

Postal History Journal



NUMBER 152

JUNE 2012

POSTAL HISTORY JOURNAL, No. 152, JUNE 2012



Earliest U.S. Advertised Covers



Calgary's Surrounding Post Offices

Acoustic Telephones



Pan American in the South Atlantic WWII

Postal History Journal

Published by the Postal History Society

APS Affiliate No. 44

issued February, June, October.

Annual dues \$35 U.S., \$40 Canada

and Mexico, \$50 rest of world,

P.O. Box 20387,

Columbus OH 43220, U.S.A.

<http://www.stampclubs.com/phs/>



For this journal, the editors have been awarded the American Philatelic Congress Diane D. Boehret Award 2004; gold medal & Prix d'Honneur, Canada's 7th National Philatelic Literature Exhibition 2005; Grand Award Colopex 2005; gold medals Napex 2009, Colopex 2007, APS Stampshow 2009, Chicagopex 2011.

NUMBER 152

ISSN 0032-5341

JUNE 2012

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Printed by Piedmont Impressions, Box 75, Crawford GA 30630

Earliest U.S. Advertised Covers

James W. Milgram, M.D., supplement

The editors' decision to introduce Dr. Milgram's article, "Advertised Postmarks on U.S. Stampless Covers" in *PHJ* 151, with a full text overview of the postal laws and regulations regarding the advertising of undeliverable letters up to 1851 obscured the important point that there is no evidence that postmasters recovered the cost of advertising letters from a letter's addressee prior to 1845.

Dr. Milgram wanted, particularly, to emphasize that the concept of advertising letters was part of the postal operations of the United States from the very beginning. By Resolution of the Continental Congress of October 17, 1777, a provision was made for "an Inspector of Dead Letters" who would carefully record and safeguard the contents of undelivered letters. Such an inspector was directed: "at the expiration of each Quarter, to publish, in one of the Newspapers printed in such Place where Congress may be sitting, a notification that such papers are in his possession; to the end that they may be recovered by the owners of them; to whom they shall be delivered without the payment of any other Fee or Reward than the Postage due for such papers, and the Letters in which they are found ..."¹ Ebenezer Hazard, who was sworn to the office of Surveyor of the Post Office and Inspector of Dead Letters on June 22, 1778, added the provision for advertising undelivered letters in local newspapers for three successive weeks before they were sent as dead letters to the General Post Office. Once there and opened, the Postmaster General would ascertain from the contents where best to place another advertisement. These twice-advertised letters would be delivered to an addressee after payment of both the postage and "the necessary expense of such publications as aforesaid."²

On Friday, October 18, 1782, the Continental Congress passed another ordinance that most fully outlined the procedure:

And be it further ordained by the authority aforesaid, that the Postmaster General's deputies respectively, shall regularly publish, at the expiration of each quarter, (if it can conveniently be done) in some newspaper of the State in which the respective offices shall be one of the most convenient public newspapers, for three successive weeks, a list of all letters at that time remaining in their office; and at the expiration of the subsequent quarter, shall send such of the letters so published as then remain, as dead letters to the general Post Office, where they shall be opened and inspected by the Postmaster General, who shall destroy such as contain no valuable enclosures, but carefully preserve them, with the papers therein respectively contained, and shall insert in a book, to be kept for that purpose, the date of such letter, and the name and place of direction on the same, together with a particular account of the enclosures contained therein; and at the expiration of each quarter the Postmaster General shall cause to be published, in one of the newspapers of the State in which the owners of such valuable papers are supposed to reside, (if a newspaper is printed in such State) else in the most convenient paper, an advertisement, informing that such papers are in his possession, and shall deliver such letter and enclosures to the person or persons to whom the same shall be directed, or his, her, or their order at the Post Office, he, she, or they first paying the postage for the same, at the rates from time to time established by these United States in Congress assembled, and the necessary expense of such publications as aforesaid; and in case of neglect to take up such letters, the necessary expense shall be charged to the United States.³

April 13, 1785. THE No. 1798.

PENNSYLVANIA JOURNAL,

AND WEEKLY ADVERTISER.

WEDNESDAY

April 13, 1785

PUBLISHED EVERY WEDNESDAY and SATURDAY—Price Four Pence.



LIST OF LETTERS remaining in the Post-Office, Philadelphia, April 5, 1785.

A.
WILLIAM ALLEN, John Alton, Angiolo d'Andreis, John Addison, Anthony Atkinson, Robert Abernethie, Alexander Allen, Alexander Andrews, 2. John B. Armistead, Col. Atlee, Joseph Allen, Daniel Apple, Charles Adams, John Anrobus, Mr. Ashbury, David Astkin, Sampson Abraham, John Afpinal, Peter Auner, Col. Robert Allison 2, Otho Amiel, Capt. Isaac All, Henry All, Jenny Allen, William Abbot.

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Figure 1: Front page of The Pennsylvania Journal and the Weekly Advertiser, for April 13, 1785, with list of letters waiting at the Philadelphia post office as of April 5. Note that, among the A's, Angiolo d'Andreis, Alexander Andres, and Robert Allison each were the addressee on 2 letters. (Courtesy, Library of Congress)

The first page of *The Pennsylvania Journal and The Weekly Advertiser* of April 13, 1785, published a list of unclaimed letters at the post office.⁴ According to Congressional ordinance, the 820 names represented three months' worth of undeliverable mail (some addressees had more than one letter waiting), and would have been provided by the Deputy Post Master of Philadelphia. If a "reasonable charge" for advertising a single letter was 2 cents (a limit established in 1808), then this page of newsprint advertising cost the Government \$16.40 – a considerable sum.

The 1782 text was essentially repeated in a draft of an Ordinance for the Regulating the Post Office of the United States, read February 14, 1787. And then this became part of the first postal law, of 1792, section 18, as fully quoted in *PHJ* 151, page 2.

Although the phrasing continued – that the addressee should pay the postage and the expense of publication – there is nothing in regulations directed at postmasters to explain how this could be done until 1845, nor is there evidence on covers. Markings on mail before 1845 merely noted when that letter had been advertised (see Figure 2). After 1845, the publication charge was, by regulation, noted on the letter, often with the sum noted of the postage and the advertising (see Figure 3).



Figure 2: Letter mailed June 11 [1816] from Greenbush NY to Berwick ME, where

the postmaster noted in red that it had been advertised on two occasions: July 1 and October 1. The second advertising was probably deemed necessary as the letter arrived so far into the 2nd quarter of the year.

Figure 3: Letter mailed October 3, 1845 from McGrawville NY to Troy NY, unpaid 5 cents. Assuming the Troy postmaster advertised this letter at the end of the 4th quarter of the year, some time after December 31, he would have then sent this letter to the Dead Letter Office where it received the black circular handstamp, and the DLO registration 1354-4 of May 27, 1846. The 2 cent fee for advertising, and the sum of 7, was added in the same hand (see the same combination on the cover in Figure 8, *PHJ* 151, page 7, dated at the DLO on September 23, 1846).



Accounting for Advertised Mail to 1852⁵

A pamphlet published at Philadelphia by Charles Cist in 1798: *The Post-Office Law with Instructions, Forms and Tables of Distances Published for the Regulation of the Post Offices*, included the Congressional ordinance for advertising mail as quoted on page 2, but also detailed what could be included on line 6 of the quarterly account, that allowed for contingent expenses. "Note: Besides the printer's account and receipt for advertising letters on hand, the newspaper itself, containing the advertisement should be transmitted."

By 1819, when the quarterly account ledger for Dunstable, New Hampshire, begins, contingent expenses were on line 19. Recorded are the years 1819 through the second quarter of 1841, or 90 retained copies of the "account current with the General Post-Office" kept by "Post-Master John M. Hunt." For some reason, PM Hunt did not record any contingent expenses from 1819 through 1824 (perhaps he misunderstood the instructions). Beginning with the first quarter of 1825, as shown in *PHJ* 151, Figure 2, he crossed out the text for line 19, "By contingent expenses, as by receipts herewith," and wrote in "Advertising 23 letters" and marked the total "46" representing 2 cents each in the right column. He did this until the fourth quarter of 1826, when he noted "Printer's bill \$1.44" and then stopped noting particulars. Over the 7 quarters of 1825 to 1826, he advertised an average of 42 letters. His contingent expenses thereafter tended to increase each quarter (as did the amount of postage credited to him on the dead letters he sent to the General Post-Office), though they must have included expenditures other than advertising since their amount was not always divisible by the two cent charge.

Occasionally the Postmaster Genereal was called upon to report the total incidental expenses of the Post Office Department and, when he did so for the year ending June 30, 1837 (S. Doc.344, 2502) he listed every post office in the country with the name of the postmaster, each contingent expense and to whom it was paid under columns: wrapping paper; office furniture; **advertising**; mail bags; blanks; mail locks, keys, and stamps; clerks for offices; and miscellaneous. Postmaster J[ohn] M. Hunt of Dunstable (name change to Nashua in 1837) is recorded as paying I[srael]. Hunt, Jr. \$9.58 for advertising in the 3rd quarter of 1836, \$12.18 in the 4th, \$13.18 in the 1st of 1837, and \$16.40 in the 2nd). The only other contingent expense in this period was 25 cents for bag repair to W. Fern in the 3rd quarter of 1836. Israel Hunt also received money for advertising from the postmasters at both Hollis and Merrimack, communities which, along with Nashua, had been part of the old town of Dunstable (where the post office was established in the Hunt home in 1811, John M. Hunt becoming postmaster in 1819). The newspaper where these ads for three offices appeared was the *Nashua Gazette*, founded in 1826 as the *Nashua Constellation*. As this was the first newspaper in the area, postmaster Hunt's first records of contingent expenses for advertising in 1825 might have been for posted manuscript lists rather than lists printed in a newspaper.

The implication of the quarterly accounts is that the postmasters could credit themselves from their receipts with the expense they had incurred for advertising undeliverable letters, and that the General Post Office would concern itself with recuperation of the expense of publication for the Dead Letters passed on to Washington. Washington, in general, was hesitant to incur advertising expenses without recompense. Form 182 from the "General Post Office" in the 1820s sheds some light on this.⁶ A printed letter from John McLean, Post-Master General to a Post-Master accompanied a Dead Letter mailed from his office that was found to be of value. The instructions were to

deliver it to the writer upon his paying the postage. But if the writer could not be found in the course of 40 days, the Post-Master was to return the letter “this Department not incurring any expense for advertising, without special instructions.” By 1840, from the “Post Office Department/Dead Letter Office,” and under Postmaster General John Niles, this form letter separated that injunction in a separate paragraph: “This Department will not pay any expenses for advertising.”

The form for a postmaster’s quarterly account current changed in 1845, and his instructions were quoted *PHJ* 151, page 4. What makes the accounting difficult to understand is that, on the form itself, line 8 indicates “To this sum **received** on advertised letters” yet it is in the debit column, meaning the postmaster owed that amount to the Post Office Department. But he had already paid out the cost of publication – how could this be reimbursement? The instruction uses different wording: line 8 is for “the **whole** amount he has **paid** for advertising letters.” This was added to all the postages he was responsible for, (in the example illustrated in *PHJ* 151, page 4 Figure 3, \$15.19) and his commission was then figured on this amount. And then on line 10 “By postage of dead letters sent to the Post Office Department and forwarded this quarter” he was to record and “take credit for the postage and cost of advertising” – so that the number entered on line 10 was already a sum, and one which reimbursed the postmaster. On line 21 he entered the contingent expense of advertising the letters he was able to deliver. The advertising portion of line 10 plus the advertising portion of line 21 would equal the amount on line 8.

The instructions for The Account Current in the 1852 Postal Laws & Regulations [Sec. 247] simplified the concept somewhat: “In article 9, every postmaster will debit himself with the whole amount he has paid during the quarter for advertising letters, and credited as contingent expenses in article 27. This debit and credit operate merely as counter entries. He will mark the cost of advertising on each letter advertised. Upon every letter delivered, he will collect this cost in addition to the postage, and upon those remaining, send as dead letters to the Department, he will charge it, and will thus be exactly reimbursed.” [On the new form, debit for advertising had moved from line 8 to 9; credit for contingent expenses from line 21 to 27.]

The 1845 changes were part of a larger initiative to save expense on undeliverable mail. The Report of the Postmaster General for 1845 included a plea for compulsory prepayment of postage – particularly to save the expense of transporting so many dead letters that were never claimed – averaging 300,000 quarterly, and 400,000 for the first quarter under the new postal law.

Endnotes

¹ Journals of Congress, Vol. 9, p. 817, October 1777.

² Laws and Statutes, Vol. 1, Chapter 38, p. 654.

³ Papers of the Continental Congress, No. 175, pp. 55-67, Also Journals, Vol. 23, pp.670-678.

⁴ Ed Harvey, a collector of Philadelphia postal history, was the first to note this massive advertisement and sent a photocopy to Tom Clarke after seeing his article on advertised letters in *La Posta* (April 1991, page 62). Tom then reproduced it in the *Pennsylvania Postal Historian*, November 1991.

⁵ Thanks to David L. Straight for insight into postal forms and accounting, and to Thomas R. Wegner for his encyclopedic knowledge of Dead Letter Office forms and practice. He has accumulated a chronology of DLO, including forms and the text of laws and regulations, which he is willing to share. Contact the editors for a copy on disk.

⁶ This form was accompanied by a return receipt, to perform an early process of registration.

Good Roads and Dead Post Offices: a case study of the Western Irrigation District, Alberta, Canada

by Dale Speirs

Overview

This postal history looks at the headwaters portion of the Western Irrigation District (WID), basically within 50 km east of Calgary. The WID headwaters section is shown in Figure 1. The base map is ca1915, with modifications by me to include subsequent post offices. For scale, the grid roads were laid out every two miles north-south and one mile east-west. Initially the roads were simply tracks, first made as trails by horse riders and wagon teams, and then later scraped clean of vegetation as dirt roads. In wet weather, the roads became impassable quagmires. The railroads were a boon, allowing fast travel between towns and mostly unaffected by weather other than drifting snow. As the roads were converted to good gravel and residents shifted to the automobile, the villages survived or dwindled depending on their distance from bigger towns. In the last few decades, some have reversed their decline and started to grow again because they are now linked to Calgary by paved highways that reduce commuting time considerably. This change in transportation patterns has affected which post offices lived or died.

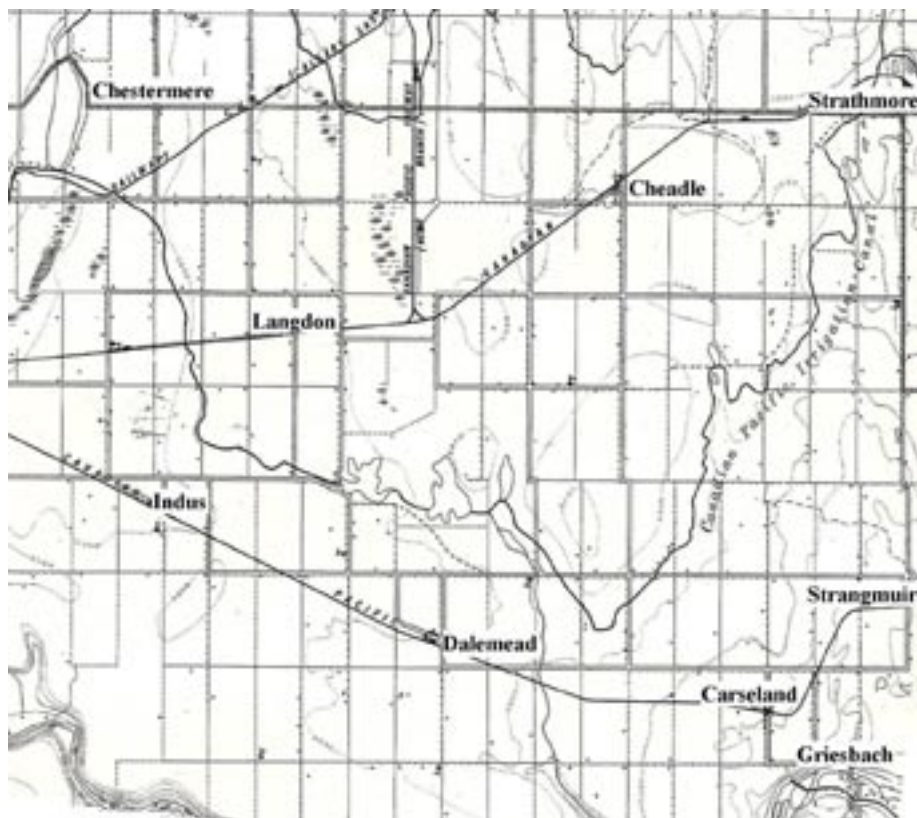


Figure 1: Map of the Water Improvement District, surrounding Calgary, Alberta.



Figure 2: Map of Calgary showing proximity to the Water Improvement District, overlain on a map of Canada showing the general location of the city in relation to other major centers.

Calgary is a single- government city that has been expanding over the flatlands north, east, and south of the city, although it is constrained by the Rocky Mountain foothills to the west. The urban sprawl has swallowed up a dozen rural post offices which are now neighborhoods inside the city, and continues to reach out to other hamlets and villages as commuters search for cheaper houses and suburban living to raise their children. Figure 2 shows a generalized map of Calgary in proportion to the WID. What is significant is that the revival of post offices and villages is not correlated to physical distance from the city but to how well the paved highways connect to Calgary's internal road system.

In the first decade of the 1900s, the Canadian Pacific Railway wanted to encourage settlers in the dry flatlands of southern Alberta, to generate business for its freight and passenger services. One method they used was to develop irrigation districts by building canals and reservoirs to help homesteaders switch from grazing rangeland cattle to growing higher value crops. This would support a higher population density, with a concurrent increase in railway shipping. The construction of the WID began in 1903 by digging an irrigation canal that started from the Bow River just downstream from what is now downtown Calgary, taking it in a long loop around the height of the land to a slough 20 km east of Calgary (straight line distance; the canal is much longer), and from there dispersing the water through secondary canals. The slough did not need excavation; it was a lake in wet years, pasture in dry years, and marsh in average years. The WID only had to build a dam at each end to create a permanent reservoir which was named Chestermere Lake.¹

Chestermere Lake

When the CPR began its irrigation project, it dammed Kinniburgh Slough as a reservoir. Real estate speculators had it renamed Chestermere Lake as a more palatable name for customers who bought summer cottages on the shoreline. There is disagreement as to where the name came from but it was probably after Lord Chestermere of England. Chestermere Lake was developed originally as a tourist resort and summer homes district by the WID. The village was not incorporated until 1977, when it became the Summer Village of Chestermere Lake, and finally as a regular town in 1993.² Today it is essentially a suburb of Calgary. While it is still independent and separated from the city by farmland, it will probably be annexed into the city a couple of decades from now.

The post office was quite late in opening and only lasted a few years because the population was so small and mostly seasonal. Orrin A. Webster was the first postmaster from December 1, 1924 until October 10, 1927, when he moved into Calgary.³ Figure 3 shows the proof strike of its first postmark. Genevieve Chandler Townsend succeeded him for the final season from February 15 to October 26, 1928, after which the post office closed for decades. Mail service thereafter was via a rural route from Calgary.⁴ In the late 1980s, enough commuters had bought homes in Chestermere to justify a new post office. A postal outlet opened on February 27, 1991 in Porter's Gas and Food Mart, and lasted until 1998. Since then it has been in a Shoppers Drug Mart (Figure 4). The paved highway connecting Chestermere Lake with Calgary makes for an easy 15-minute commute to the city limits (inside the city is a different story!) and thus encouraged the resort to grow again. This revived what once was a dead post office.



Figure 3: Proof impression of Chestermere split-circle postmark.

Figure 4: Chestermere postmark, Shoppers 2010.



Langdon

Langdon is on the flatlands straight east of Calgary. It was named after James Langdon, one of the railroad contractors who worked for the CPR. Ironically he was later killed in an accident on the track. The village was founded as a railroad siding in 1883, and grew rapidly during the real estate boom in Calgary just before World War One. It reached a peak population of 2,000 people in the 1920s, then declined to 100 by the 1950s. Its fortunes have reversed since the 1990s. Reached on an easy and quick drive by paved highway from Calgary, it has steadily grown, populated by commuters who want a small-town life but still keep their jobs in the big city.⁵

The post office opened in a general store on December 1, 1890 with P.J. Hastings as postmaster.⁶ It closed when he resigned on October 28, 1893. John Whitney re-opened the post office in his store on July 1, 1894 and stayed until August 13, 1896. His daughter Isabelle then became postmaster until her husband Roy Cowan took over on March 7, 1909. He served until April 26, 1912. Isabelle's brother-in-law (married to her sister Annie) Samuel W. Wilson then held the position until February 24, 1920, having bought the general store. His daughter Grace actually ran the post office; he held the postmastership in name only. James John Colwell, a returned veteran from World War One, bought the store in 1920 and became Langdon's longest serving postmaster, serving four decades until May 1962. Edward Leo Doyle was briefly postmaster until October 23, 1963. He sold out to the Smart family, with Alice, Robert, and Brian serving thereafter. Their store, with the sign in the window advertising the post office, is shown in Figure 5. Alice Smart was the daughter of Sam Wilson, Robert was her son, and Brian her grandson, thus continuing a remarkable chain of family postmasters.⁷ The post office is today in the Prairie Pharmacy store as a retail outlet. Despite nearly becoming extinct, the post office has made a comeback due to commuters.

