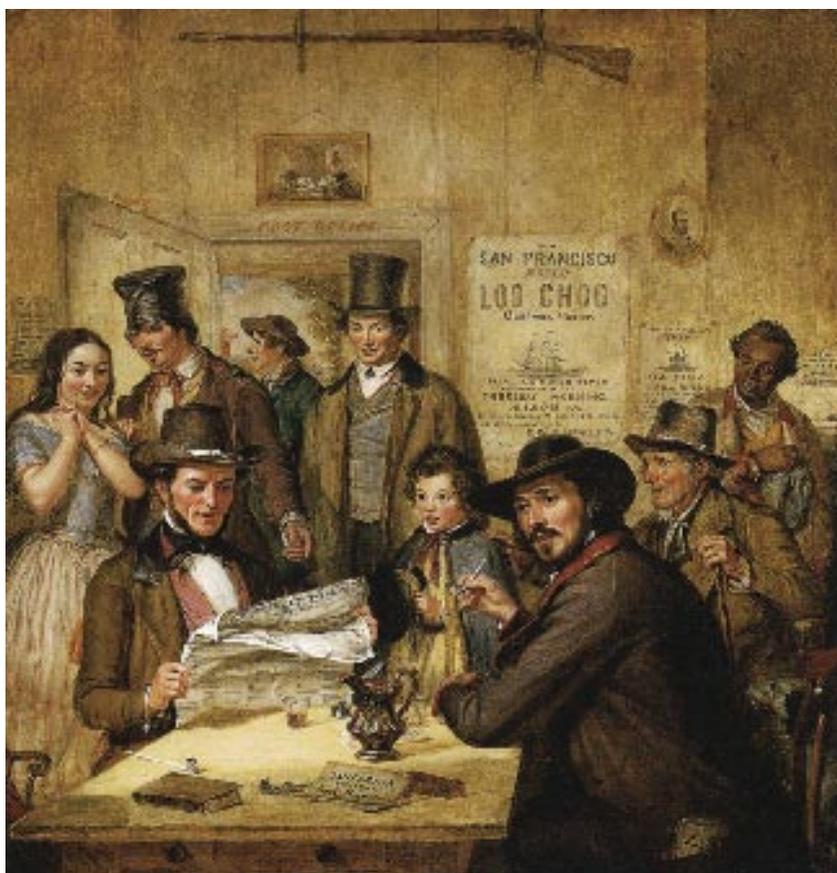


Postal History Journal



NUMBER 149

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South Atlantic Airmail Development 1928-1945, Part I

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Postal Newsgathering after Morse and the Telegraph, Part II

by David L. Straight

The first part of this article (*Postal History Journal* 148) discussed how histories of journalism frequently ignore the newsgathering role of the post office after the adoption of the telegraph. A discussion of postal newsgathering began with printer's exchanges, newspaper wrappers, and letters to the editor. This second part will consider how journalists utilized a variety of postal services and technologies to speed the news that they gathered and conclude with some thoughts regarding the coexistence of electronic and postal newsgathering.

Surveys, Opinion Polls, and Voting

The Chicago Record sought to boost its readership in 1896 by publishing, "as fast as the ballots are returned and counted," a reader poll forecasting the outcome of the Presidential election (Figure 1). Long before robo-calls or SurveyMonkey, newspaper editors found postal cards an effective means for gathering election related news. Asking not only for

whom they will vote (McKinley, Bryan, Palmer, or Levering) but also whom they had supported in the 1892 presidential contest (Harrison, Cleveland, Weaver, or Bidwell) allowed some measurement of the shift between the political parties. Since *The Chicago Record* used ordinary postal cards, rather than paid reply cards, we do not know how they selected participants for their survey. The assignment of a number and geographic location to each card reveals the potential for

THE CHICAGO RECORD'S POSTAL CARD ELECTION.

This ballot is from Voter No. 75189

P. O. The Arbor

County Washington State Mich

There are four candidates for president to be voted for on November 3rd, 1896. They are: MCKINLEY, republican; BRYAN, "free silver" democrat; PALMER, "gold standard" democrat and LEVERING, prohibition. Write the name of the one you intend to vote for on the following blank line.

For president: _____

To understand and calculate the full effect of your vote it is necessary that we should know what candidate you voted for at the last presidential election in 1892. There were four leading candidates at that election. They were: HARRISON, republican; CLEVELAND, Democrat; WEAVER, people's and BIDWELL, prohibition. Write the name of the one you voted for on the following blank line: _____

I voted in 1892 for: _____
(If you did not cast a presidential ballot in 1892 write in the blank space the words "I did not vote.")

My name is, _____

(If for any special reason the voter prefers not to sign his name to this ballot there is no need of his doing so, because the postal card bears a registry number and only such registered cards have been issued and only such registered cards will be received and counted in the returns. In this way all the secrecy of the Australian ballot is secured to each voter as with it. Where there is no special reason for desiring secrecy the voter may write his name in the blank space provided. Under any and all circumstances this ballot will be held as a confidential communication by THE CHICAGO RECORD.)

The ballots cast in THE CHICAGO RECORD'S postal card election will be counted under the supervision of a board of election commissioners composed of representatives, members from all the political parties and the results will be published from day to day in THE CHICAGO RECORD as fast as the ballots are returned and counted.

Vote at once. Fill in and send back this postal card ballot by return mail. You owe it to the principles you hold in this important contest to vote and to VOTE AT ONCE.

Form 164.



Figure 1: The small wreath Jefferson design (Scott UX12) introduced in 1894. Not a reply card, so perhaps mailed in a letter.

some sophistication in their polling system. If not linked to an individual voter, at minimum it permitted tracking of the results by geographic region, in the case illustrated a voter in Ann Arbor, Michigan. Cleveland won his second term in 1892, while the Republicans with McKinley regained the White House in 1896.

Rather than querying voters, the New York *Evening Post* mailed reply postal cards to other editors in March 1912 (Figure 2), asking them to “ascertain the sentiment of the Republican press in your state as between William H. Taft and Theodore Roosevelt for the Republican Presidential nomination this year.” Although we do not have the reply half returned by editor of the *New Hampshire Farmer & Union* in Manchester, the card hints at the drama that played out during the very contentious Republican convention in June. At a time in which primary results did not necessarily dictate the outcome of the convention, the “sentiment of the Republican press” was a more likely predictor for the nomination. Taft, who controlled the party machinery, gained the nomination, over Roosevelt who had won more of the primaries. In November Roosevelt, running with his independent Bull Moose Party, out-pollied Taft, who carried only two states, but both were completely overwhelmed by Woodrow Wilson’s 435 electoral votes.

In a reversal of roles, with the mail feeding news to the wire services for telegraphic distribution, the N. E. Associated Press distributed postal cards to polling places in New England to obtain their vote totals for the 1892 presidential election (Figure 3). The New England Associated Press, a regional

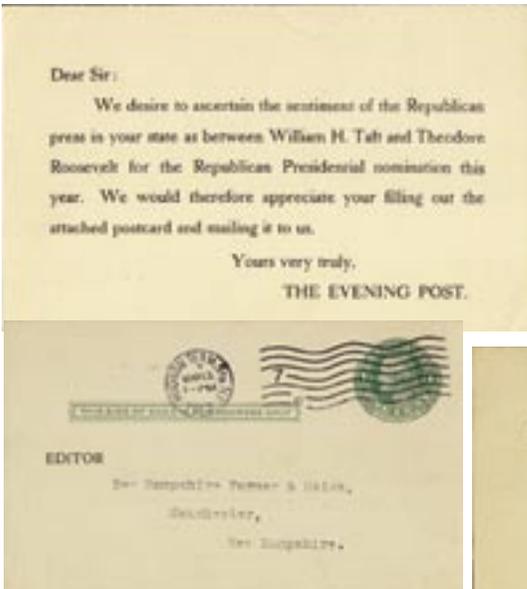


Figure 2: Scott UY6, the green George Washington message half; the Martha Washington reply half was detached and returned by the editor of the *New Hampshire Farmer & Union*.

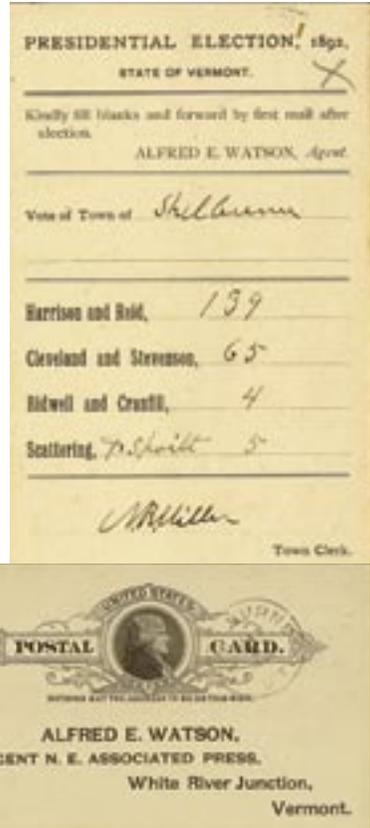


Figure 3: The votes totals, signed by the town clerk, show that Benjamin Harrison carried Shelburn, Vermont by a comfortable margin in 1892, despite losing the election nationally.

auxiliary, traced its origins to an 1848 agreement between nine Boston daily newspapers to purchase telegraphic news from New York. A more sophisticated method of collecting vote tallies from individual polling stations in Berlin is discussed in the pneumatic mail section.

Train Station Letters

By using *Bahnhofsbriefe*, or train station letters, European editors found that they could speed the delivery of news by paying a fee to bypass post office sorting in the destination city. Beginning May 27, 1874, in Germany, for the payment of a weekly or monthly fee, a business could meet the same train every day and receive one package up to 250 grams directly from the railway mail car, instead of waiting for the mail to be taken to the local post office and sorted for delivery.¹² In 1897, the *Frankfurter Zeitung* paid 4 Marks per week, or 12 Marks per month to meet the daily train from Paris and receive their *Bahnhofsbrief* with the latest news from Paris (Figure 4). The franking on a *Bahnhofsbrief* did not include the fee for access to the train platform, which was paid weekly or monthly in cash to the German post office. Instead of a red border, the Swiss printed the legend *Bahnhofsbrief* diagonally across the face of their envelopes (Figure 5). It is likely that train station letters existed in other nations and were used by journalists – an opportunity for readers to join this conversation.



Figure 4: A November 4, 1897 dispatch from the Paris correspondent to the *Frankfurter Zeitung*. The red-bordered *Bahnhofsbrief* (Railroad Station letter) meant that the newspaper had paid a German Post Office fee (not shown on the cover) permitting their employee to meet the Paris train each day and receive this letter directly from the railway car. The strip of six French Peace and Commerce stamps, including a gutter pair, paid the UPU letter rate for 90 grams, but not the German fee for access to the railway platform.



Figure 5: A 1909 *Bahnhofsbrief* from a News Bureau in Zürich to the St. Gallen Ostschweiz. The stamp, paying only the postage, was cancelled in Zürich. There is no receiving mark because the letter did pass through the post office in St. Gallen.

Pneumatic Tube Mail

As Berliners went to the polls to elect delegates to the Reichstag on July 30, 1878, the *National-Zeitung* distributed a self-addressed Rohrpost Karte to each polling place. That evening, telegraph messengers rushed the cards, completed with the vote totals from each polling station, to the editorial desk. The election results were published in the next morning's paper (Figure 6).

The Berlin stock market had begun exchanging messages with the central telegraph office via canisters sent through a pneumatic tube in 1865. By the early 20th century, a network of pneumatic tubes connected nearly every telegraph office in Berlin and many of the suburbs. In December 1876, following the merger of the post and telegraph services, mail was accepted for pneumatic transmission (Rohrpost) and delivery by telegraph messengers. The rate for a Rohrpost Karte was 25 pf, five times the rate for an ordinary postal card. Rohrpost envelopes were charged 30 pf versus 5 pf for local post letters. Telegraph messengers delivered pneumatic mail from 6:00 in the morning until 10:00 in the evening. Within 19 months of accepting mail, newspapers began to utilize the pneumatic service. Postal cards with election results sent to the *National-Zeitung* are also known from 1882 and 1885; similar cards addressed to the *Berliner Tageblatts* are known from 1893 and 1898.

Figure 6: After the ballots had been counted and totals recorded for each candidate, this card was mailed to the editorial desk of the *National-Zeitung*. The cancellation, between 7:00 and 8:00 p.m., is from Post Office 30, in the suburb of Lichtenberg; the blue



2. 70. Wahlbezirk.

Es wurden abgegeben 463 Stimmen.

Es fielen auf

Herrn	<u>Meyer</u>	<u>202</u>	Stimmen
Herrn	<u>z. d. H.</u>	<u>165</u>	Stimmen
Herrn	<u>Baumgarten</u>	<u>83</u>	Stimmen
Herrn	<u>Scherlommen Alt</u>	<u>6</u>	Stimmen
Herrn	<u>Fabrikb. Kopp</u>	<u>1</u>	Stimmen
Herrn	<u>Prof. Schöthe</u>	<u>5</u>	Stimmen
Herrn	<u>H. Bierberg</u>	<u>1</u>	Stimmen
Ungültig	<u>kein Zettel.</u>		

crayon "RI" indicates routing to the office nearest the newspaper – Rohrpost I, the Head Telegraph Office. Although Berlin was not yet using receiving handstamps, this card would have been received and delivered by telegraph messenger that same evening.

Election results were not the only news carried by pneumatic mail in Berlin. Pre-printed envelopes addressed to the editorial staff (die Redaktion) are known from at least 10 magazines and newspapers in Berlin and some suburbs such as Charlottenburg.¹³ (Figure 7.) Only a few have evidence of the sender that provides any clues as to their content. The envelopes marked "Viehmarktbericht" (cattle market report) addressed "An die Redaktion der Berliner Börsen-Zeitung" (editorial desk of the Berlin stock market newspaper) seem obvious (Figure 8). Free-frank pneumatic envelopes, with the printed

abbreviation K. A., at the lower left, standing for “Kaiserliche Angelegenheit,” were sent on Imperial business. These generally have paper seals or handstamps that indicate the sender, such as the 1902 cover to the *Berliner Lokal-Anzeigers* from “General Intendantur der Kög. Schauspiele” (the manager of the Royal Theater) (Figure 9).



Figure 7: The *Charlottenburger Zeitung* was one of the suburban newspapers receiving news by pneumatic tube.

Figure 8: A cattle market report (*Viehmarktbericht*) mailed to the editorial desk of the Berlin stock market newspaper (*An Die Redaktion der Berliner Börsen-Zeitung*).



Figure 9: A 1902 pneumatic letter from the Royal Theater to the editorial staff of the *Berliner Lokal-Anzeigers*. The bold blue “12” is the routing mark directing the letter to the pneumatic post office closest to the addressee; the handstamped *14* indicates the telegraph messenger who made the delivery. On the back, the receiving mark of Post Office 12 (left) matches the routing mark and the seal of the Royal Theater.

During the 1890s, The *Schlesische Zeitung* in Breslau (today Wroclaw, Poland) utilized the Rohrpost for dispatching news reports to their city, 300 kilometers from Berlin. In addition to their address, they printed the Rohrpost envelopes with two instructions for the postal clerks, “bis Postamt 17. Schles. Bahnhof” meaning route to Post Office 17 at the Silesian train station and “durch Eilboten zu bestellen” for express delivery in Breslau. With stamps for the domestic letter rate plus the express fee added to the Rohrpost envelopes, letters from their correspondents could be mailed anywhere in Berlin and would receive the fastest available service on every leg of the journey to Breslau (Figure 10).

Figure 10: An August 24, 1895 dispatch to the *Schlesische Zeitung* in Breslau. The pneumatic envelopes were printed with the additional instructions “bis Postamt 17. Schles. Bahnhof” meaning route to Post Office 17 at the Silesian train station. The red 10pf stamp paid the domestic letter rate for carriage beyond Berlin and the orange 25pf stamp the express delivery fee in Breslau.



Figure 11: News sent by pneumatic tube in Vienna, to the *Neue Freie Presse* in 1891.



Preprinted pneumatic mail envelopes were also used in Vienna during the 1890s (Figure 11). Since journalists in other cities probably utilized the pneumatic mail, evidence of such newsgathering might be found from Paris (1879-1984), Munich (1922-1960s), Prague (1899-1945), Marseilles (1910-1968), Rio de Janeiro (1911-1939), Buenos Aires (1911-1940s), Rome (1913-1970s), Milan (1913-1970s), Naples (1913-1970s), or Zürich (1930s).

Although the U. S. Post Office operated pneumatic tubes in six cities during the first two decades of the 20th century and in Boston and New York until the early 1950s, postal patrons could not request or purchase premium service via the pneumatic tubes. However, the Chicago City Press Association, which distributed news gathered by pool reporters to their member newspapers via a private pneumatic tube network, opened their tubes to firms sending press releases to Chicago newspapers in the 1950s. They sold stamps for their service.¹⁴ (Figure 12.)



Figure 12: A Commonwealth Edison Company press release, circa 1953, mailed privately to the Financial Editor of the Chicago Sun-Times.

Newspaper Syndicates

When Wright A. Patterson, editor-in-chief of the Western Newspaper Union, met with President Theodore Roosevelt to request White House press credentials for his reporters, he claimed to edit over 12,000 newspapers, whose readers totaled over 25 million. He asked, “That is all I am asking: a square deal for the country newspaper. Why shouldn’t readers in small towns and on the farms have first-hand news of the Administration, such as city readers have?” Patterson based his claim on the number of newspapers, who regularly purchased a portion of their news from his syndicate.¹⁵ Newspaper syndicates, like large urban newspapers, had reporters and editors selecting and organizing both news and features. However, instead of publishing a newspaper they delivered their work to thousands of editors across the country. Unlike press associations, or wire services, who telegraphed headlines or full stories for individual newspapers to edit and set in type, the newspaper syndicates shipped partially finished newspapers as printed pages, printing plates, or molds for printing plates. Although several syndicates, with more than a dozen plants, were selling news to thousands of newspapers by the turn of the last century, the number of surviving covers for their products is minuscule.

