

Postal History Journal



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JUNE 2015

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**The Postal Network
Shapes Western Canada**

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Multiple Instances of U.S. Postage Due

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**Post Offices of the
Pincher Creek District, Alberta, Canada**

Postal History Journal

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CONTENTS © Copyright Postal History Society 2015

RESEARCH FEATURES

| | |
|--|----|
| HOW the POSTAL NETWORK SHAPED WESTERN CANADA | |
| by Gustavo Velasco | 2 |
| POSTAGE DUE - NOT JUST for INSUFFICIENT POSTAGE | |
| by Richard D. Martorelli | 15 |
| POST OFFICES & SURVIVAL: A Case Study of the Pincher Creek District, Alberta, Canada | |
| by Dale Speirs | 25 |
| COVER ILLUSTRATION | 45 |

REVIEWS & COMMENTARY

| | |
|---|----|
| AMERICAN POSTAL HISTORY in OTHER JOURNALS by Douglas N. Clark | 35 |
| FOREIGN POSTAL HISTORY in OTHER JOURNALS by Joseph J. Geraci | 47 |

SOCIETY FORUM

| | |
|--|----|
| PRESIDENT'S MESSAGE, Joseph J. Geraci | 62 |
| POSTAL HISTORY SOCIETY OFFICERS and BOARD of DIRECTORS | 46 |

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How the Postal Network Shaped Western Canada

by Gustavo Velasco

Post Offices and Economic Growth

The growth of the postal system in Canada illustrates the importance of communications but also economic growth. Analyzing developing countries, Charles Kenny notes that it is possible to estimate GDP growth through the volume of letters.¹ If we take nineteenth-century Canada as a new developing country, we find a very strong correlation between the number of letters per capita and the value of GDP per capita ($R^2=0.96$ See Figure 2). This is consistent with the world postal revolution that was taking place during the second half of the nineteenth century. For Europe, Albert Carreras and Camilla Josephson estimated that the number of letters grew at 5.1 per cent in thirteen European countries and that figure, they claim, was an illustration of market integration and growth.³

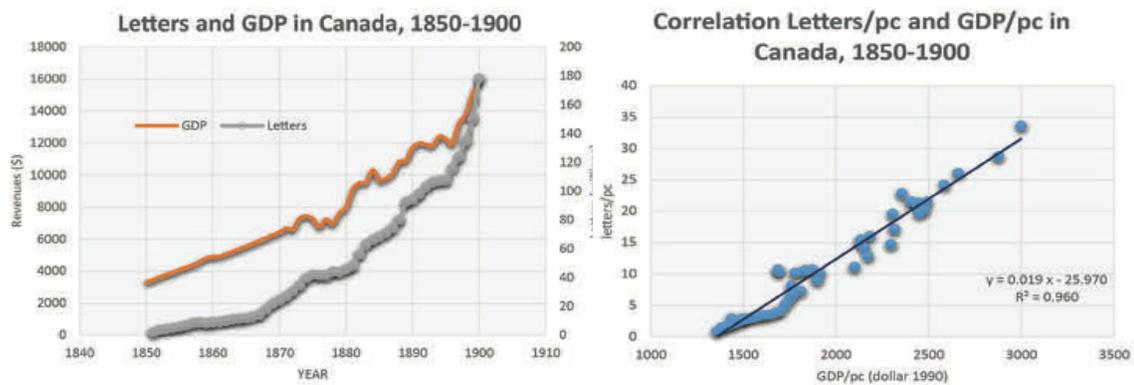


Figure 1: From *Canada Year Book* and *Maddison, The World Economy, 184, 194*.²

Figure 2: From *Sessional Papers* and *Maddison*.