Dalemead

Dalemead was originally named Strathmead, but there was too much confusion with nearby Strathmore, just 20 km north, so the name was soon changed. Dale and strath both mean valley, as the hamlet is located near the Bow River valley, although it is up on the flatlands itself. The second half of the name is in honor of Dr. Elwood Mead, one of the notable irrigation and water management specialists of his time. He worked on irrigation projects throughout western North America, including the WID, which has a diversion dam on the Bow River a few kilometers south of Dalemead. Lake Mead, Nevada, behind Hoover Dam, is also named after him.

Dalemead today is a hamlet with a dozen houses and a church, and is serviced by 'supermailboxes.' It is on narrow gravel roads off the paved highways, and is just too far to encourage Calgary commuters, but maintains itself as a viable hamlet. There is a large grain elevator complex nearby to provide some employment.

The post office opened on March 1, 1915 in a general store with Miss Emma Walker as postmaster.⁸ The proof strike of the first postmark is shown in Figure 6. Emma came to Dalemead from Langdon, having worked as a clerk in the post office there. She was a cat lady. Pioneer accounts of her store all comment on the numerous cats wandering about and napping on mailbags or the counter. Her sister Hattie and brother Tom later came to live with her and worked as clerks in the post office.⁹

Emma suffered a stroke in July 1937 and died a few weeks later, having been in office for more than two decades. Her place was taken by Colin William Gibson who bought the



Figure 5: 1989 photograph of the Langdon post office.



Figure 6: Proof of the Dalemead split-circle postmark.

Figure 7: 1989 photograph of the Dalemead post office.



store on August 31, 1937 and stayed until November 30, 1952. Until 1955, mail and store supplies were delivered on Fridays, so the local farmers would congregate at the post office on that day. Mrs. Leona A. Friesz and her husband bought out Gibson and stayed until March 31, 1963. The postmaster succession thereafter was through various people who bought the store. The post office dwindled away into a house location and finally closed on June 11, 1991. Figure 7 shows the post office in its declining days; photo taken in 1989. The woman in the photo is the author's mother, Betty Speirs (1931-2002), who traveled about Alberta in the late 1980s photographing numerous rural post offices now extinct.

In this case, Dalemead is on good gravel roads but far enough off the main highway as to be occasionally difficult for commuting in winter. The superiority of a paved highway over a gravel road is such that the small difference in distance compared to other villages is significant. It is unlikely that a post office will open again anytime soon.

Carseland

Carseland is from a Scottish name for "fertile land," as indeed it is. The settlement initially grew well when the railroad came through but peaked in the late 1920s and then began a long slow decline to hamlet status. Good roads and the end of passenger rail traffic stopped its growth, as shoppers went elsewhere. It has maintained its existence because of several large grain elevators and a nearby provincial park on the Bow River which provides a small amount of tourist trade. It is about 50 km east-southeast of Calgary and there are some new houses in the village. But its success as a village is ambivalent; being on a paved highway and next to a tourist attraction has protected it from terminal decay but it is just too far to encourage commuting.

When the CPR was trying to decide on a route through the area, three possibilities were mooted. A storekeeper named Emil Griesbach bet on the southern route possibility along the Bow River and established a store near where the WID was building a dam across the river for an irrigation canal. The CPR instead built the line on the second possibility several kilometers north, up on the flatlands. Because of the large work gangs at the dam site, Emil wasn't initially affected and had enough business to open a post office in his store on May 15, 1913, called Griesbach. Figure 8 shows a proof strike of its postmark. However, once the irrigation project was completed, the contractors departed and business dried up (pardon the expression). He had no choice but to have his store hauled to the Carseland site where it and the post office re-opened on December 1, 1914 with a name change to Carseland. Emil later moved further east to Gleichen and tried to run the Carseland store/post office from a distance. It didn't work and he resigned the postmastership of Carseland on January 19, 1915. His place was taken by W.J. MaComb, who came from Langdon and built another store. MaComb decided to farm and resigned on April 4, 1918. After that, the post office went through a number of postmasters as the store was bought and sold repeatedly.¹⁰ Eventually it became a standalone building but still managed to survive.

When I visited Carseland on October 11, 2011, the old standalone post office on Railway Avenue was in its final days (Figure 9). A local resident told me it was about to move into a nearby food store around the corner on Main



Figure 8: Proof of the Griesbach split-circle postmark.



Figure 9: 2011 photograph of the Carseland post office.

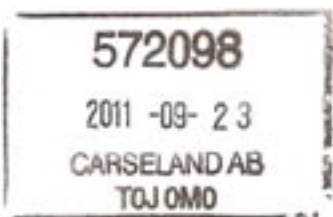


Figure 10: Carseland postmark 2011.

Street. I revisited the post office on October 23, a Friday, and got a last-day handback cancel just touching the stamp (Figure 10). The staff were disassembling the interior stock and told me that it was their last day at that location, and the post office would re-open on Monday in its new premises. The survival of the post office and the village can be attributed to it being just far enough from Calgary as to make it easier for local residents to shop in Carseland, rather than make a drive to Calgary.

Strangmuir

Today no trace remains of this ranch house post office. There was never any settlement by this name. The area was leased by Major-General Thomas Strange, an English expatriate who had seen military service in a variety of places. He took up grazing leases in 1881 at a time when huge syndicated ranches were popular across the prairies, and milking a considerable amount of money from British investors but seldom paid any dividends. The MCC ranch established by Strange never worked properly, in part because of his continued lengthy absences for military duty and business matters back east, including a tour of duty with the Canadian army during the 1885 Riel Rebellion. When he built his ranch house, he called it Strangmuir and ran it in the British manor house tradition. He and his wife had come out west with their youngest children, and were later followed by their grown sons Harry and Alex who homesteaded nearby. They built shacks as a condition of qualifying for the homesteads but the boys spent much of their time at the big house. Harry and Alex relied on Mom's home cooking and her maid to do the laundry.¹¹ "Failure to launch" is no new thing!



Figure 11: Proof of the Strangmuir split-circle postmark.

Alex became the first postmaster of Strangmuir when it opened in his shack on November 1, 1889. Figure 11 shows its proof strike postmark. It lasted until July 31, 1898, when the post office closed after the ranch failed and the Strange family returned to England. The mail was originally carried through the area by the North West Mounted Police as a courtesy. After a branch line was built by the CPR, Strangmuir re-opened, sans any Stranges, under the postmastership of W.J. Phipps, and operated from January 1, 1913 until April 30, 1915, when it closed again and this time permanently.¹² Large-lease ranching failed for

good throughout the district and the area today is irrigation farming and pasture, with a natural gas processing plant nearby. None of the original buildings remain.

Indus

This was a railroad siding hamlet which never really succeeded from the beginning, although it did manage to keep its post office as late as 1965. The name was suggested in 1914 to the CPR by Dr. J.M. Fulton as a contraction of the word “industry,” although why it had to be shortened three letters is puzzling. There is also a false etymology that it is from the Sanskrit word for a constellation of stars, repeated in some uncritical local histories. Indus struggled as a hamlet for decades, with the post office in a small general store. Today it still survives as a dormitory community for commuters (the skyscrapers of downtown Calgary are clearly visible) plus a county school and sports centre.

The post office opened on August 1, 1923 with Fred S. Day as the first postmaster. Figure 12 is a proof strike of its registered letter postmark. Alfred Hugh Evans bought the store on August 19, 1929, just in time for the start of the Great Depression, but he managed to hold on through most of it until June 22, 1937. Mrs. Maye Templeton Keir then held the position through the war until August 2, 1945. There followed a couple of short-term placeholders until George Brassard settled in from March 31, 1949 until August 1, 1961. His widow Eva worked the store and post office until March 16, 1965. When she resigned, the post office closed for good.¹³

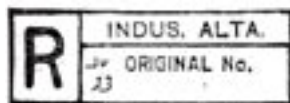


Figure 12: Proof of the Indus registration postmark.

Indus is just off a good paved highway and within a close distance to Calgary for commuting. However, though the map might suggest it is close enough to boom as Langdon did, which is actually further away, the reality is in the details. Langdon commuters enter Calgary from the east and the internal road system of the city in that area, while clogged during rush hour, is relatively passable. For Indus, access is from the southeast of the city, with only one freeway, called Deerfoot Trail. Calgarians often jest that Deerfoot Trail is the longest parking lot in the country, and this well-known proclivity for traffic in the south end of the city to come to a standstill with every vehicle accident would be off-putting to potential commuters from Indus. Thus, although Indus is closer than other commuter villages in the WID, it will probably not grow much in the future.

Cheadle

Cheadle is named after the pioneer explorer Dr. Walter Cheadle, who was a member of an 1862 expedition that crossed the prairies into the Rocky Mountains. Joseph and Florence Belwer were the first settlers in the area. When the railroad came through and Cheadle was established, Joseph went to work for the railway but was killed in an accident. His widow, with a young daughter to raise, opened a general store and boarding house in Cheadle. The post office opened in the store on May 1, 1902. Florence died on October 26, 1910 and her daughter had to be sent to an orphanage. The post office then transferred to a farm implement store run by William Kirton, who was postmaster until his death on July 21, 1936. His widow Ruth then took over until she resigned on October 25, 1939. J. MacDonald came from the town of Blackie and bought the store. His daughter Mary was the next postmaster, first under her maiden name, then her married name of Kildea. She retired on April 21, 1969 and her husband Tom briefly took over until October 26, 1970 when the post office closed permanently.¹⁴

Cheadle is still a hamlet today but new houses are being built for Calgary commuters. It is just off the Trans-Canada Highway and, while a longer drive, cheaper house prices make it attractive to some people. The mail is delivered to a very long row of green cluster boxes next to the community hall (Figure 13). Cheadle is only a few minutes driving time from Strathmore, so postal services can be obtained there without the need for a local outlet.



Figure 13: 2011 photograph of the Cheadle cluster boxes.

Strathmore

Located directly on the Trans-Canada Highway, 40 kilometers east of Calgary, this is a popular bedroom community for Calgary commuters despite having the longest commute, albeit on a four-lane divided highway. The population was just over 12,000 as of 2011, so it is a small city now. It has some industry of its own, mostly agricultural or petroleum. It was named for the 13th Earl of Strathmore of Scotland, Queen Elizabeth's maternal great-grandfather. The original location was on the south shore of Eagle Lake a few kilometers southeast of its present-day location but the terrain proved unsuitable for settlement and the townsite was relocated in 1905.

George H. Lloyd was the first postmaster when the post office opened on November 1, 1906 and stayed until December 29, 1911, when he left town. Lloyd was the founder of Strathmore in 1905. He owned the hotel, general store, livery stable, blacksmith shop, opera house, and bought 47 of the townsite lots when the CPR first subdivided the land. The post office was in his store, but Miss Clara Smith was postmaster de facto while Lloyd was postmaster in name only. His successor had a name which philatelists will instantly recognize, Rowland Hill. (Different one, of course!) Unfortunately Hill does not show up in any local histories and I could find nothing about him.

James Martin became postmaster on February 17, 1920 until his death on July 5, 1939. He was a cowpuncher who came to Alberta in 1906 and initially worked on the Burns ranch south of Calgary. He later joined Lloyd as a bookkeeper before taking over from Hill as postmaster. James was succeeded by his widow Edith, who was postmaster until October 14, 1954, followed by her son Rowe until July 29, 1976 when he retired.¹⁵ Rowe had worked for his mother as an assistant prior to her retirement. After 56 years in the Martin family, there were a variety of postmasters and somewhere along the way it became a standalone operation run directly by Canada Post (Figure 14).

Strathmore got its first retail postal outlet (RePO) in a Neighbors store from January 16, 1990 until November 3, 1992. An IGA supermarket took it over until April 22, 1997. Value Drug Mart then replaced it and still runs the RePO.¹⁶ As of 2011, Strathmore had a Canada Post-operated main post office and two RePOs. A strange thing is that the main post office and the Value Drug Mart RePO are across the intersection from each other. Standing on the sidewalk you can see one from the other, and walk between them in less than twenty seconds. The drugstore is open longer hours than the main post office, but that hardly justifies two postal outlets almost side-by-side. Strathmore is big enough both in geographic size and population that one would expect them to be on opposite sides of town

for better customer service. The second RePO is indeed on the far side of town, in the north end, and is in a convenience store called Yukukou.

Epilogue

Although the vast majority of rural post offices and villages that have died because good roads make it easier to shop elsewhere will never be revived, there is hope in some places.



Figure 14: 2011 photograph of the Strathmore main post office.

Rural hamlets adjacent to a large city, such as the WID to Calgary, are reviving under certain circumstances. The suburbanization of rural areas may lead to a revival of post offices. Although the Internet is killing off first-class mail, those who order goods on-line will have them delivered by the post office, since few private couriers will deliver to rural areas at a reasonable cost. The revival of such rural post offices is not directly correlated to physical distance but to travel time to the city center.

Endnotes

- ¹ Peake, Elaine (1982) *Growing Through Time: Stories of Chestermere Lake*, Published by Summer Village of Chestermere Lake Book Committee, Alberta. Pages 4 to 8.
- ² Read, Tracey (1983) *Acres and Empires*. Published by Tall-Taylor Publishing, Irricana, Alberta. Pages 63 to 65, 69, 83 to 84.
- ³ *Saddles, Sleighs, and Sadirons* (1971). Published by the Chestermere Historical Society, Alberta. Page 243
- ⁴ Library and Archives Canada (downloaded 2011-09-17) Post offices and postmasters. <http://www.collectionscanada.gc.ca/databases/post-offices>
- ⁵ See Read, op cit.
- ⁶ Library and Archives Canada, op cit.
- ⁷ *The Langdon Legend* (1966). Published by the Langdon Women's Institute. Pages 8 to 9, 14, 48 to 49, 103 to 104.
- ⁸ See Read and Archives Canada, op cit.
- ⁹ *Tales from Two Townships* (1967). Published by Dalemead Community Club, Alberta. Pages 12 to 14, 41 to 43.
- ¹⁰ Archives Canada, and *Trails to the Bow* (1971). Published by Carseland and Cheadle Historical Book Committee. Pages 28 to 31, 342 to 343, 399, 411, 426 to 427, 480, 491.
- ¹¹ *Tales from Two Townships*, op cit.
- ¹² Archives Canada, and *Trails to the Bow*, op cit.
- ¹³ Archives Canada, op cit.
- ¹⁴ Archives Canada, and *Trails to the Bow*, op cit.
- ¹⁵ Archives Canada, and *Strathmore: The Village that Moved* (1986). Published by the Strathmore History Book Committee. Pages 43, 294, 453
- ¹⁶ Hughes, Neil (1998) *Alberta Post Offices 1876 to 1998*. Privately published by the author, Edmonton, Alberta.

Dale Speirs, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Alberta, Canada, philatelic society).

Acoustic Telephones Revisited

by Stephen Prigozy

In a previous article¹ it was demonstrated how the Postal System helped to market acoustical telephones. These telephones operated over a maximum of three miles using devices with diaphragms connected to one another with a taut wire; no batteries required. The purpose of this industry was to manufacture telephone systems that did not infringe on the 1876 telephone patents of Alexander Graham Bell, which were in effect for seventeen years. Thus by 1893, the patents had expired and so had the acoustic telephones.

J.R. Holcomb & Company

J.R. Holcomb & Company was the largest producer of these telephones, and the most sophisticated in terms of producing advertising – particularly illustrated envelopes, which occasionally appear on the philatelic market. Covers from other manufacturers of acoustic telephones are very scarce and their extent is unknown. The following discoveries include some Holcomb designs as well as some previously unknown covers from other manufacturers. The illustration numbers will start with number 18, to avoid confusion with the illustrations in the previous article, which may be referred to.

Figure 18 shows a Holcomb's envelope, mailed at the circular (or junk mail) rate from Mallet Creek, Ohio to Newburyport, Mass. The front of the cover gives descriptions and prices for two telephone types, the Automatic (\$4.00) and the Amplifying



Figure 18.

(\$10.00), and mentions: “No Royalty. No Exorbitant Rental Fee” (the Bell System did not sell telephones, they only rented them). The obverse of the cover gives four customer recommendations from various parts of the country. An example:

Wamego, Kan.,
GENTLEMEN:- I
received the telephone
O.K. and put it up
to-day. Works like a
charm. Think I can
sell one dozen in this
place. Yours truly,
I.C. BRIGDON.

Figure 19 shows a cover with the identical illustration and text as in Figure 4 of the previous



Figure 19.

article, mailed to Elmer, N.J. at the junk mail rate. However, this cover has a printed address: TO ANY TELEGRAPH OPERATOR, OR EXPRESS AGENT. Thus, we have an early example of targeted advertising (similar to Google). Presumably, these covers were intended to be delivered to rail stations and telegraph offices, with the assistance of the Postal System (as the address was vague).



Figure 20.

The next cover, shown in Figure 20, is the latest of the Holcomb covers which, instead of advertising particular models, extols the virtues of the entire line of Holcomb telephones. The cover illustrates a trademark incorporating a globe, stating: The Best in the WORLD, and mentions “Eight years Experience!” Adding the eight years to the original 1878 patent date gives the cover date as 1886 (a date corroborated by the use of the re-engraved version of the 1 cent stamp). The illustration purports to be Holcomb’s office. The telephone shown is similar in appearance to that shown on the cover illustrated in Figure 13 of the previous article. However, the magneto crank is shown on the left-hand side of the telephone rather than the right-hand side (as in Figure 13).

The Bennett Telephone Company

The Bennett Telephone Company was established in Indianapolis, In. in the early 1880s. John B. Bennett received U.S. Patent number 245,436 on August 9, 1881 for a separate earpiece connected with a hollow flexible tube to a resonant chamber. In this telephone, the diaphragm that vibrates in response to sound waves is mounted horizontally, and is connected to the speaking orifice by a curved tube. The earlier acoustic telephones used the speaking opening for both talking and listening. The patent drawing, Figure 21, shows a crank that operates a hammer which bangs on the diaphragm to alert the call recipient. The Bennett telephone was written up in *Scientific American*² in 1882. The patent date shown on the illustration of the telephone matches that of the patent.

The Bennett telephone combined with a magneto and bells is illustrated in the cover shown in Figure 23. Also shown juxtaposed with that cover is the Holcomb cover from the previous article, shown there as Figure 13. It is clear that the two phones are identical. Therefore, in this case, Holcomb was acting as a distributor for Bennett’s telephones.

Fortunately, the Bennett cover was accompanied with some ephemera: (1) a Special Offer sheet; (2) an order blank for the Special Offer; (3) a general price list; (4) an addressed

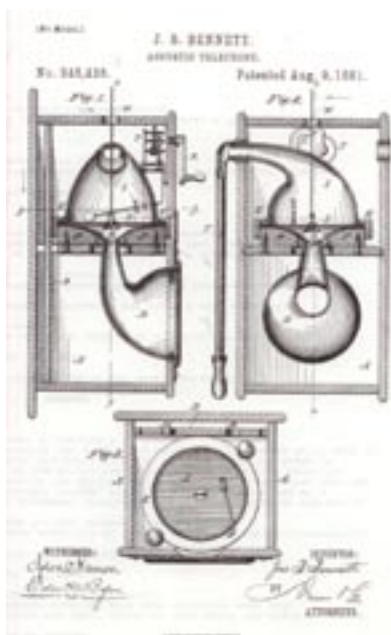


Figure 21.

return envelope.

The Special Offer sheet, shown as Figure 22, offers \$35.00 worth of equipment for \$30.00. The Bennett Telephone Company claims to be the sole manufacturer under the patents of Gilliland, Bennett and Lakin.

The Bennett Telephone Company.
SOLE MANUFACTURERS,
UNDER THE PATENTS OF GILLILAND, BENNETT AND LAKIN,
The Bennett Private Line Telephone Apparatus
Consisting of the BENNETT TRANSMITTER, BENNETT-LAKIN RECEIVER,
GILLILAND MAGNETIC BELL, INSULATOR, ETC.
THE MOST PRACTICAL AND DURABLE BELL-LINE TELEPHONE IN THE WORLD.
HARRIS CHURCH, ROOMS 25 AND 26 NATIONAL BUILDING,
INDIANAPOLIS, IND.

Our *Special Offer*, which is only open for a short time in order to more quickly advertise and introduce our apparatus, is to furnish a complete equipment for a five hundred foot line, or less, for \$30.00.

This includes one pair Telephones with Magneto Bells attached, as shown in cut, price \$30.00
500 feet Special Wire, at 60c. - - - 3.00
2 Inside Brackets with Pat Insulators, complete. 60
3 Pat Insulators, complete. - - - .45
3 Outside Brackets. - - - - .37½
2 Diamond Wall Plates. - - - .20
Batteries. - - - - - .37½
Total, regular price. - - - \$35.00
By this special offer. - - - 30.00

For each additional one hundred feet over five hundred, our charge in connection with this offer will be 80 cents, which will include Special Wire, Patent Insulators, etc.

To secure advantage of this *Special Offer*, fill out special check enclosed and send at once, together with the FULL AMOUNT OF THE BILL, which must immediately accompany all orders on these terms.