Newspaper syndicates had their origins in 1861 when Ansel Nash Kellogg, editor of the *Baraboo Republic*, learned that his pressman had enlisted with a Wisconsin volunteer regiment. Unable to hire a replacement, Kellogg turned to the *Wisconsin State Journal*, the largest daily paper in nearby Madison, asking them to reprint a few of their news columns as the inside two pages of his weekly. This arrangement provided him with the inside half already printed to which he added the local news and ads to complete his weekly newspaper. By the end of the Civil War, thirty Wisconsin weekly newspapers were purchasing ready print insides from Madison or Milwaukee newspapers. Kellogg saw a new industry. He sold the *Baraboo Republic* to his pressman, who had returned from the war, and moved to Chicago in 1865. He founded the A. N. Kellogg Newspaper Company to supply ready print pages to other newspapers.¹⁶ At the Centennial Exposition in 1876, Kellogg exhibited 582 local newspapers that subscribed to his company’s ready print pages.¹⁷

However, many editors, while needing the labor savings offered by subscribing to a syndicate, wanted greater flexibility in selecting content and laying out their newspapers. For them the solution was to receive stereotype printing plates from the newspaper syndicates. Stereotype plates are manufactured by taking a negative mold from type that has been set and using the mold to cast metal printing plates. In the mid-19th century,

the large daily newspapers in London and New York perfected a papier-mâché process, which produced a paper mold called a flong. Unlike earlier plaster or clay molds, a flong was flexible enough to cast the curved plates required for high-speed rotary presses.¹⁸ For the syndicates, the advantage of the flong was that it did not break when removed from the plate, thus being able to cast multiple plates from a single mold. The Kellogg Newspaper Company significantly improved stereo plates in 1875 when they patented thin plates, pre-drilled with holes for the tacks or screws to fasten them on wooden bases for printing. These thin plates could be easily “edited” with a saw to fit the length or space requirements of an individual newspaper.¹⁹ Besides summaries of national and international news, editors could subscribe to columns of fiction, poetry, gossip, comics, sports, sermons, music, or agricultural news. All of which could be supplied with illustrations. Although derogatorily referred to as “boilerplate,” stereotype plates were not only the life-blood for thousands of weekly newspapers but also augmented the content of many daily newspapers.

The low survival rate for covers (parcel wrappings and tags) from shipments of ready print and stereotype plates is no doubt due in part to the usual story of mail not being saved at commercial firms. However, the more important factor was the Post Office policy of not accepting parcels weighing over 4 pounds until 1913. Although it was only half printed, ready print required shipping the full weight for each issue of a newspaper. It is hard to imagine any viable local newspaper whose entire press run for one issue weighed less than four pounds. (For comparison, a typical ream of computer printer paper weighs approximately five pounds.) For the newspaper subscribing to stereotype service, the number of plates sufficient to print one page weighed approximately nine pounds excluding the packing material.²⁰ Thus, U.S. Post Office weight limitations precluded mailing either a ready print edition, or stereotype plates beyond a single plate for a picture or small item. A few envelopes are known that contained a zinc plate for a single illustration.

Mailing the Flong

Soon after the transcontinental airmail was established in 1924, the Newspaper Enterprise Association, in Cleveland, began airmailing its syndicated features to editors on the west coast (Figures 13 and 14). Edward W. Scripps built a chain of small, cheap, evening dailies in the late 19th and early 20th centuries aimed at working class readers. The profitability of his newspapers depended upon strictly controlling costs, especially through economies of scale achieved with the distribution of non-local content by his news agencies. The Newspaper Enterprise Association was established in 1902 to supply cartoons, pictures, fashion articles, illustrated sports stories, human-interest items, and editorials to the Scripps newspapers. In 1907, they began to supply newspapers outside the Scripps’ chain and, in 1909, the NEA was reorganized as a feature service, without the Scripps’ editorial viewpoint. By 1920, they regularly supplied features to 382 newspapers in the United States plus 15 internationally.

However, with postage rates up to 25¢ per ounce, it is unlikely that these NEA airmail envelopes contained metal plates. The invention of a dry flong process in 1893 created light-weight papier-mâché mats that could be easily shipped. Newspaper staff at local printing plants around the country cast metal plates, known as cuts, with the mats received from the NEA, and fit them into the production printing plates. The necessity of casting metal plates from the mats probably limited this service to larger urban dailies, rather

Figure 13: A December 16, 1924 two ounce envelope from the NEA Service in Cleveland to The Sun, a San Diego newspaper, traveled across all three zones of the transcontinental Air Mail route. The 48¢ postage (24¢ per ounce for the three zones) was paid with a strip of three of 16¢ stamps.



Figure 14: Eighteen months later (May 12, 1926), a similar letter to the same newspaper was rated differently because of the combination of contract and government air mail routes. The rate was 5¢ per ounce, per zone (3 zones) for government airmail to San Francisco plus 10¢ per ounce for CAM route from San Francisco to Los Angeles for a total of 25¢ per ounce. The correct postage for 3 ounces would have been 75¢; the strip of three of the 24¢ stamps only paid 72¢. The 3¢ shortage was paid with two San Diego precancelled postage due stamps.



smaller weekly papers.²¹ When the Post Office provided the fastest service in the U.S. for small parcels, newspaper syndicates quickly adopted the transcontinental airmail. Milton A. McRae, Scripps' partner, reported in 1924 that the Newspaper Enterprise Association daily supplied, "forty or fifty columns of feature service, frequently using aeroplanes to facilitate dispatch."²² These mailings were especially important for maps, pictures, and other illustrations that could not be easily telegraphed.

Photojournalism

On Saturday afternoon, June 28, 1924 a deadly tornado swept off Lake Erie, tore through the Municipal Bath House in Lakeview Park, and destroyed the center of Lorain, Ohio. *Aviation*, a weekly magazine devoted to promoting that fledgling industry, told how

the news was delivered to the syndicates in New York: “At dawn of the day following the tornado that wiped out Lorain and caused over 200 deaths, P. F. Collins flew over the devastated city with a Cleveland Press photographer and from low altitudes secured several photographs of the ruins, which in their clearness and scope emphasized strongly the value of aerial photography. Prints of these photographs, with others taken in the city, were carried to Bellefonte by C. H. Ames and relayed to New York by Jim Ray, arriving there at 8 p.m.”²³ Airmail pilots, flying their daily transcontinental relay, at a critical juncture in the history of journalism, brought poignant photographs of the disaster to New York for national distribution.

The first halftone newspaper illustration appeared in the pages of the New York *Daily Graphic* on March 4, 1880. The technology had been perfected to print newspapers with halftones on the high-speed rotary presses used by the largest daily newspapers by 1897. The growing popularity of illustrated news stories and the relative ease of producing printing plates from photographs combined with two developments in Germany to usher in a golden age of photojournalism in the middle of the 20th century. The Leica camera, invented in 1925, along with flash bulbs a few years later provided journalists with a rugged tool that was both portable and unobtrusive compared with previous professional equipment.²⁴ In the new German photojournalism magazines, editors and photographers collaborated to produce stories told through pictures and cutlines, rather merely print pictures along side a story.



Figure 15: An August 13, 1936 dispatch from the Olympic Stadium to the sports editor of the National Zeitung in Basel. The Zentralflughafen pneumatic mail receiving mark (for the airfield at Tempelhof) is only 55 minutes after the letter was posted. The red crayon “Zf” indicates this routing. The Basel telegraph receiving marks are early the following morning.

In the 1920s Western Union, AT&T, and RCA began offering transmission of photographs by telegraph, telephone, or radio. The Associated Press began a wirephoto service in 1935.²⁵ Although pictures could now travel as quickly as news stories, the early wirephotos did not reproduce well and required expensive equipment, beyond the means of many smaller newspapers, at both ends of the wire. However, at the same time a growing network of airmail routes, not only in the United States, offered rapid delivery of photographs at a relatively low cost. For at least the next quarter century, the post office played an important role in the gathering and distribution of news photographs. In pre-World War II Berlin, the integration of various modes of transportation provided highly efficient dispatch of mail, including photographs, to other countries. The airfield at Tempelhof (Zentralflughafen) was connected with nearly all the post and telegraph stations in Berlin by pneumatic tubes. News from the Olympic Games (Figure 15) or business news from the Berlin suburbs (Figure 16) traveled quickly to airport for dispatch to Switzerland. Both Basel and Zürich were among the Swiss cities having pneumatic tubes operated by the telegraph service. Incoming express mail, such as these two items, was generally delivered by the telegraph service and may have traversed Swiss pneumatic tubes as well. Sometimes expediting the mail was not matter of paying for a premium service, but rather understanding the international postal regulations. The UPU permitted countries to charge certain fees on incoming parcels or sample packets – one was the customs clearance fee charged for inspecting mail, collected even on many packages that did not contain anything dutiable. If mail were held while the post office waited for the



Figure 16: From Charlottenburg to the business editor of the Neue Zürcher Zeitung in Zürich on October 10, 1938. Received at the Zentralflughafen an hour after being posted in the western suburbs of Berlin. Zürich postal and telegraph receiving marks from the following day.

addressee to come and pay this fee, news could be delayed (Figure 17). The 1938 Press Illustration Bureau in Copenhagen kept their package of photos moving unimpeded to editor of the Skanska Dagbladet in Malmo, by affixing a Swedish stamp to prepay the fee when the package arrived in Sweden. During World War II, news photographs from the warfront (Figure 18) and the home front (Figure 19), crossed the Atlantic Ocean in both directions. Postwar, I have seen examples of mailed photographs as late as 1955 (Figure 20). By utilizing airmail, special delivery, or express mail newspaper syndicates were able to distribute visual material such as pictures, maps, editorial cartoons, and comics at a low cost without requiring each newspaper to own expensive equipment.

Figure 17: The Swedish stamp that prepaid the customs clearance fee depicting the Holy Trinity Church in Wilmington, Delaware was issued to commemorate the tercentenary of Swedish settlement in North America. The boxed cancel, "TULLBEHANDLAT MALMO" is from the customs office.



Figure 18: The Interphoto News Pictures in New York paid \$1.40 for Clipper Air Mail and Special Delivery to deliver "eight pix. package no. 43" (typed notation on back of envelope) to the London Illustrated News



on November 24, 1942. The rate on this two-ounce letter was 30¢ per half ounce for airmail and 20¢ for Special Delivery. In addition to U.S. press censorship it was examined by the British Post Office and the Excise Office.

Figure 19: The lack of censorship along with the corner card reading “Public Relations Section / United Kingdom Base, C.Z. / European Theater of Operations / Postmaster, New York City” suggests that these war photos from Europe were distributed from a War Department office in the United States.



Figure 20: In 1955, the Schiknerbild syndicate in Berlin used a striking image of man with camera on their envelopes for mailing press photos.

Conclusion

Although the electric telegraph was the fastest means of communication in 1844, it was also expensive and not always the most practical method for transmitting news. Without denigrating the work of scholars such as Schwarzlose and Mott, or downplaying the importance of the telegraph, the covers illustrated with this article clearly suggest a longer and more nuanced transition away from reliance on the post for newsgathering. As Kielbowicz points out, change is seldom instantaneous or clear-cut. While he examined a coexistence of postal and telegraphic gathering and dissemination of news until free exchange of newspapers ended in 1873, from the surviving covers it is clear that postal newsgathering coexisted with the telegraph well into the 20th century, long after the free exchange of newspapers ended in the United States. The survival of postal newsgathering was not merely in niches, but sometimes, as in the case of transcontinental airmail, at the cutting edge.

The briefest survey of the covers illustrated here reveals that in the majority of instances, a premium postal service was purchased that provided faster delivery of the news. More than merely incidental usages, the surviving covers show that newspapers

fully understood these postal services and schedules and printed their stationary to take full advantage of premium delivery options. Mott's observation about the "history of speed" provides a key to understanding the role of postal services in newsgathering. While the telegraph and other electronic technologies grew and developed, postal technology did not remain stagnant at the 1840s horse and carriage level. When postal administrations embraced faster transportation technologies to offer services such as *Bahnhofsbriefe*, *Rohrpost*, and transcontinental airmail, we find both newspaper correspondents and news brokers purchasing premium postal services to gather or disseminate news in a timely manner. These covers reveal publishers and news brokers balancing the relative benefits of cost and speed between postal and electronic communications networks to select the best means of transmitting news well into the 20th century.

Not only did the U.S. Post Office neglect to offer any premium postal services, other than Special Delivery, prior to the 1920s,²⁶ but Congress also prevented it from providing an adequate parcel post service before 1913. The significance of these service limitations for journalists becomes clear when examining the products sold by newspaper syndicates in the late 19th and early 20th centuries. State-owned railroads and telegraph lines allowed European post offices, particularly in Germany, to offer postal services valuable for newsgathering that were not possible with the privately owned railroads and telegraph in the United States.

I hope that providing a survey of my findings will suggest areas for further study and encourage others to share their knowledge. Also, I want to acknowledge and build upon the pioneering work of philatelists Richard B. Graham, Dane Claussen, and Roland H. Cipolla whose writing and collections inspired me to examine this question.²⁷

Endnotes (continuing from Part I)

- ¹² Walter Farber, "More on *Bahnhofsbriefe*," *German Postal Specialist* 44 (April 1993) 155-162; and Diane Manchester, "Railroad Station Letters (*Bahnhofsbriefe-Kursbriefe*)," *German Postal Specialist* 43 (September 1992) p. 385-387.
- ¹³ Publications that I have seen include the *National-Zeitung*, the *Berliner Tageblatts*, the *Volks-Zeitung*, the *Kleine Journal*, the *Charlottenburger Zeitung*, the *Berliner Lokal-Anzeigers*, the *Berliner Neuesten Nachrichten*, the *Post*, the *Volks Zeitung*, and the *Berliner Börsen-Zeitung*.
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- ²² Quoted in Alfred McClung Lee, *The Daily Newspaper in America* (New York: Macmillan, 1947) p. 590.
- ²³ Cy Caldwell “Cleveland News,” *Aviation* 17 (July 21, 1924) p. 781. Pilot Charles H. Ames died the following year on a night airmail flight from New York to Bellefonte. His crash at Hecla Gap in the Nittany Mountains is described by Kathleen Wunderly, Bellefonte and the Early Air Mail, 1918-1927 (Bellefonte: American Philatelic Society, 2007) pp. 53-60.
- ²⁴ <http://en.wikipedia.org/wiki/Photojournalism> accessed December 24, 2010.
- ²⁵ <http://en.wikipedia.org/wiki/Wirephoto> accessed May 3, 2011.
- ²⁶ Although Air Mail officially began in 1918, it was largely of an experimental nature until the regular trans-continental service in the 1920s.
- ²⁷ Richard B. Graham, “Gathering the news: express and telegraph cover,” *Linn’s Stamp News* (January 13, 2003) pp. 38-39.

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COVER ILLUSTRATION: “California News” – an 1849 oil painting by William Sidney Mount (1807-1868), The Long Island Museum. Mount divided his time between New York City and his family’s homestead near Setauket, Long Island. The figures in his genre paintings tended to resemble rural yeomanry, as in this scene in a country tavern/post office with a carefully representative grouping of citizens excitedly reading the latest news from the California gold fields. The newspaper – still crisply bearing its posted folds – is Horace Greeley’s *New York Daily Tribune* (begun 1841). Mount, like Greeley, was an abolitionist and a liberal. The notices mounted on the tavern wall were chosen with care: on the left above the young bar maid is a notice of “Farms for Sale” – an indication of Long Island emptying out for the gold fields. The large poster in the middle distance is for the Mining Company ship *Loo Choo*, built in 1840 in Medford, Mass., that would sail March 8, 1849 for San Francisco under Captain D. Cushman. The smaller poster is for the ship *Sabina* that would leave Sag Harbor for San Francisco February 7, 1849 under Captain Henry Green. On the table is a handbill headed: “California Emigrants Look Here!” The “rush” of the Gold Rush was largely created by news coverage – telegraphed amongst editors and mailed to ordinary citizens.

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Development of Transatlantic Airmail Services 1928-1945, Part I: The South Atlantic

by David Crotty

Introduction

By the late 1920s many countries had developed their national airmail services, and a number of pioneering transatlantic flights had been accomplished. But dependable transatlantic commercial civilian airmail had to wait for the development of aircraft that could carry a payload. The airlines that confronted these problems operated in an environment of international politics, desire for economic gain, fearless pilots and nationalism. These issues actually work to connect the individual company efforts rather than separate them.

Early services included airmail over the continents but steamer service across the Atlantic. It can be argued that the first true airmail service started in 1928 when Compagnie Générale Aéropostale (CGA) used dedicated vessels to transport mail across the South Atlantic to speed delivery. This "Aviso" service, using retired French naval ships, provided regular weekly transport of mail and parcels between Brazil and Africa. Aircraft carried the mail within South America and between Africa and Europe. It was not until 1933 that aircraft could regularly cover the 3000km (1800 miles) between Natal and Dakar, Senegal.

In each country the general populace took to this new faster form of communication with great enthusiasm. People came out to watch the planes come and go, often by the thousands. Newspapers reported quite frequently on the airlines' activities. The postage rates were very high. They paid them anyway.

Several researchers have studied the postal rates involved in this transatlantic story. Some of the references used in the paper have extensive rate information^{1, 4, 5, 6} but the entire story is yet to be completed.

The political competition of France and Germany for influence in South America was echoed in CGA and its successor Air France competing with Deutsche Lufthansa. At the same time smaller airlines, some German-backed, and the U.S. Pan American Airways, grew throughout South America and the Caribbean.

But the key point was to get mail between South American countries, where many European immigrants lived, and their European connections. Table 1 provides a study of the travel times and postage costs for mail between Brazil and Europe and the USA and Europe based on a study of covers. The introduction of airmail services greatly reduced the time of travel for a letter but at up to 10 times the cost of surface postage. The 30 cents U.S. postage in the 1930s might compare to a \$20 stamp today. Postal customers routinely paid the extra postage to gain the time.

Table I: Transatlantic Travel Times and Postage by Surface and Airmail

<i>Services</i>	<i>Dates/Transport</i>	<i>Travel Times</i>	<i>Postage Rates</i>
South Atlantic	Europe-Americas		Brazil to Europe
Surface	1928-1940 Ship	20-50 days	500 reis
CGA	1928 Aviso	10-13 days	2000 reis
	1928-1933 Aviso	8-9 days	3000 reis
Air France	1934 Aviso	6-7 days	4200 reis
	1934 Flights	3 days	4200 reis

	1934-1939 Flights	2-3 days	5400 reis
DLH	1934-1935 Catapult	3-4 days	4200 reis
	1936-1939 Flights	2 days	5400 reis
North Atlantic	Europe-USA		USA to Europe
Surface	1939-1940 Prewar	10-15 days	5 cents
Pan American	1939-1940 Prewar	3-6 days	30 cents
	1940-1945 War	3-90 days	30 cents

The transatlantic (not to mention transpacific) flights drew tremendous attention. The full story includes the Aéropostale “Aviso” service and follows the efforts of Air France, Zeppelin, Deutsche Lufthansa, LATI, Imperial Airways, BOAC and Pan American Airways as they worked to develop dependable civilian airmail services crossing the South and then the North Atlantic Ocean. This article will provide the story of airmail development across the South Atlantic. The goal here is to provide a fairly detailed outline of events. A bibliography is provided for additional details and most of these sources are cited in the text. The North Atlantic story will follow in Part II.