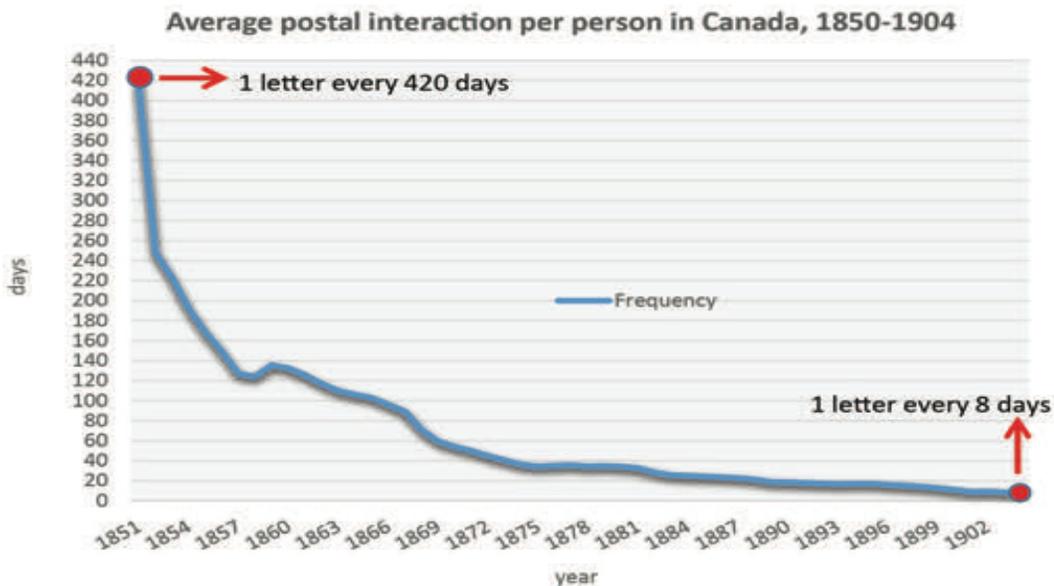
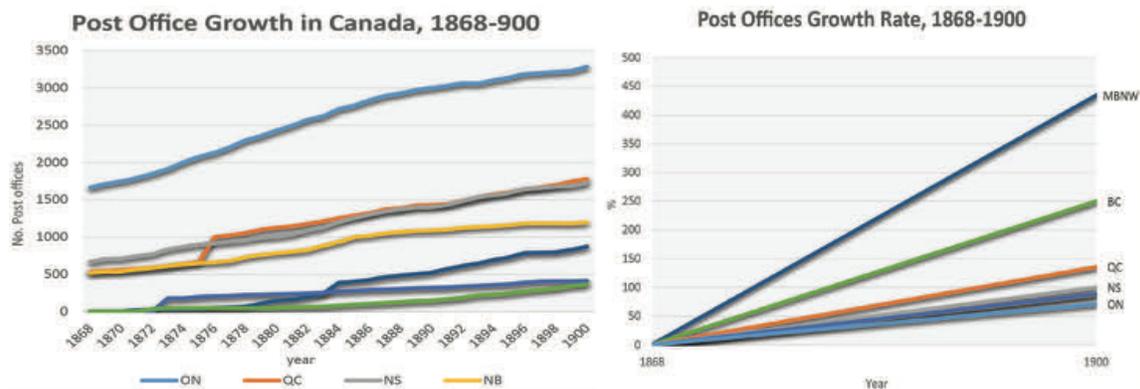


Figure 3: *Mail Frequency in Canada. From Sessional Papers, 1867-1900, Canada Year Book and Historical Statistics of Canada.*

Another form to understand the postal revolution is to analyze the frequency people interacted with the postal system sending or receiving mail. As Figure 3 shows, in 1851 in

Canada people sent or received mail on average every 420 days. By Confederation it was reduced to 100 days and by the end of the nineteenth century, people sent or received post every nine days. Several factors might explain this important transformation: the number of post offices that by the end of the century had spread over the territory, population increase via immigration and natural growth, the extension of postal routes following the railroad lines, the popularity of the mail as a mean of communication “for the masses”, and as Kenny observes, the increase of GDP. Another possible observation is to incorporate to the latter evaluation, as I did above, the increase in GDP per capita which illustrates the improvement of the condition of life of the population through, among other factors, literacy and urbanization. The popularity of the post and the extension of the network over a large territory were the essential tools of state control over space.