Send diagram of line wanted when ordering.

THE BENNETT TELEPHONE CO.

Figure 22.



Figure 23.

James F. Gilliland received U.S. Patent number 253,597, Feb. 14, 1882, titled Telephone Signal Generator, for a minor improvement on a magneto, and does not appear to be applicable to the Bennett telephone. He also received U.S. Patent number 296,330, April 8, 1884 for insulators used with mechanical telephones. The patent drawing shows illustrations of the Bennett telephone used with the insulators. The insulators were used to attach the wire to poles and to go around corners. (See Figure 24.) Patent number 327,940, issued on Oct. 6, 1885, was for a new type of wire, said to improve the quality of sound transmission. This patent also has illustrations of the Bennett telephone. Gilliland may have received other patents related to the magneto. However, these have not yet been discovered.³

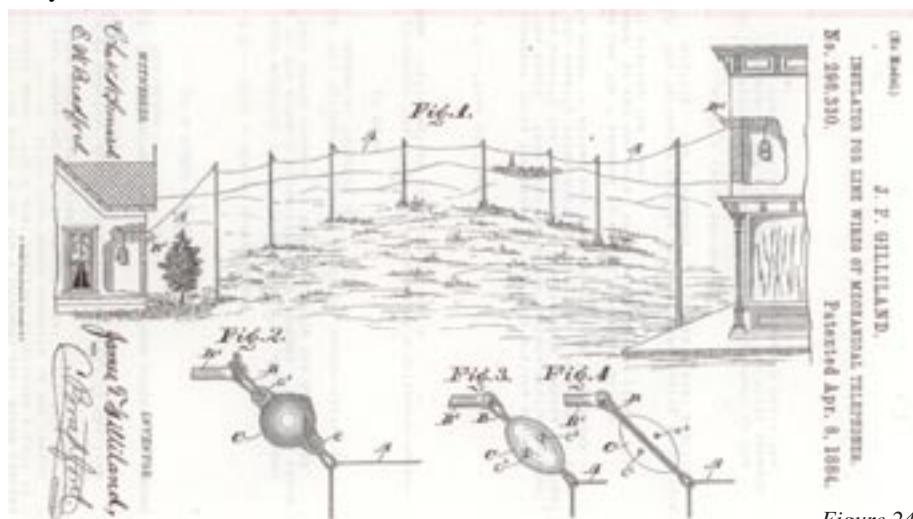


Figure 24.

James A. Lakin, was issued Patent number 244,261, July 12, 1881 for an acoustic telephone with a separate listening earpiece connected to the telephone by rigid tubing. If one were using the telephone the earpiece would be in the proper position for listening. The telephone included a mechanical switch used to select either the talking or listening mode. Lakin had his own acoustic telephone company in 1880. (See Figure 25.) Evidently, he gave it up and threw in with Bennett.



Figure 25.

National Telephone Manufacturing Company

Around 1889 the Bennett telephone had moved to Boston and was now manufactured by the National Telephone Manufacturing Co. The Bennett Telephone is illustrated on the cover shown in Figure 26, mailed from Boston to Halifax, Nova Scotia for 1-cent.

This Bennett telephone is described in great detail in 1889 in *The Manufacturer and Builder*.⁴ The cut in the article is identical to the one on the cover. Methods of connection and the addition of a magneto are discussed in the article as well as Gilliland's insulators.

Gilliland and his brother Ezra T. went on to start their own telephone company in Chicago. The 1894 cover shown in Figure 27 illustrates this. Notice that the cover states: NO BATTERY REQUIRED. Clearly, the thin flexible wire connecting to the earpiece shows that the telephone is not an acoustic one. It is an example of a “sound powered” telephone. The method of operation employs a coil of wire attached to a diaphragm. Sound waves impinging on the diaphragm, cause it to vibrate in the vicinity of a

permanent magnet. This causes a small voltage to be generated in the coil (Faraday’s Law). This voltage causes a current to flow which causes the coil and diaphragm at the receiving end to vibrate and thus reproduce the sound. The electrical resistance of the line wire limited the distance between telephones to approximately three miles. (The line current is inversely proportional to the line resistance, which is proportional to the wire length.)



Figure 26.



Figure 27.

The Consolidated Telephone Company

This company was started by George F. Shaver in 1883⁵ in New York City. Shaver was a prolific inventor with many acoustic telephone related patents. Figure 28 shows an 1886 cover with an illustration of a Consolidated telephone. There are two earpiece receivers (one for each ear). The transmitting diaphragm has the words “Shaver System” on its periphery. A magneto for signaling the call recipient is included. The cover was mailed from Mauch Chunk to Wiessport, Pa. at the 2-cent rate.

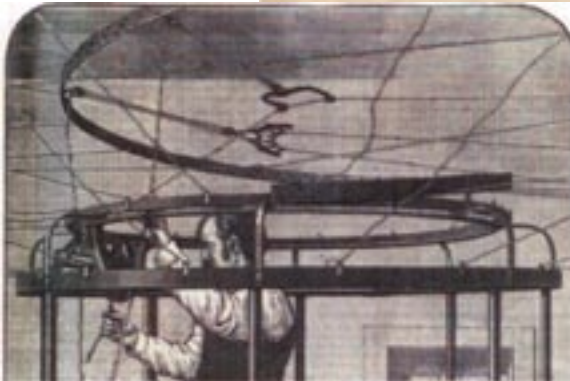
An 1886 advertisement⁶ shows the same illustration as the one on the cover. The following testimony is included with the advertisement.

We have been operating the Shaver Telephone system in this city for two years upon a rental basis varying from \$2 to \$8 per month. We now have in use over 400 Shaver Telephones and are building 20 new lines per month. The longest line in the city is one mile, and outside we have built one 2-1/4 miles, successfully connecting Spring Valley and Muncie, N.Y. ... Respectfully GEORGE GEHE, Gen. Man. N.Y. & N.E. Tel. Co.

Figure 28.



Figure 29.



Several of Shaver's patents were for mechanical telephone exchanges. Thus, there could be a central exchange with many acoustic telephones attached to it. The lines could be switched to connect any two customers. An 1886 journal⁷ describes one of these exchanges. Figure 29 shows a picture from the journal illustrating the exchange.

Local Color

An 1879 periodical⁸ included the following.

The telephone entertainment at the Baptist chapel was, on account of the storm, postponed till Tuesday evening, when an interesting time was afforded. An acoustic telephone was used with about an eighth of a mile of wire, which worked to the satisfaction of all. One end was at the study of Rev. Mr. Moody, and his singing or conversation could be heard almost as distinctly as if he had been present. He sang "Hold the Fort," the company at the other end of the line giving the chorus with fine effect. Organ music, etc, was also very perfectly transmitted. The laughable dialogue, "What the telephone did in a love affair," created much amusement.

The following short piece is from an 1881 periodical:⁹"A man sleeping in an office at Mechanic Falls, was made unconscious by a discharge of lightning Tuesday night, which came in on an 'acoustic' telephone." There is no evidence that lightning arrestors were used on acoustic telephone lines, which is odd, as lightning arrestors were used on telegraph lines for many years.

Conclusion

Thus we end our discourse on this interesting and little known phase of communication, which flourished in the period 1878-1893, assisted by the Postal Service, which inexpensively transmitted graphical information on these telephones about the country, usually for the 1-cent circular rate.

End Notes

- ¹ Stephen Prigozy, "Acoustic (Mechanical) Telephones: How the Postal System Helped to Advertise Them," *Postal History Journal*, June 2010, p.13-27.
- ² "New Acoustic Telephone," *Scientific American*, Apr 29, 1882, Vol. XLVI, No. 17, p.259. *
- ³ There are two main online sources for searching for U.S. patents: the U.S. Patent Office (www.uspto.gov) and Google Patents. The U.S. Patent Office only indexes the patents prior to 1976 by patent number and by classification number. For example, the classification number for acoustic telephones is 181/138. If the patent examiner should classify an item improperly, it would be difficult to locate it. However, Google Patents indexes all of the patents by number, classification, inventor, title, etc. Unfortunately, Google's index was constructed using an optical character reader (OCR). This produced unreliable indexing as the OCR made errors, an "R" for a "B", etc. *
- ⁴ "The Bennett Mechanical Telephone," *The Manufacturer and Builder*, August, 1889, p.172-3, available from Cornell University Making of America. *
- ⁵ *Appleton's Cyclopaedia of American Biography*, D. Appleton & Co., 1887-89, p. 484. *
- ⁶ *The Official Railway List*, Railway Purchasing Agent Co., Chicago, IL, 1886, p.114. *
- ⁷ "The Shaver 'Mechanical Telephone' Exchange System," *The Engineering and Mining Journal*, Scientific Publishing Co., New York, Feb 13, 1886, p.112-3. *
- ⁸ *Farmer's Cabinet*, Vol. 77, issue 47, May 27, 1879, p.2, Amherst, N.H. *
- ⁹ *Maine Farmer*, Vol. 49, No. 33, July 7, 1881, p.3. *

* Available on the Internet.

Stephen Prigozy holds a Ph.D. in electrical engineering from City University of New York. A retired professor at the U.S. Merchant Marine Academy, he is a keen collector of telegraphic postal history. He has brought up to date the information compiled in *The Stampless Cover Catalogue*, which is available on the web site of the Postal History Society: www.stampclubs.com/phs/index. His previous article, "Acoustic (Mechanical) Telephones; How the Postal System Helped to Advertise Them" appeared in *PHJ* 146.

COVER ILLUSTRATION: This label, 4 x 4 inches, was designed to bend over the end of a cigar box and was chromolithographed by Schumacher & Ettlinger of New York, 1884. The image of a steamship being brought into harbor by a steam tug conveys the advances in celerity that steam had brought to the trans-Atlantic mails between Europe and the port of New York. There is snow on the masts of the ship, and a stiff wind is blowing, to convey the dangers of the ocean crossing and how much more secure it was, in terms of scheduling, with steam navigation. It also reminds us of the centenary of the sinking of the fastest steamship in 1912 (four funnels, no sail), the RMS *Titanic*, which was also the largest floating post office at the time. The only mail that survives from the April journey was mailed from the first stop at Cherbourg, France or the second at Queenstown, Ireland, but a new exhibit at the Smithsonian National Postal Museum, "Fire and Ice," includes the set of post room keys and a mail facing slip recovered from the body of postal clerk Oscar Scott Woody. The exhibition, which will run to January 6, 2014, offers exceptionally rare artifacts from both the *Hindenburg* (the largest flying post office ever) and the *Titanic*, many borrowed from private collectors. A very handsome illustrated catalog by Cheryl R. Ganz and Daniel Piazza with M.T. Sheahan is available: www.postalmuseum.si.edu.

[Courtesy, David M. Beach, www.cigarboxlabels.com.]

Pan American South Atlantic Operations

by David Crotty

Introduction

Determining the routing of an air mail letter during World War II is extremely difficult. In early 1942 after the United States had entered the war, Pan American Airways posted an advertisement in *The Saturday Evening Post* to answer: “your questions about its international Clipper service in a world at war.” (Figure 1) Essentially the ad relayed that the operations were continuing as before but the schedules were confidential. Subsequent to that announcement all timetable books carried terse confidentiality statements for all transatlantic flights. Only recently were found at least some of the “confidential timetables” at the University of Miami PAA archives and the British National Archives.¹ But no detailed records of the commercial Atlantic flights have ever been found. The U.S. National Archives report that the FAM 18 and FAM 22 files are empty.

Sources

It is worth summarizing the known primary and secondary sources:

1. **Bermuda Flight Records** reported by Flynn.² These records list all PAA commercial flights that landed at Bermuda and list the date, aircraft ID, and origin, but not the next destination. Not all PAA flights stopped at Bermuda.
2. **Foynes Harbourmasters Logbooks** kept at the Foynes Flying Boat Museum, containing complete records of all flights through the Foynes seaplane port.³ The first log runs from April 1938 to June 1945. The second runs from April 1930 through March 1947 and contains rather complete details of the cargos and customs duty collected. Berry⁴ prepared two self published books, one of which is a complete listing of the Harbourmaster’s Log at Foynes as well as another log from Botwood.
3. **CAA File DS 43225/1 “Report on the Progress of Civil Aviation 1939 – 1945”**⁵ This 600 page closely spaced typed document on foolscap paper, both author and source information unknown, was found in the British National Archives by two researchers, Daynes⁶ and Wilson,⁷ apparently independently. The report is labeled “CAA” because it is found with the CAA documents (in the UK the CAA didn’t exist in the 1940s and was known as the Ministry of Transportation). Wilson received permission to publish the document but only if retyped. Wilson bravely set out to type most of the document himself and thus providing a philately with an invaluable document. The text carries two main narratives. First it documents all British airline operations around the world during that period of time. Second it describes most, if not all operations of non-British airlines as they crossed or operated in British colonies worldwide. The narratives do not provide specific schedules or flight times but provide more general descriptions of the operations year by year.
4. **Swiss PTT Quarterly Guide**.⁸ The Swiss postal guide provided rather detailed descriptions of the routes that were expected to carry Swiss mail. It is not clear exactly what sources were used to keep these postings current and it did concern itself only with routings of Swiss mail. The records from this guide have been described by two reviewers.⁹ Interestingly the two writers differ in some ways in their reports. Reinhard Stutz did compile an 8 volume compendium of the PTT Quarterly Guides *Postverbindungen mit dem Ausland Land-See-und Luftweg 1939-1947* that lists for about \$1000. This author has not yet found a library that carries this set.
5. **Newspapers**. Newspapers around the world recorded the arrivals of the PAA commercial aircraft but did not discuss departures due to war concerns. For example the *New York Times* has at least 100 articles between 1942 and 1945 describing the arrival “yesterday” of notable

PAN AMERICAN AIRWAYS

answers your questions about its international Clipper services in a world at war



Are regularly scheduled Clipper Ships still operating?

YES—Pan American is maintaining regularly scheduled flights between all points served prior to the United States' entry into the war, except in a few areas where facilities prevent. The routes of the Flying Clippers have, in addition, been extended to many new destinations, and schedule frequencies increased in others.

Today Pan American's regular services cover a route network of 90,000 miles, and link the U.S. with Europe, Africa, Alaska, Hawaii and with nearly 200 points in the West Indies, Mexico, Central and South America.

Is regular passenger service still available by Clipper Ships?

YES—the recent air travel priorities plan announced by the Military Division of Civil Aviation assures a minimum of interference with civilians. On no regular Clipper service are priorities so absolute as to require for passage, though current government need for Atlantic, Pacific and Alaska transportation is such that priority passengers on vital missions require most of the available space. These conditions are subject to fluctuation or change, and anyone desiring Clipper passage—regardless of destination—is hence advised to apply for it in the ordinary way.

The frequency of Clipper service to Latin America provides a substantial amount of accommodations for business and other travelers, expediting stronger commercial and cultural ties between all the American nations, and implementing the Good Neighbor Policy by keeping open these vital arteries of swift, convenient communication and transport.

Is foreign air mail still accepted for transport by Clipper?

YES—Mail is being accepted and transported on all regular Clipper services. It is, of course, now subject to official censorship.

Are international air express shipments still accepted?

YES—Air express shipments are still accepted on all regular Clipper service, except on Pacific and South Atlantic routes. These exceptions are dictated by government requirements for all available cargo space.

Precisely where, when and how frequently are Clippers now operating?

For the present and until announced to the contrary, no further Pan American maps, timetables nor schedule information in any form will be published except for Latin American services. All schedules, public or secret, are being spread on Mexican Time, which is one hour earlier by the clock than "War Time." Passengers booked to destinations not included in published timetables are informed sufficiently in advance when to be ready for departure, and are urged to make no disclosure of that or any other specific information about their Clipper trip. Mail and express to destinations now similarly excluded from published data are handled in routine manner through any Post Office or Railway Express Agency office respectively.

What special factors now enter into Clipper trips?

Subject to any official priority needs, this Company observes precedence of reservation. Persons traveling alone or in couples are most easily accommodated, and the handling of groups is facilitated if they book passage by the alternate routes often available. We are usually unable at this time to guarantee that confirmed reservations or planned itineraries will not be subject to revision caused by military necessity. In such cases every effort will be made to serve the public's interest and convenience.

Today the U.S. Government has first call on every service of the Clipper Corps—the planes, the facilities, the men and women of Pan American Airways. Now our primary job, like that of all American enterprise, is to be an efficient instrument of government policy and strategy for successful prosecution of the war. It is a service we are glad and proud to perform.

We are, nevertheless, keenly aware that civilian patterns of Clipper services are necessarily subject to some inconveniences and sacrifices for which, in wartime, we owe wishes apologies. But we are doing, and shall continue to do, all in our power to expedite your passage your shipment.

One guarantee we can make unequivocally: Pan American's uncompromisingly high standards for maintenance of equipment and for safe operation will continue to be observed at all times, in every detail. And should every Pan American Clipper you will find the same considerate attention and friendly service to which those who have traveled with us have been accustomed.



PAN AMERICAN AIRWAYS SYSTEM

Figure 1: Pan American Airways Advertisement, The Saturday Evening Post, 1942

individuals or groups "by Clipper." The *Gambia Times* has been referenced by some authors.¹⁰ These sources have certainly not been completely searched and it is possible that a search of Gambia, Lisbon and Natal newspapers might prove useful.

6. **PAA Confidential Timetables.** A group of timetables 1943-45 stamped "Confidential" were found in a bound book of PAA timetables at the University of Miami Richter Library PAA Special

Collection. No timetable has been found for 1942, perhaps because Special Missions were so frequent that the drain on resources prevented publishing a timetable at all for that year.

7. **PAA Records at Richter Library.** About 250 "Trip Summaries-Atlantic Division" were recently found at the University of Miami PAA records collection.¹¹ These appear to show complete round trips from December 1941 through October 1942 with only one missing round trip. These summaries show that PAA used the southern route through this entire time period and conducted 2-way operations from March through early October 1942. The group also includes complete trips to Foynes and to Bermuda. No trips to Leopoldville are in this group however very recently a researcher has reported finding definite records, in the same Collection, of twelve round trips between Miami and Leopoldville between December 20, 1941 and October 16, 1942.¹² The author presumes that the October 16th trip was the last until the China Clipper took over the route in 1944. This was the first report of a finding of definitive records for the FAM 22 route.
8. **CAB and US Post Office.** US Post Office documents describing the PAA timetables in the Atlantic from June 1943 through January 1946 have been circulated by philatelists for several decades.¹³ While the PAA confidential timetables and the Post Office documents are parallel in many ways, the PAA Timetables are much more complete, especially for 1943 and 1944. A number of Civil Aviation Board (CAB) documents have surfaced and some are discussed here. These provide an insight into what PAA may have wanted to do and what they were ordered to do. They provide little information as to what actually happened.
9. **PAA Charters and Special Missions.** The University of Miami Richter Library's PAA Special Collection contains a box of records for about 70 missions in 1941, 1942 and 1943. The record folders seem rather thin, like the Post Office records mentioned above. The first 24 of these were called "Charters." After that they became known as "Special Missions."¹⁴ Nine were operated in 1941, 56 in 1942 and 5 in 1943. The missions are numbered from 1 through 91 but 23 numbers are missing from the files. These numbers perhaps were not used, or the records may be lost. Many of the missions were multiple shuttles between Natal, Brazil and Fisherman's Lake and/or Lagos. These missions are in addition to those discussed in the sources mentioned above. It has been assumed that most of the cargo and passengers carried were part of the military war effort, but commercial mail and civilians could have been included. Some alternate explanations have been proposed.¹⁵

Charting the Source Material

To better understand how mail was carried by PAA during the war, particularly across the South Atlantic, a synthesis of information is here attempted. These discussions are not an attempt to determine if one author or source is right or wrong. In fact each of these sources provides important pieces to the puzzle that will help in understanding a difficult part of philatelic history. A number of other references are provided for further details.

The New York – Lisbon South Atlantic Routes 1941-1945.