Compagnie Générale Aéropostale (CGA) 1926-1933

CGA is often called Aéropostale (French) or Aeropostal (Spanish) and the name literally means airmail. CGA’s history is summarized in the CGA Sidebar. The economy of South America attracted American, French and German companies in the 1920s. Numerous local airlines came into being,^{2,3,6} some with foreign assistance. Many operated just one or two flights. The survivors acted as feeder lines for the European airlines. Of course Pan American Airways and its subsidiaries ultimately became the major local operator. Pan American’s only business was South America and the Caribbean until it opened up the Pacific in 1935.

The French government did not subsidize Aéropostale, while the German government supported Deutsche Lufthansa and several local airlines. As a result Aéropostale was running out of money as early as 1929 and received some support until it was merged into Air France in 1933.

It was common for an aircraft manufacturer to operate its own airline. Latécoère formed Lignes Latécoère to operate in Africa in 1919 and in Brazil and Argentina in 1925.⁸ In 1927 the South American and African operations became CGA^{9,11} and expanded flights from Natal to Buenos Aires.

No airplanes were capable of the long trip across the Atlantic so CGA purchased four small French navy ships to carry the mail. The first “Aviso” northbound trip from Natal to Dakar was March 1, 1928, Figure 1, and the first southbound trip left Dakar March 2, 1928, Figure 2. The portion of the trip at sea averaged about 5 days. The airmail part of the trip was not well organized in the first months so it took as many as 13 days for mail to travel between Brazil and Paris.³² Within a few months the travel time was reduced to 8-9 days, a considerable improvement over the 20-50 days typical of surface mail.

Service was expanded to include other South American countries:

- Chile on 18 March 1928¹²
- Paraguay and Bolivia on 2 January 1929
- Venezuela on 9 October 1929.

An advertising brochure shows the entire Aéropostale network as of about 1928, with planned routes noted as dashed red lines, Figure 3. This sheet with the blue caption carries the schedule and airmail rates on the reverse. A similar sheet with a red caption carries the air freight rates.

Outline of CGA History

- 1918 *Lignes Latécoère begins flights between Europe and Africa.*
1925 *Lignes Latécoère formed in Brazil (2).*
1927 *Renamed Compagnie Générale Aéropostale (CGA).
Expands flights from Natal, Brazil to Buenos Aires, Argentina.*
3 March, 1928. *First Air/Ship "Aviso" airmail service to Europe (3).*
18 March, 1928 *Begins service to Chile.*
2 January 1929 *Extends service to Paraguay and Bolivia.*
9 October 1929 *Begins services in Venezuela.*
10 May 1930. *First "commercial" CGA transatlantic flights.*
31 March, 1931 *Drops Paraguay, Chile and Bolivia.*
13 August, 1932 *Aviso Aéropostale II lost in a storm.*
August, 1933. *CGA assets transferred to Air France.
Venezuela assets nationalized (today's Aeropostal).*



Figure 1: First northbound Aviso trip, February 22, 1928
Montevideo, March 13, 1928 Paris.

Figure 2: First southbound Aviso trip
February 29, 1928
Toulouse, March 15,
1928 Rio de Janeiro.



mail, Figure 4. This flight represented the first time a payload of commercial mail had been flown over such a distance of ocean. Mail from Toulouse was delivered to Brazil in two days, to Argentina in three days and to Chile in four days. What happened next was a lot more interesting.



Figure 4: 1930 Mermoz south-bound cover, May 10 Paris, May 13 Pernambuco.

145 kg (320 lb) of mostly specially marked mail, Figure 5, from all over South America was collected at Natal for the return trip on June 8, 1930. Mermoz could not get the aircraft out of the water. By June 12, he had failed to take off 32 times. At that point it was decided that the mail should be forwarded by the scheduled Aviso service. These covers were backstamped in Paris on June 18, 1930. One should remember that these covers were carried by sea despite the wording of the cachet. Mermoz decided that the wind and water conditions were not suitable so he moved to another river. After waiting for aircraft maintenance, weather and a full moon, Mermoz managed to get the aircraft out of the water on July 8 on the 53rd attempt. After 14 hours of flight the engine developed an oil leak. The crew was able to radio a steamship *Phocée* and land next to it. A full-page magazine advertisement, Figure 6, allowed a radio manufacturer to brag that their equipment was used for this rescue.¹⁴ All crew and mail were taken aboard. This really was not a crash as such but during an attempt to tow the plane it flipped over and sank. It is not clear how much mail was carried on this “second attempt” and covers have no special markings. The only indication of this fantastic trip is a July 16, 1930 Paris backstamp, Figure 7.



Figure 5: 1930 Mermoz first north-bound attempt June 7 Petrolas. Sent on by sea June 12 after numerous takeoff failures.



Figure 6: Advertisement in the magazine *L'Illustration* for Radio-L.L., featuring Mermoz, August 9, 1930.



Figure 7: 1930 Mermoz, second northbound attempt, July 4 Buenos Aires. After successful take-off, July 8, forced to land at sea near a ship

mail carried was an unaddressed card with a postcard rate stamp and postmarks from Rhone, Rio de Janeiro and Buenos Aires. The aircraft was used in South America for a time and made a return trip on May 15, 1933.

On May 31, 1933 it was announced that four French airlines were to be merged into the new Air France.²² The merger of CGA actually occurred in early August 1933. That was the end of *Aéropostale*, although the name continues with the Venezuelan airline *Aeropostal*.

The *Aéropostale* period introduced special airline-specific envelopes, some quite attractive. Since the airlines generally only carried mail that was specifically requested, there is a wide variety of handstamps as well as printed envelopes. The airline, during its short life, carried mail to and from much of South America and it can be rather difficult to find examples from some countries. Venezuela covers are especially hard to find because most mail between that country and Europe was carried by PAA to New York.

Air France South America Operations

The South American operations of the new Air France began in August of 1933. One of the very first accomplishments of the new airline was to restore service to Chile on August 31, 1933, Figure 8. The Air France Sidebar outlines Air France's history during the 1930s to the end of the service caused by the European war in 1940.



Figure 8: First Air France flight restoring service to Chile August 1933. CGA had suspended services to Chile, Paraguay and Bolivia in March 1931.

Air France's major accomplishment was the establishment of true scheduled airmail flights between Europe and South America. During 1934 the airline made 8 round trip flights using the *Arc en Ciel* and the *Croix du Sud* (Southern Cross), a four-engine Latécoère 300 seaplane. In 1935 the airline made 22 flights with a mix of seaplanes and land-based planes. By January 1936 Air France was flying a weekly round trip schedule. At the same time, in January 1936, the service to Chile was changed from fortnightly to weekly service.²⁸

The seaplanes, mostly Latécoère 300 or 301 four-engine craft, proved to be somewhat unreliable and on December 5, 1936 Jean Mermoz^{25,26} and his fellow pilots were lost at sea on the *Croix du Sud* due to suspected engine failure. After that, all of the Transatlantic flights were conducted with four-engine Farman 220, 2200 and 2220 land-based planes.³² These aircraft allowed Air France to carry quite a few hearty passengers. The operations inside South America and between Africa and France used some smaller seaplanes, but most of the planes were land planes from several manufacturers.

The Aviso ships did apparently continue to serve.⁵ They made about 12 crossings in 1936 and 4 crossings in 1937 when aircraft were not ready or the mail exceeded capacity. This author has searched for covers that may have traveled this way based on dates that might show a longer trip, so far without success.

On July 1, 1935 Air France and its arch competitor, Deutsche Lufthansa (DLH), began a historic Schedule Coordination. This subject will be discussed more fully in a later section.

Air France was a world airline.^{5,32,33} Its reach included South America, Europe, Africa, Middle East, India, South East Asia and on to Canton China⁷ and carried passengers, mail and freight to all these destinations.

On May 14, 1940 Germany began its advance into Western Europe. While Southern France remained unoccupied for several years, Air France's European connections were completely cut off. There was little mail to take to South America, and South American

postal services began to forward mail through the United States with Pan American.²⁹
³⁰ The latest covers seen by this author that could have been carried by Air France to or from France are dated in late May 1940. The flights continued, however, until late June and early July. That was the end of Air France operations until after the war. There was some discussion⁵¹ of the Axis-controlled Air France starting a coordination with LATI or resuming the route after LATI's services ended. Apparently both Argentina and Chile accepted the idea but Brazil rejected it. In addition the U.S. had put this Air France on the "Proclaimed List" of forbidden companies.

Examples of mail carried by Air France during this period is fairly easy to find. The crash covers ²⁴ occasionally become available with some luck.

Outline of Air France South American History

<i>August 1933.</i>	<i>Air France absorbs assets of CGA.</i>
<i>30 August 1933.</i>	<i>Air France re-establishes service w/Chile.</i>
<i>1934.</i>	<i>Eight round trip transatlantic flights.</i>
<i>1935.</i>	<i>Twenty two round trip transatlantic flights.</i>
<i>4 July, 1935.</i>	<i>Begin coordination with DLH.</i>
	<i>AF leaves Toulouse Sunday,</i>
	<i>DLH leaves Stuttgart Thursday</i>
	<i>Both fly through Marseilles.</i>
<i>5 January, 1936.</i>	<i>Scheduled weekly transatlantic flights.</i>
<i>6 September, 1937.</i>	<i>AF re-establishes service w/Paraguay.</i>
<i>7 December, 1937.</i>	<i>Mermoz with Croix du Sud lost at sea.</i>
<i>14 May, 1940.</i>	<i>Germany invades France.</i>

Deutsche Lufthansa

German investors, like the French and Americans, were interested in South American countries. SCADTA (Colombia 1919), Lloyd Aero Boliviano LAB (Bolivia 1925), and Condor Syndikat (Brazil 1926) were all German investments.^{2,3,6} Deutsche Luft Hansa (three words until about 1933) started flying on April 6, 1926 in close cooperation with these other airlines in Brazil and Argentina. Airmail to Europe was carried to Rio de Janeiro or other harbors to meet Hamburg-Amerika Line ships. This arrangement continued until 1934 in conjunction with Zeppelin and catapult developments. An outline of Deutsche Lufthansa (DLH) history in South America is shown in the DLH Sidebar.

A very detailed history of DLH operations is provided by Graue and Duggan.⁴² DLH recognized that their dependence on the Hamburg-Amerika line's schedule across the Atlantic resulted in long transit times for airmail. As early as March 1930 the airline experimented with using seaplanes to travel as far as possible to meet up with ships at sea.^{34,35} Landing a very small aircraft on the high seas proved to be a challenge. One aviator described his craft as more of a submarine due to the crashing waves. On one attempt it proved impossible to accomplish the planned transfer of mail and personnel to the ship and the aircraft managed to take off and return to its base.

DLH began to experiment with the idea of using a catapult to launch aircraft far out at sea once the aircraft was within range of the opposite shore.³⁶ The *Europa* and the *Bremen* had conducted successful catapult launches in the North Atlantic using very small aircraft to fly up to 1200 km, saving several days getting the mail to shore. The lessons learned in

the North Atlantic helped in the design of a larger catapult. In the meantime Lufthschiffbau Zeppelin, with its attention-getting *Graf Zeppelin*, provided some distractions by making 22 crossings to South America from 1930 to 1933.

A specially-designed ship dedicated to catapult use, the *Westfalen*, was designed and ordered in 1932. After successful trials in the Baltic in early 1933 the ship was moved to the South Atlantic. Ten successful at-sea launches were made with seaplanes continuing on to the destinations of Natal, Brazil or Bathurst, Gambia. Some mail was carried on each of these test flights and is very collectable and hard to find. Later a second catapult ship, the *Schwabenland*, was built and used for this route.

On February 2, 1934 DLH launched weekly scheduled flight service,³⁷ commemorated with a first flight cover and a card insert, Figure 9. The Zeppelins were an integral part of the DLH schedule in 1934 and 1935,^{42,44} at times alternating weekly with catapult flights. As the aircraft became more capable, some catapult launches were conducted with the ship in the harbor at Bathurst or Natal and the seaplane flew directly to the other shore. By 1936 direct flights were the norm and the slower Zeppelins were no longer needed for regular service. The Zeppelins did step in during renovations of the catapult ships in the fall of 1936. The Zeppelin flights continued carrying passengers, parcels and significant quantities of collector mail, until this form of travel was ended by the crash of the *Hindenburg* in May 1937. While DLH planes carried passengers on the continents, the use of the catapult launches prevented the airline from carrying passengers across the Atlantic.

Figure 9: DLH inaugurates regular catapult service with a specially-mailed announcement card.



Figure 10: Some DLH mail from South America shows cachet at right. Almost all DLH mail from Germany shows cachet at left.

With the seaplanes now capable of making the trip unassisted, DLH requested permission to launch from the Bathurst harbor. The British were very hesitant to provide such permission so catapult launches continued but with the ships in the harbors. The first launch from the harbor waters is said to have been on August 25, 1939, which happened to be the last flight conducted before war declarations in early September closed the DLH South American services.

Mail carried southbound by DLH from Germany was almost always marked with the red “Deutsche Luftpost Europa-Sudamerika” cachet (Figure 10). Some northbound mail was marked with a similar “Condor Zeppelin Lufthanasa” cachet (Figure 10) or other markings – which sometimes leads to the mistaken assumption that letters so marked were carried by the Zeppelins. However, the Zeppelins did carry a considerable amount of ordinary unmarked commercial airmail as part of the DLH schedule. Comparison of date stamps with known flight times^{42,43} must be made to determine if a cover flew by catapult or the Zeppelins.

During the 1930s Condor and other allied airlines increased their coverage of South American countries. Significant expansions include:⁴²

- In October 1935 Condor extended service from Buenos Aires to Santiago Chile,



Figure 11: DLH expansions. October 1935 Buenos Aires to Santiago. May 1938 completed connection between Rio de Janeiro to La Paz. June 1938 Buenos Aires to Asuncion.

Figure 11.

- DLH in May 1938 added flights between Rio de Janeiro and La Paz, Bolivia, connecting with Lloyd and Condor flights to complete routing between Rio and Lima, saving a day’s delivery time between Brazil and Peru,²² Figure 11.
- In June of 1938 DLH extended service directly to Asuncion, Paraguay from Buenos Aires, Figure 11.
- January 1939 DLH adds its own flights to Condor’s Rio de Janeiro to Buenos Aires service.

All of this development was lost when Germany invaded Poland forcing the end of

operations in early September 1939.²⁹ Great Britain and France declared war and DLH moved its equipment back to Germany. The last southbound DLH flight from Bathurst was on August 25 and the last northbound flight from Natal was on August 24.

Deutsche Lufthansa mail has been extensively researched, augmented by the existence of precise flight records. DHL made about 482 east and west flights across the Atlantic. The *Graf Zeppelin* and the *Hindenburg* made about 75 Atlantic crossings that were part of the DLH schedule plus a number that were independent of DLH. The challenge is to pick out the unmarked covers that flew on the Zeppelins as part of the DLH schedule.

It should be noted that DLH had its sights on the North Atlantic as early as 1934⁴⁵ as discussed in an article in the *New York Times* that included a map of proposed DLH and Air France air routes. This map looks very much like the routes Pan American Airways used starting in 1939. Also, in August 1937 as the Sikorsky S42B *Pan American Clipper III* was preparing to take off on one of about ten Transatlantic survey flight from Port Washington⁴⁶ the DLH seaplane *Nordmeer* arrived after crossing from the Azores. This

plane had made the trip after being launched from the catapult ship *Schwabenland*. The pilot of the Pan American aircraft delayed takeoff to greet the German pilot and they gave each other short tours of their aircraft. Two similar German survey flights were conducted in 1936 with smaller planes that also needed catapult assist.

Deutsche Lufthansa/Air France Schedule Coordination July 1935 to August 1939

A Schedule Coordination between DLH and Air France to eliminate some inefficiency had been announced as early as February 12, 1934²⁷ but was not implemented until July 1935. Both companies had been flying through Marseilles southbound on Sundays, for example. Each would only pick up mail at various airports along the way that had cachets specific for that airline. A timetable, Figures 12a and 12b, printed for the Great Britain market, shows the unprecedented images of the DLH and Air France logos on the same brochure and the joint schedule. DLH also printed a spectacular brochure advertising the coordination. The front portion of this brochure is shown in Figure 13. The reverse side shows the schedules for DLH Air France and the Zeppelins as well as the postage rates.

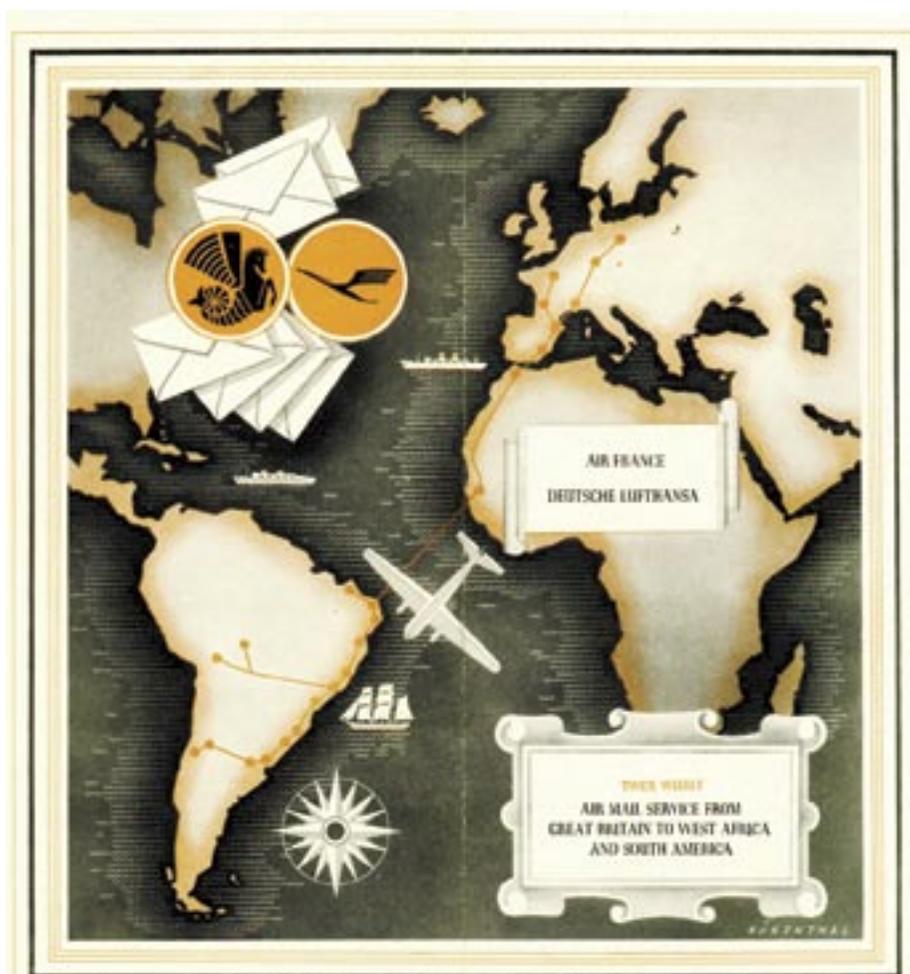


Figure 12a: Brochure, DLH and Air France coordination.

