texas RPOs alphabetically, A-H, from John L. Kay’s *Directory of Railway Post Offices* (Mobile Post Office Society, 1997-2000). Dates of establishment and discontinuance and any previous or subsequent route changes are given. *Tex. Post. Hist. Soc. J. 35, No. 2* (May 2010).

Cotton Gin, Texas used an octagonal town mark with P.N.B. (postal note business) at the bottom (1887-89). In “Cotton Gin puts Texas on scarce list of seen Postal Note Business cancels,” author Tim Koch explains the usage and presents a list of other U.S. towns using similar markings. *Tex. Post. Hist. Soc. J. 35, No. 1* (February 2010).

Texas Confederate soldier of Waul’s Legion is the subject of “Capt. L. D. Bradley – Redux” by Thomas Richards. Three covers addressed to Bradley are illustrated and analyzed.

The article is presented as a sequel to an ‘interesting and wonderfully researched article’ by Peter Tiller, but no reference to the Tiller paper is given. *Confed. Phil.* 55, No. 3 (July-September 2010).

Vermont

Last day covers from Killington and Center Rutland are illustrated and other towns with last day covers are mentioned. Station No. 1 or No. 2 postmarks of Vermont are also discussed. Bill Lizotte, “Post Horn,” *Vermont Phil.* 55, No. 2 (May 2010).

Vermont stampless covers with the auxiliary marking PAID/3 [circular] are surveyed in “Paid 3’s in Circles” by Glenn Estus. Dates of use and color of markings are given (1851-60). *Vermont Phil.* 55, No. 2 (May 2010).

Holland had a post office 1843-77 and 1879-1905. In “Postal History of Holland, Vermont,” author Bill Lizotte illustrates five covers and lists postmasters with dates. *Vermont Phil.* 55, No. 2 (May 2010).

Virginia

Richmond drop letter of June 26, 1861 contained a circular about the newly opened hospital of the Medical College of Virginia. The circular and its envelope are illustrated in “Discovery: Stories Revealed from Confederate Postal History” by D. Thomas Royster, Jr. *Confed. Phil.* 55, No. 3 (July-September 2010).

Richmond postmark of July 24, 1862 on “Unique Soldier’s ‘Due 2’ Newspaper Wrapper” is illustrated by author James L. D. Monroe, who asserts that this is the first known example of such usage. *Confed. Phil.* 55, No. 3 (July-September 2010).

West Virginia

“Hampshire County West Virginia Post Offices” by Len McMaster lists the towns alphabetically with a paragraph of information, including establishment and discontinuance dates and an occasional cover illustration. Part 1 covers Augusta through Green Valley Depot; Part 2 covers the balance, Hainesville through Yellow Spring. *La Posta* 41, Part 1: No. 1 (Spring 2010); Part 2: No. 2 (Summer 2010).

Journal Abbreviations

Aux. Marks. = Auxiliary Markings, Anthony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.

C. C. Phil. = Collectors Club Philatelist, Robert P. Odenweller, RDP, P.O. Box 401, Bernardsville NJ 07924.

Chronicle = Chronicle of the U.S. Classic Postal Issues, Michael Laurence, P.O. Box 161, Sydney OH 45365.

Confed. Phil. = Confederate Philatelist, Randy L. Neil, P.O. Box 6552, Leawood KS 66206.

Dak. Coll. = Dakota Collector, Dakota Postal History Society, P.O. Box 600039, St. Paul MN 55106.

Fla. Post. Hist. J. = Florida Postal History Journal, Deane R. Briggs, 160 E. Lake Howard Dr., Winter Haven FL 33881.

Ga. Post Roads = Georgia Post Roads, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

Ia. Post. Hist. Soc. Bull. = Iowa Postal History Society Bulletin, William Dall, P.O. Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = Illinois Postal Historian, Leonard Piszkievicz, 951 Rose Court, Santa Clara CA 95051.

La Posta = La Posta: A Journal of American Postal History, Richard W. Helbock, 33470 Chinook Plaza, Suite 216, Scappoose OR 97056.

Maine Phil. = Maine Philatelist, Max Lynds, P.O. Box 761, Houlton ME 04730-0761.

Mass. Spy = The Massachusetts Spy, Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648.

N.C. Post. Hist. = North Carolina Postal Historian, Tony L. Crumbley, PO Box 681447, Charlotte NC 28216.

NJPH = NJPH The Journal of New Jersey Postal History Society, Robert G. Rose, P.O. Box 1945, Morristown NJ 07062.
Oh. Post. Hist. J. = Ohio Postal History Journal, Alan Borer, 568 Illinois Ct., Westerville OH 43081.
Pa. Post. Hist. = Pennsylvania Postal Historian, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.
Peninsular Phil. = The Peninsular Philatelist, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.
Penny Post = The Penny Post, Larry Lyons, 7 Brightfield Lane, Westpost CT 06880.
Post. Hist. J. = Postal History Journal, Diane DeBlois and Robert Dalton Harris, Box 477, West Sand Lake NY 12196.
Prexie Era = The Prexie Era, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115.
Tenn. Posts = Tennessee Posts, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.
Tex. Post. Hist. Soc. J. = Texas Postal History Society Journal, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.
Trans. Post. Coll. = Transit Postmark Collector, Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648.
U.S.C.C. News = U.S. Cancellation Club News 28, No. 8 (November 2007), Roger D. Curran, 20 University Ave., Lewisburg PA 17837.
Vermont Phil. = The Vermont Philatelist, Glenn A. Estus, PO Box 451 Westport NY 12993-0147.

10 Cent 1869 Postal History

a review by Douglas N. Clark

Michael Laurence, *Ten-Cent 1869 Covers A Postal History Survey*, 390 + x pp., \$75 post paid (+ \$10 overseas) from Collectors Club of Chicago, 1029 North Dearborn St., Chicago IL 60610.

Collectors familiar with the noted philatelist, writer and editor Michael Laurence know that he collects and exhibits the U.S. ten cent 1869 adhesive (Scott # 116). He now presents us with a wonderful book, not about the production (essays, proofs, etc.), but about covers bearing the stamp.