Figure 2 is a map of the Atlantic showing the central and southern commercial routes used by Pan American Airways (PAA) flying boats during World War II between New York and Lisbon. The original route, which began in May 1939, was expected to include stops at Bermuda and the Azores for refueling. However, during the winter of 1940 the aircraft found the westward winds to be too strong. PAA requested permission ¹⁶to fly the southern route to avoid these winds. As early as January 1941 some return flights were conducted from Lisbon via Africa and Brazil to New York, but only in the "clockwise" east to west direction. This southern routing is sometimes called the "U" and the "O" routes.¹⁷ Periods of two-way operation along the southern route began in 1942.¹⁸ Many of the one way and two-way flights along the southern route stopped at Bermuda to drop

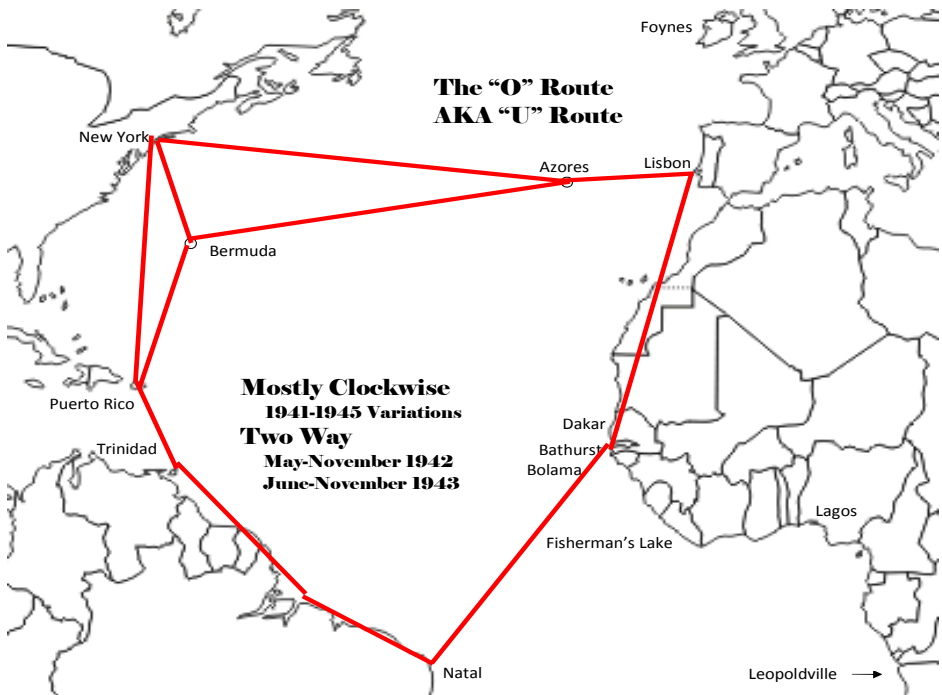


Figure 2: Map of Pan American Airways New York to Lisbon commercial routes, WWII.

Figure 3 Timelines for New York to Lisbon route including southern travel, 1941-1944.

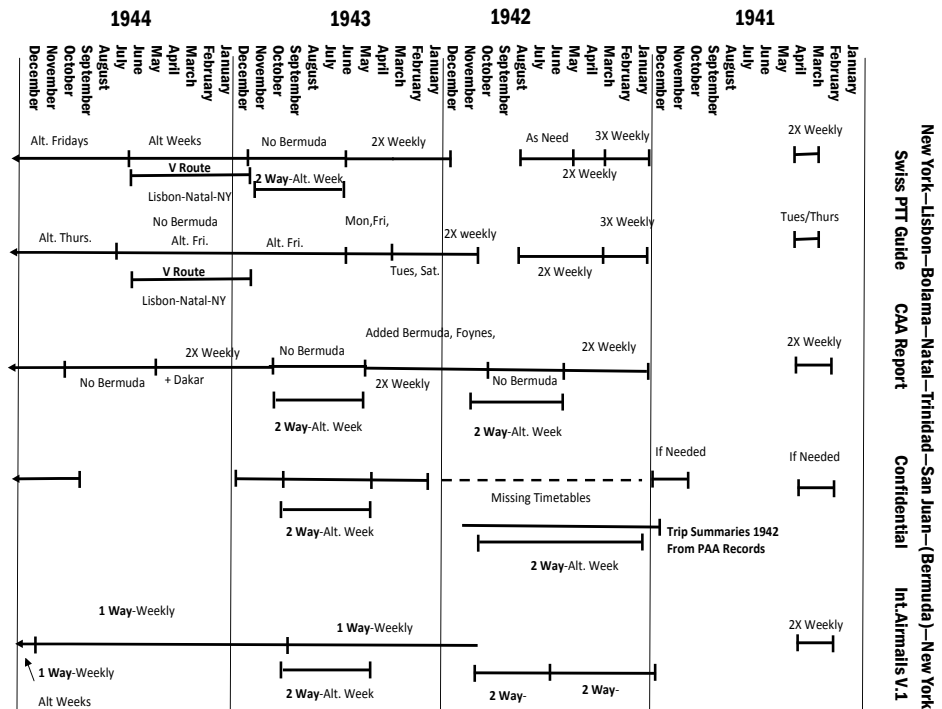


Figure 3: Timelines for New York to Lisbon route including southern travel, 1941-1944.

off mail that needed censorship and pick up mail that had already been processed by the British censor station. The various references discussed above provide some possible timelines for these flights, Figure 3.

CAA Report. The first timeline in Figure 3 shows Kohl's reading of the PTT Guide. The second timeline in Figure 3 follows the CAA report as read by Wilson.

Swiss PTT Guide. Figure 3 shows the second timeline that can be drawn from the readings provided by Warn and Kohl of the PTT Guide. There are a few differences in the way the two authors read the guides. It should be noted that the Swiss PTT Guides routinely neglect Bermuda as part of the route between New York and Lisbon. However, in detailed listings for mail to be carried between Switzerland and Bermuda the listings always include the PAA/BOAC route between Baltimore and Hamilton. It can be projected that the Swiss realized that Bermuda was not always a stop for these flights and could not be considered a reliable route for Swiss mail to Bermuda. The Baltimore to Hamilton route was the reliable way for Swiss mail to get to Bermuda.

A most interesting notation appears in the Warn and Kohl readings of the Swiss PTT Guide. From December 1943 through June 1944 the guide lists a route as "Lisbon-Natal-New York." After June 1944 the listing changes to "Lisbon-Azores-New York." On the chart this appears as a new "V" route. According to maximum specifications the Boeing A314 was capable of traveling non-stop from Lisbon to Natal and then from Natal to New York. However, the aircraft would not have been able to carry much of a payload for such long flights. It seems more likely that the Swiss PTT realized that Swiss mail would not be dropped off at any of the intermediary ports along the way and simply did not include these stops in the listing, just as the Guide routinely does not include Bermuda.

PAA Timetables. The third timeline in Figure 3 is taken from the PAA confidential timetables found at the University of Miami Richter Library holdings of PAA records as read by Crotty. Note that the 1942 timetables were missing and there is no assurance that the collection of timetables found at the library is complete for subsequent years.

IAV1. The fourth timeline in Figure 3 is taken from the book *International Airmails Volume One* by Proud who apparently pieced together estimates of PAA operations from many sources (not all specified) including those described here.

All sources show that PAA used the southern route clockwise from February through April 1941 and then ceased using this route for a time. The confidential timetables show the southern route restarting "If Needed" as early as September 1941. None of the other sources see this occurring until late December, 1941 or early January, 1942.

The CAA Report and IAV1 seem to show almost continuous use of the clockwise southern route from early 1942 into 1945 with many changes in the frequency of operation. The Swiss PTT Guide reports a gap of operation from about August 1942 to November 1942. The PAA timetables show a gap between January 1943 and September 1944.

Two-way operations through the southern route are seen by the CAA Report and IAV1 in both 1942 and 1943 for specific periods of time. The recently found "Trip Summaries" fully confirm that two-way operation was conducted from March through October 1942. The Swiss PTT Guide misses the two-way operation in 1942 but shows a two-way period as read by Warn but not by Kohl. IAV1 sees two-way operations for a longer period in 1942 and most of the Trip Summaries match with the IAV1 1942 listings. The PAA timetables and the Post Office sheets also show the 1943 two-way period.

Miami, San Juan, Belem, Natal, Fisherman's Lake (Bathurst), Lagos, Leopoldville 1941-1945, FAM 22 and the Special Missions

In 1941 PAA flew nine "Charters" for the U.S. military across the South Atlantic to destinations in Africa and India. That led to the startup of a commercial route between Miami and Africa with stops in South America known as the FAM 22 route, Figure 4. The FAM 22 designation has a long history with philatelists but the name didn't remain long on the US Post Office ledger and may have been dropped in late 1942. The Swiss PTT Guide as read by Kohl began to label the Miami to Africa route as FAM 18 in 1943, however Warn continued to show that the IATA designation was FAM 22.

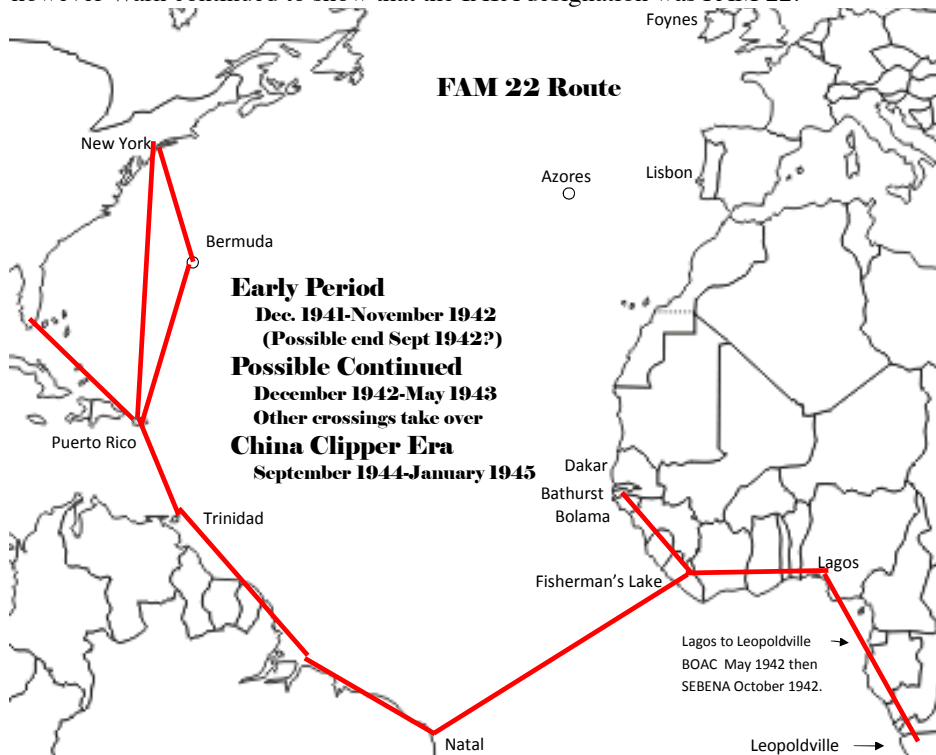


Figure 4: Map of Pan American Airways Miami to Leopoldville Route, FAM 22.

There are records of discussions at the time that the South Americans wanted a replacement service if the Italian LATI operation was forced to end. This new FAM 22 service, and the southern routes discussed above, probably helped in the negotiations. The South American countries wanted a continuation of direct service to Europe that they had enjoyed starting in the early 1930s and the LATI service avoided the delays of censorship. Despite U.S. pressure on South American countries to stop LATI flights it was not until October 24, 1941 that Argentina cut fuel to LATI¹⁹ in that country on 16 December 1941 that Brazil cut fuel²⁰ supplies forcing the last flight.

Whatever might have been said during negotiations, South American mail only briefly traveled directly up the coast of Africa²¹ to be censored in Gambia on a few of the counterclockwise PAA trips in 1942. Most mail between Europe and South America was censored in one of several U.S. or British censor stations. Mail may have traveled clockwise or counterclockwise once censored.

PAA's Juan Trippe had been asked by Winston Churchill ²² during a dinner at 10 Downing Street in June 1941 to plan the commercial route. PAA had already flown several special missions to Africa using the Boeing 314s. PAA was also building military routes to Africa with land aircraft.²³ PAA announced the new commercial route to Africa with a *Saturday Evening Post* two-page ad dated November 22, 1941 (the magazine probably needed two weeks notice). The first FAM 22 flight arrived in Trinidad on December 7, 1941, the day Japan attacked Pearl Harbor, changing everything. Records show that this route was operated for at least 12 round trips between December 1941 and October 1942. It is presumed that the October 1942 trip was the last one until the China Clipper took the route in 1944 despite other sources showing a slightly longer time of operation.

Transport in Africa. There was some redundancy in carrying mail to Leopoldville in addition to PAA. Some authors have expressed doubt that all FAM 22 flights actually went that far ²⁴ but other sources show the route to go all the way, but it is true that it is not known how many flights along that exact route were actually flown other than they were supposed to be fortnightly. The CAA report shows SEBENA was flying through Lagos in early 1942, that u7 operated a Cairo to Lagos service starting early May 1942 and that SABENA picked up the Lagos to Leopoldville route at least by October 1942. The US Army and PAA flew the C-47 (cargo version of the DC-3) from the land airport (Benson Field) at Fisherman's Lake (Lake Piso, Liberia) to many airports in Africa, but it is believed that these did not carry civilian mail. BOAC also flew land planes from Benson Field to Lagos. An inquiry to the BOAC Archives in the UK shows that the Archives contain detailed data on BOAC flights in Africa but the data does not contain details of mail or cargo carried nor does it mention transfers of mail or cargo to other airlines.

From October 1940 continuing into 1945 there were either Short C-Class flights or land plane flights from the UK through Bathurst, Freetown, Liberia to Lagos. Between May 22 1941 to February 26 1942 Freetown was skipped. From February 26 1942 land planes began operated the route including Freetown. The FAM 22 route began to skip that port at that time in February 1942. These Short C-Class and land plane flights might have been the main connections to for mail to/from the FAM 22 and the various FAM 18 routes through these years.

Swiss PTT Guide. Figure 5 shows a set of timelines that can be drawn from the four sources. These drawings do not include all the subtleties as the mail routings changed. For example, the Swiss PTT Guide provides a number of notes that show that Swiss mail to Africa, Asia and Australasia sometimes was carried the entire route from Lisbon to New York, then from Miami to Africa and on by Air (note that this is the only known schedule that acknowledges what is known as the Double Atlantic Route). However, there are a few notes that some mail was carried to New York and then by sea, or carried on to Hawaii and then by sea due to the overload of mail on Pan American's routes. Then later the Guide seems to show that mail resumed to be carried this way. The PTT Guide continues to show the route working, if now named FAM 18, through about May 1943, with occasional notes that new countries had been added. From June 1943 through October 1943 the Guide lists this route as "Irregular" and ends the listing in October. The PTT Guide shows clearly that by mid-1943 several routes by various airlines had opened up through Western Africa that now carried Swiss mail to meet BOAC routes eastbound, and eventually Northern Africa and the Mediterranean also opened up. The long route through New York, Miami and Africa was no longer needed. In fact the Swiss PTT Guide

makes no mention of the work of the *China Clipper* starting in September 1944, simply because Swiss mail was not carried that way anymore.

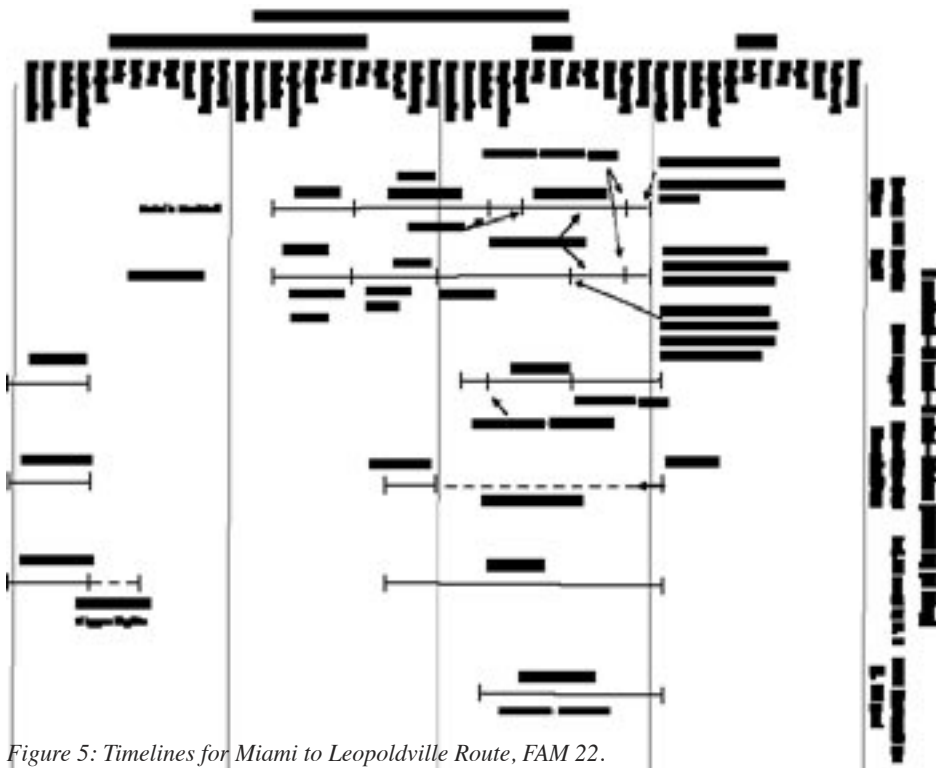


Figure 5: Timelines for Miami to Leopoldville Route, FAM 22.

CAA Report. The CAA report clearly lists the route to have operated from December 1941 to November 1942, the route restarting with the *China Clipper* in September 1944. The CAA report does note that Sikorsky S42 flying boats flew the route from Miami to San Juan and that the Boeing 314 flying boats operating the rest of the route until mid-October 1942. After that the Boeing 314s flew the route throughout. In fact, it is well known²⁵ that despite the fact that FAM 22 first flight cover cachets tend to show the first flight originating in Miami, that *Capetown Clipper* flight actually originated from New York, flew to Bermuda with mail to be censored, then met passengers and mail at San Juan. The passengers and mail had been carried by two Sikorsky flying boats from Miami.

PAA Timetables. The confidential timetables are missing for 1942 but appear to extend the service through April 1943. Proud seems to agree with the confidential timetables in this regard. In addition the book lists six *China Clipper* flights may have been conducted during the summer of 1944 before the service returned as a scheduled operation.

Special Missions. The Special Missions may have had a hand in this route in 1942. There were 56 missions in 1942, the vast majority between January and August 1942 mostly traveling in the same parts of Africa. These missions are generally thought to have carried military related loads. There were officially about 28 Special Missions in 1942 each of which conducted 3 to 5 round trip shuttles. That amounts to 84 to 140 South Atlantic PAA Boeing 314 round trips along with about of the FAM 22 *Capetown Clipper* round trips. Air mail covers from or to Asia that year are scarce and expensive. It's hard

to imagine that there was that much civilian mail coming from Asia that year. Most of the cargo might well have been war effort related materials.

The Mail Got Through. Much of the mail that traveled traditional FAM 22 route (whether carried by the *Capetown Clipper* in 1942, or the *China Clipper* in 1944 or shuttle aircraft in between) was censored in Miami which is helpful in identification. Many other covers exist with Miami censors and/or backstamps during the period that the direct route between Miami and Africa was suspended. During these suspensions the continued crossing included two-way shuttle operations between Africa and Natal,²⁶ the Lisbon-Natal extensions and the Special Mission flights of 1942. Mail and passengers were carried by these routings. PAA and BOAC connected at Fisherman's Lake, Lagos or Leopoldville to transport mail, cargo and passengers traveling between Eastern countries and the Americas.

This route is often thought of as involving the two aircraft. In fact the FAM 22 and Special Mission flight in 1942 and the shuttles that continued carried massive amounts of material during the entire war. It was planned during a period when the Mediterranean was closed to civil aviation and the only way to get airmail to Africa and the Middle East was the long way across the Pacific. As the war progressed the periods of two-way operation described in the New York to Lisbon route above, the Lisbon to Natal branch route (below) and the unscheduled shuttles began to replace the need for a direct route between Miami and Africa. In addition it was not necessary to carry eastbound mail all the way to Leopoldville considering all the flights in the region.

There are a number of stories linking the FAM22 operations to the Manhattan Project. A survey of available literature shows that the Belgian owners of the Shinkolobwe mine in the Congo had closed it in 1939 partially due to the lack of business in the Radium market. However, the owner had been warned that Uranium, a byproduct of Radium mining there, could become important in the war effort so he moved half of his then useless Uranium stock to Staten Island, some 1200 tons. The Americans didn't realize they needed this until September 1942 after the FAM22 route had ended. The Americans bought that stock and all stock still at the mine. In 1943 and 1944 the Americans tried to get the Belgians to reopen the mine and contracted for another 1700 tons of ore in spring 1944. There are stories that from the summer of 1944 onward the *China Clipper* may have carried some loads of sample Uranium ore from the reopened mine before and after the direct Miami to Leopoldville route reopened. We can only guess that the reopened mine might have had a part in restarting the direct route.

Route Extensions from Lisbon North to Foynes or South to Fisherman's Lake, Natal and Leopoldville 1942-1945

In addition to the two major long routes from New York to Lisbon or Miami to Africa, Pan American is well known to have made numerous repeat hops between Natal and various African ports. One incident is reported in the New York Times in early January 1943.²⁷ Captain John Hart used three different clippers to cross the South Atlantic twelve times in fourteen days using the same crew, apparently during the month of December 1942. From the carefully worded article it appears that the crew then flew passengers and cargo, stopping at one "American Port" before arriving at La Guardia. This port could have been San Juan or Miami. It seems possible the last flight for this shuttle series from Africa to Natal continued to San Juan and then to New York. This story illustrates one period of the shuttle service that does not appear in any of the other

sources and this type of operation probably occurred frequently during the war years as backlogs built up on both sides of the South Atlantic. While the cargo may have been commercial mail, the war effort probably was the main focus of such operations.