After the Coordination started mail traveled as follows:

- Air France was scheduled to fly through Marseilles on Sunday at 7am and DLH would fly through on Thursday at 9am. Each airline would pick up any mail waiting at the airports along the way despite what the cachet may request. As a result, an airmail collector can determine which airline carried a specific cover only by the date cancels that might show on the cover and consult the literature for the dates of known flights^{5, 32, 42} and a universal calendar such as www.timeanddate.com.
- Departures northbound from South America did not change. DLH had been departing Buenos Aires on Wednesdays and Air France had been departing on Saturdays or Sundays. All airmail on hand at each airport now was put aboard the next scheduled DLH or Air France flight regardless of the cachet.
- Most European post offices forwarded airmail for South America to Marseilles where it was collected and put on DLH planes on Thursday or Air France planes on Sunday. For these countries only the date cancels can determine which carrier was used.

TWICE WEEKLY AIR MAIL SERVICE FROM GREAT BRITAIN TO WEST AFRICA AND SOUTH AMERICA

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 3 days - Brazil
 4 days - Uruguay and Argentina
 5 days - Chile

Air Mail connections also available to: Bolivia, Ecuador, Paraguay and Peru.

Mails leaving Croydon every Wednesday at 10 p. m. and every Saturday 6.30 p. m. are due to arrive as follows:

Wednesday dispatch		Saturday dispatch	
British Gambia, Friday, 1 1/2 days after dispatch from London		Casablanca	Sunday, 1 day after dispatch from London
Marocco, Saturday, 2		Dakar	Monday, 2 days
Senegal, Saturday, 2		Natal	Tuesday, 2
South America, Sunday, 4		Rio de Janeiro	Wednesday, 4
		Montevideo (Buenos Aires)	Thursday, 5
		Santiago	

* Connections to West Africa and the Gold Coast

South America - England Aeroplanes leave:

Senegal	Wednesdays and Saturdays
Buenos Aires	Wednesdays and Saturdays
Montevideo	Thursdays and Sundays
No to London	

and are due to arrive in London the following Wednesdays and Saturdays

RATES OF POSTAGE FOR THESE SERVICES:

To British Gambia	Letters 2d per 1/2 oz. Postcards 2d	To Brazil	Letters 3d 6d per 1/2 oz. Postcards 1d 6d Printed Papers and Local Papers 1d 6d per 1/2 oz.
Marocco	Letters 4d per 1/2 oz. Postcards 2d	Argentina	Letters 4d per 1/2 oz.
Senegal	Letters 4d per 1/2 oz. Postcards 2d per 1/2 oz. Printed Papers 2d per 1/2 oz.	Bolivia	Letters 4d per 1/2 oz.
		Chile	Letters 4d per 1/2 oz.
		Ecuador	Letters 4d per 1/2 oz.
		Paraguay	Letters 4d per 1/2 oz.
		Peru	Letters 4d per 1/2 oz.
		Uruguay	Letters 4d per 1/2 oz.
		Argentina	Local Papers 1d per 1/2 oz.

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Information may be obtained at all local post offices and the offices of:

Deutsche Lufthansa A. G. The German Airways Aircraft of London, Croydon Airport, Croydon 4422. Teleg. Lufthansa Croydon	Air France 11, Newmarket, London E. W. 1. Windsor 1527 Teleg. Airfran Langens London
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Air France-Deutsche Lufthansa
Cooperation in Deutschland

Working No. 47 211

Printed in Germany
registered as A 146/1951

Figure 12b: Brochure reverse side: coordinated schedule starting July 1935.

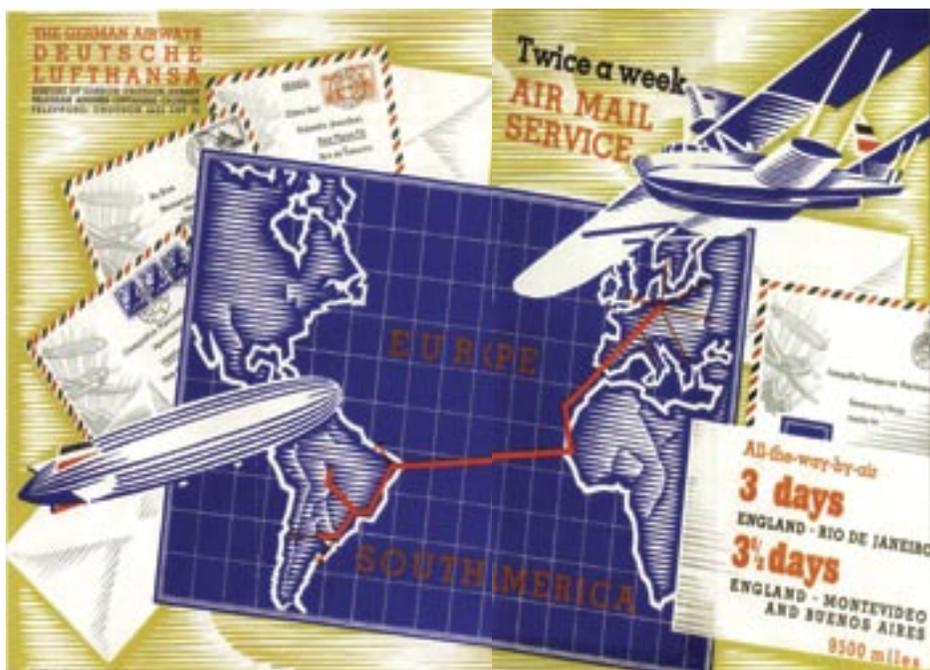


Figure 13: Front of 19"x12" DLH Brochure showing the Coordination. Reverse shows flight schedules and mail rates.

- Great Britain, however, used a more direct method. The GPO collected mail and sent the bundles to Berlin to meet the Thursday departures and to Paris to meet the Sunday departures. The mail sent to Berlin almost always carries the red Luftpost cachet. The mail sent to Paris often has no extra markings, and often will not have a Paris backstamp. There are a few exceptions to this. Occasionally a postmaster on the English coast might put a letter on a boat to France where it would be duly transported to Marseilles and then placed aboard the Sunday or Thursday flights. This was not common. Collectors have noted that it seems that the amount of mail sent to Berlin was considerably less than that sent to Paris for Air France.
- Switzerland had its own methods.⁴⁴ Daily, early morning airmail to South America was sent to Germany on a DLH flight. That mail was collected, the red Luftpost cachet applied, and was put aboard the Thursday departure. There is no mistaking how this mail traveled. However, Swiss mail accumulated in the afternoon was sent each day by train to Marseilles. There mail was accumulated and put on the Air France flight on Sunday and the DLH flight on Thursday. An analysis of the date cancels must be conducted to determine the carrier for this mail.
- Northern Italian cities sent South American mail to Marseilles⁴⁴ by train for DLH or Air France flights. However, most mail intended for DLH would be sent to Rome and by air to Germany. The choice was determined by the quickest routing. Cities near the French boarder sent mail to Marseilles. Most of the rest of Italy sent mail to Rome for transport to Germany or Marseilles. Again, an analysis of the date stamps must be made to determine how Marseilles mail travelled.

Mail posted in Germany before the schedule coordination was charged a different postage rate if it was carried by Air France or Deutsche Lufthansa. German mail with a cachet for Air France would be forwarded to Marseilles (this was not common). Mail destined to be carried by DLH was forwarded to Frankfurt. Table 2 lists the rate differences before and after the coordination started.

Table 2: German Rates to South America Carried on DLH or AF⁴⁴

Time Period	Via Air France	Via DLH
1934-July 1935	To Brazil RM 1.55	To Brazil RM 1.50
	To Others RM 1.85	To Others RM 1.75
After July 1935	To Brazil RM 1.50	To Brazil RM 1.50
	To Others RM 1.75	To Others RM 1.75

When DLH flights ended in August 1939 German mail to South America was forwarded to Lisbon to be carried by the new Pan American flights. This author is not aware of any German mail traveling with Air France after the declaration of war. Air France was left without a direct competitor for a short time until LATI began operations in December 1939. The German-backed local airlines, Condor, SCADTA, Varga and others continued operating without a major partner after DLH and LATI flights ended. During the war German nationals were forced out of some of the airlines in Brazil and Columbia.

DLH South American History

6 April, 1926.	<i>Deutsche Luft Hansa (Lufthansa became one word ca1933) began flying South American routes, some developed with partially owned partners Sindicato Condor, Vasa and Varga. Service to Europe carried on Hamburg-Amerika Line ships.</i>
March 22, 1930	<i>First of seaplane tests to meet ships at sea. Operation on high seas prove difficult.</i>
1930	<i>One Zeppelin flight South America-Europe.</i>
1931	<i>Three Zeppelin flights.</i>
1932	<i>Nine Zeppelin flights.</i>
1933	<i>Nine Zeppelin flights.</i>
1933-1934	<i>Catapult experiments conducted. February 3, 1934 Regular catapult service begins, Frankfurt to Buenos Aires with Condor.</i>
1934-1936	<i>Zeppelin flights integral to DLH schedule.</i>
October 3, 1935	<i>Condor flights extended to Santiago, Chile.</i>
1935-1937.	<i>Scheduled transatlantic catapult launch crossings from Bathurst, Natal or Fernando.</i>
May, 1938.	<i>DLH flights extended to Bolivia and Peru.</i>
June 1938	<i>DLH flights extended to Paraguay.</i>
August 31, 1939.	<i>Last DLH flight to Europe. War ends all DLH South America service.</i>
December 1939.	<i>LATI picks up route.</i>

Linee Aeree Transcontinentali Italiani (LATI)

The German DLH was forced to drop out of the South American business it had developed by the onset of war in Europe in September 1939. Nominally neutral Italy took DLH's place rather quickly in December 1939. However, this did not happen just by accident. The Italian aviators had made several survey flights to the South including two in January and March of 1938.⁵¹ The March trip is considered the first survey flight

and it is reported to have carried “a number” of cards postmarked in Rome March 19, 1938 and Buenos Aires March 26, 1938. The author has never seen this card except in print. In February 1939 the first Ala Littoria flight was conducted via Dakar and Natal. The French government refused to permit a proposed coordination with Air France, to the extent of not allowing any flights over French territory.⁵¹ The final route had to be carefully planned to bypass French and British colonies along the African coast and had to use or build facilities in neutral Spanish and Portuguese colonies.

Part of Ala Littoria was reconfigured on September 11, 1939 as Linee Aeree Transcontinentali Italiani (LATI), a company completely owned by the Italian government.

The finalized route to Brazil started with a leg from Rome to Seville which was part of the Ala Littoria route to Lisbon to meet the Pan American flights. The next legs went to Villa Cisneros, Spanish Sahara, then to Sai in the Cape Verde Islands, then to Recife, Brazil. Originally the flights extended to Rio de Janeiro. The routing also required two ships to be used as floating weather and radio stations to guide the aircraft. The company chose land based Siai Marchetti aircraft for the crossings.

The first LATI flights consisted of simultaneous north and southbound flights starting at Rio and Rome on December 21, 1939 (Figure 14). The northbound flight crashed in the Morocco mountains with loss of all crew and passengers.⁴⁷ A few of the first flight covers were collected from the wreckage. Despite this accident the service continued with bi-monthly flights.

When Air France flights ended in July 1940, LATI became the only airline providing mail and passenger service directly to South America.

After Italy declared war in June 1940 the U.S. put more pressure on Brazil to stop the LATI operations. Perhaps as a result of this, LATI crossings were limited to monthly service. In January 1941 the necessary radio and weather ships were absent and one of the aircraft was lost at sea.⁴⁸ Despite all this, in July 1941⁴⁹ the flights became weekly and the land operations were extended to Buenos Aires. There was considerable suspicion that LATI pilots reported on shipping to U-boat commanders.

At least once in April 1941 Brazil⁵⁰ imposed a fine because a flight was thought to have “extended” its time at sea to operate in other than purely civil activities. However, Brazil’s President Varga had a son-in-law in LATI’s administration and Brazilian investors had interests in the airline.

While the U.S. pressure on Brazil during the two years of operation may not have had the desired affect, in December 1941 the U.S. declared war on Japan, German and Italy and Brazil no longer had any excuses. Argentina and Brazil forced an end to LATI flights.^{51,52,53} The last LATI flights were December 16 from Rome and December 17 from Buenos Aires. Crew left behind in Brazil became prisoners and the equipment was seized even though Brazil did not officially declare war until mid-1942. At that point LATI had made about 104 round trips.⁷

There is also a discussion^{15,16} that British intelligence may have conducted a ‘James Bond’-style operation in which a fake letter would be generated to appear to come from LATI management implicating LATI support of Italian Agents. This letter was supposed to force President Varga to stop LATI operations. It is not clear if the letter ever existed, or, if it did, that it had any effect.

The most important function of the LATI operation was more than to carry mail, passengers and cargo. LATI provided an uncensored mail service between Germany and South America far from the prying eyes of the British, as opposed to mail carried by Pan American that was regularly censored at Bermuda or Trinidad. The most surprising aspect of this was that Pan American and LATI made arrangements to pass mail in Brazil destined to the United States and this mail usually seemed to miss the Trinidad censorship. In the summer of 1941 this arrangement was extended so that mail could be carried to Buenos Aires, passed to Pan American at some point, and carried up the western coast to Columbia and Panama and then on to the US. Mail taking this long route, far from the British censorship, often was given a U.S. Postal Agency backstamp at Cali, Colombia,⁵⁵ which is usually the only certain evidence of this long route.

Once LATI flights ended, the only route for European airmail to the south was Pan American via New York-Bermuda-Lisbon. It is suggested ^{54,56} that part of the reason Brazil agreed to end LATI flights is that the U.S. promised to have Pan American operate

LATI South American History	
<i>March 1938</i>	<i>First Italian Survey Flight carries postcards</i>
<i>February 1939</i>	<i>Ala Littoria Flight via Dakar and Natal</i>
<i>11 September 1939</i>	<i>Part of Ala Littoria reformed as LATI</i>
<i>21 December 1939</i>	<i>Simultaneous Northbound and Southbound Flights from Rome and Rio de Janeiro. Northbound plane crashes. Bimonthly flights begin.</i>
<i>June 1940</i>	<i>Italy enters Europe war. US puts on pressure. Reduced to monthly.</i>
<i>January 1941</i>	<i>Restricted sea support causes loss of airplane at sea.</i>
<i>April 1941</i>	<i>Brazil fines LATI for "extended" possible spy operations. U.S. pressures to stop LATI and other Axis owned airlines. Flights now weekly. Extended to Buenos Aires.</i>
<i>July 1941</i>	<i>U.S. enters war. Argentina, and Brazil restrict LATI fuel supply</i>
<i>December 1941</i>	<i>Last flight from Rome.</i>
<i>16 December 1941</i>	<i>Last flight from Buenos Aires. Remaining equipment seized.</i>
<i>17 December 1941</i>	<i>Remaining personnel taken prisoner.</i>

Figure 14: First southbound LATI flight December 21, 1939.



a replacement route. The South Americans wanted the same direct-to-Europe service that Air France, DLH and LATI had provided and they knew that Pan American was preparing to operate a route to Africa with its new Boeing 314 flying boats. This is perhaps as mysterious and controversial today as it was back then, and will be the subject of Part II of this article.

South Atlantic Airmail Conclusions

Authors and philatelic exhibitors have provided a rich bibliography for this subject - most limited to just one of the airlines. There was always an interaction between the operations of the various players in South America; this article tries to show the links.

The South American airline and airmail market attracted American, German, French and Italian operations. The American PAA became the dominant domestic carrier, and operated alongside a large number of smaller airlines, many financed by Germany. The Germans and French competed to provide the best transatlantic link to Europe (and the rest of the world) until they began to coordinate their operations in July 1935. This coordination served South America and Europe well until the outbreak of war in September 1939. Air France was able to operate until the German invasion in May 1940. Air France continued flights until early July of that year.

Perhaps the most fascinating aspect of the story was the creative ways that the Germans and French approached the vastness of the Atlantic when the aircraft were not quite able to make the trip. The French settled on small ships to carry "airmail" between Africa and South America until their aircraft could do the job. The Germans used the Zeppelins and their worldwide recognition to keep the pressure on the French. The Germans also showed considerable ingenuity in the development of the catapult operations. In addition, the Zeppelin airships became an integral part of the DLH schedule. For collectors this provides the opportunity to find some otherwise hard to find commercial Zeppelin mail. DLH catapult operations were planned for the North Atlantic but these plans fell victim to international hostilities and eventual war.

The Italian LATI stepped in to take the place of the German DLH in late 1939, operating until the Americans joined the war in December 1941. More importantly, the LATI operations provided mail service between Germany and the Americas that was free of British censorship.

The entry of Pan American Airways into the Atlantic market in May, 1939 is another part of this story.

Acknowledgements

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Philatelic Fiction

The Sweetness at the Bottom of the Pie, by Alan Bradley, 2009, is an excellent detective mystery that hinges (pun intended) on postage stamps. Bradley has invented a Penny Black rarity, the "Ulster Avenger" which was printed in Irish Protestant orange by a freedom fighter who infiltrated Perkins, Bacon and Petch, to produce just a single sheet. The sheet was apprehended and destroyed – except for a copy requested by Queen Victoria for her collection (as a souvenir of Edward Oxford's failed assassination attempt – Bradley has him an Ulster sympathizer) and one copy secretly saved by Perkins. From there the plot thickens. The author knows his plating details, and has a good psychological grasp of the delights (and pitfalls) of passionate philately.

Politics and Mourning

by Richard D. Martorelli

Traditionally, mourning covers and stamps have been used to convey information about or condolences for a death. They are also often used as part of official memorial and homage for the deceased, in both private and public form. Sometimes they are used in memory of other losses as well.