The book is much more than a tour of Laurence's exhibit, or even his collection. It provides a thorough treatment of U.S. postal history during the period of currency of the stamp (1869-1876). Sometimes the best cover to illustrate a point is someone else's ten-cent cover and the author doesn't hesitate to use it. (As Laurence modestly admits, "The greatest 1869 covers have always been beyond my means.") And sometimes a cover of the period without ten cent 1869 stamps is illustrated, when needed to treat the subject.

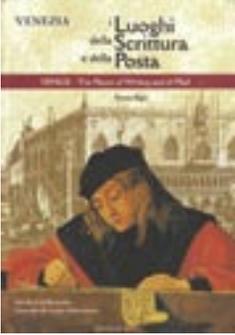
More than 95% of the book is devoted to covers addressed abroad. Cross border mails, Pan-American mails, British, French and German mails, mails to other treaty countries and trans Pacific mails form the major sections of the book, each section divided into several chapters. In each chapter, the relevant treaties and corresponding rates are enumerated, then covers are illustrated, demonstrating every aspect, with rates, routes and every marking explained. The author has a census of 1,298 ten cent covers to draw upon and he makes use of a few additional covers, as mentioned above.

There is pleasant reading in the book as well, as author Laurence tells an occasional story of the events surrounding an acquisition or an encounter with a favorite cover.

The book could serve as a terrific text for a course in U.S. postal history of the period, but it also delivers an object lesson in the kind of study each of us needs to put in for each good cover we own.

The Venetian Republic - From a Different Prospective

a review by Joseph J. Geraci



Venezia - i Luoghi della Scrittura e della Posta dal XII al XVIII secolo / Venice - The Places of Writing and of Mail From the XII to the XVIII Century by Franco Rigo, in Italian and English, generally side by side (with the exception of section five which is in German and Italian), 364 pages, 12 x 8 1/2 inches, hardbound, glossy paper, glued spine, stitched signatures, well illustrated, mostly in full color. Available from the author at Contrada della Sorgata 15, 30033 Noale (VE), Italy. Inquire for cost and shipping details. E-mail: studiorigo@libero.it.

This volume is the sixteenth in the author's series, Venezia - Le Vie della Posta/Venice - the Ways of the Post, examining in detail a different aspect of the postal history of the Venetian Republic. This volume deals with the places letters were written from, the buildings, their history, their artwork and their architecture. The dates at the end of sections indicate the span of documents illustrated.

Section one explores the letters of the royal notaries, or scribes, written from the author's home town of Noale, 1272-1392. Section two discusses the history of the noble family Carraresi of Padova and letters written by their notaries, 1197-1374. Section three looks at the ducal chancellery in Venice and their documents, 1360-1789. Section four illustrates a letter to Philip II of Spain, 1568. Section five shows the stone markings indicating the frontier between the Republic and the Austrian Empire, 1563. Section six illustrates the Church of San Giovanni Elemosinaro, which housed the Company of Venetian Couriers, 1489-1794. Section seven discusses the Milanese couriers headquarters in the Church of the Frari, 1361-1797. Section eight deals with the Palace of Venice in Rome, where the Venetian ambassador received diplomats, kings other ambassadors, and expedited courier mail to and from Venice, 1452-1797. Section nine tells about the Gritti Palace in Venice which was the terminus for all mail to and from Rome, 1586-1797. Section 10 reviews the Palace Chancellery in Rome where the Cardinal Chancellor received and dispatched letters to all Papal Delegations, sovereigns, princes and others, 1470-1513. Section 11 looks at Torcello, where all the mail arriving from other places was sent to the seat of the Venetian couriers, St. Cassian until 1783; thereafter to St. Moisè. Section 12 reviews mail addressed to places near the Rialto Bridge, 1501-1697. Section 13 covers the post office of the Venetian couriers in the parish of St. Cassian (Rialto), 1706-1783. Section 14 tells the story of a proposed new post office, which was never opened, 1783. Section 15 describes the new offices of the Venetian couriers in Campo St. Moisè, 1783-1797. Section 16 looks at the mail office of Porto Gruaro and its location, 1744-1793. Section 17 concerns a 1788 letter from Ceuta (Morocco, Africa) to the Council of Ten in Venice. Section 18 discusses the post office of Noale and the Venetian Couriers. Section 19 examines the mail station in Mestre, and Section 20 wraps up with selected letters from the author's collection, 1542-1797.

Throughout the volume are many lovely illustrations of documents and letters. Once again, Mr. Rigo has produced a fine work expanding our knowledge of the history of the Republic of Venice, its buildings, its beautiful architecture, and its superb artwork, and presents it all through the eyes of a postal historian.

Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

General - Research Information Sources

“UK Newspaper Archives on the Internet as at July 2009,” by John Copeland, indicates those previous editions of newspapers which are on the Internet, and which can be searched for content, either on a fee basis, or in some cases, for free. (*Postal History*, No. 331, September 2009. Journal of The Postal History Society, Secretary Hans Smith, 99 North End Road, London, NW11 7TA, England, United Kingdom.)

Australia

“The Battle of the Somme.” (See under France.)

Austria

“An Austrian 1836 Postal Document,” by Paul Hirsch, reproduces a postal document indicating postal tariffs from the Austrian frontier to Bottushani, Jassy, Galatz and Bucharest, in Moldavia or Wallachia. (*Postal History*, No. 330, June 2009. See address of contact under Research Information Services.)

“La dissaluzione dell'impero Austro-Ungarico letta attraverso pacchi postali con valore dichiarato,” by Angiolo A. Dotta, examines the value declared parcel post forms of the failing Empire and finds similar forms and usages adopted in the successive States, 1855-1945. (*Il Foglio*, No. 161, September 2009. Unione Filatelica Subalpina, C.P. 65, Torino Centro, 10100 Torino, Italy.)

“Corrispondenza dei militari veneti sudditi dell'Austria nel 1865-1866,” by Paolo Fabrizio, discusses the unusual case of stamps of Lombardy Venetia being used on covers by soldiers posted from other parts of the Austrian Empire and reasons how this might have occurred. (*Bollettino Prefilatelico e Storico Postale*, N. 155, June 2009. Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

“The World's First Regular and First International Airmail Service,” by Inger Kuzych, examines the various “first airmail service” claims but dismisses all but the flight between Vienna, Krakau, Lemberg and Kiev, because this was the only one which provided a regular service. Details of the service and postal markings employed are provided, March-July 1918. (*The Congress Book*, 2009. Publication of the American Philatelic Congress, Secretary Ross A. Towle, 400 Clayton Street, San Francisco, CA 94117.)