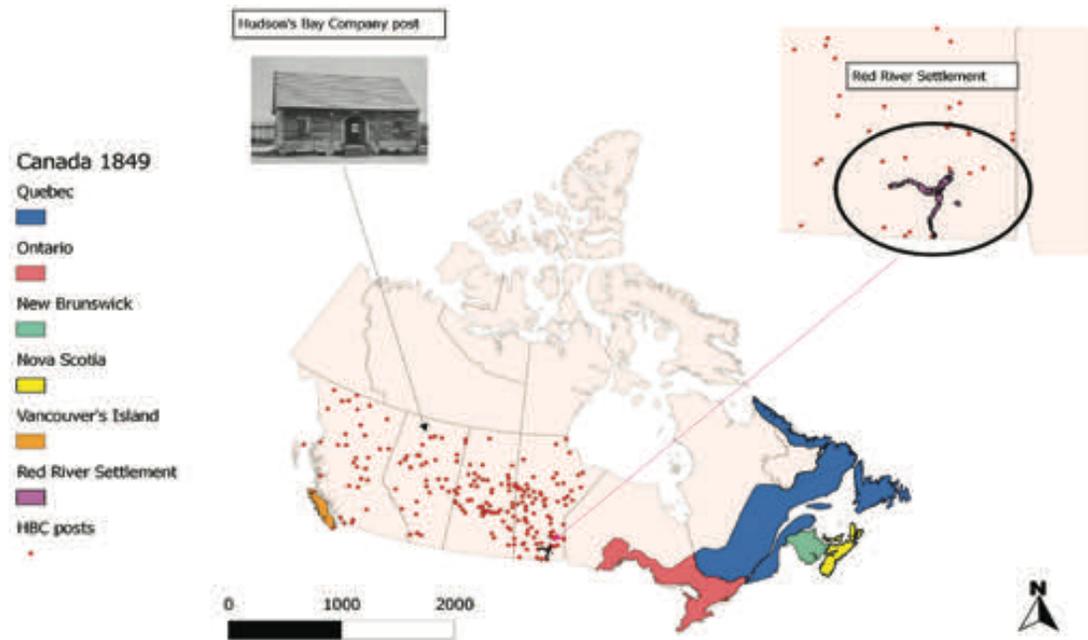
Figures 4 & 5: Data extracted from the Report of the Postmasters General of Canada in Sessional Papers, 1867-1901.

Figures 4 and 5 show the dimension of the expansion of the postal network by provinces. As the main provinces in the Dominion, Ontario and Quebec provided the biggest number of post offices opened in the period, but both provinces had a long tradition of postal services even before Confederation. If we analyse the growth rate of the postal system instead of the number of post offices opened, the result is more indicative of the importance of Western Canada after Confederation. While Ontario’s post offices grew about 50 per cent from 1867 to 1900, Manitoba and the North West Territories grew almost 450 per cent and British Columbia 250 per cent for the same period. What these figures illustrate are the importance of the post office as a main institution for both settlers and government. Settlers maintained an increasingly important medium of communication and the state addresses its own needs by providing a system that reinforced spatial authority and organization. In this form, state administered post offices encouraged a faster communications networks and thus opened the conditions for a bigger market for news and goods.⁴ The postal system arranged the economic space and integrated distant markets with the centre.