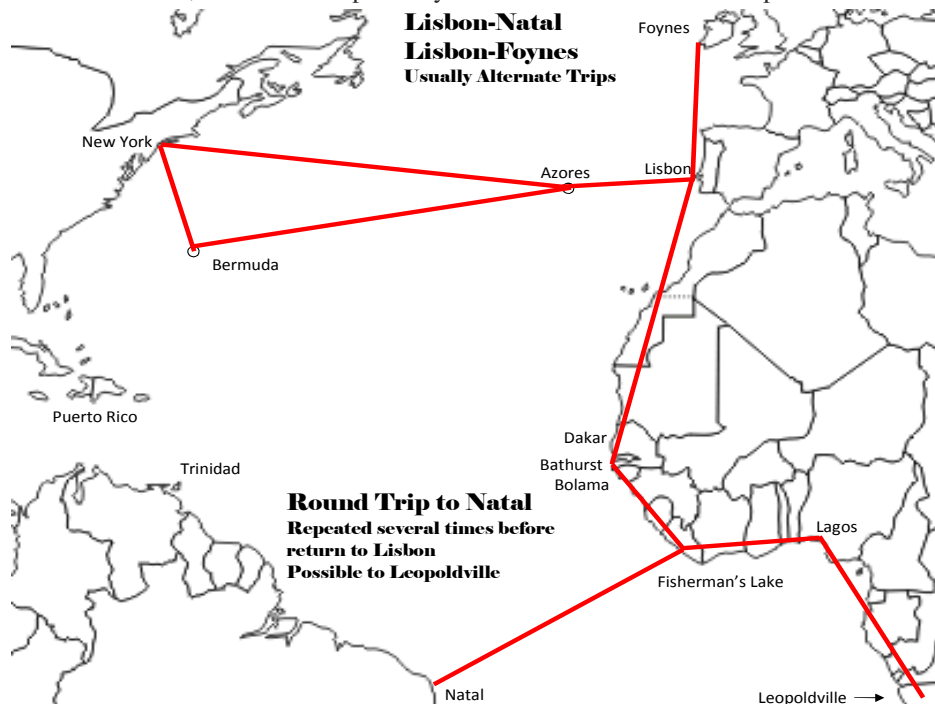


Figure 6: Map of Pan American Airways Foyines, Fisherman's Lake & Natal Extensions 1942-1945

CAB. The various information sources discussed here document side trips to Foyines and then south into Africa on alternate weeks during several time periods, Figure 7. US Civilian Aviation Board (CAB) documents show the deliberations that occurred in allowing these side routes for one period of time between October 1942 and May 1943. Other CAB documents discuss later periods of time through the end of the war but provide little actual flight information.

The Swiss PTT Guide identifies a period of time between April and November of 1942 in which Pan American would fly south from Lisbon about twice a month. During most of these trips the plane would visit Lagos and possibly Leopoldville. The plane would then cross to Natal and return. Some notes suggest that the Natal to Africa round trip was repeated several times. The PTT guide does not mention these side trips again, perhaps because Swiss mail no longer needed to be carried that way.

The CAA Report lists this side trip as fortnightly June to October 1944.

The PAA Confidential Timetables show this route being used from February 1943 into 1945. The 1942 timetables, of course, are missing. The Confidential timetables also specifically mention a Natal to Fisherman's Lake shuttle on alternate Sundays February 1943 to June 1943. The Post Office sheets show some but not all of these operations. Berry mentions several shuttle periods as well.

IAV1 suggests, as well, that for alternate trips from New York to Lisbon, September 1943 through 1945, the aircraft would make at least one trip to Natal before returning to

New York. The other alternate trip would be to Foynes. Proud also finds evidence that the Natal to Fisherman’s Lake multiple trip shuttle might have started as early as January 1943, which correlates with the PAA timetables, the New York Times article and Berry.

Richter Library PAA Collection records have been found very recently that show definite dates for twelve FAM 22 round trips between December 1941 and October 1942. The author presumes that the October 1942 trip was the last.

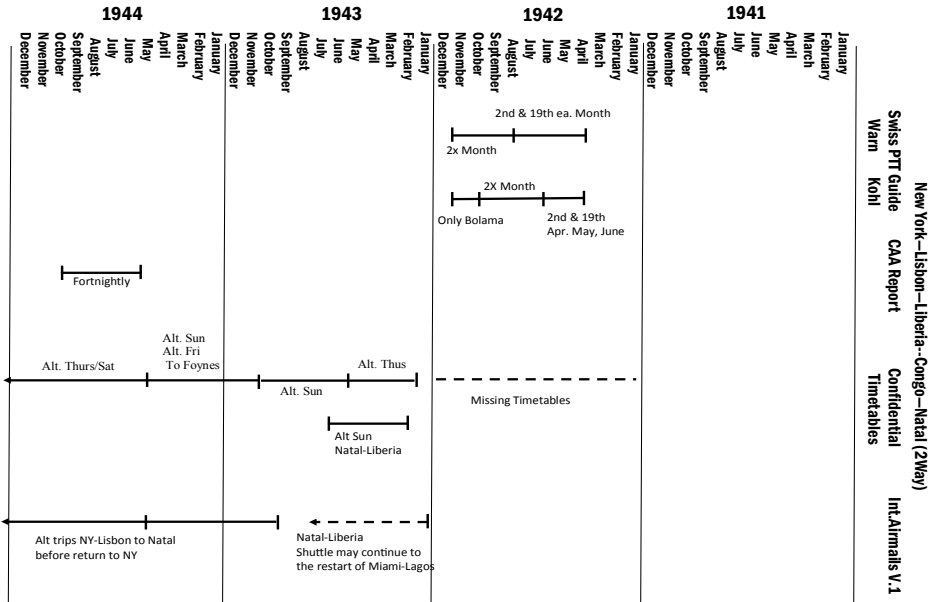


Figure 7: Timelines for Foynes, and Fisherman’s Lake/Natal Extensions.

Discussion and Conclusions

It is frustrating and exhilarating at the same time to research this segment of aviation history. By comparing this rather diverse group of primary and secondary sources of information we can get a much better picture of how materials, personnel and mail was carried during the war years. Certainly many details may remain undetected.

One thing that becomes very clear is that the PAA operation in the South Atlantic was very dynamic and changed frequently to meet the demands of a world at war. Most importantly, while some of the scheduled operations appear to follow the clockwise, east to west, southern route, there were frequent periods of two-way operation both scheduled and unscheduled.

During 1941 the southern clockwise route was used only from February to about April. Two-way operations did not restart until the FAM 22 route began in November 1941.

During 1942 the FAM 22 two-way direct route between Miami and Leopoldville is generally thought to have ended in October and we presume that the report of just 12 round trips is correct. However, it may have operated through the entire year even if it may have been known as FAM 18 but the end of the year.

In addition from at least May through October 1942 several sources document an FAM 18 two-way period of operation and the recently found “Trip Summaries” confirm this between March and October. The *New York Times* article captured a story from aviators of a repetitive shuttle period that may have occurred in December 1942. These

shuttles probably occurred frequently and would not show up on any schedule. The Cargo Reports document the shuttle operations in 1942 and early 1943. They probably primarily carried war related cargo and personnel, but moving the mail was important to the war effort too and that was exactly why PAA was told to set up the FAM 22 operations in the first place. The FAM 22 route appears to have become redundant and either was ended or it became much less frequent in 1943. The two-way operations and shuttles from 1942 onward could be considered replacements for the original FAM 22.

In 1943, the PAA scheduled shuttle from February through June, plus the FAM 18 two-way period from June through November provided continuous two-way service through most of the year. The extended Miami to Africa (as FAM 18) operation reported by the Swiss PTT Guide could actually have been accomplished in this way with the help of domestic PAA Caribbean flights rather than with any single plane traveling the entire route.

1944 may not have seen two-way operation until the China Clipper resumed the direct Miami to Leopoldville operation in September. However, it seems likely that some unscheduled shuttles occurred that year.

This discussion does not include 1945. The European part of the war certainly had less effect on the South Atlantic and the Mediterranean by then and was essentially over by March 1945. However, the available sources show that the PAA South Atlantic routes were very active. The flying boats were no longer the predominant aircraft that they once were. PAA was absolutely the dominant airline for international shipping and travel, but by the end of the war other airlines were moved in.

The question of how mail was carried may always remain one of the areas in which we “don’t know that we don’t know.” The PAA flying boats were the primary carriers of commercial airmail during the period and there is no debate that a large amount of mail moved across the Atlantic. Some of it obviously was sent by sea.

Due to normal delays in transit during those times there may be no way to determine if a piece with appropriate cancels and backstamps was carried by ship or airplane. However, the almost continuous two-way operations across the South Atlantic strongly suggest that mail was carried both ways across the South Atlantic between Brazil and West Africa for most of the time period discussed here. It is also possible that mail was carried between Lisbon and West Africa during the periods that those flights existed, but most of those flights were extensions of the NY to Lisbon central route and these extensions often jumped the Atlantic to Natal and back.

So, can we determine how a particular cover may have traveled? The answer is: sometimes. The timeline charts, Figures 3, 5 and 7 provide a considerable amount of information that can be used to plot at least one route for almost any transatlantic cover in hand. Sometimes there are several possible routes. However, keep in mind that a good deal of mail ended up on a ship.

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Whither Postal History

a review by David L. Straight

The Ever-Changing Paradigm of Philatelic Exhibiting, by James Peter Gough. Postiljonen, 58 pages, 20 + 6€ mailed outside of Sweden. Order at www.postiljonen.se under seminar publications.

Since our founding, the Postal History Society has successfully promoted collecting and exhibiting postal history beyond the wildest dreams of the collectors who gathered at CAPEX in 1951. During the ensuing six decades, our definition and understanding of postal history have grown and evolved along with the methods for exhibiting it. Postal History has become a recognized exhibiting class; the best postal history exhibits routinely win major prizes both nationally and internationally. Our foundation in marcophily – the study of postal markings, sometimes referred to as “rates, routes, and handstamps” continues to attract scholars who compile and publish significant lists and histories of markings. At the same time, a story telling approach to postal history exhibiting, which borrowed heavily from thematic exhibiting, has developed. Its goal being to “rely on postal material, and focus on telling a ‘postal’ story.” In 1992, the FIP Congress (the governing body for international exhibiting) recognized a broad definition of postal history, of which marcophily was but one possible focus. More recently, the FIP has acknowledged, as postal history, exhibits focused on historical and social themes, where postal elements support the story.

Jamie Gough, one of the leading practitioners of the story telling approach to postal history, has more than four decades of exhibiting experience, and nearly as many years at the international level. He began judging prior to the creation of the “modern” rules and the APS Champion of Champions system. The Evolution and Use of Adhesives for Postage Due, 1790-1954 won the APS Champion of Champions award in 1992 and the Grand Prix d’Honneur at PhilexFrance in 1999. His current exhibit, The UPU and Its Impact on Global Postal Services, won the FIAF Grand Prix of the Americas in 2008 and will make its third trip to the Champion of Champions competition this summer. He is well qualified to discuss changing paradigms in exhibiting as well as offer valuable guidance to exhibitors. Postiljonen published his book as the first in their new series of Philatelic Summit Papers; Jamie presented the paper at the 2nd International Philatelic Summit in Malmö, in April 2012.

Jamie looks particularly at postal history and thematic exhibits because they are similar in their dependence upon the development of a story line. He observes that postal history exhibiting has less in common with its parent marcophily, which is more akin to traditional exhibiting. Both of which emphasize completing prescribed checklists or catalogues of known items and chronological presentation. Although postal history exhibiting utilizes rates, routes, and handstamps, it demands the creation of “a logical and comprehensive story” that in turn establishes selection criteria for the materials exhibited. Despite the challenges, this approach offers significant benefits to the exhibitor through the ability to present otherwise seemingly unrelated material and for understanding the various parts of the postal process as an integrated activity. “This story-oriented structure allows both the differences and the relationship among diverse materials to combine in the same exhibit, producing coherent rationale and thereby, in turn, enabling the story.”

Rather than rules and prescriptions, the book is like a conversation with Jamie, that will leave you thinking about your own collections and exhibits from fresh perspectives. “Exhibiting is really a type of marketing,” he writes, “we must constantly find ways of presenting material and information so that a viewer, when walking by the exhibit, will be drawn into it.” On the subject of write-up, he cautions that exhibitors should never

“expect a viewer or a judge to ‘think’ on their feet in front of the frames” especially about “relationships in concepts and material.” After drawing them into the exhibit, viewers need to be “spoon-fed.” The book concludes with an appendix of ten pages selected from the UPU exhibit to illustrate his exhibit design suggestions.

In a world, not just the philatelic arena, where expertise is often defined by narrow specialization, Jamie is, without apology, a worldwide collector. While his postal history exhibits have a particular focus, such as postage due or international mail, they are global in scope and presentation. He, in fact, seeks to maximize the number of countries represented in his exhibits. With many exhibits and collectors isolated within the narrow silos of their expertise, his ability to make connections, discuss similarities, and note differences across geography and time is refreshing.

Since every philatelic society from Texas to Tannu Tuva has developed a postal history aspect, some members have suggested that the Postal History Society has accomplished its goal and no longer serves a useful function. Others believe that the Society needs a new mission statement and sense of purpose. Without severing the connections to our roots in marcophily and its dedicated practitioners, the FIP Postal History Commission guidelines offer a blueprint for embracing the broadest definition of postal history, as collecting, researching, writing, and exhibiting postal stories. Our society can be the cross-disciplinary umbrella that peers into all the silos, encourages practitioners to see and explore the similarities and differences between their silos, and welcomes those who broaden and extend the definition of postal history. *The Ever-Changing Paradigm of Philatelic Exhibiting* is important reading as we consider the mission and direction of the Postal History Society in the 21st century.

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 <p>NORTHEAST POSTAL HISTORY EPHEMERA SHOW</p> <p>ALSO FEATURING STAMPS AND POSTCARDS</p> <p>AUGUST 4 & 5, 2012</p>	<p style="text-align: center;">AT THE Polish Community Center, 225 Washington Ave Ext, ALBANY, NY 12205 (www.albanyppc.com)</p> <p>Postal History Society speaker: David L. Straight: <i>Postal History without Covers:</i> <i>U.S. Post Office Forms</i></p>
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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

“APO 442 Mail from a Liberated Santa Tomas Camp Internee” is illustrated and discussed by author Jeffrey Shapiro. The camp was for civilian internees held and mistreated by the Japanese. General Douglas MacArthur organized the “Flying Column” to liberate the camp in 1941. *Prexie Era* No. 54 (Summer 2011).

“Circular Matter to A.P.O.s Prohibited in the Mails” by Tony Wawrukiewicz describes handstamps on two covers returned on account of that prohibition. The handstamps, although contemporaneous (ca.1955), refer to different dates of the *Postal Bulletin*. *Aux. Marks* 9, No. 1 (January 2012).

Philippine Islands is the destination of a 1942 letter returned to sender because of the imminent surrender of the 192nd Tank Battalion. Author Jeffrey Shapiro points out that the code name “plum” was used for the Philippines, hence the article’s title “Plum’ Mail Returned to Sender.” *Prexie Era* No. 55 (Fall 2011).

“Pre-World War II Invasion Cover with an Obscure Marking” refers to a handstamp “supposed to contain matter subject to ... Executive order 8389...” (contraband currency or coin). The cover is from Hong Kong in 1941; the author is Charles A. Jones. *Aux. Marks* 9, No. 1 (January 2012).

Prisoners’ letters from a captured Confederate Private and from fellow soldiers after his death are “Prisoners of War Covers of the William C. Bee Family.” The article, by Harvey Teal contains illustrations of covers (one with a “reconstructed” US adhesive, another with Fort Delaware POW markings) and transcriptions of contents. *Confed. Phil.* 57, No. 1 (January-March 2012).

Spruce Production Division, part of the army signal corps, was organized in 1917 to aid in the vital Pacific Northwest logging industry by addressing labor shortages and preventing strikes. A description of their mail service and listings of the post offices serving their camps in Oregon and Washington are the substance of “The Army Spruce Production Division and Its POs” by Rod Crossley. *La Posta* 42, No. 4 (Fourth Quarter 2011).

“World War II Adventures of John Adams and Thomas Jefferson: A Thwarted Mission to France” refers to the images on the adhesives on a returned letter from the US to France in June 1940, just as Germany was invading. Lawrence Sherman is the author. *Prexie Era* No. 54 (Summer 2011).

Ocean Mail

Hiogo, Yokohama, Shanghai and San Francisco with China & Japan Steam Service are the origin markings on “The Keim-Owen correspondence: 1869 covers from the

far east” reported by author Scott Trepel. All bear at least one copy of the 10c 1869 issue adhesives, although not reported in Michael Laurence’s book. Chronicle 64 No. 1 (February 2012).

Prussian closed mail cover (1873) to Schemnitz (Hungary), misaddressed to Chemnitz, Austria and first sent to Chemnitz, Germany is traced through its journey. Nicholas M. Kirke, “Order out of chaos: a comedy of errors,” Chronicle 64 No. 1 (February 2012).

“Ship *Milo* and *Herald* handstamped transatlantic markings” by James W. Milgram updates the records of name of ship markings of these vessels, 1818-19. Chronicle 64 No. 1 (February 2012).

“United States-Spain mail under British and French Conventions, Parts 3: Conclusion” by Richard F. Winter covers mail via England and France, 1870-75 and direct mail by HAPAG steamships beginning in 1871 (and charged the 10c per half ounce “blanket” steamship rate). Chronicle 64 No. 1 (February 2012).

Post Office History

Money order business is studied in an article by Robert Dalton Harris. The total dollar value of money orders bought and sold in each state is recorded yearly and the ratio is studied to determine the net amount of money coming into or going out of a state. Author Harris shows maps indicating for which states the ratio is greater than or less than 1 in 1900 versus 1950. “Mapping Money Order Business,” Geog. Post. Hist. 2012.

Postmaster General Amos Kendall’s reorganization of the Post Office Department’s system of collecting and disbursing funds is explained in “The Geography of Money: The Post Office Collection Order Network, 1823-1880.” Author David L. Straight illustrates with several checks and post office forms. Geog. Post. Hist. 2012.

Robert E. Hannegan, Postmaster General, 1945-47, is the subject of “The Postmasters General of the United States 52” by Daniel Y. Meschter. La Posta 42, No. 4 (Fourth Quarter 2011).

Postal Markings

“Advertised Postmarks on U.S. Stampless Covers” by James W. Milgram contains a survey of advertised handstamps, with each marking illustrated. In addition, sixteen covers are illustrated and analyzed, to clarify the usage of the markings. Post. Hist. J. 151 (February 2012).

Caukinsville, Ark., Pittsburgh, PA., Ripley, Tenn. and Phoenix, N.Y. postmarks of the Bank Note era are illustrated in “Noted in Passing” by Roger D. Curran. U.S.C.C. News 31, No. 1 (February 2012).

Killers struck in different colored ink than the accompanying date stamp is the subject of “Two Post Office Inks on Banknote Era Covers” by Roger D. Curran. Eight examples are illustrated: Columbus Junction, IA; Teutopolis, IL; Morgan, TX; Medfield, MA; Liscome, IA; Griswoldville, MA; South Deerfield, MA and Charlestown, MA. U.S.C.C. News 31, No. 1 (February 2012).

“Undeliverable Mail: ‘advertised’ markings used during the 1860s” by James W. Milgram contains a listing by town, with scans of most of the handstamped types. Twenty-six of the more unusual uses are shown on complete covers. Three covers with “not to be advertised” markings are also illustrated. Chronicle 64 No. 1 (February 2012).

Railway Mail

“Riga & Adrian RPO” by William Keller solves a mystery. The author had seen a reference to this railway mail line but could not locate definite dates. In this article, he is able to confirm that this RPO never existed, although closed pouch mail was carried over

the route. *Trans Post. Coll.* 63, No. 3 (March-April 2012).

“The Last Railway Post Office” by Bill Pollard deals with the last RPO cars built. The last full postal cars were delivered to the Santa Fe in June 1964 and the last baggage-mail cars were delivered to the Southern Pacific in January 1965. *Trans Post. Coll.* 63, No. 3 (March-April 2012).

Routes

Two covers (1940 and 1943) demonstrate “Re-routing of Airmail to Rhodesia in World War II” in this article by Louis Fiset. *Prexie Era* No. 55 (Fall 2011).

Stamps on Cover

10c 1847 issue cover, dated February 29 (1848) is illustrated and a list of ten 1847 issue leap year day covers, culled from the Alexander book, is provided. Alex R. Gill and Alexander T. Haimann, “February 29th 1848 - Leaping to a conclusion,” *Chronicle* 64 No. 1 (February 2012).

“The United States 12c 1851-1861 Stamp in a Decade of Change” by James A. Allen contains discussions of situations calling for the stamp, illustrated by 13 covers bearing the adhesive. *C.C. Phil.* 91, No. 1 (January-February 2012).

Usages

Advertised and dead letter office markings on an 1849 cover bearing a pair of 5c 1847 issue adhesives indicate “A letter that survived the dead letter office.” Author Gordon Eubanks supplies a copy of the newspaper advertisement. *Chronicle* 64 No. 1 (February 2012).

“Certificate of Mailing: First Day of Prexie Series Use” by Bob Hohertz illustrates this certificate, franked with 1c series of 1938 adhesive and postmarked April 25, 1938. *Prexie Era* No. 54 (Summer 2011).

Certified official mail, sent under “postage and fees paid” indicia required an additional fee at some times and at other times did not, during the period 1955-93. The rules are explained in “Modern U.S. Mail” by Tony Wawrukiewicz. *Linn’s* 84, No. 4337 (December 12, 2011).