“The Disintegration of the Habsburg Empire, 1918-1923,” by Alfred F. Kugel, summarizes the territorial adjustments required by the Allies upon the Austro-Hungarian Empire at the end of World War I, and the postal issues appearing upon the birth of these new nations and territories. (*The Congress Book*, 2009. See address of contact under fourth entry for Austria.)

Azores

“Azores - Internal & Foreign Postal Rates - 1910 to 1940 (Part 1)” and “1916 to 1940 (Part 2),” by John Dahl, provides tables of internal and foreign postal tariffs by period, not only for letter mail but also for postcards, printed matter and registration fees. (*Postal History*, Nos. 330 and 331, June and September 2009. See address of contact under Research Information Services.)

Barbados

“The Airmails of Barbados during World War II, Part 3: 1940,” by Jerone R. Hart, continues his analysis of airmail rates to various foreign destinations. (*British Caribbean Philatelic Journal*, No. 235, April-June 2010. British Caribbean Philatelic Study Group, Secretary Mary Gleadall (2012), P.O. Box 5449, Warrens, St. Michael BB11000, Barbados, British West Indies.)

Brazil

“Il corpo di Spedizione Brasiliano in Italia, 1944-45,” by Franco Napoli, introduces us to the history of the Brazilian Expeditionary Corps, the organization of its military post, its postal tariffs, and franchise mail. (*Posta Militare e Storia Postale*, No. 111, June 2009. La Rivista dell’Associazione Italiana Collezionisti Posta Militare, Piero Macrelli, Casella Postale 180, 47900, Rimini, Italy.)

British North America

“British North American Ship Letter Markings 1: A Preliminary Table,” by Malcolm Montgomery, presents a table of “Ship Letter” postmarks, identified by town, 1781-1870. (*BNA Topics*, No. 523, Second Quarter 2010. Journal of the British North American Philatelic Society, Wayne Smith, 20 St. Andrews Road, Scarborough ON M1P 4C4, Canada.)

Canada

“Another Unknown Double Ring Hand-Cancel: Eldon, U.C.,” by Ross W. Irwin, discusses the discovery of this previously unknown datestamp, 1841-1845. (*PHSC Journal*, No. 140, Winter 2010. Postal History Society of Canada, Secretary Stéphane Cloutier, 367 Lévis Avenue, Ottawa, ON K1L 6G6, Canada.)

“Miles of Gold: Early Postal History of the Kirkland Lake Region,” by Donald J. Ecobichon, attracts our interest to the gold mines, with stories and postal history of the towns in this region, 1907-1996. (*PHSC Journal*, No. 140, Winter 2010. See address of contact under first entry for Canada.)

“Labrador Winter Mail Challenges and Heroics - Mail Courier Ernest B. Doane’s Crossings of the Strait of Belle Isle, 1910-1911: A Centennial Tribute,” by Brian T. Stalker and H. Mike Street, introduce the reader to the remarkable challenges and heroic efforts of a mail courier to transport the mails across this dangerous, icebound strait, during the winter of 1909-1910. (*BNA Topics*, No. 523, Second Quarter 2010. See address of contact under British North America.)

“The Battle of the Somme.” (See under France.)

“Military Hospitals in Calgary by Jon Johnson, identifies three military hospitals located in Calgary during 1915-1919, and 1941-1956, and illustrates two covers addressed to patients at these hospitals. (*Calgary Philatelist*, No. 101, April 2010. Calgary Philatelic Society, Editor Dale Speirs, P.O. Box 6830, Calgary, Alberta, T2P 2E7, Canada.)

“Airmail Covers Between Canada and the United States, 1926-1928,” by David Whiteley, refers to airmail service between New York and San Francisco being available to

Canadians if the airmail rate was prepaid with US. postage stamps, and Canadian domestic postage prepaid with Canadian postage stamps, thus creating combination covers. (*PHSC Journal*, No. 140, Winter 2010. See address of contact under first entry for Canada.)

Colombia

“Colombian SCADTA Airmail Stamps on Dutch Mail,” by Hans Kremer, traces the history of this airline and the issuance of specially overprinted Colombian stamps to pay the airmail postage in Europe for destinations in Colombia and Ecuador, 1919-1940. (*Netherlands Philately*, Vol. 34, No. 1, September 2009. American Society for Netherlands Philately, Secretary Jan Enthoven, 221 Coachlite Ct. S, Onalaska, WI 54650.)

Dahomey

“Dahomey Internal Communications at the Turn of the 19th and 20th Centuries: A Supplement,” by Bill Mitchell, details the travels of six covers within Dahomey as recorded by their backstamps, 1898-1899. (*Journal of the France & Colonies Philatelic Society*, No. 255, March 2010. Secretary P.R.A. Kelly, Malmsey House, Church Road, Leigh Woods, Bristol, England, United Kingdom.)

Denmark

“Mysteries Posed by Denmark to Germany War Cover,” by Paul Albright, delves into the mysteries posed by a 1942 cover mailed to a man with a non-German name, possibly a foreign worker in Hamburg, in an attempt to determine the type of barrack he was housed in. (*The Posthorn*, No. 258, February 2009. The Scandinavian Collectors Club, Executive Secretary Donald B. Brent, Box 13196, El Cajon, CA 92022.)

Egypt

“The IAFFA Egyptian Postmark and the Khedivial Mail Routes,” by Peter Feltus, provides a listing of all the 30 known “IAFFA” postmarks known to him and a map of the Khedivial steamship mail line routes, with locations of the Egyptian post offices abroad, 1870-1872. (*The Levant*, Vol. 5, No. 3, September 2009. Journal of the Ottoman & Near East Philatelic Society, Editor Richard B. Rose, 119 Grandview Place, San Antonio, TX 78209.)

Fiume

“The Postmarks of Fiume (Update 5),” by J.F. Gilbert, adds to his handbook listing and illustrations of Fiume postmarks and postal history, 1904-1940. (*Fil-Italia*, No. 141. Summer 2009. Journal of the Italy & Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, Manor Road, Teddington, Middx. TW11 8BG, England, United Kingdom.)

France

“The July 1854 Basic Letter Rate,” by André Métayer (translated by Mick Bister), discusses the rate reduction and penalty if mail was not prepaid. (*Journal of the France & Colonies Philatelic Society*, No. 255, March 2010. See address of contact under Dahomey.)