The Cost of Spatial Control

The formation of the Canadian modern state from the 1850s to Confederation and from 1867 to 1900 marked a radical spatial transformation. In 1850, Canada comprised a small territory concentrated mainly in the east coast. The Provinces of Ontario, Quebec, Nova Scotia and New Brunswick in the east, the colony of Vancouver’s Island in the Pacific and the Red River Settlement alongside the Red and Assiniboine rivers formed the British North America domains. The Hudson’s Bay Company (HBC) maintained control

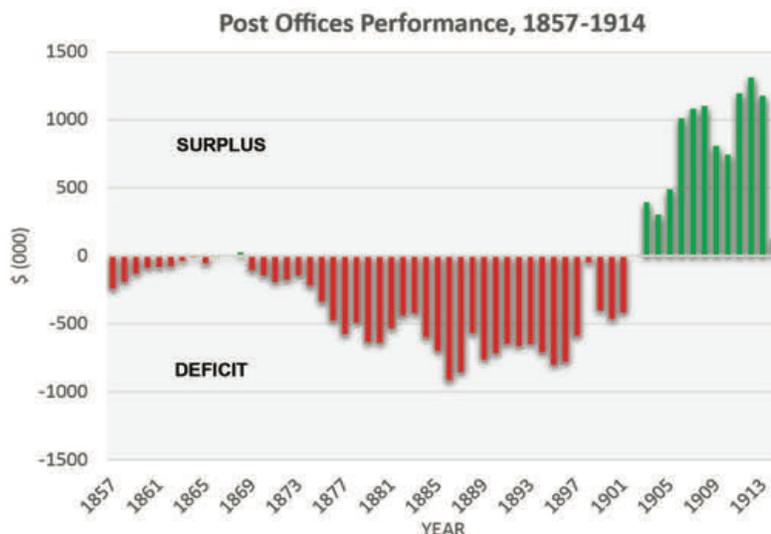
in Rupert's Land and the North-West Territories through a series of posts disseminated across the territory (Figure 6). By 1900, the Canadian state exercised control over the whole territory. Land had been divided and large extension allocated to the CPR, HBC and different land companies. An important extension of land has also been allocated to settlers. The economic enterprise of forming this extended state was costly indeed. This part analyzes the economy of nation building through the expansion of the postal network.



Source: Own design based on HBC post maps and National Atlas Maps, Natural Resources Canada

Figure 6: Author's design based on HBC post maps and National Atlas Maps, Natural Resources Canada.

The real dimension of the economic enterprise of building the nation can be seen from the expenditure of the postal system from 1857 to 1914 as Figure 7 shows. Except for an unusual surplus shortly after Confederation, the rest of the period the postal system produced deficit. This was normal business in a period of great territorial expansion as the Post Office Department had to provide the necessary funding for the salaries



of postmasters and other officers involved in the everyday maintenance of the system. As more post offices opened, more postal routes were incorporated.

Figure 7: Surplus and deficit in the Canadian postal system. From Sessional Papers 1926 and Yearbook of 1868.

This expansion demanded important expenditures as postal routes were under private contractors. As Figure 8 illustrates, the portion of the Federal Budget destined to cover the cost of the operation of the postal network was very important. In 1867, 7 per cent of the budget was directed to the operation of the postal system reaching more than 10 per cent by the end of the nineteenth century. It is important to note that new buildings destined to become post offices were in the sphere of the Department of Public Works which, if we include those new and costly buildings, especially after the 1880s, the cost of maintaining the postal network increases substantially.