The most frequent use of stamps and public mourning in the United States has been for deceased U.S. Presidents. The first U.S. stamp issue considered as a “mourning stamp” is the black 15c stamp showing Abraham Lincoln, issued in April 1866, approximately one year after President Lincoln was assassinated. Prior to this time, U.S. stamps had shown Benjamin Franklin, George Washington, Thomas Jefferson or Andrew Jackson. Two other postal items printed in black generally considered as official mourning issues are the May 1902 2c postal card showing William McKinley (assassinated September 1901) and the September 1923 2c stamp showing Warren Harding (died in office August 2, 1923). Stamps issued as memorials (in colors) include a June 1930 4c brown stamp issued for the only man to have been both a U.S. president and the Chief Justice of the Supreme Court. This of course was William H. Taft, who died in March 1930. Interestingly, the first stamp issued when Franklin D. Roosevelt died in office in April 1945 was purple, evoking the ancient use of this color for mourning. It may also have been a reference to the U.S. military decoration of the Purple Heart, since 1943 given to soldiers wounded in battle. It could reasonably be argued that President Roosevelt’s death from a cerebral hemorrhage was a result of the effect on his health of his leadership role during WWII.

The death of President F. D. Roosevelt was also marked by philatelists with covers postmarked on his date of death, the travels of his funeral train, his burial, and the end of official



Figure 1: Black-edged mourning envelopes used by two different soldiers for their personal (non-philatelic) free-frank mail expressing their sadness and grief over the loss of their Commander in Chief and President.

mourning. The covers which I found to be most moving were two letters mailed in April and May 1945. These were black-edged mourning envelopes used by two different soldiers for their personal (non-philatelic) mail and mailed with their “free frank” from overseas APOs. These men were expressing their sadness and grief over the loss of their Commander in Chief and President, who had affected their lives for most of their life. (Figure 1)



Figure 2: Postmarked at Austin, TX, on the date of death of President Lyndon Johnson in 1973.

A more recent example is the cover shown in Figure 2 and postmarked at Austin, Texas on the date of death of Lyndon Baines Johnson in 1973. Along with John Tyler, Andrew Johnson and Richard Nixon, he had distinction of being one of four Presidents who served in all four elected Federal offices of the United States: Congressman, Senator, Vice President and

President. President Johnson had aspired to the Presidency in 1960, but was unable to overcome the political machine and money of the Kennedy family. He was elected Vice President as John F. Kennedy’s running mate, and succeeded President Kennedy after his assassination in November 1963 before being elected in his own right in 1964.

In reference to President Kennedy, one of the better-known examples of a mourning cover was sent out by Mrs. Jacqueline Kennedy. As true with all presidential widows since Mary Todd Lincoln in 1872, Congress approved the free franking privilege for Mrs. Kennedy for the rest of her life starting on December 19, 1963. As many historians have written, the assassination of President Kennedy touched the soul of the people of the United States partly because of the senseless nature of the act, partly because of the

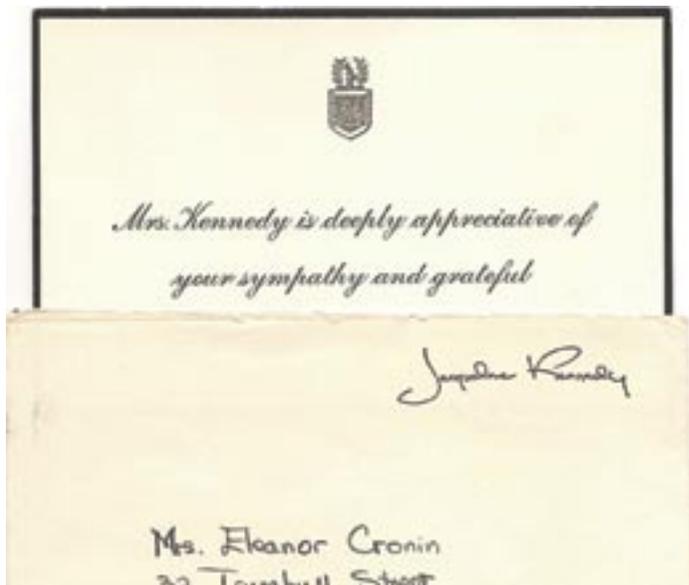


Figure 3: An example of the appreciation card sent by Mrs. Jacqueline Kennedy after the assassination of President Kennedy in 1963.

immediacy and intimacy of the events conveyed on television, and partly because of the empathy of many with the personal tragedy that affected the young Kennedy family. In a 2010 book, *Letters to Jackie*, Ellen Fitzpatrick reveals that a total of approximately 800,000 letters of condolence were received in the first seven weeks alone, and over 1.5 million were received in a two-year period. A standard response card was prepared for replying to this deluge of communication. The outside envelope was plain white, with a printed signature on the front and black edging on the back flaps. Inside was a black-edged printed card with the message that Mrs. Kennedy was “deeply appreciative of your sympathy” (see Figure 3).

As many know, this was not the last of the tragic assassinations that affected America in the 1960s. Five years later, we again saw leaders senselessly killed. The first was Dr. Martin Luther King Jr., civil rights leader, who was assassinated on April 4, 1968 in Memphis, Tennessee. He was there in support of African-American sanitary public works employees, who had been on strike since March 12 for higher wages and better treatment. His death was cited as the cause for riots in Washington and Baltimore among a total of 125 cities across the United States. On April 8, President Johnson declared a national day of mourning for the civil rights leader and 300,000 people attended his funeral in Atlanta. As Dr. King was a private citizen with no government role, “free franking” for Mrs. King for condolences responses was not an option. In hindsight, it would have been a nice gesture to Mrs. King. Figure 4 is a first day cover for the 1979 stamp honoring Dr. King.

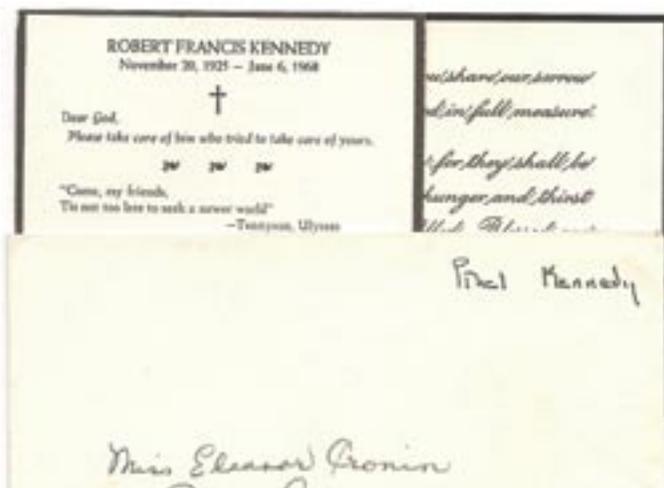


Figure 4: First Day Cover with mourning border honoring Dr. Martin Luther King, Jr, civil rights leader, who was assassinated on April 4, 1968 in Memphis, Tennessee.

When Robert Kennedy learned of the assassination of Dr. King, he was campaigning for the Democratic nomination for President in Indianapolis’s inner city. He gave an impromptu speech in which he called for reconciliation between the races. Riots occurred elsewhere in the wake of King’s death, but not in Indianapolis, which many attribute to the effect of this speech. Approximately two months later, on June 5, 1968, Robert Kennedy was shot in Los Angeles, California, and died June 6. Although engaged in political campaigning when shot, RFK was a Senator from New York at the time of his death. On July 11, 1968, Congress approved a new law that allowed surviving spouses of Members of Congress to send mail free for a period of 180 days after the death of the Member. This provision was used by Mrs. Ethel Kennedy, in the mailing of her responses to the public after Senator Kennedy’s death. The envelope was plain white, with a printed signature on the front and black edging on the back flaps. Inside were a black-edged printed card with the message that “We are consoled” and an enclosure with an engraving of Robert Kennedy and his words from the Indianapolis speech after the killing of Martin Luther King Jr. (see Figure 5).

In addition to the death of politicians, the death of political ideas or countries has also occasionally been noted by mourning stamps. Some even generated their own stamps.

Figure 5: The reply used by Mrs. Ethel Kennedy in the free franked mailing of her responses to the public after Senator Kennedy's death, based on a new law approved in July 1968. The envelope flap was edged in black.



The first was the ‘death’ of the Duchy of Finland and its symbols in the final period of the Russian Empire. With the downfall of Swedish power in the Baltic area, the Russian Empire acquired Finland in 1809 as a part of a deal struck between Napoleon of France and Czar Alexander I of Russia in an effort to complete Napoleon’s blockage of England. Usually, a territory acquired by Russia would be absorbed politically into the Russian Empire and lose its separate identify and history. Tsar Alexander I made an exception in the case of Finland, and created the Grand Duchy of Finland, an autonomous state ruled directly by the Tsar. He issued decrees that allowed the laws and institutions of Finland to continue as they were under Swedish control, but now under his rule. The Finnish Diet accepted the Tsar’s decrees and was dismissed. Generally the century of Tsarist Russian control of Finland was peaceful.

During this period of Russian control, the industrial development of the forest industries of Finland began, and Finland began exporting timber and lumber to Germany and later to Britain. The processing of the timber into pulp and paper in Finland also commenced. Ultimately the Finns became the preeminent experts in pulp and paper technology. Because of their timber-product export industries, Finland also developed a merchant marine.

In the nineteenth century there emerged a Finnish national identity. Literature written in the Finnish language was developed based upon Finnish folk tales, culminating in the publication of the Kalevala, in 1835. This national epic poem by Elias Lönnrot, based upon folk tales of the Finns, played an important role in the development of the Finnish language and, more generally, of Finnish culture. Within the Grand Duchy of Finland, the Kalevala bolstered self-confidence, and it brought a small, unknown people to the attention of other Europeans. When Alexander III ascended the throne in 1881, a process of making Finland a more integrated part of the Russian Empire started and efforts were undertaken to abolish the special rights of the Finnish people. One of these efforts was the “Russification” of the Finnish mail system. Until 1889, stamps used in Finland displayed the Finnish Coat of Arms, had inscriptions in Finnish and were valued in marks and penni. The first step was to change them to have inscriptions in Finish and Cyrillic, and values in penni and kopecks. In May 1891, new stamps (the “Ring” stamps) were issued with value in kopecs and rubles, and had to be used on mail to Russia from January 1st, 1892.



Figure 6: A private “mourning stamp” issued in Finland in protest of the Russian policy banning use of the Finnish Coat of Arms on stamps.

They were very similar to the Russian stamp series of 1899, but have small “rings” or circles added in design.

This was followed by August 1900 decree that only the Ring type or Russian issues, both in Russian currency, were to be used on mail to all foreign destinations. Finally, in January 1901, the Finnish Coat of Arms stamps were invalidated for use within Finland. With banning of use of Finnish Coat of Arms stamps for foreign mail, Finnish protestors created and used mourning stamps, rubber stamps and other imprints on cards and envelopes. They were used primarily on foreign-destination mail, as they were less likely to come to the attention of Russian postal authorities when sent directly out of the country, for example on foreign ships docked in a Finnish port.

The “Finnish mourning” stamps illustrated in Figure 6 were financed and issued by bookstore owner Wentzel Hagelstam. They were black squares with Finnish coat of arms and name on front, and value of 1 penni on back/gum side. The stamps were not used to pay postage, but were placed on envelopes or postcards as sign of protest. Usage continued for several years, and is seen mostly on mail being sent out of the country to avoid retaliation from authorities. In 1917, with the Russian Revolution and the overthrow of the Tsar, Finland technically became separate from Russia. After a year of internal conflict in both Finland and Russia, V.I. Lenin had to choose to either acknowledge Finnish independence or have the Bolshevik military fight and conquer Finland. On December 31, 1917, Lenin recognized Finnish independence.

The second political “loss” marked by stamps originated in the defeat of Germany in World War I. In the late 1800s-early 1900s, as European powers stabilized, they expanded their dominions around the world and into underdeveloped countries in Africa and Asia. The two prevailing political theories of the time were imperialism and colonialism.

Imperialism, simply defined, is when industrialized nations use their military and political power to effectively dominate the economic and political life of less-developed nations. The two major reasons cited in political theory explanations is that the industrialized nation needed both a low-cost supply of large quantities of raw materials both on (crops) and well as underneath (minerals) the surface of the land and sea, as well as a ready market to sell the goods produced from these raw materials. The picture clouds a little bit when the concept of nationalism is also introduced, where a group of people or a government believe that they are the “fittest” and should have dominion over all others, partially for the good of all involved.

Complementary to imperialism, but different from it, is colonialism. While both philosophies involve the political and economic power over a country, colonialism distinguishes itself by using permanent settlers, who maintain an allegiance to their home country, to develop and exert that control. With imperialism, a foreign government administers a territory without significant settlement.

Germany was no different from the other European powers. They had expanded their economic, political and military power on the African continent and in the Pacific Ocean. Their colonies in Africa included German Cameroon, Ruanda-Urundi, German East Africa, Kionga and German Southwest Africa. In the Pacific Ocean, the list included the Marshall, Caroline, Marianas, Palau and Nauru Islands, parts of Samoa and New

Guinea, the Bismarck Archipelago, and Kiautschou in China.

With the defeat of Germany, as part of the “victor’s spoils” in the Treaty of Versailles in 1919, these colonies were distributed to the U.K., France, Belgium, Japan and other allies, with the exception of the United States. In addition, there were various German territories to which Germany had viewed as historically “Germanic” centuries before Germany’s establishment as a country in 1871. These claims were not unchallenged. France, for example, always disputed Germany’s claim to Alsace and Lorraine. These were lost to Germany after the Franco-Prussian War of 1870. In the peace treaty, Germany agreed to return disputed lands and cities to various countries.

In 1921, Dr. Heinrich Schnee (the former governor of German East Africa), founded the Reichkolonialbund, an organization dedicated to pursuing the recovery of the German colonial empire. Originally, the “Yacht” stamps were produced for use in all of



Figure 7: A private “mourning stamp” issued in Germany for the colonies and territories lost in the Treaty of Versailles.

Germany’s overseas colonies. In this series of stamps, the Royal Yacht *Hohenzollern* was the central feature in the design. Millions were produced as they were the principal stamp for all German overseas possessions in the years 1900-1915. As part of its campaign in the 1920’s, the Reichkolonialbund issued “Mourning Stamps” for use by sections of the German populace who deplored the loss of the colonies and territories as part of Treaty of Versailles. Labels were produced for all of the lost colonies, as well as the other territories that Germany had to surrender. The design recalls the German colonies stamps, using the *Hohenzollern* as the central feature in a black frame,

with the Imperial flag flying at half mast in the foreground and the colony’s name across the top on a black ribbon. Similar labels were issued for the lost European territories, picturing a scene from the area in a black frame and a coat of arms in the lower corners and the area’s name across the top on a black ribbon. A representative example of this label is illustrated in Figure 7.

The cover shown in Figure 8 is a combination of a mourning stamp for a man and a country. The envelope is postmarked in Germany on September 15, 1934, and is franked with two stamps overprinted with black borders. The profile on the stamp is of Paul von Hindenburg, German field marshal, statesman, and politician, and the President of Germany from 1925 to 1934. The black borders were in commemoration of his death on August 2, 1934. Since 1931, Adolf Hitler and the National Socialist German Workers Party had been increasing in power and influence. In 1932, von Hindenburg had defeated Hitler for the Presidency, but the Nazis had the greatest number of seats in the parliament. As a result, President Hindenburg appointed Hitler as Chancellor in 1933. Following Hindenburg death, Hitler merged the presidency with the office of Chancellor under the title of Leader and Chancellor, making himself Germany’s Head of State and Head of Government and eliminating all institutional checks and balances on his power. Hitler had a plebiscite held on August 19, 1934, in which 90% of the voters approved of Hitler’s action. This led to the completion of the transformation of the constitutionally-based Weimar Second Republic into the Third Reich, a single-party dictatorship based on the totalitarian and autocratic ideals of Nazism.

Politics and political thought are forces that shape a society, as well as expressions of that

Figure 8: Combination mourning stamp for a man and a country, mailed from Germany in September 1934, franked with stamps overprinted with black borders for Paul von Hindenburg.



society. The death of a leader, or an idea, impacts society at large, and is commemorated by public demonstrations of the conventions of society usually done in private. This may include large-scale funerals, official mourning periods or memorialization on a postage stamp.

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Richard D. Martorelli is a father of two fine young men, and is loved and supported in his hobby and writing by a wonderful woman. As a collector of 40 years, and a philatelic writer for 10, he pursues his accounting profession as a way to enjoy stamps. While primarily interested in Postage Due and WWII era U.S. history, he allows his interests to expand, encompass and collect many facets of U.S. postal history.

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

Military Mail

Censoring of mail by “John J. Patritch - Dutch Harbor’s First WWII Army Censoring Officer” is described by illustrating covers and transcribing of Patritch’s own descriptions of his procedures. Author is E. R. “Bob” McKain. *La Posta* 41, No. 4 (Winter 2010).

Marine Corps address makes 1864 cover illustrated by author James L.D. Monroe one of nine “Confederate States Marine Corps Covers.” *Confed. Phil.* 56, No. 1 (January-March 2011).

Prisoner of war-addressed wrapper (1944) containing a book had to be returned to sender. The circumstances are the subject of “Special Handling Of A Book Rate Package To An Italian POW” by Louis Fiset. *Prexie Era* No. 52 (Winter 2011).

Schofield Barracks in Hawaii is the address of a December 7, 1941 cover illustrated by author Jeffrey Shapiro, who takes the opportunity to review the Pearl Harbor attack. “A Follow-Up To A Follow-Up: December 7, 1941 Cover To Hawaii,” *Prexie Era* No. 52 (Winter 2011).

Ocean Mail

New Brunswick, Canada and North Britain (Scotland) could both be abbreviated N.B. Two 1852 covers, illustrating the resulting confusion, are shown in “Nota bene: New Brunswick and North Britain are both abbreviated ‘N.B.’,” by David D’Alessandris. *Chronicle* 63 No. 1 (February 2011).

New York-Charleston steam packet service was initiated as early as 1833, as reported in “An 1836 Cover Carried by the New York and Charleston Steam Packet Company” by Theron J. Wierenga. *Chronicle* 63 No. 1 (February 2011).

U.S.-France mail just after the revolution could be carried by “The French Royal Packet Service between France and the United States, 1783-1793.” This article by Steven C. Walske gives sailing tables and explains the markings on a dozen covers. *C.C. Phil.* 89, No. 6 (November-December 2010).

Post Office History

Harry S. New, Postmaster General 1923-29, is the subject of “The Postmasters General of the United States, XLVIII” by Daniel Y. Meschter. *La Posta* 41, No. 4 (Winter 2010).