Crash cover from TWA flight of January 16, 1942 is written up by author Joseph Bock. Because of the famous movie star killed in the crash it is a “Carole Lombard Flight Crash Cover.” *Prexie Era* No. 54 (Summer 2011).

“5-Cent DC-4 Skymaster Crash Cover” (1847) is illustrated and analyzed by author Steve B. Davis. *Prexie Era* No. 55 (Fall 2011).

“Free Forwarding Due to Official Orders” of a letter with drop letter postage paid applies here with addressee a member of the Soil Conservation Service. The 1943 cover is illustrated and described by author Bob Hohertz. *Prexie Era* No. 55 (Fall 2011).

“No service/Return to Sender” refers to a 1939 letter, addressed to Czechoslovakia. Author is Louis Fiset. *Prexie Era* No. 55 (Fall 2011).

OUTSIDE MAIL marking, ca 1960, is illustrated and explained, referring to a postal surcharge on packages which, for one reason or another, could not be placed in a mail bag. Tony Wawrukiewicz, “Modern U.S. Mail,” *Linn’s* 85, No. 4341 (January 9, 2012).

“Picture Post Card ‘RETURN TO SENDER,’ Not Allowed into Mails to Germany” by Tony Wawrukiewicz illustrates such a card which could not be mailed to Germany until June 17, 1947. *Aux. Marks* 9, No. 1 (January 2012).

Registered letter (1948) withdrawn by sender is illustrated by author Dickson Preston. Because of extra services requested at mailing, the letter is franked with a \$5 and four \$1 (in addition to a 3c and a 10c) 1938 adhesives. “\$5 Prexie Registered Letter

Withdrawn Before Dispatch,” *Prexie Era* No. 55 (Fall 2011).

“Secret Service mail in 1874,” bearing a 3c Treasury Departmental and an indistinct R.P.O. postmark is illustrated by author Lester C. Lamphear, III, *Chronicle* 64 No. 1 (February 2012).

“Special Delivery & the Doniger Company Archive” by Robert Dalton Harris contains an analysis of 180 special delivery covers, some airmail and some surface mail in 1952-62, in an attempt to determine how much airmail improved the speed of delivery of special delivery mail. *Geog. Post. Hist.* 2012.

Geographical Locations

Alabama

Decatur used a killer which appears to be a lower case “e.” The cover, franked with an 1883 adhesive is illustrated in “Unusual Letter Cancel” (author not specified). *U.S.C.C. News* 31, No. 1 (February 2012).

Arkansas

Arkansas and Cherokee Nation “Flag of Truce Covers From Indian Territory” are illustrated in an article by James W. Milgram. There is a discussion of the participation of Indian Territory in the army of the Confederate States. *Confed. Phil.* 57, No. 1 (January-March 2012).

“Arkansas in the Confederate Postal System: A Cover Census. Part V” by Bruce Roberts concludes the series with a listing of postmaster provisionals from other states addressed to Arkansas. A brief addendum of listings acquired after the series was begun is also included. *Confed. Phil.* 57, No. 1 (January-March 2012).

California

“Chinese Immigrants in the California Mines; a Postal Perspective 1850-1880” by Diane Clark addresses local reaction to Chinese immigration in the period. The “postal perspective” refers to the fact that the author’s information comes from (privately carried) letters. *Geog. Post. Hist.* 2012.

Colorado

“Colorado Postal Encyclopedia - Pueblo County” by William H. Bauer contains historical sketches, postmasters’ dates and tracings of markings, 1861-present. This is the first installment since Bauer’s death. *Colo. Post. Encyclopedia*.

“Adena” is the subject of an article by Andy Murin, illustrating a 1913 cover and two post office illustrations. *Colo. Post Hist.* 26, No. 2 (February 2012).

Illium is illustrated via an 1898 postal card and a map. The illustrations are from “The Display Page” created by Irwin Engert. *Colo. Post Hist.* 26, No. 2 (February 2012).

“Julesburg, Not One but Four Towns” by Bill German contains illustrations of an 1865 cover and a map showing the four locations occupied by post offices using the name. *Colo. Post Hist.* 26, No. 2 (February 2012).

Florida

“Military Camps in Florida during the Spanish-American War” by Yamil H. Kouri, Jr. is devoted to mail to and from the U.S. troops encamped in Florida, 1898-99. Eleven covers are illustrated, with the relevant camps identified. *Fla. Post. Hist. J.* 19, No. 1 (January 2012).

Jacksonville and Miami were the termini of “C.A.M. No. 10 First Florida Air Mail Route”

(1929). The article by Douglas S. Files offers several photographs and two cover illustrations. Fla. Post. Hist. J. 19, No. 1 (January 2012).

Key West date stamp with SHIP and year date (1868 or 9) is illustrated on three covers. All are rated with the 10c steamship (blanket) rate, one double rated, one with the single rate prepaid by a 10c adhesive. Kenneth D. Gilbert, "Interesting 1868 Key West ship postmark," Fla. Post. Hist. J. 19, No. 1 (January 2012).

Key West postmark without ship fee is an indication that "Consulate mail: Guatemala to Key West" was privately carried from Havana, after being carried privately from Guatemala to Cuba. Author is Jim Mazepa; year is 1833. Fla. Post. Hist. J. 19, No. 1 (January 2012).

Georgia

Augusta cover of 1864 has "Triple Rate, Mixed Franking & Possible EKU of Violet Augusta, Ga. Circular Date Stamp" in an article by David Canestro. The mixed franking refers to two different types of the 10c Archer & Daly adhesive. Confed. Phil. 57, No. 1 (January-March 2012).

Illinois

Chicago based National Letter-Return Association produced labels and provided return service for letters bearing them, 1885-1894. This article "The National Letter-Return Association of Chicago" by Leonard Piskiewicz reproduces the pages of a one frame exhibit on the adhesives and their uses on cover. Ill. Post. Hist. 33, No. 1 (February 2011).

Chicago machine marking, an 1899 backstamp reading "TRAIN LATE/MAIL DELAYED" provides the title "Rare Potter & Vail machine cancel discovered" of this article by Leonard Piskiewicz. Ill. Post. Hist. 33, No. 1 (February 2011).

Iowa

Postmarks from 46 Iowa towns on postal cards made on a "Road Trip, 1956" are illustrated in an article by Jack Smalling. Ia. Post. Hist. Soc. Bull. No. 259 (Oct., Nov., Dec., 2011).

Grundy County post routes and methods of transport are outlined. One cover is illustrated. Ralph H. Nafziger, "Mail Movement in Grundy County, Iowa: 1855 to the Present," Geog. Post. Hist. 2012.

"Hardin, Allamakee County, Iowa" by Leo V. Ryan contains illustrations of seven covers from the 1860s (and one from 1898), information about early postmasters, the town's reassignment to Clayton County in 1861 and its post office's ultimate discontinuance. The history focuses on the Allamakee County period although most of the covers shown are after that. Ia. Post. Hist. Soc. Bull. No. 259 (Oct., Nov., Dec., 2011).

Maine

Camden cover of 1898 bearing "A Fancy 'MISSENT' Marking," as illustrated and described by Ginny Nightingale. Aux. Marks 9, No. 1 (January 2012).

Falmouth, Maine, is the final destination of a letter from "Antigua to Maine, 1774." Author Nancy B. Clark explains the trade routes dealt with in the letter which actually entered the post in Piscataqua (Portsmouth, NH). Post. Hist. J. 151 (February 2012).

Stow is the destination of each of 145 Registered Package Envelopes, the subject of an article by Paul Petersen. The data (mostly postmarks and signatures) from the envelopes are reported and one is illustrated, but no particular conclusions are drawn. "Registered Mail to Stow Maine 1890-1908." Geog. Post. Hist. 2012.

Massachusetts

"Boston 'Held for Postage' - Occasionally a Canceler" by Roger D. Curran illustrates several covers with the distinctive HELD[curved]/FOR/POSTAGE (1886, 1892, 1893), on two

of which the marking ties an adhesive. U.S.C.C. News 31, No. 1 (February 2012).

Michigan

Detroit “return to writer” handstamp with accompanying handstamped message are shown on an 1961 cover. The circumstances relate to the Bay of Pigs situation, as explained by author Cary E. Johnson. “Postal History and History,” *Peninsular Phil.* 53, No. 3 (Winter 2012).

East Saginaw is the subject of “Morley Brothers and East Saginaw” by Carl M. Jacobson. An early cover (November 26, 1851, when the post office “had only been open a few days...”) is illustrated as well as a few later covers. *Peninsular Phil.* 53, No. 3 (Winter 2012).

Minnesota

“Highway Post Offices” of Southern Minnesota, Part 3 continues author William Keller’s treatment dealing with extensions of the HPO lines to Winona, Minn. and later to Sioux Falls, ND. *Trans Post. Coll.* 63, No. 2 (January-February 2012).

Missouri

St. Louis & Sikeston HPO and Sikeston & Memphis HPO are the subject of “Highway Post Offices” by William Keller. Starting from a blog column, the author gives schedules and a map. The treatment will be continued in a later article. *Trans Post. Coll.* 63, No. 3 (March-April 2012).

New Hampshire

Concord to Littleton highway post office’s arrival at Littleton on July 19, 1958 was the beginning of HPO service in the state. The HPO and its influence are discussed in “The Highway Post Office comes to New Hampshire” by Don Hargy. *Geog. Post. Hist.* 2012.

New Jersey

Amatol post office operated for less than 11 months, 1918-19. Its brief history and illustrations of the post office and two copies of its duplex handstamp occupy “Hometown post offices: Amatol, NJ” by Doug D’Avino. *NJPH* 39, No. 4 (November 2011).

Ampere’s history is presented and a 1906 postmark (after Ampere became a station of East Orange) is illustrated. “Hometown Post Offices: Ampere, NJ” by Doug D’Avino *NJPH* 40, No. 1 (February 2012).

Beverly was the location of a hospital where many Union Civil War soldiers were treated. In “Civil War Patriotics: The Story of the Beverly NJ General Hospital,” authors William E. Hughes, Jean Walton and Richard Micchelli illustrate a number of patriotic covers with Beverly postmarks and/or imprints and reproduce the contents of some of them. *NJPH* 40, No. 1 (February 2012).

“Clarksburg rimless postmark - the discovery copy” (ca. 1851-55) is illustrated by author Robert G. Rose. *NJPH* 39, No. 4 (November 2011).

Haddonfield and Ocean City used the markings which are “Some interesting New Jersey machine cancels” illustrated by author Gene Fricks. *NJPH* 39, No. 4 (November 2011).

Hammonton and its postmasters are the subject of “History of the Hammonton post office” by Doug D’Avino. Maps, postmaster portraits and five covers, ca. 1859, 1907, 1912, 1915 and 1939 are illustrated. *NJPH* 40, No. 1 (February 2012).

Morris County postal history exhibit “The Development of mail in Morris County, 1760-1850,” by Donald A. Chavetz is reproduced. This issue contains installment five, covering German Valley, Flanders, Montville, Denville, Newfoundland, Pompton Plains, Pleasant Grove, Madison, Pine Brook, Drakestown and Millington. *NJPH* 39, No. 4 (November 2011).

New Brunswick letter from a British officer to Edinburgh in 1776 describes Revolutionary War conditions from the British point of view. Ed & Jean Siskin, "A Wonderful Revolutionary War Letter," NJPH 40, No. 1 (February 2012).

Princeton covers of 1763, 1764, 1775 and 1780 are illustrated and their rates analyzed in "Census of early New Jersey covers - Part 3: Princeton" by Ed and Jean Siskin. NJPH 40, No. 1 (February 2012).

"Roadstown manuscript marking" on an 1865 cover is illustrated by author Gene Fricks. NJPH 39, No. 4 (November 2011).

"Smithville - Hezekiah B. Smith's industrial village" by Doug D'Avino contains history and postal history of the town (post office established 1866), illustrations of the industry, several post office buildings and postmarks of 1912 and 1924. NJPH 39, No. 4 (November 2011).

New York

"New York Foreign Mail Update, Part 4" by Dan Richards illustrates a type of killer used in June and July 1877 and illustrates three covers (one originating in Cuba!) U.S.C.C. News 31, No. 1 (February 2012).

Oswego was the location of "Fort Ontario Emergency Refugee Shelter: August 5, 1944-February 4, 1946." Author Louis Fiset illustrates two covers, one censored and one not. Prexie Era No. 54 (Summer 2011).

Schenectady to New York City covers, 30 in all, are illustrated. All went by mail, at least part of the way. The modes of transportation, including individuals providing private carriage part of the way, are listed for each letter. Robert Bramwell, "Geography and Postal Service between Schenectady and New York City (Correspondence of Benjamin M. Munford 1825-1840)," Geog. Post. Hist. 2012.

North Carolina

Charlotte & Augusta Agent and Washington & Charlotte Agent are the "Two Interesting Railroad Cancellations" illustrated by author Scott Troutman. The article also contains illustrations of a cover with corner card, a \$10 ticket and a stock certificate of the Charlotte, Columbia & Augusta Railroad. N.C. Post. Hist. 31, No. 1 (Winter 2011-2012).

New Bern soldier's letter of 1864 using a Leeds patent envelope is shown and the Leeds envelope is explained in "The Leeds Patent Envelope: An Unusual Use" by Stephen B. Pacetti. N.C. Post. Hist. 31, No. 1 (Winter 2011-2012).

"Rocky Mount to Paris" is the route of an 1852 cover analyzed by author Richard F. Winter. In addition to the routing, which was not exactly what the sender had in mind, there is a message about a non-postal amount due from the addressee. N.C. Post. Hist. 31, No. 1 (Winter 2011-2012).

Pennsylvania

Covers on the Pennsylvania Postal History Society web site are analyzed by genealogist James R. Miller. Lancaster (ca.1847), Zion (ca.1850), Rising Sun (ca.1861), Vera Cruz (1863), Gettysburg (1863) and Blairsville (1864) are the Pennsylvania towns involved. "Philatelic Genealogy and the Pennsylvania Postal History Society Members' Covers: 'WOW, what a find'." Pa. Post Hist. 40, No. 1 (February 2012).

Forest, Franklin, Fulton and Greene Counties are dealt with in "2nd Update on Pennsylvania Manuscript Markings, Part XI" by Tom Mazza. Postmasters on the dates of the reported covers are included. Pa. Post Hist. 40, No. 1 (February 2012).

Camp Wayne is the heading of a letter enclosed in an 1861 Westchester, PA patriotic cover.

The contents of the letter are reproduced and discussed. William R. Schultz, "A Very Elusive Camp Wayne Usage." Pa. Post Hist. 40, No. 1 (February 2012).

Farm School, Sugar Valley, Spruce Creek and Phillipsburg are the postmarks on "Four Central Pennsylvania Civil War Patriotic Covers," illustrated by author Harry C. Winter. Years are 1860-62. Pa. Post Hist. 40, No. 1 (February 2012).

Pittsburgh street car special delivery covers tell the story of the post office's attempts to move the mail rapidly. "News from the Cities" by David A. Gentry. Trans Post. Coll. 63, No. 3 (March-April 2012).

Telford RFD marking and Liverpool receiving mark help make "A 1-Cent McKinley Postal Card to England" become a "nifty collectible" according to author Charles A. Fricke. La Posta 42, No. 4 (Fourth Quarter 2011).

South Dakota

Clay county is located, its post offices listed, with names and compensations of early postmasters. Several covers are illustrated, 1863-1926. Gary Anderson and Ken Stach, "A study of Clay County, South Dakota," Dak. Coll. 29, No. 1 (January 2012).

Tennessee

"Tennessee in transit and mobile postal markings, Part XI" by L. Steve Edmondson consists of an extensive bibliography. Tenn. Posts 15, No. 3 (December 2011).

Chattanooga handstamped 5, of a type used for only a few months in 1862, is illustrated in "The '5' of Chattanooga – 1862" by James C. Cate. The author asserts that the marking is known on only three covers (which he illustrates) reflecting the under-500 mile rate, pre July 1, 1862, or underpayment of the 10 cent rate (under 500 miles before July 1, 1862 or for any distance after that date). A fourth cover is also illustrated, without explanation. Confed. Phil. 57, No. 1 (January-March 2012).

Chattanooga registered cover of 1865 is illustrated (purported to be the earliest reported Chattanooga registered cover) and the registry system as it was effected by the War is discussed by author Jim Cate. "Early Registered Mail - Chattanooga, Tennessee - 1865," Tenn. Posts 15, No. 3 (December 2011).

"Dibrell Post Office" is the subject of an article by Norman Elrod. History and a list of postmasters is given, with illustrations of two covers, 1885 and 1892. Tenn. Posts 15, No. 3 (December 2011).

"Grass Valley, Knox County, Tennessee" never had a post office, according to author L. Steve Edmondson. Two covers are illustrated (1887 and 1907) using Grass Valley in the return address. Tenn. Posts 15, No. 3 (December 2011).

"Tullahoma Maltese Cross Killers" were used, at least from 1885-6, according to author L. Steve Edmondson, who illustrates two varieties. Tenn. Posts 15, No. 3 (December 2011).

Texas

Trans-border covers from Mexico to Texas in 1863 are illustrated from the collection of "John Twohig Civil War Correspondence and Collateral Material" held by the University of Texas at Austin. Forwarding agent markings on the covers are also illustrated by author Thomas Richards. Tex. Post. Hist. Soc. J. 37, No. 1 (February 2012).

"Sandy Point, Texas (Brazoria County)" by Norma Watz contains some data about the operation of the post office and illustrates an 1881 cover. Tex. Post. Hist. Soc. J. 37, No. 1 (February 2012).

Utah

Marysville branch of the Denver and Rio Grande Western Railroad is covered in Part 2 of

“RPOs of the Marysville Branch of the D&RGW Railroad in Utah.” Author Dennis H. Pack provides a description of each town along the route. He concludes with a description of the Highway Post Office that replaced the RPO in 1950. *La Posta* 42, No. 4 (Fourth Quarter 2011).

Vermont

“Vermont - a Republic without a Postal System” by Edward Hall, Jr. addresses some of the routes and methods for carrying letters and newspapers in the period before postal service was available in parts of what would become Vermont. *Geog. Post. Hist.* 2012.

Vermont Railroad postmarks showing R.P.O. or R.R. are listed, continuing an earlier list in the same journal under the title “19th Century Vermont Railroad Cancels.” Author Merle Farrington does not list markings with “Agent” and apparently does not make use of the available transit markings catalogs. *Vermont Phil.* 56, No. 4 (November 2011); continued in 57, No. 1 (February 2012).

Vermont slogan (machine) cancels, Maltese cross killers, ECU East Charleston cover and West Haven “wheel” cancel are all dealt with in “The Post Horn” by Bill Lizotte. *Vermont Phil.* 57, No. 1 (February 2012).

Caledonia County post offices are listed with years of operation and a scarcity rating. Brief write ups and cover illustrations are provided for several of the towns. “The Annual DPO Sampler: Caledonia County” by Bill Lizotte. *Vermont Phil.* 56, No. 4 (November 2011).

Montgomery Centre cover is illustrated and authors Jesse I. Spector and Robert L. Markovits present their attempts to learn more about the corner card “Equity, Love, Justice/Golden League.” They present information about the addressee, a Civil War surgeon and later a disabled veteran. But all they seem to have found out about the Golden League is that it favored Equity, Love and Justice. *La Posta* 42, No. 4 (Fourth Quarter 2011).

Weathersfield (early: 1809) and Boltonville (Bank Note period) covers are illustrated in “The Post Horn” by Bill Lizotte. *Vermont Phil.* 56, No. 4 (November 2011).

Virginia

“Emory, Virginia Postmasters and Provisionals” by Rick L. Calhoun contains a census of the adhesive, inadvertently omitted from an earlier article. *Confed. Phil.* 57, No. 1 (January-March 2012).

Wisconsin

“Wisconsin Rural Mail Carrier Names on Straight Line Handstamps” by Neal West shows illustrations of four such markings, ca. 1910. *Badger Post. Hist.* 51, No. 2 (November 2011).

Wisconsin Territory post offices in 1841 are listed with county, postmaster and his compensation in a reprint from the “Register of all Officers and Agents” prepared by Darren Mueller. *Badger Post. Hist.* 51, No. 3 (February 2012).

“Devil’s Lake State Park Postal History” by Ken Grant contains illustrations of five postmarks from the town, 1907-40, the last three (1924-40) as a rural station of Baraboo. *Badger Post. Hist.* 51, No. 2 (November 2011).

Madison postal card, which is “A 1904 ‘Reward Card’ from Madison” is illustrated and discussed by authors Neal West and John Pare. *Badger Post. Hist.* 51, No. 3 (February 2012).

Milwaukee postal card of 1898 is a “Wisconsin Postal History Mystery” because it is overfranked by 2c. Author Bob Baldrige surmises that this is because of a patriotic label on the face. In addition there is a variety of Wisconsin town postmarks (dated the day before it was mailed) on the reverse. *Badger Post. Hist.* 51, No. 3 (February 2012).

“The 2008 Wisconsin Post Offices and Postal Facilities List: Part II” by Paul T. Schroeder reproduces an official post office list, including facility types. The list is alphabetical by facility name, from Lake Delton through Shullsburg. Part III lists Silver Lake through Woodville. *Badger Post. Hist.* 51, Part II: No. 2 (November 2011); Part III: No. 3 (February 2012).