“The La Ville d’Orleans,” by Ashley Lawrence, tells the extraordinary tale of the remarkable flight of the balloon “La Ville d’Orleans, from besieged Paris to Lifjell, Norway, in 1870. (*Postal History*, No. 330, June 2009. See address of contact under Research Information Services.)

“The Paris Post Offices and their Regulations, 1866,” by Ashley Lawrence, transcribes a list of Paris post offices, and the postal regulations of the day from a travel book written by Lieut.-Col. H.R. Addison. (*Postal History*, No. 331, September 2009. See address of contact under Research Information Services.)

“The Battle of the Somme,” by Roger Callens, describes this epic battle of World War I, the British, German, Australian and Canadian units involved, and illustrates postal cards showing military postmarks of these participating units, June-November 1916. (*Military Postal History Society Bulletin*, Vol. 48, No. 3, Summer 2009. Secretary Ed Dublin, P.O. Box 586, Belleville, MI 48112-0586.)

“New Cancellations by *La Poste*,” by Maurice Tyler, provides a tentative list of new post codes appearing in postmarks, and the towns they are associated with, 2007. (*Journal of the France & Colonies Philatelic Society*, No. 255, March 2010. See address of contact under Dahomey.)

Germany

“Maritime History of the S.S. *Eider* and its loss in 1892,” by Henry J. Berthelot, describes the wreck of this North German Lloyd steamer, and the salvage markings placed on recovered mail. (*La Posta*, No. 238, August-September 2009. La Posta Publications, 33470 Chinook Plaza, #216, Scappoose OR 97056.)

“Baden-Baden to Papeete: An Unusual Return Receipt Cover from 1894,” by Edward J.J. Grabowski, explains an official envelope which originally contained a return receipt for a registered or insured letter posted from Papeete, Tahiti, to Baden-Baden. (*The Collectors Club Philatelist*, Vol. 88, No. 5, September-October 2009. The Collectors Club, 22 East 35th Street, New York, NY 10016.)

“The Battle of the Somme.” (See under France.)

“Treatment of the Eastbound Airmail of the German North Atlantic Catapult Flights,” by Jim Graue, studies the procedures used for forwarding eastbound catapult airmail based upon recently uncovered archival records from government and contemporary news resources, 1929-1935. (*The Congress Book*, 2009. See address of contact under fourth entry for Austria.)

“Illustrated KZ Mail, (Part 2),” by J. Scott Sawyer, continues his review of hand drawn illustrated letter sheets prepared by imprisoned Polish artists Szczpan Andrzejewski and Josef Dziura at Auschwitz and Dachau prison camps, 1941-1944. (*The Israel Philatelist*, Vol. 61, No. 2, April 2010. See address of contact under Israel.)

Great Britain

“The Battle of the Somme.” (See under France.)

Hawaii

“Mail from London via Hudson’s Bay Company Ships, 1829-1860 (Part 2),” by Randell E. Burt, transcribes a number of letters between a medical supplier in London and physician in Honolulu, and also letters from the physician’s mother, in England. A partial list of Hudson’s Bay Company and other British vessels sailing from London to Honolulu and the west coast of North America is appended, with dates of arrival, departure and destinations. (*Postal History*, No. 331, September 2009. See address of contact under Research Information Services.)

India

“WWII - India – Malaya,” by Sankaran Viswa Kumar, illustrates and describes four covers written to his paternal grand uncle, who was held prisoner of war at Changi P.O.W. Camp, in Malaya, 1942-1943. (*Civil Censorship Study Group Bulletin*, No. 162, April 2009. Secretary Charles J. LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554.)

Israel

“‘No Service’ Instructional Markings & Labels of the Arab-Israeli Postkrieg, Part 6,” by Daryle Kibble, continues his study of markings applied to mail which could not be delivered either to Israel or to a neighboring Arab country, via Israel, 1948-1978. (*The Israel Philatelist*, Vol. 61, No. 2, April 2010. Journal of the Society of Israel Philatelists, Inc., Secretary Howard S. Chapman, 28650 Settlers Lane, Pepper Pike, OH 44124.)

Italian Socialist Republic

“I messaggi ‘decapitati’ della Croce Rossa nel servizio postale per i civili istituito tra la R.S.I. ed il Regno del Sud,” by Marino Carnévalé and Valter Astolfi, examines the message forms provided by the Red Cross during 1944-1945, for the exchange of information between inhabitants of the Socialist Republic of the North, and the Kingdom of Italy (South), together with a brief census. (*Posta Militare e Storia Postale*, No. 111, June 2009. See address of contact under Brazil.)

Italy

“La posta dei Re. ‘Il carteggio Reale’,” by Arnaldo Pace, has located additional examples of free franking handstamps and continues his discussion of them, 1847-1946. In addition, letter-closing paper seals used by the Royal Family are illustrated as well as depictions of the various royal residences. (*Il Foglio*, Supplement to No. 160, June 2009. See address of contact under second entry for Austria.)

“Servizi postali ferroviari in Toscana, 1861-1905, Parte terza,” by Alessandro Papanti, continues his study of courier and messenger handstamps applied to mail carried by rail. (*Il Monitore della Toscana*, Anno V, No. 9, May 2009. Notiziario della Associazione per lo Studio della Storia Postale Toscana, Secretary Leonardo Amorini, Via A. Vespucci, 6, 56020 La Serra (PI), Italy.)

“Italian Sample Post (Campione Senza Valore),” by Graham Lindsey, illustrates wrappers and tags used to send samples of merchandise without value to other business houses through the mails, at a special tariff, 1861-1868. (*Fil-Italia*, No. 141. Summer 2009. See address of contact under Fiume.)

“Quarantena al Varignano 1884: Un raro bollo di disinfezione (e un ospite insofferente!),” by Giorgio Parodi, illustrates a rare disinfection handstamp applied to disinfected mail in 1884. (*Bollettino Prefilatelico e Storico Postale*, N. 155, June 2009. See address of contact under third entry for Austria.)

“Censorship of the Civil Mails - WWI (Part 3),” by Alan Becker, translates a regulation outlining censorship procedures circa 1915, and offers additions to previous illustrations of censorship markings. (*Fil-Italia*, No. 140. Spring 2009. See address of contact under Fiume.)