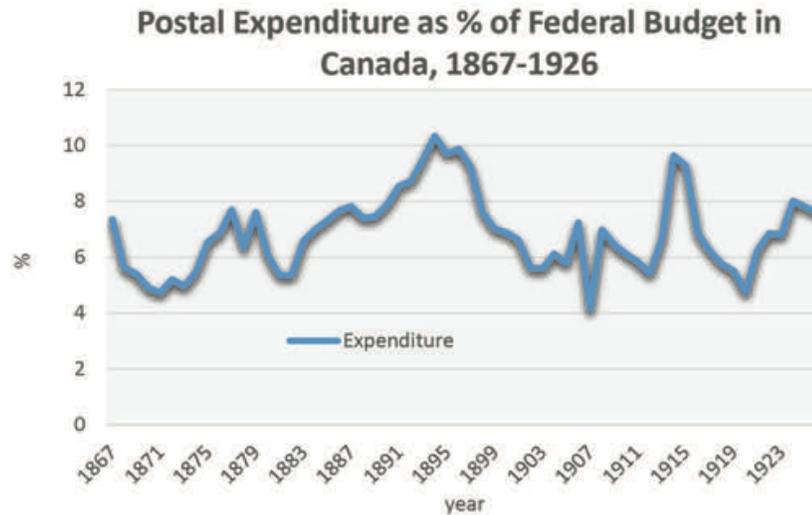


Figure 8: Federal Budget from *Historical Statistics of Canada, Series H1-18. Federal government, budgetary revenue, by major source, 1867 to 1975. Postal expenditure from Sessional Papers 1926 and Yearbook of 1868.*

Post Offices and Nation Building

Canada had long established a postal service in Ontario and Quebec as well as in the other provinces before Confederation but the Post Office Act of 1867 sanctioned in the First Parliament set the basis for the administration of the postal service in the new Dominion. Once Manitoba became a province in 1870 and the Dominion Lands Act of 1872 organized the administration of public land in the west, the expanding location of post offices increasingly connected scarce dots of settlements into the realm of state organization. The Postmaster General was the main figure in the administration of the postal service and had the power to organize the regional or provincial administration. The Postmaster General among other tasks had the authority to open or close post offices and to appoint postmasters. Postmasters received a government salary and a commission according to the operation of the post office. Mail routes were allocated to private contractors.⁵

The Post in Western Canada

The location of post offices was very sensitive to the location of settlers since the initial settlement of the Red River. An editorial published in 1860 in the *Nor'Wester*, the first newspaper opened in the region, warned local authorities about the lack of communications. The report complained that “[t]he time seems to have come when our post Office system should be organized. The simple machinery that has hitherto preva[i]led is not sufficient to meet the conveniences or wants of the place.”⁶ The complaints continued even after Manitoba became a province in 1870 as an editorial published in the *Manitoba Free Press* in 1874 stated. The article among other issues said that “[I]n our intercourse with the new settlers, we found an almost common complaint on the want of post offices

and postal facilities...It must be as apparent to Governments as to all others, that nothing has a more healthful influence in promoting settlement in a new country than good postal accommodation."⁷ If the press unveiled local concern, no less important was the perception postal inspectors observed. As settlements expanded to the West, the federal government sought to organize its domains by establishing a network of post offices distributed according to settlers' necessities. In the Annual Report of 1879, the Postmaster General described the relationship between settlements and post offices:

The impulse given last summer to the settlement of the unoccupied lands in Manitoba and the contiguous sections of the North-West Territories, rendered it necessary to send the Chief Post Office Inspector to that part of Canada, to ascertain by personal examination and enquiry what was required to give such postal accommodation as might be needed by the new settlements, and to organize accordingly the new Post Routes and Post Offices found to be necessary.⁸

The Post Office Inspector reporting about the needs of the Western settlements also established the connection between settlements and the postal service:

The circumstances of this part of the Dominion are so constantly changing, the population is scattered over such a vast area, and the progress of the settlements so rapid, that it is difficult, if not impossible, to foresee what provision it will be desirable to make for the extension of the postal service during the coming year. Much will of course depend on the number, extent and direction of the various new settlements in regard to which even the most careful estimates may be at fault.⁹

What these fragments suggest is that post offices opened where settlers were already established. Thus, following the location of post offices it might be possible to estimate with more precision where and when immigrants homesteaded; which areas were populated; which others became urbanized over time or which were the roles of railroads and post offices.