Postal Markings

“Domestic Postmarks Showing Integral Rate Within the Townmark: Circular Rates” by James W. Milgram contains a listing of such markings observed by the author (1845-56) and 26 (adhesiveless) cover illustrations. *Chronicle* 63 No. 1 (February 2011).

Portland, Maine and Hartford, Maine used duplex handstamps with numeral killers, 1882-83, prompting author Roger Curran to write "More on 'Boston Negative' Look-alikes." *U.S.C.C. News* 30, No. 5 (February 2011).

Railway Mail

Robberies of the mail at four railroad depots are described, with reproductions of recovered covers and a map. Steven J. Berlin, "The 1933 Train Depot Robberies in South Dakota and Minnesota," *Dak. Coll.* 28, No. 2 (April 2011).

"Zermatt, Pa. P.R.R. station agent marking" is illustrated and given a catalogue number as a newly discovered marking (1893). Author not specified. *Trans Post. Coll.* 62, No. 3 (March-April 2011).

Rates

"Air Accelerated Mail between the United States and British East Africa, 1931-1945" traces the use of airmail for all or part of transport routes between the U.S. and Kenya, Uganda, Tanganyika and Zanzibar. Rates and carriers are enumerated in this article by Richard W. Helbock. *La Posta* 41, No. 4 (Winter 2010)

Airmail post card postage was set at 4c on January 1, 1949. An example showing this rate, applied to a return receipt card, is illustrated in the article, "Common Rate, Great Usage" by Robert Schlesinger. *Prexie Era* No. 51 (Fall 2010).

Airmail to Africa after Italy entered World War II could not cross the Mediterranean airspace. The effect on rates and routes of a letter to the Union of South Africa is discussed in "End of Airmail Service Beyond Europe To Africa In 1940" by Louis Fiset. A discussion of a similar "Surface-Air Combination To Tanganyika" appears in an article by Robert Schlesinger in the same journal. *Prexie Era* No. 52 (Winter 2011).

U.S.-Swiss mail was charged an "Emergency Franco-Prussian War Surcharge on U.S.-Swiss Mail" during the period of approximately August 1-19, 1870, due to German military activities in Baden. The increased postal charges are described in this article by Harlan F. Stone. *Chronicle* 63 No. 1 (February 2011).

Routes

"Ship Mail to Sweden via Egypt" by Louis Fiset illustrates this routing during the German invasion of Norway in April-May, 1940. *Prexie Era* No. 51 (Fall 2010).

Stamps on cover

"Demonetization of the 1851-60 issues" by Gary W. Granzow contains illustrations of 11 covers with evidence of the 3c 1851-60 adhesive not recognized due to demonetization. *Chronicle* 63 No. 1 (February 2011).

Killers seen as "Early Cancellations" on the US 1847 issue and the 1845 New York postmaster provisional are surveyed in an article by Roger D. Curran. *U.S.C.C. News* 30, No. 5 (February 2011).

"Officials at the Centennial International Exhibition" by Lester C. Lamphear III contains illustrations of two such covers postmarked at the Philadelphia 1876 exhibition. *Chronicle* 63 No. 1 (February 2011).

"The Franklin Carrier Stamp on Cover" by Vernon R. Morris contains a census of 18 covers (1851-52) including illustrations. A few other uses, which did not meet the author's criteria for inclusion in the census (stamp added, not tied, etc.) are also shown. *Chronicle* 63 No. 1 (February 2011).

Usages

- Alexander Hamilton free franks of the 1790s are used as illustrations for a recounting of facts about Hamilton's career as first Secretary of the Treasury. Thomas Lera, "In the National Postal Museum," C.C. Phil. 90, No.1 (January-February 2011).
- Anzac Clipper's last pre (second world) war flight is the subject of "Treatment of Mail Carried on Last Pre-War Flight of Anzac Clipper" by Albert "Chip" Biggs. Four covers carried on the December 3-4, 1941 flight are presented. Prexie Era No. 51 (Fall 2010).
- Anzac Clipper's return flight also apparently carried mail. A probable candidate is illustrated in "Mail On Anzac Clipper's Emergency Return Flight December 7, 1941" by Louis Fiset. Prexie Era No. 52 (Winter 2011).
- Crash cover auxiliary marking is found to be an indication of a 1961 helicopter crash. John M. Hotchner, "U.S. Notes," Linn's 84, No. 4291 (January 24, 2011).
- Forwarded cover: Chicago-New York City-Prague-Paris-Brussels (1945), has appropriate postage added at each step except the last. "Excelsior!" by Bob Hohertz, Prexie Era No. 51 (Fall 2010).
- Locally addressed 1944 letter, forwarded twice, and bearing a variety of auxiliary markings, became a "Long Distance Drop Letter" as described by author Dickson Preston. Prexie Era No. 52 (Winter 2011).
- Material carried outside the mail, mostly by private individuals, is the subject of "By Bearer: Lawful Private Express Mail" by Robert Dalton Harris. One postal item, an 1806 certificate for receipt of ship letters by the postmaster of Marblehead, Mass. is illustrated. Post. Hist. J. 148 (February 2011)
- "Resumption of Mail Service - Airmail to Thailand" by Louis Fiset contains an illustration of a cover sent October 4, 1946 from Ben Lomand, California to Tung Song, South Thailand with 70 cents airmail postage. Prexie Era No. 51 (Fall 2010).
- Special delivery airmail envelope, sent from Rockville Centre, NY to Chicago in 1940, and its backstamps, allow a minute by minute account of its travel through the mails. "A Special Delivery Cover tells a Story" by Rodney A. Juell, III. Post. Hist. 32, No. 1 (February 2011).
- Special delivery covers that were forwarded are the subject of "Modern Mail" by Tony Wawrukiewicz. Two examples of auxiliary markings (1929 and 1952) are illustrated. Linn's 83, No. 4285 (December 13, 2010),
- Special delivery covers sent underpaid are the subject of "Modern Mail" by Tony Wawrukiewicz. In one example (1913) the special delivery fee was paid and the letter received special delivery, with postage due. In the other (1930), affixed postage totaled less than the special delivery fee and the letter was placed in the regular mails. Linn's 84, No. 4289 (January 10, 2011).
- The telegraph did not make mailed letters obsolete, even among newspapers. In "Postal Newsgathering after Morse and the Telegraph," David L. Straight illustrates news related mail (newspaper wrappers, covers addressed to newspapers, etc.) and describes the situations involved, 1880s-1950s. Post. Hist. J. 148 (February 2011)
- "Union Patriotic Labels of the Civil War" are catalogued, with information on printer and reference to appearance in auction catalogues. Ten covers are illustrated by author Arthur H. Groten. C.C. Phil. 90, No. 2 (March-April 2011).

Geographical Locations

Arkansas

“Arkansas in the Confederate Postal System: A Cover Census” by Bruce Roberts is the first installment in a census of covers to and from the state during the Confederate period, 1861-65. This installment covers the independent state and Confederate use of U.S. postage periods and stampless covers known from towns beginning A-H. *Confed. Phil.* 56, No. 1 (January-March 2011).

Little Rock HPOs to Fort Smith and Berryville are the subject of “Highway Post Offices” by William Keller. Schedules, a newspaper clipping, a map and postmarks are illustrated (1950-65). *Trans Post. Coll.* 62, No. 3 (March-April 2011).

Florida

“Florida Hospital” in Richmond, VA was for wounded Florida Civil War soldiers. History, pictures of the hospital, and illustrations of two Florida Confederate covers addressed there are in this article by Deane R. Briggs. *Fla. Post. Hist. J.* 18, No. 1 (January 2011).

“Fort Reid” 36mm town markings, carved from wood blocks, are illustrated on an 1876 entire and a Bank Note cover. History of the town and several other covers of the same time period are illustrated by author Deane R. Briggs. *Fla. Post. Hist. J.* 18, No. 1 (January 2011).

New Port, Florida cover of 1858, to Nottingham, England, franked with six copies of the 12 cent adhesive of 1857, is illustrated with an almost identical usage, mailed the same day with the same franking, addressee, etc. David G. Phillips, “A matching New Port cover,” *Fla. Post. Hist. J.* 18, No. 1 (January 2011).

“Newnansville ‘PAID 3’ handstamp” of 1856 is illustrated and discussed by author Deane R. Briggs.” *Fla. Post. Hist. J.* 18, No. 1 (January 2011).

Georgia

Crawfordville was the site of “A Postmaster Resignation and Appointment” in 1861, explaining the docketing on the reverse of a cover addressed to Confederate Vice President Alexander H. Stephens. Author is Thomas Richards. *Confed. Phil.* 56, No. 1 (January-March 2011).

“Highway post offices” replacing Athens & Macon and Porterdale & Macon R.P.O.s were not called H.P.O.s until their third year in operation. Schedules, a map and postmarks are shown in this second part of a series by William Keller. *Trans Post. Coll.* 62, No. 2 (January-February 2011).

“Lexington, GA Prisoner of War Cover” by Douglas N. Clark contains an analysis of a cover sent in 1863 or 4, from Lexington across the lines to the Johnson’s Island prison, in Ohio. *Ga. Post Roads* 18 No. 3 (Fall 2010).

Hawaii

Dawson cover (only known use of the 2c missionary adhesive on cover) is investigated by author K. David Steidley. In “The Provenance of the Dawson Correspondence,” he locates the “furnace” where the cover was rescued, ca1904, and identifies the Dawson family members involved. *C.C. Phil.* 90, No. 2 (March-April 2011).

Honolulu cover is added to a census being conducted by author Lucien Klein in “December 7, 1941 Honolulu Covers, A Follow-Up.” *Prexie Era* No. 51 (Fall 2010).

Illinois

York Neck post office is located and its history recounted (1862-73). Postmasters and their compensation and other post office finances are discussed but no covers are

shown. Jack Hilbing, "Postal History of York Neck (Adams County) Post Office," *Ill. Post. Hist.* 32, No. 1 (February 2011).

Iowa

1851 and 1857 issue adhesives used from Iowa are the subject of "A Census of the 1851, 1857 Issues on Iowa Covers-Part 1 and 2" by Jim Petersen. In Part 1 is a series of illustrations of 23 covers with discussion of the postal markings (38 covers are discussed in Part 1, with the remaining illustrations in Part 2). Part 2 also contains the total census list of 340 covers. *Ia. Post. Hist. Soc. Bull.* Part 1: No. 255 (Oct., Nov., Dec., 2010); Part 2: No. 256 (Jan., Feb., Mar., 2011).

"Waterville, Allamakee County, Iowa" is the subject of two articles by Leo V. Ryan. History of the post office, detailed postmaster data and illustrations of six covers (1889-1926) are given. *Ia. Post. Hist. Soc. Bull.* Part 1: No. 255 (Oct., Nov., Dec., 2010); Part 2: No. 256 (Jan., Feb., Mar., 2011).

Louisiana

New Orleans Civil War mail was smuggled across the lines by the Louisiana Relief Commission. Examples are shown and background is given in "Louisiana Relief Commission and the J.W. Hincks Correspondence" by Thomas Lera. *C.C. Phil.* 89, No. 6 (November-December 2010).

Massachusetts

Worcester's Wesson markings raise questions answered by author Roger D. Curran in "The Earliest Recorded Wesson Time-On-Bottom Strike." *U.S.C.C. News* 30, No. 5 (February 2011).

Michigan

"Michigan's Upper Peninsula Dog Team Mail" is discussed by author Paul Petosky and an 1880s cover docketed "to be left at Shelldrake River Lumber Camp" is illustrated as an example of the dog team mail. *La Posta* 41, No. 4 (Winter 2010)

Caspian (previously Palatka) is located, post office pictures and three postmarks (Palatka, 1907 and 1918) and Caspian (2001) are illustrated. Paul Petosky, "History of the Caspian, Michigan Post Office," *La Posta* 41, No. 4 (Winter 2010).

Fort Wilkins (1845) is the dateline on "A Letter From Fort Wilkins, Posted in Washington." Author David Grahek discusses the history behind the fort and the probable route from the fort to Washington, D.C. *Peninsular Phil.* 52, No. 3 (Winter 2011).

"Saint Clair, Michigan - October 1, 1883 First Day" by Dan Seigle contains an illustration of a cover with that postmark, tying the 2c red brown Bank Note stamp issued that day. *Peninsular Phil.* 52, No. 3 (Winter 2011).

Missouri

St. Louis duplex markings, with stars in the killers (1886-19) and an undated circular town mark with 1 in the center occupy the article "More on St. Louis Cancels" (author not specified). *U.S.C.C. News* 30, No. 5 (February 2011).

New Jersey

"Lebanon, NJ - an Extraordinary Postal History" contains illustrations of seven covers (1818-1971), post office illustrations, a map and a detailed post office history. Author is Jim Walker. *NJPH* 39, No. 1 (Feb. 2011).

Mannington Hill's short life as a post office is explained by a newspaper clipping reproduced in the article "The Short-lived Mannington Hill (Salem County) Post Office" (author not identified). The office was apparently considered unnecessary

by the local residents in 1831. NJPH 39, No. 1 (Feb. 2011).

Morris County postal history exhibit "The Development of mail in Morris County, 1760-1850," by Donald A. Chavetz is reproduced. This issue contains the second installment, covering 1789-1847. NJPH 39, No. 1 (Feb. 2011).

Ocean Grove post card of 1911, showing the post office, is illustrated, along with a 1981 commemorative cover. History of the town is briefly sketched. "Hometown Post Offices: Ocean Grove, NJ" by Doug D'Avino, NJPH 39, No. 1 (Feb. 2011).

"Point Breeze (Bordentown) and the Bonapartes" by Jean Walton recounts the immigration of Joseph Bonaparte, brother of Napoleon, to settle in New Jersey, after his brother's defeat in 1815. The author illustrates the history with a number of letters from the subject, a few of which have postal markings, 1816-36. NJPH 39, No. 1 (Feb. 2011).

New York

New York foreign mail cover with "Two NYFM Cancels on One Cover" is illustrated (author not specified). The cover (1875, to Cuba) was held for additional postage. U.S.C.C. News 30, No. 5 (February 2011).

New York foreign mail covers with "Possible New and Unreported NYFM Cancels" are illustrated in an article by John Donnes. Three markings, 1871-72, are compared to listings in the book of Weiss. U.S.C.C. News 30, No. 5 (February 2011).

North Carolina

"Hertford, North Carolina" history and postal history are the subject of an article by Scott Troutman. Seven covers are illustrated, 1840-1904. N.C. Post. Hist. 30, No. 1 (Winter 2010-2011).

Raleigh covers with Confederate Executive Department corner cards are illustrated and the state officials involved are identified. Maurice M. Bursey is author of "Some Confederate Semi-Official Covers from the Executive Department in Raleigh." "Semi-Official" means that the corner card did not entitle the sender to free postage. N.C. Post. Hist. 30, No. 1 (Winter 2010-2011).

Western North Carolina, its settlement and development of tourism there, are the subject of "A Postal History of Tourism in Western North Carolina" by Scott Steward. Covers are illustrated, 1838-1939, along with several picture post cards of hotels. N.C. Post. Hist. 30, No. 1 (Winter 2010-2011).

Ohio

"Ohio Stampless Mail to the West Coast" by Matthew Liebson contains a discussion of the rates from Ohio to the west coast, 1847-56, and illustrations of a number of Ohio covers, several of which have the 40c or 6c rates handstamped. Ohio Post. Hist. J. No. 129 (Fall 2010).

Lima has had a mail processing center, so that mail posted there is actually postmarked there. But this center is being closed. Author Bernie Moening illustrates the "Last Lima Postmark," June 30, 2010, before closing of the center. The post office remains open. Ohio Post. Hist. J. No. 129 (Fall 2010).

Van Wert, OH is identified as the origin of a fancy cancel known as the "Standing Rooster." The marking is on a 2c 1883 adhesive, but the cover is not year dated. "A wonderful Cancel - Origin Identified," author not specified, U.S.C.C. News 30, No. 5 (February 2011).

"White Eyes and the Lost State of Lenape" by Alan Borer shows a Bank Note era cover with manuscript postmark of White Eyes and tells some history of the town and the

native American whose name it bears. *Ohio Post. Hist. J. No. 129* (Fall 2010).

Oregon

“Denio Post Office, Oregon and Nevada” by Leonard Lukens is the story of the post office’s reclassification between the two states, 1888-1951. *La Posta 41, No. 4* (Winter 2010)

Pennsylvania

Philadelphia large R handstamp’s earliest date seen is October 29, 1845 (dates of origin of covers originating outside Philadelphia). “Another Early Large Blue Philadelphia ‘R’” by Norman Shachat contains an illustration of yet another 10/29/45 cover. *Pa. Post. Hist. 39, No. 1* (February 2011).

Philadelphia & Darby R.P.O. (street car) postmarks are the subject of “News from the Cities” by David A. Gentry. A new variety and a handsome cover with a known type of marking are shown. *Trans Post. Coll. 62, No. 2* (January-February 2011).

Philadelphia duplex markings with oval killers, with large numeral in between 13 horizontal bars (“Early Philadelphia Ellipses”), are illustrated and discussed, including the earliest known use, 1877, by Roger D. Curran. *U.S.C.C. News 30, No. 5* (February 2011).

Philadelphia full rigged ship markings, large/small/red/blue are illustrated and studied in “Census of Philadelphia Full-Rigged Ship Markings” by Norman Schachat and Van Koppersmith. *Pa. Post. Hist. 39, No. 1* (February 2011).

Philadelphia letter of 1847, franked with 5c adhesive issued that year, is illustrated in an article by Harvey Mirsky. Addressee “Edward Hicks - Renowned American Artist Bucks County Native” is treated in detail. *Pa. Post. Hist. 39, No. 1* (February 2011).

West Chester letter (1794) without postal markings is illustrated as the “Earliest Found Letter from West Chester (Chester County)” by William Schultz. *Pa. Post. Hist. 39, No. 1* (February 2011).

Zermatt, Pa. Pennsylvania Railroad oval, station agent marking, as receiving mark of 1893, is illustrated and the town discussed in “A to Z as in Zermatt, Pa., Chester County” by William Schultz. *Pa. Post. Hist. 39, No. 1* (February 2011).

South Dakota

Campbell County post offices are listed, with early postmaster data and covers illustrated from most towns (1883-1934). “A Study of Campbell County, South Dakota” by Gary Anderson and Ken Stach, *Dak. Coll. 28, No. 1* (January 2011).

“Greenwood (Yankton Agency), Dakota Territory” contains reproductions of nine pages from the collection of author Ken Stach. Thirteen covers are illustrated and written up, sometimes with contents transcribed, 1860-89. *Dak. Coll. 28, No. 2* (April 2011).