“Uses of Express Stamps in the Royal Italian Post- (Part 2),” by Benito Carobene (translated by Gay Cerney), continues his study of the uses of express mail stamps, including much concerning rates, for the period 1925-1947. (*Fil-Italia*, No. 140. Spring 2009. See address of contact under Fiume.)

“The Surcharges Applied to Italian Mail Sent by Air, 1926-1943 (Part 1),” by Franco Filanci, (translated by L. Richard Harlow), speaks to the surcharges required on airmail service, with rate tables identifying those charges by destinations in Europe, North America and Oceania. (*Fil-Italia*, No. 141. Summer 2009. See address of contact under Fiume.)

“Ancora sui francobolli con la dicitura ‘P.M.’,” by Luigi Sirotti, supplements an earlier article concerning the Imperiale Issue of 1929 overprinted “P.M.” (*Posta Militare*),

originally for use only by military personnel, and establishes early, if not the first day, use in April 1943. (*Posta Militare e Storia Postale*, No. 112, September 2009. See address of contact under Brazil.)

“La posta aerea dopo l’8 settembre 1943 - per l’interno,” by Luigi Sirotti, reviews internal airmail services between the Italian mainland, Sardinia, Sicily, Tripoli and Trieste (Zone A), and its chronological expansion as the Allies pushed north, between September 1943 and December 1945. Excerpts from applicable postal bulletins are transcribed. (*Posta Militare e Storia Postale*, No. 111, June 2009. See address of contact under Brazil.)

“I messaggi ‘decapitati’ della Croce Rossa nel servizio postale per i civili istituito tra la R.S.I. ed il Regno del Sud.” (See under Italian Socialist Republic.)

“La corrispondenza civile nella Venezia Giulia, 1945-1947, (Terza parte),” by Luigi Sirotti, presents a table of postal tariffs, both internal and external, from 10 August 1945 through 1 September 1947, together with airmail surtaxes applicable. (*Vaccari Magazine*, No. 41, May 2009. Vaccari s.r.l., via M. Buonarroti 46, 41058 Vignola (MO), Italy.)

“La posta aerea con l’estero dal 1^o aprile 1945 al 31 dicembre 1951,” by Luigi Sirotti, provides tables of postal tariffs and surcharge fees for mail addressed to foreign countries. (*Posta Militare e Storia Postale*, No. 112, September 2009. See address of contact under Brazil.)

Japan

“An Unidentified Obliterator,” by Charles A.L. Swenson, discusses a small mute obliterator, a negative circle cut by three white lines, not considered a “bota” type, but manufactured in the “pre-bots” period, 1878. (*Japanese Philately*, No. 377, August 2009. The International Society of Japanese Philately, Back Issues Manager Lee R. Wilson, 4216 Jenifer Street, N.W., Washington, D.C.)

“Double-Circles with a Meiji Year,” by Charles A.L. Swenson, examines these English language foreign mail postmarks in use for only a short period of time during 1892-1899, in major cities, and provides tables of the various types. (*Japanese Philately*, No. 376, June 2009. See address of contact under first entry for Japan.)

“Postmark Watch,” by Charles A.L. Swenson, discusses several new finds of “Maruichi” style postmarks for Wei-hai-wei, Shinano, Kitami, Hachioji-Kanazawa and Amori-Muroran, 1903-1905. (*Japanese Philately*, No. 376, June 2009. See address of contact under first entry for Japan.)

“Roman-Letter Comb Cancellations Modified for Administrative Purposes after the Pacific War,” by Charles A.L. Swenson, illustrates and describes those English language comb datestamps which were used for official administrative purposes by only a handful of larger postal facilities, and provides a useful table of these offices, 1953-1972. (*Japanese Philately*, No. 377, August 2009. See address of contact under first entry for Japan.)

Lombardy-Venetia

“I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866 (Prima parte).” (See under Roman States.)

Madagascar

“Use of Madagascar’s First Stamps, The Typeset Issue of 1891,” by Edward J.J. Grabowski, delves into the background of this issue and identifies postal rates during 1891-1896. (*The Collectors Club Philatelist*, Vol. 88, No. 3, May-June 2009. See address of contact under second entry for Germany.)

Mexico

“‘Via Mexico’: Hawaii’s ‘Express’ Route 1835-1848, Concluded,” by Fred Gregory, covers forwarding agents markings from Mazatlan, Tepic and Vera Cruz, and explains rate markings and paid (“Franco” or “Franqueado”) markings, as well as the Mexican dispatch handstamps found on these covers. (*The Collectors Club Philatelist*, Vol. 88, No. 3, May-June 2009. See address of contact under second entry for Germany.)

Netherlands

“The Focus on Three Sub-Post Offices,” by Max Lerk (translated from the Dutch by Ben H. Jansen), discusses the markings of three sub-post offices, or letter collecting agencies, and their functions, 1850-1870. (*Netherlands Philately*, Vol. 33, No. 5, May 2009. See address of contact under Colombia.)

“Veendam in Relation to the German-Austrian Postal Union (Deutsche Oesterreichische Post Verein),” by Erling Berger, provides the reason for a reduced Dutch internal fee on an 1858 letter sent from Veendam to Constantinople via Prussia. (*Netherlands Philately*, Vol. 33, No. 6, July 2009. See address of contact under Colombia.)

“Single Postage Due on Official Mail,” by Hans Kremer, examines two covers bearing single postage due stamps denominated at the single non-penalty rate, and the reasons for not charging the penalty. (*Netherlands Philately*, Vol. 33, No. 5, May 2009. See address of contact under Colombia.)

“WWII - The Netherlands Inland Mails with U.K. P.C.90 Resealing Labels,” by Hans van der Horst & Konrad Morenweiser, find that Dutch censors were trained in their art by the British, and used British paper censor labels. For this reason, British labels are found on Dutch internal mail, 1944. (*Civil Censorship Study Group Bulletin*, No. 162, April 2009. See address of contact under India.)

Newfoundland

“Newfoundland Pence Cover Mystery (Solved?),” by Colin D. Lewis and Ronald Hansen, arrive at a plausible reason for overwriting an individual’s name on mail addressed to a Baltimore firm! (*BNA Topics*, No. 523, Second Quarter 2010. See address of contact under British North America.)