Journal Abbreviations

Aux. Marks = Auxiliary Markings, Anthony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.
Badger Post. Hist. = *Badger Postal History*, Ken Grant, E11960 Kessler Rd. Baraboo WI 53913 and William B. Robinson, 1641 Bruce Ln., Green Bay WI 54313-5503.

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.

Colo. Post. Encyclopedia = *Colorado Postal Encyclopedia*, Roger Rydberg, 354 S. Nile St., Aurora CO 80012-2238.

Colo. Post Hist. = *Colorado Postal Historian*, Bill German, 1236 Sequerra St., Broomfield CO 80020

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

Dak. Coll. = *Dakota Collector*, Gary Anderson, *Dakota Postal History Society*, P.O. Box 600039, St. Paul MN 55104

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

Geog. Post. Hist. = *Geography and Postal History*, Diane DeBlois & Robert Dalton Harris, PO Box 477, West Sand Lake NY 12196.

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

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

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

La Posta = *La Posta: A Journal of American Postal History*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.

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

NJPH = *NJPH The Journal of New Jersey Postal History Society*, Robert G. Rose, P.O. Box 1945, Morristown NJ 07062.

Oh. Post. Hist. J. = *Ohio Postal History Journal*, Alan Borer, 568 Illinois Ct., Westerville OH 43081.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.

Post. Hist. J. = *Postal History Journal*, Diane DeBlois & Robert Dalton Harris, Box 477, West Sand Lake NY 12196.

Prexie Era = *The Prexie Era*, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-4302.

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.

A Guide to Interpreting the Postal Markings on Prestamp Covers

a Review by Joseph J. Geraci

Guida alla prefilatelìa: Manuale per la lettura storico-postale delle lettere antiche, by Adriano Cattani, in Italian, published 2007, 9 7/8 X 8 3/8 inches, perfect binding with staples, card covers, 174 pages, ISBN 88-88939-16-4, price Euro 30 plus postage. Write first for postage costs to the Associazione per lo Studio della Storia Postale, Casella Postale 325, 35100 Padova, Italy.

How many times have you wondered what exactly is a prephilatelic or prestamp cover? What is the significance of each of the various postmarks on it? Why was the letter forwarded? What are origin markings? How did the post function in past centuries? What were the postal tariffs, and postal routes?

Based on a series of articles which were published in *Que Filatelia* from June 1997 through July-September 2001, the author covers this ground, beginning with illustration of covers from the 15th century. The section headings reveal his process: "A Brief History of Prephilately," "The Prephilatelic Letter," "'Cavalcate' and 'Staffette'" [post rider and express rider], "The AQ Sheets of the Venetian Republic and the Sardinian Cavallini," "How was a Letter Able to Cross Europe? and The Itinerary of Ottavio Codogno" [a travel guide of 1620 describing postal routes throughout Europe], "Forwarding of Mail by Postal Correspondents," "Prephilatelic Handstamps: Departure, Arrival, Datestamps, Francise, Tariff or Rate Markings and Origin Markings," "Maritime Markings," "Disinfection Markings," "Ship Quarantine," "The Franking of Letters," "Postage and Tax on Letters of the Venetian Republic," "Italian Money and Exchange Rates in the 1700s and 1800s," "1796-1814: Napoleon in Italy, The French Postal Organization," "The Rise of Technology: The Railroad," "1850 - The Era of Prephilately Ends in Lombardy-Venetia," "Documents: Postal Maps from various Postal Guides," and an "Essential Bibliography."

In addition to the 16 postal route maps illustrated in the final section, there are several other maps incorporated within the text. Also interspersed within the text are illustrations of a number of useful postal documents including several of Venice [1662, rates, 1701, rates, 1713, regulations, and 1783, regulations], two Venetian letter bills of the 1730s, a sailing schedule for Neapolitan steam vessels, circa 1845, and an illustration of the original 1818 Royal Patent for the Sardinian Cavellini.

Every section is illustrated with appropriate covers, many in black and white, but also many in color. This is a very comprehensive and all encompassing work with much knowledge packed into its 174 pages. Recommended.

John Brown in Prison Mail

In response to the article "Addressed to John Brown in Prison 1859" *PHJ* 151, Ian Brabner wrote that he had a similar cover, posted from Baltimore November 30, 1859, with a docket (in the same hand as the ones illustrated) "Anonymous/Baltimore rescue."



Schuyler Rumsey's auction 19 lot 825 (see figure) was another of these prison covers mailed from Hustisford, Wisconsin, on December 7, the docket: "Rescue/Job nonsense." Both these dockets reinforce the report that much of mail addressed to the prison referred to schemes to rescue Brown, though he consistently discouraged them.

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 - Ephemera, Cinderellas, Forms and Labels

“Inquiry on the Fate of a Registered Letter,” by David Handelman, explores some forms used by Great Britain, Norway, Argentina, Uruguay, Switzerland, Finland, Württemberg and China, to trace the route and final delivery of registered mail addressed to foreign countries, 1847-1924. *The Collectors Club Philatelist*, Vol. 90, No. 3, May-June 2011. The Collectors Club, 22 East 35th Street, New York, N.Y. 10016.)

“Response to an Inquiry,” by David Handelman, adds to his previous article, “Inquiry on the Fate of a Registered Letter,” by illustrating and explaining a French official form folded letter of 1902 used to trace the route of a newspaper sent to Buenos Aires, via New York. (*The Collectors Club Philatelist*, Vol. 90, No. 4, July-August 2011. See address of contact under General - Ephemera, ...)

General - Paper Conservation

“To Scan or Not to Scan ...” by David Herendeen, reviews the pros and cons of scanning philatelic materials and concludes occasional scanning should not cause significant fading. (*The Collectors Club Philatelist*, Vol. 90, No. 3, May-June 2011. See address of contact under General - Ephemera, ...)

Algeria

“North African Expansionism, 1881-1914, an Overview.” (See under France.)

“French Naval Posts in North and West Africa in World War II - The Use of Algerian Stamps and an unnoticed Airmail Fee,” by Bill Mitchell, locates the basis for French naval rates in North Africa and discusses the meaning of the 1943 decree, as well as airmail rates in French West Africa. (*The Journal of the France & Colonies Philatelic Society*, No. 262, December 2011. Secretary P.R.A. Kelly, Malmsey House, Church Road, Leigh Woods, Bristol, England, United Kingdom.)

Austria

“I difficili rapporti postali tra Stato Pontificio ed Austria, 1859-1870,” by Franco Faccio, illustrates the difficulties encountered in the exchange of correspondence between the two States as a result of the War of 1859. (*Cursores*, No. 13, September 2010. Associazione Italiana di Storia Postale, Via Leopardi, 3 - 20123 Milano, Italy.)

Cambodia

“Post WWII - Use of Censor Markings in Cambodia from 1970 to 1975,” by Thierry Wiart, reviews the historical background for establishing censorship, provides maps of the North Vietnamese and Viet Kong occupied areas and illustrates censor markings the Khmer Rouge applied to mail. (*Civil Censorship Study Group Bulletin*, No. 171, July 2011. Secretary Charles J. LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554.)

Canada

- “Mail Service to British Columbia’s North Coast in the Victorian Era” Part 1 and Part 2, by Andrew Scott, reveals the difficulties encountered by the Canadian Post Office Department in contracting mail carriage to transport the mails north between Victoria and Naas Harbor, Haida Gwaii and other coastal communities, by steamer, 1871-1901. (*PHSC Journal*, Nos. 146 and 147, Summer and Fall 2011. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 3044, Stn. C, Kitchener, ON N2G 4R5, Canada.)
- “Rossland - The Golden City, Part 1,” by Peter Jacobi, discusses mining ore claims which led to the establishment of the town of Rossland, with a history of the five successful gold mining companies out of all the claims filed in the area, 1890-1908. (*PHSC Journal*, No. 147, Fall 2011. See address of contact under first entry for Canada.)
- “The Ranch House Post Offices of Calgary: Due West,” by Dale Speirs, looks at three Alberta rural post offices no longer in existence; Elbow River, Spring Bank and Pirmez Creek, 1891-1921. (*Calgary Philatelist*, No. 111, December 2011. Editor Dale Speirs, P.O. Box 6830, Calgary, Alberta, T2P 2E7, Canada.)
- “Railway Construction in Southern British Columbia, 1898-1900,” by Gray Scrimgeour, concentrates his story upon three covers addressed to George G. Hare, a civil engineer working on the Columbia and Western Railway. (*PHSC Journal*, No. 146, Summer 2011. See address of contact under first entry for Canada.)
- “An Introduction to the Postal History of Nouveau Québec, Part 1,” by Kevin O’Reilly, describes the boundaries of this area north of the Province of Québec, names the Hudson Bay Company trading posts located there, records the establishment of a formal postal service, and provides a table of post offices opened, 1750-1990. “Part 2 - Air Mail Service to Nouveau Québec,” provides early airmail flight information before 1935, and also on later flights which took place during the Second World War, when the United States constructed airfields in the area, 1927-1946. (*PHSC Journal*, Nos. 146 and 147, Summer and Fall 2011. See address of contact under first entry for Canada.)

Cayman Islands

- “Updating the ‘real’ Cayman Islands First Flight,” by Tom Giraldi, provides additional information concerning the actual first flight, and also background for the event, 1940. (*British Caribbean Philatelic Journal*, No. 242, January - March 2012. British Caribbean Philatelic Study Group, Secretary Mary Gleadall (2012), P.O. Box 272, Brevard, NC 28712.)

Chad

- “Chad: The Use of the Stamps of the Sudan at Adré in 1925,” by John Yeomans, illustrates two covers, both postmarked with a double circle “Adré/ Territoire du Tchad,” one of which ties a Sudanese stamp to it. (*The Journal of the France & Colonies Philatelic Society*, No. 261, September 2011. See address of contact under second entry for Algeria.)

Cyprus

- “Cyprus: The Larnaca Lazaretto, 1849 to 1898,” by V. Denis Vandervelde, relates the history of this lazaretto and illustrates two interesting documents originating from there. (*Pratique*, Vol. 35 No. 3, Winter 2011. Disinfected Mail Study Group, V. Denis Vandervelde, 25 Sinclair Grove, London NW11 9JH, England, United Kingdom.)

Czechoslovakia

“Pre-WWII - Postal Censorship of International Mails in Czechoslovakia during the 1938 Sudetenland Crisis: An introduction,” by Richard Beith, gives historical background, mentions the establishment of censorship stations, and their locations, illustrates markings applied, and provides a some cover illustrations with descriptions. (*Civil Censorship Study Group Bulletin*, No. 171, July 2011. See address of contact under Cambodia.)

Denmark

“Of Scissors, Paste and an Old Chair Leg,” by Brian Hague, relates the story of the issuance of bisected 4 ore stamps and postal stationery cut outs in 1919, in the Faroe Islands, due to a shortage of 2 ore stamps. Later, because of the continuing shortage, 5 ore stamps were overprinted with a carved “2,” cut on the bottom of a chair leg, and issued as well. (*The Posthorn*, No. 267, May 2011. The Scandinavian Collectors Club, Executive Secretary Donald B. Brent, Box 13196, El Cajon, CA 92022.)

Dodecanese Islands

“Il conflitto italo-turco alle porte dell’Anatolia,” by Mario Chesne Dauphiné, relates the history of the occupation of the islands, discusses the opening of each of the civil post offices, illustrates the postmarks of the Italian Naval Forces involved, and the datestamps of the Turkish civil post offices at that time, 1912-1913. (*Bollettino Prefilatelico e Storico Postale*, No. 163, February 2011. Organo ufficiale del’Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

Dominica

“Postmarks of the British West Indies: Dominica, KGVI 1937-1954,” by David Horry, illustrates and describes town datestamps used to cancel stamps bearing the portrait of King George VI. (*British Caribbean Philatelic Journal*, No. 242, January - March 2012. See address of contact under Cayman Islands.)

Egypt

“The Egyptian Post Office in Ottoman Smyrna,” by Michael Fulford, looks at the establishment of an Egyptian post office at Smyrna, and the postmarks on stamps and covers used from that Anatolian town, 1865-1881. (*OPAL*, No. 227, May 2011. Journal of the Oriental Philatelic Association of London, Secretary Philip Longbottom, 5 Ringway Close, Tythringon, Macclesfield, Cheshire, SK10 2SU, England, United Kingdom.)

Finland

“Finnish Offices Abroad in the Soviet Union ...”, by David Skipton and Vesa Järvisjö, provides details on a little known fact that Finnish reparations to the Soviet Union after World War II was the cession of the Jäniskoski area, which included a hydroelectric power plant, adjacent to the Soviet Border. Finnish post offices were established on this site, and Finnish postage stamps were used on correspondence from there. (*Rossica*, No. 156, Spring 2011. Journal of the Rossica Society of Russian Philately, Secretary Dr. Ed Laveroni, P.O. Box 320997, Los Gatos, CA 95032-0116.)

France

“The Great Plague of 1720-1723,” by V. Denis Vandervelde, discusses this last major occurrence of bubonic plague in Europe, reproduces an “Advice to the Public,” and provides a map of the region around Marseille, where the plague originated. (*Pratique*, Vol. 35, No. 3, Winter 2011. See address of contact under Cyprus.)

- “A ‘Recomandée d’office’ carried by the Paris-Turin Relay,” by Luca Lavagnino, points out that there was an express mail linking the most important cities of the Empire with Paris, and describes a route between Paris-Lyon and Turin, 1805-1814. (*The Journal of the France & Colonies Philatelic Society*, No. 261, September 2011. See address of contact under second entry for Algeria.)
- “Mail Carried by *Estafette* between France and England (1829-1836),” by André Métayer, translated by Mick Bister, describes the inauguration of the estafette (special relay express) service from Paris to Calais, indicates the special postal charges applicable and illustrates a number of letters which passed through this service on the London - Paris route. Several French postal acts are reproduced, including part of the Act of 4 July 1839, and the Royal Edicts of 7 October 1833 and 18 October 1833. (*The Journal of the France & Colonies Philatelic Society*, No. 262, December 2011. See address of contact under second entry for Algeria.)
- “North African Expansionism, 1881-1914, an Overview,” by Peter Maybury, commences with the invasion of Tunisia in 1881, followed by the invasions of Morocco and Algeria. Some interesting military covers are shown. (*The Journal of the France & Colonies Philatelic Society*, No. 261, September 2011. See address of contact under second entry for Algeria.)
- “The Battle of Verdun,” by Roger Callens, delves deeply into the details of this famous battle and illustrates several French and German covers or cards written by the participants, 1916. (*Military Postal History Society Bulletin*, Vol. 50, No. 2, Spring 2011. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)
- “Thomas Cook Civilian Undercover Mail,” by Mick Bister, presents two French covers forwarded through Thomas Cook’s offices at Lisbon, Portugal, to England, in 1942. (*The Journal of the France & Colonies Philatelic Society*, No. 261, September 2011. See address of contact under second entry for Algeria.)

French Morocco

- “North African Expansionism, 1881-1914, an Overview.” (See under France.)

German East Africa

- “La posta racconta la storia; Africa Orientale Tedesca, 1885-1918,” by Paolo Zavattoni, discusses the postal precursors of Lamu and Zanzibar, the opening of the first post offices, the development of postal services and the impact of the First World War upon this colony. (*Cursores*, No. 14, July 2011. See address of contact under Austria.)

Germany

- “The Monastic Mailman,” by Kees Adema, traces the probable route of an unknown monk charged with delivering a letter to Johan Van Buren, Lord of Arcen, in October 1456. (*The Collectors Club Philatelist*, Vol. 90, No. 3, May-June 2011. See address of contact under General - Ephemera, ...)
- “The Battle of Verdun.” (See under France.)
- “WWII - German Postal Censorship of Mail from French Ships Interned in Alexandria,” by Marc Parren, introduces the reader to censorship practices employed on mail to and from French warships interned at Alexandria, with a mystery of why censorship continued to be handled at Vienna, instead of Berlin in 1941. (*Civil Censorship Study Group Bulletin*, No. 171, July 2011. See address of contact under Cambodia.)
- “La posta versa la madrepatria degli italiani a Creta ed in Egeo dopo l’armistizio dal 1943, Prima parte.” (See under Italy.)

Great Britain

“The Disinfection of Mail at British Ports,” by V. Denis Vandervelde, discusses at what post offices mail was quarantined and disinfected and how it was done, illustrating many letters with evidence of slits made with a chisel, and splashes made with vinegar, 1784-1837. (*Postal History*, No. 337, March 2011. Journal of the Postal History Society, Secretary Hans Smith, 99 North End Road, London, NW11 7TA, England, United Kingdom.)

“London’s First Postal Code,” by John Scott, illustrates a map of the ten London Postal Districts established in 1857 and discusses the suggestion that the identifying code letters associated with his or her district post offices be used by the general public as an addition to a writer’s return address, to make sorting and delivery of mail addressed to that individual faster and easier. (*Postal History*, No. 337, March 2011. See address of contact under first entry for Great Britain.)

“WWII - The San Juan Agreement - Wartime Censorship of Airmails between South America and Europe,” by John Wilson, discusses an agreement between the United States and Great Britain concerning the establishment of a British censor station at San Juan, Puerto Rico, to examine German and Italian mail coming from/addressed to points in South America., 1941-1945. (*Civil Censorship Study Group Bulletin*, No. 170, April 2011. See address of contact under Cambodia.)

“The King George VI 10s Arms Issue Ultramarine on Cover,” by Robert I. Johnson, discusses the possible reasons for the scarcity of this stamp on cover. A number of interesting covers bearing this stamp are illustrated with explanations of the postage rates applicable. (*The Collectors Club Philatelist*, Vol. 90, No. 4, July-August 2011. See address of contact under General - Ephemera, ...)

“WWII - G.B. - Report by Director Middle East Censorship, 24 November 1943,” by the late Bill Robertson, reproduces a letter written by the Director of Middle East Censorship in Cairo, concerning the possibility of declaring British Martial Law in Lebanon in order to maintain postal censorship there, 1943. (*Civil Censorship Study Group Bulletin*, No. 170, April 2011. See address of contact under Cambodia.)

Greece

“British Alarm over Plague, 1828,” by Anthony Virvilis, reviews the severe actions taken by the Greek Head of State, J. Capodistrias, to halt the spread of plague in the Peloponesus and transcribes a letter from a postman indicating that the local guard would not allow him to travel in fulfilling his duties, nor permit him to fetch food for his horses. (*Pratique*, Vol. 35 No. 3, Winter 2011. See address of contact under Cyprus.)

Greenland

“Greenland’s Sirius Sledge Patrol Postal History,” by Gerald Strauss, guides the reader in an explanation of the history of this sledge patrol of isolated coastal regions of the country, 1940-1975. Many interesting covers are illustrated. (*The Posthorn*, No. 267, May 2011. See address of contact under Denmark.)

Iraq

“Some Overland Mail Rarities,” by Rainer Fuchs, traces the route of a cover posted at New York City and addressed to Basrah (Bassora), which traveled on the Overland Route from Haifa to Mesopotamia, 1924, and also identifies a Nairn publicity envelope. (*The Israel Philatelist*, Vol. 62, No. 4, August 2011. Journal of the Society of Israel Philatelists, Inc., Sec. Howard S. Chapman, 28650 Settlers Ln., Pepper Pike OH 44124.)

Italy

- “Il vaglia postale in Italia (dalle origini in epoca napoleonica fino all’unità d’Italia),” by Valter Astolfi, discusses the origins and workings of the money order system, and illustrates French forms used during the Napoleonic Period, as well as forms used in Sardinia, Lombardy-Venetia and the Kingdom of Italy, 1809-1862. (*Cursores*, No. 13, September 2010. See address of contact under Austria.)
- “Il Collettore di Costermano,” by Luigi Cataldi, looks at the history of the rural postal service which served these small towns and reproduces the Instructions for Letter Collecting Agency Services (1879), and the form for nominating a rural letter carrier (1872). (*Storie di Posta*, Vol. 4, November 2011. Rivista della Accademia Italiana di Filatelia e Storia Postale, C/o C.I.F. srl, Via Santa Maria Valle 5, 20123 Milano, Italy.)
- “1889-1891: Bolli per le nuove collettorie e per quelle esistenti che hanno avuto variazione di classe o servizio (Seconda parte),” by Alberto Longinotti, continues his discussion of northern Italian letter collecting offices, when they were opened, the services they rendered including registration, and the special datestamps utilized. (*Bollettino Prefilatelico e Storico Postale*, No. 163, February 2011. See address of contact under Dodecanese Islands.)
- “La partecipazione della Regia Marina nelle trasvolate transatlantiche dal 1930-1933,” by Alessandro Arseni, introduces the reader to the fact that without naval support the transatlantic flights of Italo Balbo and his squadrone of sea-planes, could not have been made. (*Posta Militare e Storia Postale*, No. 119, March 2011. Rivista dell’Associazione Italiana Collezionisti Posta Militare, President Piero Macrelli, CP 180, 47900 Rimini, Italy.)
- “Saseno: Un’isola albanese per trent’anni occupata dell’Italia,” by Valter Astolfi, gives the history of this small island in the Adriatic Sea, about 15 kms. from Valona, and illustrates a variety of postal markings utilized from there, 1914-1943. (*Cursores*, No. 14, July 2011. See address of contact under Austria.)
- “La posta verso la madrepatria degli italiani a Creta ed in Egeo dopo l’armistizio dal 1943, Prima parte,” by Valter Astolfi, speaks to the general history of the Italian and German military posts on Crete and provides a list of German feldpost numbers used on Crete. “Seconda parte” discusses the postal history of the Italian and German military posts on Rhodes and other nearby Dodecanese Islands, and identifies the feldpost numbers of those units on Rhodes, Leros and Cos. (*Posta Militare e Storia Postale*, No’s. 119 and 120, March and May 2011. See address of contact under fourth entry for Italy.)
- “Regno di Vittorio Emanuele III, Lugotenenza e Regno di Umberto II: Tariffe, affrancature, carte valore e oggetti postali dal giugno 1943 al giugno 1946, Prima parte: Dal giugno 1943 al febbraio 1944,” by Luigi Sirotti, starts off with a map of the Allied invasion of Sicily and Italy, with a timeline of the advances, discusses the posts in Sicily during this period of upheaval, and illustrates censor markings employed. “Seconda parte, dal giugno 1943 al 10 febbraio 1944” continues with maps showing Sicily and Southern Italy divided into three regions and the advancing battle lines across the peninsula, postal tariffs in force, and illustrates correspondence exchanged between the regions and a few foreign countries. (*Posta Militare e Storia Postale*, No’s. 119 and 120, March and May 2011. See address of contact under fourth entry for Italy.)