Tennessee

“International Mail from and to Tennessee” by L. Steve Edmondson contains a discussion of reasons for international mail from Tennessee and illustrations of 11 covers, 1870-1995 (all but three of them post-1940). *Tenn. Posts 14, No. 3* (December 2010).

“Ten cent 1869 uses from Tennessee” by L. Steve Edmondson contains a discussion of the three covers of Tennessee origin listed in the census in Michael Laurence’s book, including comments from Laurence, but no cover illustrations. *Tenn. Posts 14, No. 3* (December 2010).

“Tennessee in Transit and Mobile Postal Markings” is the eighth 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. 3 (December 2010). Nashville Confederate provisional adhesive and manuscript Due 5, determined also to have been applied at Nashville, combine to make a “conjunctive use cover,” as described by author Deane R. Briggs. The cover, previously written up because of its Apalachicola, FL receiving marking, prompts the title “The Unique ‘Unpaid 5’ Handstamp Revisited.” *Confed. Phil.* 56, No. 1 (January-March 2011).

Texas

“Texas Railway Post Offices Part III” by John J. Germann reproduces the list of Texas RPOs alphabetically S-Z, 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. 4 (November 2010).

Utah

Salt Lake City post office was established January 18, 1849, but no contracts for mail carriage east or west were established until July 1, 1850. In “The First Overland Contract Mail Routes Serving Salt Lake City,” author Steven Walske illustrates examples before the contract date, carried by Mormon express companies hired by the post office, and examples showing contract mail after July 1, 1850. *Chronicle* 63 No. 1 (February 2011).

Vermont

“Mountain Mills - 1910-24” is the subject of an article by Bill Lizotte. Six types of postmark are illustrated, together with a brief history of the town and its post office. *Vermont Phil.* 56, No. 1 (February 2011).

Postmaster free franks of Washington (1858) and Putney (1802) and a turned cover of Barton (1869) are illustrated in “Post Horn” by Bill Lizotte. *Vermont Phil.* 56, No. 1 (February 2011).

“Vermont Presidential Campaign Covers” contains illustrations of illustrated covers from the 1860, 1864, 1868 and 1872 elections, as written up in an exhibit by Dick Marek (Part 2 of a series). *Vermont Phil.* 56, No. 1 (February 2011).

Virginia

“Richmond, Va. Blue Ink Dateless Cancel Discovery” refers to a known type of blue town marking, seen for the first time by author William Shulleeta, in the dateless state, tying a Confederate States adhesive. *Confed. Phil.* 56, No. 1 (January-March 2011).

Journal Abbreviations

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

Catastrophe = La Catastrophe, Kendall C. Sanford, 613 Championship Drive, Oxford CT 06471.

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, 324 East 41st Street, Apartment 1001-C, New York N.Y.10017.

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 Piszkiwicz, 951 Rose Ct, 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.

N.C. Post. Hist. = North Carolina Postal Historian, Tony L. Crumbley, P.O. 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.

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.

John Nunes, our advertising manager and Board member, died in January doing what he loved – exhibiting at a stamp show. He was the quintessential dealer – President of the Federation of Central New York Philatelic Societies and tireless promoter of the hobby through stamp shows and his own enthusiasm. As one of our members, Art Groten, observed: “John was a very special spirit – a man without guile, always comfortable with himself, not trying to ‘prove’ anything to anyone. He was truly a lovely man and will be remembered, and missed, for his wonderful, outgoing personality; his smile; his kindness and generosity to people, his positive ‘can do’ attitude and his gifted, intellectual mind.”

For information about John’s shows in the Capital District of NY, contact George McGowan geolotus2003@nycap.rr.com, and for the other shows contact John Dunn Shows@StampNewsNow.com.

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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, Disinfected Mail

“Travellers Health Passports & Ships’ Bills of Health,” by V. Denis Vandervelde, illustrates and discusses health passports issued in France, Italy, Germany, Austria, England and Gibraltar, 1599-1824. (*Pratique*, Vol. 34, No. 3, Winter 2010. Disinfected Mail Study Group, V. Denis Vandervelde, 25 Sinclair Grove, London NW11 9JH, England, United Kingdom.)

Afghanistan

“Afghanistan: La nascita del servizio postale e l’epoca dei francobolli a disegno circolare: 1870-1892,” by Valter Astolfi, outlines the history of Afghanistan as far back as 1709, through to the beginnings of postal history in 1870, where post offices are identified, stamp issues are attributed to post offices by color, and postal rates are discussed. (*Posta Militare e Storia Postale*, No. 114, February 2010. Rivista dell’Associazione Italiana Collezionisti Posta Militare, President Piero Macrelli, CP 180, 47900 Rimini, Italy.)

Antigua

“Postmarks of the B.W.I.: Antigua KGVI, 1937-1954,” by David Horry, illustrates and discusses postal datestamps found on King George VI postal issues. (*British Caribbean Philatelic Journal*, No. 233, January-March 2011. British Caribbean Philatelic Study Group, Secretary Mary Gleadall (2012), P.O. Box 5449, Warrens, St. Michael BB11000, Barbados.)

Austria

“Simone Tasso e ‘l’ufficio postale’ di Gorizia.” (See under Thurn & Taxis.)

Bermuda

“Matters Military 10: ‘B’ Force - Bermuda.” (See under Canada.)

Canada

“Letter Noting the Use of Furs as Currency in New France,” by R.F. Narbonne, translates a 1676 letter equating beaver or muskrat skins to 4 sols each, and on small pelts, 4 sols for two, illustrating the scarcity of cash in the colony. (*BNA Topics*, No. 526, First Quarter 2011. Official Journal of the British North America Philatelic Society, Ltd., Circulation Manager, Wayne Smith, 20 St. Andrews Road, Scarborough ON M1P 4C4, Canada.)

“The Kingston B25 Hammer: Unusual Numeral Indicia,” by Donald J. Ecobichon, examines the anomaly of a small numeral “4” date slug found in the Kingston, Upper Canada, datestamp between 1844 and 1854. (*BNA Topics*, No. 526, First Quarter 2011. See address of contact under first entry for Canada.)

“Early Canadian Covers to the German States and to Germany,” by George Arfken, concentrates

on postal rates on letters addressed to various German States in the pre-U.P.U. period, and identifies the vessels which transported them, 1863-1878. (*BNA Topics*, No. 525, Fourth Quarter 2010. See address of contact under first entry for Canada.)

“Early Canadian Covers to Bermuda,” by George Arfken, looks at sea routes, postal tariffs, and mail sent via Halifax or via New York, 1852-1879. (*PHSC Journal*, No. 142, Summer 2010. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 163, Stn. C, Kitchener, ON Canada N2G 3X9.)

“Askin & London South,” by Gordon McDonald, discusses the history and postal history of this area in Ontario, and illustrates postmarks used over the years, 1876-2010. (*PHSC Journal*, No. 143, Fall 2010. See address of contact under fourth entry for Canada.)

“The Brief History of the Lorne, Manitoba, Post Office,” by Robert K. Lane, reviews the postal history of this town through the use of census and railroad location maps, 1879-1891. (*PHSC Journal*, No. 142, Summer 2010. See address of contact under fourth entry for Canada.)

“Gold Mining and Early Postal History of the District of Kenora,” by Donald Ecobichon, writes about the early gold mining towns and later, the early airlines that served them, 1886-1978. (*PHSC Journal*, No. 142, Summer 2010. See address of contact under fourth entry for Canada.)

“Didn’t You Used to Be ... Or, the Strange Origins and Fates of Some Saskatchewan Post Office Names,” by Stephen Scriver, writes about post office name changes and the origins of some names, 1894-2010. (*PHSC Journal*, No. 143, Fall 2010. See address of contact under fourth entry for Canada.)

“‘Perfection’ Machines in Canada,” by Rob Leigh, reviews the history of the “Perfection” Hand Stamp Company and its datestamp canceling machine, 1901-1902. (*PHSC Journal*, No. 143, Fall 2010. See address of contact under fourth entry for Canada.)

“Canadian Short-Paid Mail 3. The Edward VII Period: 1903-1912,” by Gary Steele, continues his discussion of short paid covers to foreign destinations. (*BNA Topics*, No. 525, Fourth Quarter 2010. See address of contact under first entry for Canada.)

“Matters Military 9: Canadian Expeditionary Force (CEF) in the Sun,” by C.D. Sayles, continues his series of articles, this time shedding light on Canadian units serving in Bermuda, St. Lucia and Palestine during World War I. (*BNA Topics*, No. 525, Fourth Quarter 2010. See address of contact under first entry for Canada.)

“Matters Military 10: ‘B’ Force – Bermuda,” by Hendrik Burgers, looks at Canadian forces stationed in Bermuda during world Wars I and II. (*BNA Topics*, No. 526, First Quarter 2011. See address of contact under first entry for Canada.)

Cilicia

“*Tresor et Postes* Organization in Cilicia,” by Jean-Bernard Parenti, discusses the origin of the term “*Tresor et Postes*” (Treasury and Posts) to identify field post offices, and how the French field post offices were organized in their portion of occupied Turkey, 1918-1921. (*The Levant*, Vol. 5, No 5, May 2010. Journal of the Ottoman and Near East Philatelic Society, Secretary Rolfe Smith, 201 SE Verada Ave., Port St. Lucie, FL 34983.)

Colombia

“Censorship Markings During the 1,000 Days War,” by Federico Teppa, illustrates censorship marking applied to mail during 1901-1902. (*Copacarta*, Vol. 27, No. 3, March 2010. Journal of the Colombia/ Panama Study Group, Secretary Thomas P.

Myers, P.O. Box 522, Gordonsville, VA 22942.)

Egypt

“Air Accelerated Mail Between the United States and Egypt, 1927-1945,” by Richard Helbock, reviews the development of air mail services between Egypt and the United States, and discusses postal rates and routes. (*La Posta*, No. 241, Spring 2010. La Posta Publications, 33470 Chinook Plaza, #216, Scappoose, OR 97056.)

Ethiopia

“*Per via di Mare e attraverso il deserto*. I collegamenti postali dal Medio Oriente al Corno d’Africa, Terza parte,” by Mario Chesne Dauphiné, reviews the history of the railroad from Djibouti to Harrar and Entoto (Addis Ababa), the establishment of the first Ethiopian post offices, illustrates early postal markings, and discusses correspondence of the Italian prisoners of war after their defeat at Adowa, 1894-1897. (*Bollettino Prefilatelico e Storico Postale*, No. 158, February 2010. Organo ufficiale del’Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

France

“Tariffe di ‘raggio limitrofo’ tra Sardegna/ Italia e Francia.” (See under Sardinia.)

“A World War I Card from a Thai Pilot in France,” by John Garner, continues his series concerning Thai military airmen in France, 1918. (*Journal of the France & Colonies Philatelic Society*, No. 258, December 2010. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol BS8 3PG, England, United Kingdom.)

“Il servizio postale per i militari francesi in Italia, Prima parte,” by Franco Napoli, looks at the correspondence of French troops stationed in Italy during World War I, 1915-1919. The “Seconda parte” continues the author’s review of the postal facilities offered to French military units in Italy at this time, and indicates where the various “Tresor et Postes” [field post office] units were located. (*Posta Militare e Storia Postale*, Nos. 114 and 115, February and April 2010. See address of contact under Afghanistan.)

“La Poste Navale - Some Notes on French Naval Posts in the Two World Wars,” by Bill Mitchell, assembles the history behind the French naval agencies at Dakar and Algiers, and their use of Senegalese or Algerian postage stamps in correspondence. (*Journal of the France & Colonies Philatelic Society*, No. 258, December 2010. See address of contact under second entry for France.)

“French Postal Rates of 1 July 2010,” by Derek Richardson, provides letter rates and registration fees, both domestic and foreign. (*Journal of the France & Colonies Philatelic Society*, No. 258, December 2010. See address of contact under second entry for France.)

France, Offices in the Holy Land

“The 1948 Jerusalem Consular Stamps,” by Sid Morginstin, outlines the story behind the French Consul’s issuance of overprinted stamps to be used on correspondence from the Consulate and other French institutions. (*The Levant*, Vol. 5, No 5, May 2010. See address of contact under Cilicia.)

France, Offices in the Turkish Empire

“Postal ‘Gymnastics’ in the 19th Century to Speed Mails to Destination.” (See under Great Britain, Offices in the Turkish Empire.)

Germany

“Lufthansa Airmail Service to Turkey in World War II,” by Eric Menne Larsen and Bill Robertson, illustrates a Lufthansa Flight Plan Map, dated 6 April 1942, showing

flight connections throughout Europe and giving the history of German service to Turkey. (*Opal*, No. 224, May 2010. Oriental Philatelic Association of London, Secretary Philip Longbottom, 5 Ringway Close, Tythrington, Macclesfield, Cheshire SK10 2SU, England, United Kingdom.)

“Storia postale d’Italia, La censura postale in Italia dopo l’8 settembre 1943 [in] territori italiani della R.S.I. o controllati dai tedeschi, Seconda parte,” by Luigi Sirotti, continues his analysis of German censor markings applied on international mail originating in Italy, and identifies where the mails were censored. (*Posta Militare e Storia Postale*, No. 114, February 2010. See address of contact under Afghanistan.)

Great Britain

“Stangate Creek Quarantine & R. Medway Ship Letters,” by V. Denis Vandervelde, reviews the history of these isolated places where ships suspected of disease might be quarantined, with many quotations from contemporary official documents, 1554-1812. A list of ship arrivals at Stangate Creek, 1776-1813 rounds out the article. (*Pratique*, Vol. 34, No. 3, Winter 2010. See address of contact under General, Disinfected Mail.)

“King Charles I of England; Postal Reformer,” by Alan Holyoake, looks at events leading up to the signing of the Proclamation of 31 July 1635, “For the Settling of the Letter Office of England and Scotland,” with a reproduction of the entire document. (*The Collectors Club Philatelist*, Vol. 89, No. 3, May-June 2010. The Collectors Club, 22 East 35th Street, New York, NY 10016.)

“York Postal History,” by Clive Jones, reviews the various types of town and other handstamps applied to mail to or from York, 1741-1861. (*Postal History*, No. 333, March 2010. Journal of the Postal History Society, Secretary Hans Smith, 99 North End Road, London, NW11 7TA, England, United Kingdom.)

“A Postal Anomaly - Part 2,” by Tony Wiseman, explains the creation of free mail privileges for the Admiralty Victualling Office, where other government offices had to pay their own postage costs, 1755-1827. (*Postal History*, No. 334, June 2010. See address of contact under third entry for Great Britain.)

“Abatement on United Kingdom Letter Rates,” by Geoffrey Lewis, indicates how to calculate the rate abatement on mail, 1801-1839. (*Postal History*, No. 334, June 2010. See address of contact under third entry for Great Britain.)

“1866-1870, La favolosa Valigia delle Indie, transita per Venezia,” by Adriano Cattani, recounts the history and postal history of the development of the route to India via Brindisi, including transcriptions of the agreement to extend the steamer line from Brindisi and Alexandria, Egypt, to Venice. (*Bollettino Prefilatelico e Storico Postale*, No. 159, April 2010. See address of contact under Ethiopia.)

Great Britain, Offices in the Turkish Empire

“Postal ‘Gymnastics’ in the 19th Century to Speed Mails to Destination,” by Semaan Bassil, provides a study of mixed frankings of British and Italian, or French postage, at the British Post Office in Beyrout, 1870-1876. (*Postal History*, No. 334, June 2010. See address of contact under third entry for Great Britain.)

Greece

“Un reportage su alcuni episodi della guerra per l’indipendenza della Grecia in una lettera inviata ad un armatore Veneziano dell’800,” by Giorgio Burzatta, based upon an October 1827 letter from Trieste to Venice, recounts the history of the War of Greek

Independence, and the naval battle of Navarino, 1821-1832. (*Bollettino Prefilatelico e Storico Postale*, No. 159, April 2010. See address of contact under Ethiopia.)

India

“WWII - India - Italian P.O.W Camp Mails,” by Sankaran Viswa Kumer, develops background and history of the 29 camps identified as being located in India, mentions their locations and illustrates many covers and cards. (*Civil Censorship Study Group Bulletin*, No. 166, April 2010. Secretary Charles J. LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554.)

Israel

“No Service” Instructional Markings and Labels of the Arab-Israeli Postkrieg, Part 8 - Israel: Pas de Service,” by Daryl Kibble, continues his study of instructional markings and provides detailed tables by town of the markings used, period of usage, text, measurements and colors, 1948-2008. (*The Israel Philatelist*, Vol. 61, No. 5, October 2010. Journal of the Society of Israel Philatelists, Inc., Secretary Howard S. Chapman, 28650 Settlers Lane, Pepper Pike, OH 44124.)

Italy

“Due lettere del 15 maggio 1862,” by Andrea Mori, reviews the fact that the 1854 Postal Convention between Austria and Sardinia (now Italy), was suspended in September 1859 due to hostilities, and was not re-instated until 15 May 1862. The article illustrates two covers, both dated 15 May 1862, one of which is from Austrian Padova to Milano (now in Italy), the other from Viadana (Italy) to Verona (Austria), both franked with the new treaty rates. (*Il Foglio*, No. 163, February 2010. Unione Filatelica Subalpina, C.P. 65, Torino Centro, 10100 Torino, Italy.)

“1866-1870, La favolosa Valigia delle Indie, transita per Venezia”. (See under Great Britain.)

“WWII - India - Italian P.O.W Camp Mails.” (See under India.)

“Sui vaglia diretti ‘fermo posta’ nel Prima Guerra Mondiale,” by Beniamino Cadioli, describes the origin of the fee on mail to be picked up at the post office by the addressee, and extends it to military postal money orders, 1915-1919. (*Bollettino Prefilatelico e Storico Postale*, No. 159, April 2010. See address of contact under Ethiopia.)

“Il servizio postale per i militari francesi in Italia, Prima parte” and “Seconda parte”. (See under France.)

“I prigionieri di guerra in Italia nel secondo conflitto mondiale, Seconda parte,” by Enrico Bettazi and Antonio Pasquini, looks at censor and other markings on correspondence by Allied prisoners of war from various Prisoner of War camps, and provides a table of camp locations, durations of the camp, nationalities housed there and other details, 1940-1943. (*Bollettino Prefilatelico e Storico Postale*, No. 159, April 2010. See address of contact under Ethiopia.)

“Storia postale d’Italia, La censura postale in Italia dopo l’8 settembre 1943 [in] territori italiani della R.S.I. o controllati dai tedeschi, Seconda parte.” (See under Germany.)