Palestine

“Mikveh Israel (Jaffa) 1869-1914,” by Zvi Aloni, reviews mail addressed to the leaders of this agricultural school and illustrates some interesting postal marks of the French, Turkish, Austrian and German post offices. (*The Israel Philatelist*, Vol. 61, No. 2, April 2010. See address of contact under Israel.)

“Three Transition Periods, November 1941-January 1942, Between the Shutdown of the Transpacific Route and the Establishment of the Final Route Via West Africa to the Americas.” by Les. Bard, provides three tables by route identifying details of covers taking these routes during this wartime period. (*The Israel Philatelist*, Vol. 61, No. 1, February 2010. See address of contact under Israel.)

“The Postmarks of the Palestinian National Authority; Part 1: A Classification of Types,” by Tobias Zywiets, presents a detailed study of various forms and postmarks used by Palestinian National Authority post offices, 1994-2008. (*Opal*, No. 221, May 2009. Journal of the Oriental Philatelic Association of London, Secretary Philip Longbottom, 5 Ringway Close, Tythrington, Macclesfield, Cheshire SK10 2SU, England, United Kingdom.)

“The Birth of a New Postal System: The Palestine National Authority, 1994-2008,” by

Paul J. Phillips and Josef Wallach, details the birth and development of a new postal system in Arab Palestine, the opening of post offices, issuance of stamps and facilities for international mail. A list of post offices is appended, with illustrations of the types of postmarks used in each office. A table of postal rates rounds out the article. (*The Congress Book*, 2009. See address of contact under fourth entry for Austria.)

Peru

“On the Hunt: In Pursuit of the Most Unusual Printing Machine in the World,” by Wolfgang Maasen and Karl Louis (translated from the German by R. Hamilton-Bowen), tracks down an example of the Lecoq printing machine in Portugal, which was used to print all Peruvian issues between November 1862 and March 1873. This machine printed stamps off a roll of paper similar to a coil. (*The Collectors Club Philatelist*, Vol. 88, No. 3, May-June 2009. See address of contact under second entry for Germany.)

Poland

“Illustrated KZ Mail, (Part 2).” (See under Germany.)

Portugal

“Azores - Internal & Foreign Postal Rates - 1910 to 1940 (Part 1)” and “1916 to 1940 (Part 2).” (See under Azores.)

Romania

“An Austrian 1836 Postal Document.” (See under Austria.)

“Romanian Foreign Mail via the ‘Oriental Postal Route’ (Syria - Palestine - Egypt - Great Britain) November 1944- August 1945,” by Dan-Simion Grecu, outlines the resumption of foreign mail service after Romania changed over to the Allies in August 1944, and discusses the censor markings applied to such mail at each step of its journey. The article includes a table of 29 known covers, mailed within this period. (*Civil Censorship Study Group Bulletin*, No. 163, July 2009. See address of contact under India.)

Roman States

“I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866 (Prima parte),” by Lorenzo Carra, begins his discussion of postal relations between Austria and the Roman States during 1814-1823. Many interesting covers are illustrated. (*Vaccari Magazine*, No. 41, May 2009. See address of contact under eleventh entry for Italy.)

Russia

“Russia: Disinfection Postmarks, 1835-1916: A Classification,” by Vladimir Tyukov and V. Denis Vandervelde, pioneers a method of classification for the various disinfection cachets and wax seals found on mail mainly from Southern Russia. (*Pratique*, Vol. 34, No. 1, Spring 2010. Disinfected Mail Study Group, V. Denis Vandervelde, 25 Sinclair Grove, London NW11 9JH, England, United Kingdom.)

“Le basi derivanti dell’U.R.S.S.,” by Giovanni Martina, provides an overview of the Soviet Union’s drifting ice polar stations, and the postmarks they used, 1954-1976. (*Il Foglio*, No. 161, September 2009. See address of contact under second entry for Austria.)

St. Vincent

“St. Vincent Postal Codes & Hub Arrangements,” by Peter Elias, provides a tabular listing of all the village post offices and their post codes in 2009. (*British Caribbean Philatelic Journal*, No. 235, April-June 2010. See address of contact under Barbados.)

Sudan

“Sudan: Quarantine at Suakin, 1885 and After,” by Richard Stock and V. Denis Vandervelde, discuss the background and history of the British Quarantine Station at Suakin. (*Pratique*,

Vol. 34, No. 1, Spring 2010. See address of contact under first entry for Russia.)
“WWI – Sudan” [from an official government report], gives information concerning mail censorship in the Sudan from August 1914 to the end of 1916. (*Civil Censorship Study Group Bulletin*, No. 162, April 2009. See address of contact under India.)

Syria

“Syrian Censorship During 1948 and 1956-57,” by Marc Parren, reports on postal censorship during the 1948 Palestine War and also the 1956-57 Sinai War, as well as the Suez Canal Crisis. Several tables of known covers are shown. (*Civil Censorship Study Group Bulletin*, No. 163, July 2009. See address of contact under India.)

Trinidad

“In the National Postal Museum; The Lady McLeod Cover,” by Thomas Lera, relates the history behind the appearance of this private local issue, which paid the letter rate on mail carried on the vessel *Lady McLeod*. (*The Collectors Club Philatelist*, Vol. 88, No. 5, September-October 2009. See address of contact under second entry for Germany.)

“WWII - Trinidad”,”by Edward Barrow, reviews manuscript numerical censor markings, registered mail markings, and watch list markings, 1941-1945. (*Civil Censorship Study Group Bulletin*, No. 162, April 2009. See address of contact under India.)

Turkey

“Wartime Airmail from Turkey, Part 1 - To the North and West,” by Bill Robertson, reviews air routes to and from Turkey during the period September 1939 to August 1944, together with applicable postage rates. (*Opal*, No. 221, May 2009. See address of contact under third entry for Palestine.)

Tuscany

“Livorno Maritime and Disinfected Mail, 1624-1838,” by Alan Becker, examines disinfection seals and cachets employed at Livorno. (*Pratique*, Vol. 34, No. 1, Spring 2010. See address of contact under first entry for Russia.)

“Tariffe Postali nel ‘Periodo Dauchy’,” by Giovanni Guerri, sets out the postal tariffs on letters during 1808, when the Frenchman Dauchy assumed the position of General Administrator of Posts during the Napoleonic period. (*Il Monitore della Toscana*, Anno V, No. 9, May 2009. See address of contact under second entry for Italy.)