Japan

“The Earliest Cover Sent by French Paquebots Bearing Only a Japanese Stamp,” by Lee C. Scamp, discusses a cover franked with a 12 sen stamp which was bagged for transport to Switzerland by French steamer via Marseille in 1878. (*Japanese Philately*, No. 387, April 2011. International Society for Japanese Philately, Inc., Back Issues Manager Lee R. Wilson, 4216 Jenifer Street, N.W., Washington, D.C. 20015.)

“Postmark Watch,” by Charles A.L. Swenson, ruminates on several subjects: (1) a new type of Maruichi Variation, (2) a previously unrecorded Kobe paquebot marking, (3) an “Advertised” ellipse reported for Nagasaki, and (4) a “double circle” type of Kobe medium size, single circle datestamp with a 2 digit year, 1882-1933. (*Japanese Philately*, No. 386, February 2011. See address of contact under first entry for Japan.)

“Medium-size, Single-circle Cancellations with a 2 Digit Year: Kagoshima and Kanazawa,” by Charles A.L. Swenson, brings to the reader’s attention interesting variations of both of these datestamps and explains presumed stories behind them, 1899-1903. (*Japanese Philately*, No. 387, April 2011. See address of contact under first entry for Japan.)

“Roman-letter Postmarks Used at Niigata Revisited,” by Charles A.L. Swenson, expands on an earlier article in an effort to determine if the town datestamps were manufactured by hand carving, or cast in rubber or metal, 1896-1943. (*Japanese Philately*, No. 388, June 2011. See address of contact under first entry for Japan.)

“‘For Permission’ – Update,” by Harold Krische, adds two more covers to the total known bearing the phrase “For Permission,” required on German citizens mail addressed to foreign destinations, 1917. (*Japanese Philately*, No. 387, April 2011. See address of contact under first entry for Japan.)

Japan, Occupation of Netherlands Indies

“An Update on Timor and New Guinea,” by J.R. van Nieuwkerk, has translated and published an article from the *Timoer Sjoeho* newspaper announcing the rules and regulations governing postal services on Timor. (*Japanese Philately*, No. 388, June 2011. See address of contact under first entry for Japan.)

Lombardy-Venetia

“Quando le Ferrovie Cambiavano il Volto della Posta: Esami Postali,” by Clemente Fedele and Francesco Luraschi, opens a window on the postal history of the small Lombard town of Coccaglio, established in 1854 as a Station on the rail line, Milan to Venice. An examination of the postmaster as to his knowledge of postal rates and regulations is transcribed, as well as some correspondence with the manufacturer of the Coccaglio datestamp. (*Storie di Posta*, Vol. 4, November 2011. See address of contact under second entry for Italy.)

Madagascar

“An Unusual Postage Due letter from Sainte Marie de Madagascar: Philatelic or Not?” by Edward Grabowski, leads us on an odyssey, relating his journey of research concerning the addressee of a 1904 cover bearing a postage due stamp. (*The Collectors Club Philatelist*, Vol. 90, No. 4, July-August 2011. See address of contact under General - Ephemera, ...)

Malta

“Malta: Quarantine in the 17th Century,” by V. Denis Vandervelde, provides evidence that there was probably no lazaret in Malta to quarantine people or their goods before 1666. (*Pratique*, Vol. 35, N. 3, Winter 2011. See address of contact under Cyprus.)

Mexico

“Pre-WWII - Small Event Censorship - Mexico 1924,” by Dann Mayo, reviews censorship practices during the Mexican revolution of 1923-1924, and provides background to historical events. (*Civil Censorship Study Group Bulletin*, No. 171, July 2011. See address of contact under Cambodia.)

Netherlands

“The Monastic Mailman.” (See under Germany.)

“Cancels from the French Masson Company for the Dutch Mail, why Produced, Intended for which Offices, and Used till when? Part 3,” by Hotze Wiersma, in collaboration with H.J.W. van Kesteren, translated by Ben H. Jansen, discusses the story of Het Loo or Apeldorn postmarks, the canceling devices delivered by Masson, the intaglio wax-seal handstamps, provides a map of Holland divided into three Rayons, and discusses the implementation of the 1809 Franco-Dutch Postal Convention. (*Netherlands Philately*, Vol. 35, No. 4, March 2011. American Society for Netherlands Philately, Secretary Jan Enthoven, 221 Coachlite Ct. S, Onalaska, WI 54650.)

Palestine

“The Cart before the Horse,” by Jesse Spector, Robert Markovits and Rabbi Harold Salzman, leads the reader through an odyssey of research in order to find the meaning of the term “Palestine Party” imprinted on a cover from Binghamton, New York, addressed to London, and forwarded to Damascus in 1890. (*The Israel Philatelist*, Vol. 62, No. 4, August 2011. See address of contact under Iraq.)

“Ein Harod, A Mandate Palestine Postal History Study,” by Yechiel M. Leheavy, stimulates the author to discover the reason for the town datestamp on a cover to be different from the town indicated on its registration label, and leads to illustrating most, if not all, the datestamps of Ein Harod and Kefar Yehezkel, 1927-1948. (*The Israel Philatelist*, Vol. 62, No. 6, December 2011. See address of contact under Iraq.)

“Paper Shortage in Palestine, Pseudo-Airmail Covers, Part 2,” by Leslie A. Bard, reviews covers which appear to have been flown by air mail, and their postage rates during a period of a paper shortage, 1941-1943. “[Part 3]” continues his analysis focusing of mail addressed to foreign destinations, marked to travel by airmail, but only prepaid with stamps with less value than the airmail rate, 1944-1947. (*The Israel Philatelist*, Vol. 62, No’s. 5 and 6, October and December 2011. See address of contact under Iraq.)

Poland

“Use of Fractionals in the Lublin District of Poland: 1918-1919,” by James Mazepa, shows how bisected Polish stamps were tolerated because they were needed to make up the proper postage rates on mail. (*The Collectors Club Philatelist*, Vol. 90, No. 4, July-August 2011. See address of contact under General -Ephemera, ...)

“Lo smembramento della Polonia, Seconda parte,” by Ivan Cacitti, continues his discussion of the dismemberment of Poland, its absorption into Germany, and the impact upon the posts, 1939-1945. (*Posta Militare e Storia Postale*, No. 119, March 2011. See address of contact under fourth entry for Italy.)

“Ghetto Mailman - Warsaw Ghetto,” by Justin Gordon, relates the heart rending, difficult story of a ghetto mailman, as written by one who delivered the mails during 1940-1943. (*The Israel Philatelist*, Vol. 62, No. 5, October 2011. See address of contact under Iraq.)

Roman States

“Storia postale della provincia di Rimini dello Stato Pontificio al Regno d'Italia,” by

Stefano Ceccaroni, studies the stamps and postal markings of the Province of Rimini from 1859-1861, including those utilized by the Provisional Government. (*Cursores*, No. 14, July 2011. See address of contact under Austria.)

“I difficili rapporti postali tra Stato Pontificio ed Austria, 1859-1870.” (See under Austria.)

“Stato Pontificio: Seconda emissione (1867),” by Vito Salierno, examines the second issue of the Roman States, denominated in Centesimi and Lire, (100 Centesimi = 1 Lira). Many interesting covers are illustrated and described as well as providing a listing of 24 known covers or fragments bearing the rare 3 cent. gray stamp. (*Cursores*, No. 13, September 2010. See address of contact under Austria.)

Russia

“A Fresh Look at the Tiflis Town Post,” by Howard Weinert, has translated the published “Rules for the Tiflis town post and for the home delivery of magazines and newspapers,” which forms the basis for the premise that a postage stamp was issued for this local post, 1858. (*Rossica*, No. 156, Spring 2011. See address of contact under Finland.)

“ROPiT + Odessa RR = R.O.P.T.O. Zh.D.,” by V.G. Levandovskiy, translated by David Skipton, discusses the background and usage of some rare double oval railroad station markings associated with the ROPiT steamship line, 1870s-1891. (*Rossica*, No. 156, Spring 2011. See address of contact under Finland.)

“A Dot Cancel Cover to North America,” by John D. Myke, illustrates an unusual 1873 cover addressed to Ludlow, Vermont, from Rokicin, Tomasho County, Russia, franked with 24 kopeks in postage stamps, fully paid to destination. (*Rossica*, No. 156, Spring 2011. See address of contact under Finland.)

“Russia Used Abroad (WWI - Romania),” by Alexander Epstein, provides historical background to Russian assistance of Romania, a list of Russian field post offices operating in Romania, and illustrates three rare stamped covers to foreign destinations, 1916-1918. (*Rossica*, No. 156, Spring 2011. See address of contact under Finland.)

“Further Notes on Russia Used Abroad: WWI– Galicia,” by John D. Myke, adds to a previous article by Alexander Epstein by illustrating and describing three more stamped covers. (*Rossica*, No. 156, Spring 2011. See address of contact under Finland.)

Sardinia

“Il servizio postale a Cuneo durante l’amministrazione francese, 1801-1814,” by Luca Lavagnino, researches the postal history of Cuneo during the Napoleonic Period, examining the postal organization, postal markings utilized and local postal routes. (*Cursores*, No. 13, September 2010. See address of contact under Austria.)

“Trasporto posta sulla ferrovia a cavalli, Settimo – Rivarolo,” by G. Mazzuocco, relates the story of a new railway line to unite Torino with the high Canavese area. On 20 June 1866, the newly constructed trunk of Settimo - Rivarolo was opened. Later, on 28 January 1868, a Contract between the Post Office Administration and the railroad company was signed for transport of the mails. A portion of the manuscript contract is illustrated. (*Il Foglio*, No. 168, June 2011. Unione Filatelica Subalpina, C.P. 65, Torino Centro, 10100 Torino, Italy.)

Switzerland

“I timbri ovale del Canton Ticino,” by Adriano Bergemini, introduces the reader to a specialized analysis of the handstamp oval town markings distributed to mail deposit or collection agencies, 1852-1893. (*Cursores*, No. 13, September 2010. See address of contact under Austria.)

Tunisia

“North African Expansionism, 1881-1914, an Overview.” (See under France.)

Turkey

“From Mitrovitza to Medina - Ottoman Railway Postal History,” by Atadan Tunaci, edited by M. Basaran, provides background and history behind the construction of several Turkish railways, culminating with the Hejaz Railway to Medina. Several interesting covers are shown with Turkish railway markings, some not previously recorded, 1856-1918. (*OPAL*, No. 227, May 2011. See address of contact under Egypt.)

“International Postal Rates in the Turkish Republic,” by Peter A. Michalove, provides a table of foreign postal rates for a rarely written about period in Turkish postal history, 1921-1955. (*OPAL*, No. 227, May 2011. See address of contact under Egypt.)

Two Sicilies - Naples

“Regno di Napoli, Ai procacci il compito di trasportare danaro e oggetti preziosi,” by Vito Mancini, looks at the postal institution established to provide a method for transmission of money and other valuable items, within the kingdom, 1559-1861. (*Cursores*, No. 14, July 2011. See address of contact under Austria.)

Two Sicilies - Sicily

“La vera origine della Regia Correria di Sicilia e lo sviluppo del Regio Ufficio di Corriere Maggiore, Prima parte,” by Vincenzo Fardella de Quernfort, relates the true story of the origin of the Royal Couriers of Sicily, established by the noble families of Zapata and Tasso (of Thurn and Taxis fame) and from that, the development of the Royal Office of Staffed Couriers, 1520-1615. (*Sicil-Post Magazine*, No. 24, December 2011. Rivista della Associazione Nazionale di Storia Postale Siciliana, Secretary Prof. Dr. Umberto Balistreri, Via Salvatore Aldisio, 3 - 90146 Palermo, Italy.)

“Sicilia 1859-1860: Corsa da Palermo a Licata; Le officine postali di Piana, Corleone, Chiusa, Burgio, Bivona e Sambuca,” by Francesco Lombardo, provides a map of the route between these towns and discusses each of these post towns along the route, illustrating covers posted at those offices. (*Sicil-Post Magazine*, No. 24, December 2011. See address of contact under first entry for Two Sicilies - Sicily.)

Vietnam

“How to Recognize South Vietnam Naval Ship Mail,” by the late Joseph J. Cartafalsa, shows how these letters may be identified through the return address written on the letter, up through April 1975. (*Military Postal History Society Bulletin*, Vol. 50, No. 1, Winter 2011. See address of contact under fifth entry for France.)

Yemen

“Post Ottoman Cancellation Marks of Yemen, Part VI, Saudi Occupied Yemen 1934,” by Robert Waugh, illustrates and explains several covers bearing Saudi stamps, posted from Hodeidah, Yemen, and explains the history behind them. (*OPAL*, No. 227, May 2011. See address of contact under Egypt.)

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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

We have some good news to relate. Two volunteers have stepped forward to assume our two most important positions. Our host at the Columbus, Ohio, StampShow, Joseph F. Frasch, Jr., has agreed to become our new Secretary. In addition, Richard D. Martorelli will become our new Treasurer. As this message is being written in April, before our next Annual Meeting at Boxborough, Mass. on May 5, 2012, I expect that at that time they both will be nominated and elected to the Board.

That leaves only two positions open, a Membership Recruitment Chairman to work on gaining new members, and a Publicity Chairman, to publicize the Society, its Journal and its Meetings. Perhaps these two positions can be combined. The person, or persons, who takes on this job will not have to devote long hours to preparing press releases. A press release concerning future meetings, or articles published in the Journal, or Society news, consisting of half a page of text or less, should be sufficient. Just the high points. That should be easy to whip up. It needs only to be prepared and e-mailed to the various philatelic magazines once every two months. Just enough to be sure that we are on their radar. Any member interested in one or both of these positions should write to me immediately. Neither is a difficult job, but they are both extremely important for the success of the Society.

New sources of revenue are needed also. Your ideas toward obtaining this goal are welcome. I would like to get the Society on a firm financial footing, with several years worth of journal printing costs in the bank. Then, perhaps we can embark upon publishing postal history works. As mentioned in my February Message, we have not published any works in addition to the *Journal* since Ernst Cohn's translation from the original German language of Paolo Vollmeier's *Forged Pre-Adhesive Postmarks of the Old Italian States, Especially the Territory of Venice*, back in 1979. I have no doubt there are authors among our members who would like to have their studies published by the Postal History Society.

One of our ongoing projects is to create and update a cumulative Index to the *Postal History Journal*. That may be facilitated now through the use of digital technology. Some years ago, Director Steve Washburne created and published a comprehensive Index for the period 1957 through 1993. That was later updated and expanded for the period 1957-2003, on a high density 3.5 disk, in ASCII or Word Perfect formats. Now, Director Gary Loew has agreed to look into what can be done digitally to further the project. More on this later. Stay tuned!

As mentioned in my February Message, Wade Saadi, President of the U.S. Philatelic Classics Society, has invited the members of the Postal History Society to join with them in attending the Postal History Symposium at APS Philatelic Center in Bellefonte, Pennsylvania, on the weekend of November 2-4, 2012. This will be the Seventh Annual Postal History Symposium. This year's topic will be "Blue & Gray: Mail and the Civil War."

As mentioned on the APS website, "The Symposium will include one and a half hour

morning and afternoon sessions on both Friday and Saturday with four papers presented in each session. This allows time between sessions for viewing the invited stamp and postal history exhibits, purchasing stamps, covers and ephemera from the philatelic dealers, using the American Philatelic Research Library and other APS services and conversing with fellow attendees.” We are also hosting a members meeting, with a speaker (to be announced). Many of our members attended the 2009 Symposium, and found it both interesting and educational. I encourage all our members to mark these dates on their calendar and make plans to attend. The opportunity to use the facilities of the Research Library just adds to the value of attending these sessions.

Finally, I would like to thank our advertisers in the *Postal History Journal*. We appreciate their advertisements and encourage our members to do business with them, whenever possible.

Corrigenda

“Ticonderoga P.O. Mural” *PHJ* 151: Paul G. Zimolka is now postmaster at Ticonderoga (Linda Osborne retired in 2009, after this article was written). For questions about the mural, Mr. Zimolka can be contacted at the post office, NY 12883.

“Addressee an ‘American Dreyfus’” *PHJ* 150: Hans Kremer had noted that the *Acquitania* would be sailing from New York on December 14, and followed up with the observation that she was an Atlantic vessel, and unlikely to have sailed to Seattle at all. Author Jesse Spector concurs that the correspondent indicating the letter should go “via the S.S. Aquitania” was wrong, and some other vessel must have been involved.

Membership Changes by Kalman V. Illyefalvi

New Members

- PHS 2346 Tom Stanford, 78 Rigby Road, Lancaster, MA 01523-1702
PHS 2348 Russell D. Stichler II, 1014 N. Front Street, Sunbury, PA 17801-1124. British Caribbean, Germany & Colonies.
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PHS 2116 Alexander Weintraub, 31 Overlook Dr., Southborough, MA 01772-1252.

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PHS 0942 V. Denis Vandervelde
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- PHS 2161 Harvey Mirsky



Now Available: the Digitized *U.S. Postal Bulletin (Postal Bulletin)* announcement by Tony Wawrukiewicz

The Daily Bulletin of Orders Affecting the Postal Service, later *The Postal Bulletin*, and still later just *Postal Bulletin (PB)* and for the proposes of the web site, *U.S. Postal Bulletin*, was and is a publication of the Post Office Department (POD) and later the U.S. Postal Service (USPS). The purpose of this publication, which first appeared in March of 1880 and continues until the present, was/is to itemize and explain in great deal the services the Postal Service provides, to communicate the location of these services throughout the country, and to communicate the internal business of the Postal Service.

For decades the *U.S. Postal Bulletin* was published daily except Sundays and holidays, now every two weeks. Over the years this publication has produced well over 60,000 pages of content, content that this web site makes readily available to the philatelic public. It is an incredible resource for a person who wishes to understand POD operations and policies, locations for its services, types and rates for services, processes by which it functions, etc. In other words it is a voluminous source of research information.

The Postal History Society, thanks to an anonymous donation, was one of the supporters of this initiative which has universal access. Users will find a fully searchable digitization of the *U.S. Postal Bulletin*. They will be able to submit simple or complex inquiries, including “full text” searches, as every word in each issue has been OCRed.

For example, one will be able to search all these lists by any individual city and state: Post Offices Established, Post Offices Discontinued, Postmasters Commissioned, Post Office Names and Site Changes, Post Office Names Changed, Post Office Sites Changed, PO Supplied by RFD, Superseded by RFD, Were RFD, now Discontinued, RPO Service Changes, RPO Services Established, RPO Through Registered Pouches, Railroad Services Changed, Railroad Service Established, Railroad Service Established-Discontinued-Changed, Electric Car Services Established, Changes in Star Schedules, Electric Car Service Changes, Mail Messenger Services Established, Mail Messenger Services Changed, Mail Messenger Services Discontinued, Fraud Order, Special Service Changes, Special Services Discontinued, Steamboat Services, Through Registered Pouches, Inner Registered Sacks, Stations and Branches, etc, etc.

But these numerous tabulations only represent a part of the invaluable information hidden in this resource. For instance all the rate changes tabulated in the Domestic and International rate books of Wawrukiewicz and Henry Beecher are located there, as are the rules and regulations for all special services. Beginning circa 1925, first-day information and stamp descriptions became available. Information concerning the Universal Postal Union, CAM and FAM routes, first-flights, the Permit process, free franking, the international parcel post, official mail services, interrupted mail, and much more.

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WORLD RECORD for MONGOLIA: At our April 20 auction, lot 20120. ULYASUTAI: 1916 Envelope sent insured to Peking, franked with Arms 10k and 35k plus Romanov 50k, the only known example of an insurance label from Ulyasutai, only seven covers with Romanov franking recorded by Hellrigl, this being the only one from Ulyasutai. Sold at EUR 408'000.