“The ‘Imperiale’ Series Overprinted ‘P.M.’ for Military Mail - Part 2,” by Luigi Sirotti, (translated by Richard Harlow), continues his study of the usage of these overprinted stamps in the territory of the Italian Socialist Republic, and also in the areas under Allied control, after December 1943. (*Fil-Italia*, No. 144, Spring 2010. The Journal

of the Italy & Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, 8 Manor Road, Teddington, Middx. TW11 8BG, England, United Kingdom.)

“I mezzi navale italiani in Mare Nero e Lago Ladoga,” by Renato Ghiotto, fills in the background to the assignment of Italian submarine and surface forces sent to the Black Sea and Lake Ladoga (northwestern Russia) during World War II, and their postal markings. (*Il Foglio*, No. 164, June 2010. See address of contact under first entry for Italy.)

Italy, Offices in the Turkish Empire

“Postal ‘Gymnastics’ in the 19th Century to Speed Mails to Destination.” (See under Great Britain, Offices in the Turkish Empire.)

Japan

“1. Cancellations with Rotated Date Elements” and “2. Missent to Shimonoseki Hosoe,” by Charles A.L. Swenson, in Part 1 discusses Shanghai dates whose central date elements have rotated within the datestamp and, in Part 2, a newly discovered “Missent To” auxiliary marking from Shimonoseki Hosoe, together with a chronology of the two major foreign mail facilities at Shimonoseki, 1871-1924. (*Japanese Philately*, No. 380, February 2010. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

“Postmark Watch,” by Charles A.L. Swenson, reports a new earliest date for the “Tokyo AP” datestamp, illustrates two lovely fancy cancels on Cherry Blossom issues, confirms a new Administrative Single Circle datestamp and discusses a datestamp missing the town name, 1874-2001. (*Japanese Philately*, No. 381, April 2010. See address of contact under first entry for Japan.)

“‘Missent and Forwarded’ Mail,” by Florian Eichhorn and Ron Casey, continues the discussion of this marking showing some new varieties and providing a different explanation of its meaning, 1881-1888. (*Japanese Philately*, No. 381, April 2010. See address of contact under first entry for Japan.)

“Japanese Foreign Parcel Dispatch Notes - Parts 1 and 2,” by Florian Eichhorn, defines parcel post dispatch forms, why they were used, customs procedures and insurance, stamp theft, and non deliveries in Part 1. Part 2 covers usages at the Japanese foreign offices in China and illustrates two rare examples of the forms, 1889-1940. (*Japanese Philately*, No. 380, February 2010. See address of contact under first entry for Japan.)

“Was Something Rotten in the State of Denmark?” by Michael E. Ruggiero, puzzles over a postcard, purportedly from Japan to Denmark, the Danish postmarks all dated in June 1905, while a Japanese commemorative postmark is dated June 1902, and the Japanese 2 sen Koban stamp affixed to the card appears to be dated July 1898! (*Japanese Philately*, No. 380, February 2010. See address of contact under first entry for Japan.)

Kuwait

“Postal Censorship in Kuwait During the Iraqi Threat of 1961,” by Dr. Mashael A. Alhajer, provides background and history behind the threat and discusses censorship markings applied to mail. (*Civil Censorship Study Group Bulletin*, No. 166, April 2010. See address of contact under India.)

Latvia

“Latvia: Postage Due Markings Used by Traveling Post Offices,” by Vesma Grinfelds, identifies the different types of postage due ovals, and provides a table showing route numbers with the actual routes, 1918-1940. (*Rossica*, No 154, Spring 2010. Journal

of the Rossica Society of Russian Philately, Secretary Dr. Ed. Laveroni, P.O. Box 320997, Los Gatos, CA 95032-0116.)

Lombardy-Venetia

“I rapporti postali del Regno Lombardo-Veneto con lo Stato Pontificio, 1815-1866 (terza parte),” by Lorenzo Carra, continues his study of mail exchange and the postal markings applicable on mail between Lombardy-Venetia and the Roman States, during the period 1846-1852. (*Vaccari Magazine*, No. 43, May 2010. Vaccari s.r.l., via M. Buonarroti 46, 41058, Vignola (MO), Italy.)

Mauritius

“Mauritius 1859-1871 ‘Accountancy’ and ‘To Pay’ Marks.” by John Yeomans, illustrates and discusses the various types of these markings applied to mail. (*Postal History*, No. 333, March 2010. See address of contact under third entry for Great Britain.)

Netherlands

“A Registered Cover of 1891,” by Hans Kremer, discusses a registered letter posted at a sub-station of Scheveningen, which demonstrates that sub-stations were issued dotted numeral grids with the same numbers as the main offices, but which may be identified by the angle of the grid and the shape of the numerals. (*Netherlands Philately*, Vol. 34, No. 5, May 2010. American Society for Netherlands Philately, Corresponding Secretary Marinus Quist, 116 Riverwood Drive, Covington, LA 70433.)

Netherlands Indies

“1943 D.E.I. Internment Mail Sent to the Netherlands in 1946,” by Hans Kremer, investigates the story behind a battered cover, which contained a 1943 Japanese Occupation postal card sent by an internee in one of the P.O.W. camps. (*Netherlands Philately*, Vol. 34, No. 4, March 2010. See address of contact under Netherlands.)

Newfoundland

“The RPO Cowcatcher: NL-191 – ‘Straits & N.E. Coast/ Newf’d’, an Update”, by Brian Stalker, researches these railway datestamps and identifies two different hammers, together with a census of known strikes. (*BNA Topics*, No 526, First Quarter 2011. See address of contact under first entry for Canada.)

New Zealand

“New Zealand - The Two Capes or Direct Route by the New Zealand Shipping Company and Shaw Savill & Albion,” by Colin Tabcart, introduces us to these two shipping companies and the mail carriage contracts signed with them, 1884-1888. (*Postal History*, No. 333, March 2010. See address of contact under third entry for Great Britain.)

Norway

“A Long Journey for 35 ore,” by Jan Odegaard, relates the travels of an 1881 letter originally addressed to East London, South Africa, returned to London, England, because the addressee had moved on, then forwarded to Batavia and Weltevreden, Netherlands East Indies, before finally being returned to London and Christiania, Norway, 1881-1882. (*The Posthorn*, No, 262, February 2010. The Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

“The World War II ‘Thomas Cook’ Undercover Mail Service between Canada and Norway - A Link for Norwegian Seamen - Part II,” by Ed Fraser, uncovers further covers and information concerning mail forwarded by Thomas Cook from their post office box 252, located at Grand Central Station Annex in New York City, 1940-1942. (*The Posthorn*, No, 261, November 2009. See address of contact under first entry for Norway.)

Palestine

“Palestine Censorship During World War II,” by Graham Mark, outlines the establishment and organization of censorship in Palestine, and illustrates some markings. (*The Israel Philatelist*, Vol. 61, No. 5, October 2010. See address of contact under Israel.)

“The 1948 Jerusalem Consular Stamps.” (See under France, Offices in the Holy Land.)

Prince Edward Island

“Cape Traverse, Prince Edward Island,” by Doug Murray, tells the story of ice boat and rail communications between P.E.I. and the Canadian mainland, via Cape Traverse, 1763-1973. (*PHSC Journal*, No. 143, Fall 2010. See address of contact under fourth entry for Canada.)

Roman States

“I rapporti postali del Regno Lombardo-Veneto con lo Stato Ponteficio, 1815-1866 (terza parte).” (See under Lombardy-Venetia.)

Romania

“Romania Steamship Line S.M.R.,” by Richard Wheatley, is concerned with a history of this steamer line and identifies its vessels and ports of call, 1895-1939. (*Postal History*, No. 334, June 2010. See address of contact under third entry for Great Britain.)

Russia

“River Danube Quarantines, 1819-1856,” by Vladimir Tyukov, reviews postal and quarantine measures taken to speed communications and describes the quarantine measures encountered by Count Orlov, sent to negotiate peace terms with the Ottoman Sultan. Many letters are illustrated showing disinfection markings. (*Pratique*, Vol. 34, No. 3, Winter 2010. See address of contact under General, Disinfected Mail.)

“The ‘Iz Finlyandii’ Cachet Revisited,” by Wolfgang Torterotot, continues the discussion of this origin marking, applied by St. Petersburg’s Postal Branch Office No. 7, to identify the origin of letters or cards, 1899-1904. (*Rossica*, No 154, Spring 2010. See address of contact under Latvia.)

Sardinia

“Lo stato di conoscenza sulle fumigazioni delle lettere in una relazione presentata alla Commissione Centrale di Sanità di Genova nel luglio 1815,” by Adalberto and Gabriele Peroni, transcribe a fumigation report prepared by Prof. Dr. Giovanni Antonio Mongiardini, for the Genovese Central Commission of Health, which includes descriptions of fumigation treatments for letters. (*Bollettino Prefilatelico e Storico Postale*, No. 158, February 2010. See address of contact under Ethiopia.)

“R.a Poste Militare Sarda,” by Matteo Polo Friz, discusses the past history of a letter sent through the Sardinian military post office in August, 1848, and provides a survey of other known letters bearing the same military post office markings. (*Posta Militare e Storia Postale*, No. 114, February 2010. See address of contact under Afghanistan.)

“Tariffe di ‘raggio limitrofo’ tra Sardegna/ Italia e Francia,” by Giovanni Boschetti, discusses special reduced postal rates applicable to mail crossing the frontier to specific towns, or, for not traveling more than 30 kilometers from the frontier, in a straight line, 1849-1869. (*Vaccari Magazine*, No. 43, May 2010. See address of contact under Lombardy Venetia.)

Spanish America

“Spanish East Florida,” by Adolfo Sarrias and Yamil H. Kouri, Jr., pull together the strands of history and postal history to form a picture of this colony from 1513 to mid-1821.

(*The Collectors Club Philatelist*, Vol. 89, No. 3, May-June 2010. See address of contact under second entry for Great Britain.)

Sudan

“Mail from the Sudan During the Mahdist Rule (1885-1898),” by Patrick Maselis, illustrates two of three known letters from Europeans held captive by the Mahdi forces, one of which is written on a piece of shirt sleeve, for lack of paper!! (*Collectors Club Philatelist*, Vol. 89, No. 2, March-April 2010. See address of contact under second entry for Great Britain.)

Sweden

“Stolen Unique Cover with Sweden Nos. 1 & 2,” [by the Editor?], illustrates a unique cover bearing a single and pair of the 3 Skilling Banco with two singles of the 4 Skilling Banco, for a total of 17 Skilling Banco, tied on cover by strikes of “Lidköping, 27.12.1855.” (*The Posthorn*, No. 262, February 2010. See address of contact under first entry for Norway.)

Thurn and Taxis

“Simone Tasso e ‘l’ufficio postale’ di Gorizia,” by Franco Obizzi, elucidates upon the early history of the Torre & Tasso posts (Thurn & Taxis posts) in the vicinity of Gorizia (Gorz), and the home of Simone Tasso in Gorizia (now a museum) as well as his life story, 1478-1562. (*Bollettino Prefilatelico e Storico Postale*, No. 158, February 2010. See address of contact under Ethiopia.)

Trinidad

“Discovered after 127 Years: Trinidad Type 0.6, Upright Diamond Shape, Number 16,” by Nigel Mohammed, reports finding a vertical diamond shaped obliterator enclosing in the number “16,” which had been assigned to the Village of Chaguanas, 1883-1884. (*British Caribbean Philatelic Journal*, No. 233, January-March 2011. See address of contact under Antigua.)

Turkey

“Gli uffici postali dell’Impero Ottomano sulla costa arabica del Mare Rosso,” by Mario Chesne Dauphiné, identifies the principal Ottoman post offices in Arabia, discusses the construction of the Hejaz Railway, describes the Italian military detachment in Palestine during World War I, and looks at the quarantine station on the Island of Camaran, 1870-1919. (*Bollettino Prefilatelico e Storico Postale*, No. 159, April 2010. See address of contact under Ethiopia.)

Yemen

“The Seals of Imam Yahya,” by Robert Waugh, corrects an error concerning illustrations of these markings published earlier. (*Opal*, No. 224, May 2010. See address of contact under first entry for Germany.)

“Post Ottoman Cancellation Marks of Yemen,” by Robert Waugh, deals with (1) hand carried mail not postmarked, and (2) the early intaglio (negative) seals, 1918-1930. (*Opal*, No. 224, May 2010. See address of contact under first entry for Germany.)



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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, Joseph J. Geraci

A productive meeting was held at the Philadelphia National Stamp Exhibition at Oaks, PA, near Valley Forge this past April 1-3. We had three interesting speakers at our seminars. David Straight spoke on an unusual subject, "Inside the Bureaucracy: Exploring Postal History with United States Post Office Forms," and Douglas Clark discussed "Martha's Vineyard and Nantucket Steamboat Mail."

Dr. James Milgram was scheduled to speak on "Handstamped Missent and Forwarded markings on Stampless Covers" but, due to illness in his family, was unable to attend. The winner of our "Best Article in the Postal History Journal during 2010" Award, Dr. Milgram, has been rescheduled to speak at our membership meeting at StampShow 2011, in Columbus, Ohio, on Saturday, August 13, 2011. I encourage all our members to come to StampShow and hear this interesting and knowledgeable speaker.

Our third speaker was Nancy Clark, who, at the last minute, stepped in and presented a talk concerning "'Free' Markings of Maine." My thanks to our three speakers all of whom helped make this a memorable membership meeting!

Director Mark Banchik is making arrangements to share a booth with another organization at StampShow 2011. I hope our members will stop by to say "Hello," and perhaps assist in manning our booth. It is always nice to be able to associate a face with a name.

At our Board meeting, it was decided to have our 2012 meeting at Boxboro, MA, which is always a good show. Gary Loew, an expert in digitizing publications, was nominated and accepted for membership on the Board of Directors. As required by the By-Laws, elections of Officers were held. Joseph J. Geraci, David L. Straight and Kalman V. Illyefalvi were nominated for the positions of President, Vice President and Secretary-Treasurer, respectively. All were elected to office.

Our Advertising Manager, John J. Nunes, who had done a great job of attracting advertisers to our Journal, has unfortunately passed away (R.I.P., John). The Board sends its sincere condolences to John's wife and family. We have been searching for someone who might assume John's position. Director Dr. Yamil Kouri has agreed to take the job, and we welcome his kind assistance. Potential and current advertisers may reach him at yhkouri@massmed.org.

I had not realized it until I checked, but our Past President, Douglas Clark, has been in office since September 2004. That is almost seven years. In that time, Doug has accomplished quite a bit. He has worked hard to keep the Society going. His biggest problem were our finances, however, we seem to have reached a plateau currently. I want to acknowledge Doug's commitment, thank him for his steadfastness, and ask for the members support as we go forward. I intend to continue Doug's commitment and to take further actions to improve the Society. We still need to attract more members in order to keep our financial position in the black. Please help by recruiting new members to the Society. We have a great, award-winning magazine. Tell your friends about it! In addition, every member is welcome to send ideas to myself or to the Board on how we

may recruit new members and otherwise improve our financial condition.

We are planning to have an informal dinner (separate checks) on Friday evening, August 12 at StampShow 2011. Those members and wives wishing to join us should contact Director Stephen Washburne at <stevewashburne@gmail.com>, or telephone his home phone at 215-843-2106, or cell phone 267-304-0337, in order that he might gather names and provide a head count to the restaurant.

Thank you, and I look forward to meeting you at StampShow!



Vice-President David Straight and President Joseph Geraci at the Society's information booth, Philadelphia National Stamp Exhibition, April 3, 2011.

Membership Changes by Kalman V. Illyefalvi

New Members

- PHS 2326 Carl Barna, 2564 Millbrook Dr., Emmaus PA 18049-1218.
Africa & Europe to 1940
- PHS 2327 Randy L. Neil, PO Box 8512, Shawnee Mission KS 66208-0512.
Civil War – Confederate States of America, WWII – AMG Mails.
- PHS 2328 Wade E. Saadi, 93 80th Street, Brooklyn NY 11209-3511.
U.S. Liberty Series – 1953 Forward.
- PHS 2329 Lawrence R. Pettinger, 11503 Woodstock Way, Reston VA 20194-1622.
Suysquehanna County PA. Monterey & San Benito Counties CA.
- PHS 2330 Richard Martorelli, 3855 Albermarle Ave., Drexel Hill PA 19026-2801.
Military, Postage Due, Special Delivery.
- PHS 2332 David Crotty, PO Box 16115, Ludlow. KY 41016-0115.
Postage meters, Transoceanic airmails.
- PHS 2334 David S. Durbin, 2270 Rule Ave., Apt. C., Maryland Hts, MO 63043-1427.
Philippines, Allied Military Government (Germany)

Re-instated

- PHS 1837 Dr. Peter R. McCann, 6660 St. James Crossing, University Park, Fl 34201-2238
Postal History of British Virgin Isles, Turks & Caicos, Tristan de Cunha.

Change of Address

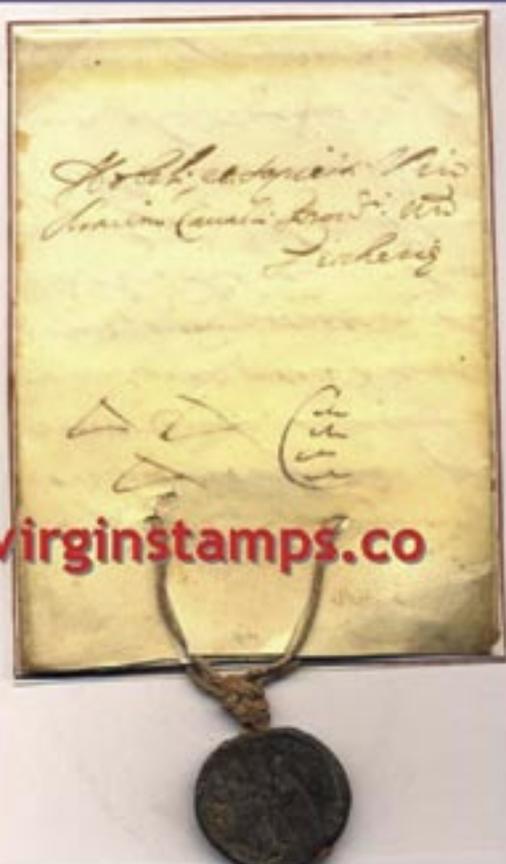
- PHS 2206 Dr. Dane S. Claussen, 2101 Naco Court, Las Vegas, NV 89102-4379

Deceased

- PHS 1923 Daniel A. Brouillette
PHS 2043 Jerone R. Hart
PHS 2139 John J. Nunes

Resigned

- PHS 1640 Enrique Martin De Bustamente
PHS 1134 James Duffy
PHS 2256 Jim Kotanchik
PHS 1976 Dr. Paul J. Phillips
PHS 0976 Daniel C. Warren



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