Two Siciles, Sicily

“Sicilia 1859-1860: Corsa da Palermo a Mazzara, L’officina postale di Partinico,” by Francesco Lombardo, examines the post route between Palermo and Mazzara which passed through Partinico, and the rates of postage applicable on mail following this route. (*Vaccari Magazine*, No. 41, May 2009. See address of contact under eleventh entry for Italy.)

Uruguay

“The Problem with Terrestres,” by Jay Walmsley, discusses land-based ambulant or train postal markings, 1881-1971. (*Postal History*, No. 330, June 2009. See address of contact under Research Information Services.)

Vatican City

“Uno per uno i francobolli dello Stato della Città del Vaticano (diciassettesima e ultima parte),” by Giovanni Fulcheris, continues his study of the postal uses of Vatican issues, by discussing postal cards and aerograms in this final section of his exposition, 1949-2001. (*Vaccari Magazine*, No. 41, May 2009. See address of contact under eleventh entry for Italy.)

“Gardens & Medallions 75th Anniversary Retrospective - Part III,” by Greg. Pirozzi,

continues his study of postal uses for the high values of this 1933 issue. (*Vatican Notes*, No. 342, Second Quarter 2009. Journal of the Vatican Philatelic Society, Secretary Joseph Scholten, 1436 Johnson St. SE, Grand Rapids, MI 49507-2829.)

Venetian Republic

“Serenissima Repubblica di Venezia, sanità: dispensa delle ‘Lettere da Mar’,” by Giorgio Burzatta, advances the theory that the numeral “5” marked on incoming ship letters to Venice does not represent postal charges but a fee for disinfection, 1754-1759. (*Bollettino Prefilatelico e Storico Postale*, N. 155, June 2009. See address of contact under third entry for Austria.)

Norway Registered Mail

a review by Alan Warran

Rekommenderte Norske Postforsendelser gjennom 200 År (Registered Norwegian Mail through 200 Years) by Wilfred Wasenden. 3rd edition, 148 pages, 8 ½ by 12 inches, hardbound, in Norwegian, self-published by the author 2008, Box 270, 1377 Billingstad, Norway, 2008. ISBN 978-82-994725-1-7, approximately €55 plus postage.



This is the third edition of the author’s treatise on registered mail of Norway and much of it is based on his gold medal exhibit. He begins with how valuable mail was handled in the early days of the postal service and the use of the chart numbering system to record each letter. Then follow discussions of how registered mail was handled during certain periods such as 1817-1849, 1849-1855, and more specifically the use of markings during the 19th century. These include the manuscript NB (*note bene*), “rekommanderes” or its abbreviation “recommend,” “anbefalet,” “chargé” (pertains to the Norwegian/French postal convention), and “franco.”

The conditions under which these various manuscript, and later handstamped, markings applied to the handling of registered mail are defined. The discussion includes handling of registered official mail. Starting in 1883 rectangular handstamps with NORGE R were used and their various types are illustrated. There are six basic groups of such markings and their various formats are shown. A machine marking with this wording was introduced in 1904 and used into the 1930s.

In 1925 registered etiquettes or labels were introduced with the name of the town, a capital R, and the serial number. Rate tables are presented for registered domestic mail, letters to other Nordic countries, and registered letters to the rest of the world. Special conditions applied to registration of printed matter, post cards, air mail, express letters, and other classes of mail. Registered mail that was censored during the Second World War or sent from German field post offices is treated. Other special conditions include letter box (*kassebrev*) registered letters and special fees for bringing registered mail after the normal acceptance time.

The AR or Avis de Reception (return receipt) handling and the various post office forms used are also delved into. In short, just about everything one needs to know about registered mail of Norway is documented here. The rate tables are important and good color illustrations are used throughout. The book concludes with a bibliography for further study of this important subject.

Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message, Douglas N. Clark

Your Society held its 2010 annual meeting at BALPEX near Baltimore over Labor Day weekend, September 3-5. It was a successful meeting, as have been all our gatherings at that venue over the years.

Winners of the Society's exhibit awards were:

Postal History Grand: Inger Kuzych, "Lemberg: Cosmopolitan Crownland Capital of the Austrian Empire."

Postal History Gold: Nicholas M. Kirke, "The Progression of the New York Foreign Mail Cancellation 1870-1878"

Postal History Silver: David M. Skipton, "Watchmen at the Gates: Imperial Russian Censorship and Foreign Publications."

Postal History Bronze: Lawrence LeBel, "Boyd's A Local Post 1844-1889"

All of these exhibits also received show gold awards, the Kuzych and Kirke exhibits were candidates for the show grand, the Kirke exhibit won the Ed Ruckle award and the LeBel exhibit won the APS pre-1900 medal. Congratulations and thanks to all these exhibitors for representing postal history at BALPEX.

The audience at our general membership meeting was entertained by Gregorio Pirozzi, who spoke on "The Holy See and WWII Communications" based on his article of the same title which was awarded the prize for the best article in this journal for 2009.

Our annual meeting for 2011 will be held at the Philadelphia National Stamp Show, April 1-3, 2011. Your Board of Directors is tentatively planning some social activities at that meeting so, if you can attend PNSE 11, keep your eyes open for a late afternoon or evening gathering of postal historians in connection with the show.

Membership Changes by Kalman V. Illyefalvi

New Members

- PHS 2316 Gary Wayne Loew, PO Box 362, Pine Brook, NJ 07058-0362. Gambia, 1935 Silver Jubilees, Elder Dempster Lines, Papua.
- PHS 2317 Stephen B. Pacetti, 12751 W. Alameda Dr., Lakewood, CO 8028-2801. U.S. 1861 1 cent, Transatlantic mail, 1 cent large bank notes, Colorado postal history.
- PHS 2318 Scott Steward, 16311 Manning Road West, Accokeek, MD 20607-9755. Western North Carolina postal history.
- PHS 2319 Robert B. Bramwell, PO Box 4150, Pinehurst, NC 28374-4150. Postal history & ephemera of Schenectady, NY.
- PHS 2320 Lester C. Lanphear III, PO Box 80843, San Diego, CA 92138-0843. U.S. officials, U.S. penalty clause mail.
- PHS 2321 Catherine J. Golden, 148 Regent Street, Saratoga Springs, NY 12866-4308. British postal history, postal ephemera.
- PHS 2322 K. David Steidley, 11 Davey Drive, W. Orange, NJ 07052-2130. U.S. postal history.

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A Mail Bag Story by Angie Arcierno

Everyone loves receiving mail, whether it's via email, instant messaging, or sending hand-written letters. I remember watching for the mailman, hoping for a letter from anyone. When I received a letter, I felt like the luckiest person in the world. But have you ever noticed the mailbag that the mail was carried in? Have you ever wondered what stories a mailbag could tell?

Mailbags were made by the mail equipment division at the U.S. Postal Service. This division was in charge of issuing the mailbags, mail locks and keys, the making of the bags, and any repairs to them. The mailbags had to be strong and durable, yet not heavy or bulky. Over the years, inventors have filed hundreds of patents for new and improved mailbags. "Mailbag" is a broad term that is used to describe any bag that carries mail. The bag at the Rensselaer County Historical Society (RCHS) is not technically a mailbag, but a mail pouch which were made of heavier weight materials and were designed to lock. These pouches were used to transport first-class and registered mail, as well as domestic or military airmail.

When the mailbag shown here was donated to RCHS, there was a claim that it was used in the Pony Express. But according to Nancy Pope, Historian/Curator at the Smithsonian National Postal Museum in Washington D.C., it is not a Pony Express bag at all. It actually has the style of a mailbag that would probably have been used by a contract carrier, not the U.S. Post



Office. The leather is old and cracking; it bears the words "Lenox Mass.," stamped on it; along with other writing that is too faint to read, but there is not enough information to tell how it pertained to Massachusetts. One can only wonder about the history of this bag.

[Essay by a 2009 high school student intern, RCHS, Troy N.Y.]

Spungen Foundation Tribute to Employee – Through Letters

Danny Spungen, of the Spungen Foundation that now owns the 2006 award-winning exhibition of Holocaust mail, arranged to have a limited number of books made of the letters of Dimitri M. Elias: *Big Bubbles, No Troubles*. Dimitri, born in 1965, had worked at the Spungen family business, PEER Bearing Company in Illinois, from 1990 until his death in a 1999 car accident after a Bob Dylan concert. Danny believed the letters showed a unique personality, but also a case study of the relationship between a unique salesman and his employers. Included are reproductions of every form of communication: formal typed letters on printed letterhead; penned notes; email transcriptions; telephone message transcriptions; notes on invoices. Dimitri's voice comes through with remarkable verve (for instance, from a 1994 letter prospecting for business: "I went in to see my chief partner in crime, Danny Spungen. Seeing as I'm a little bigger than Danny I attacked him and put him in a full nelson wrestling head lock hold and I didn't let him up until he promised me three free pre-paid shipments a month, after struggling a while, he agreed. ... Please, it's time for PEER!") What this tribute to an employee also shows is the value of business archives in charting the influence of written communication.

Fred Harvey, Postal Clerk

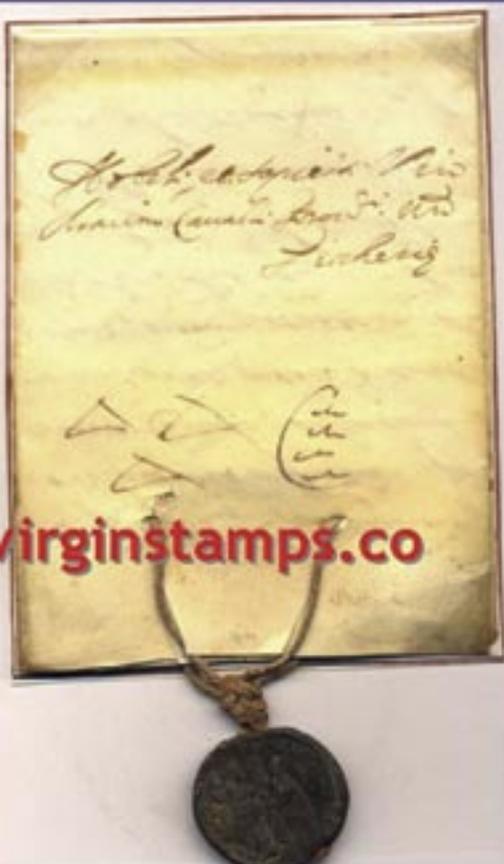
Stephen Fried's new biography of Fred Harvey, *Appetite for America* (2010 New York, Bantam Books), reminds us that the famous hotelier who civilized hospitality in the American West was a pioneer of the Railway Post Office. Harvey had emigrated to the United States in 1853, and in 1861 had moved to St. Joseph to work for Rufus Ford who ran a line of packet boats on the Missouri River. For extra money, Harvey became a postal clerk in February 1861. His boss, postmaster William Davis, convinced Washington to let him test a specially equipped train car on which mail could be sorted en route. Harvey and John Patten were the first two mobile mail clerks, along the Hannibal & St. Joseph railroad beginning in July 1862. The details were recalled by Harvey in a letter written June 26, 1884, as part of an effort to make sure Davis got credit for the invention – which was published in *History of the Railway Mail Service* (1885 Washington D.C., Government Printing Office).

City Delivery Music, 1867

Charles W. Harris, in 1867, copyrighted and published a song, "Why Don't a Letter Come?" with words by Elmer Ruan Coates and music by E. Linwood. (Coates, a Philadelphia Quaker, was at the time best known for the Civil War classic "Be My Mother Till I Die" and would become famous in 1878 for a book-length poem, *Laurel Hill*.)

Stanza 1: Here at my window all the morn, And now 'tis nearly eve!
 Why don't a letter come, to day, And this poor heart relieve?
 The postman has a missive white, For ev'ry other door,
 And they who take them make me feel, More lonely than before.

On the back sheet of the music is "The Musical Bulletin" listing new music from several different publishers, but available from Harris. He reminded clients: "The Postage on Sheet Music is only Two Cents for Four Ounces, or Eight Cents per Pound and on Books double that sum."



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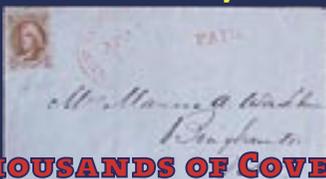


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