Post and Railroad in Time and Space

Figure 9 renders, in ten frames, post office locations alongside the evolution of the extension of the railroad network in time and space, providing the elements to analyze the dynamic of settlement in Western Canada. In 1853, only one post office administered the information between the Red River Settlement and the rest of the world. The post office controlled the flow of information between Fort Garry, where the HBC's had its administrative centre of operations in the west, and the Hudson's Bay where the HBC controlled its operations. By 1870 post offices were opened in the Red River, north of Winnipeg and to the west along the Assiniboine River. In 1871, the Canadian government made an agreement with the United States to deliver Manitoba's mail through Pembina three times a week marking an important advance in the communication network as mail that frequently took six months to be delivered through the HBC would take ten days to reach Ottawa through the United States.¹⁰ By 1875, post offices opened alongside the Assiniboine River following a predictable pattern as old settlements had existed in the area for several years. The graphic also shows a spread into the southern part of the province following the course of the Red River but most importantly, old settlements

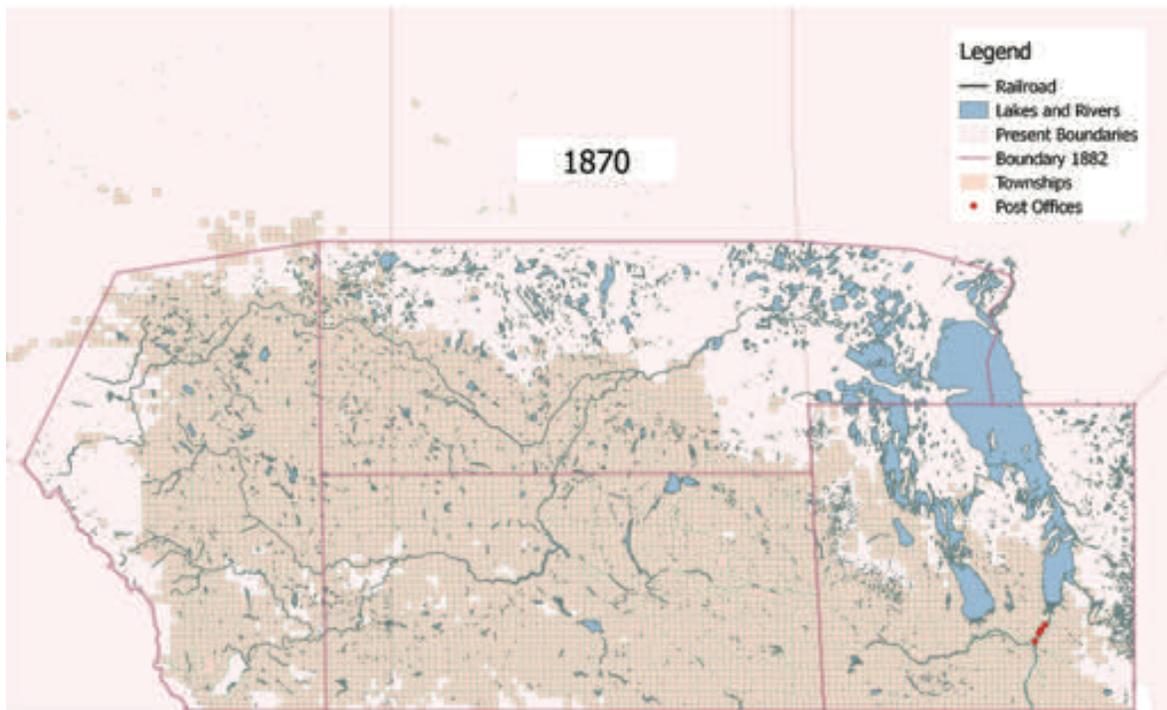
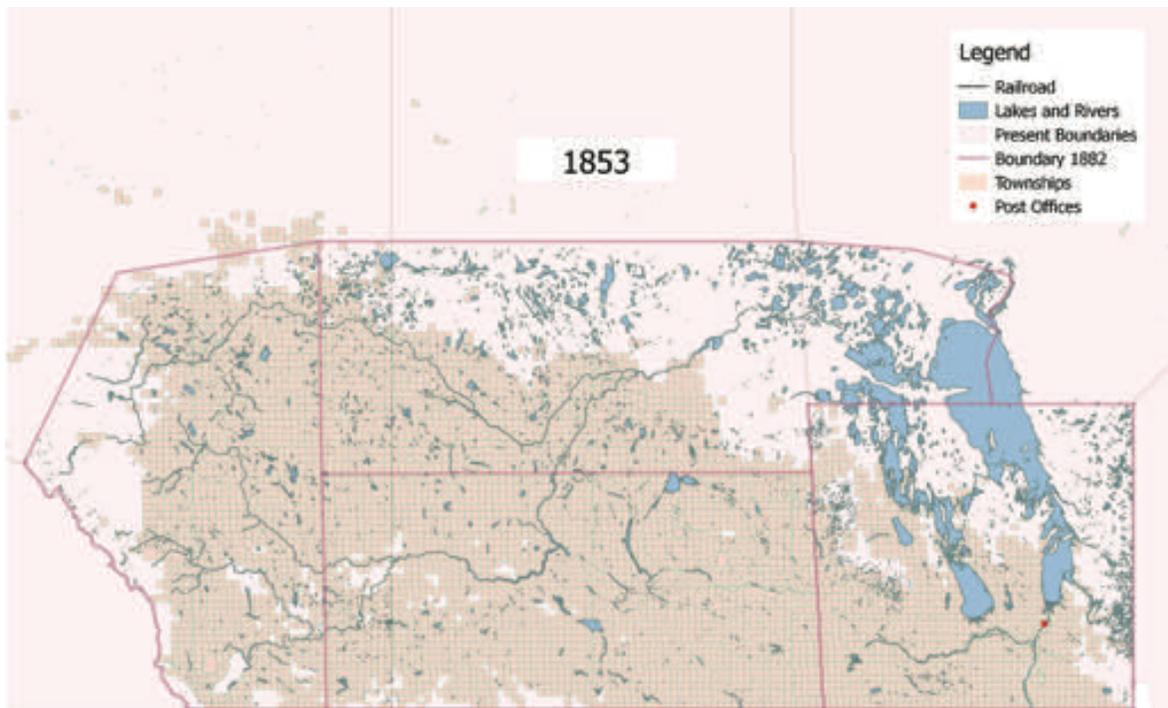
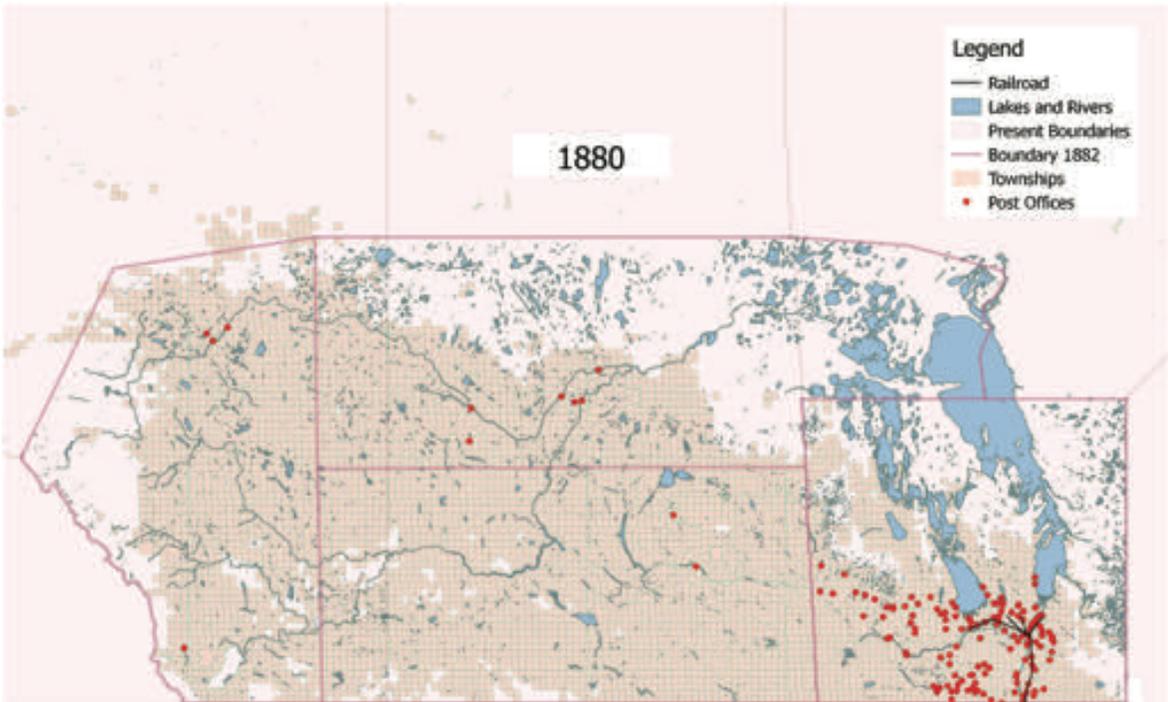
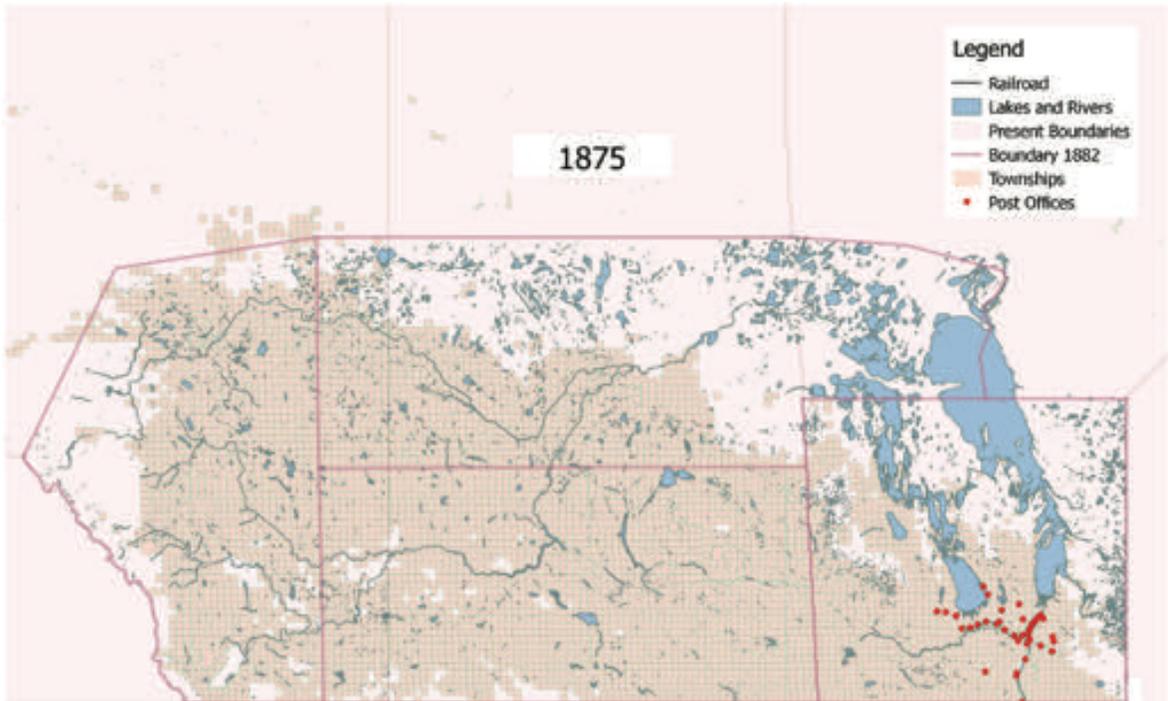
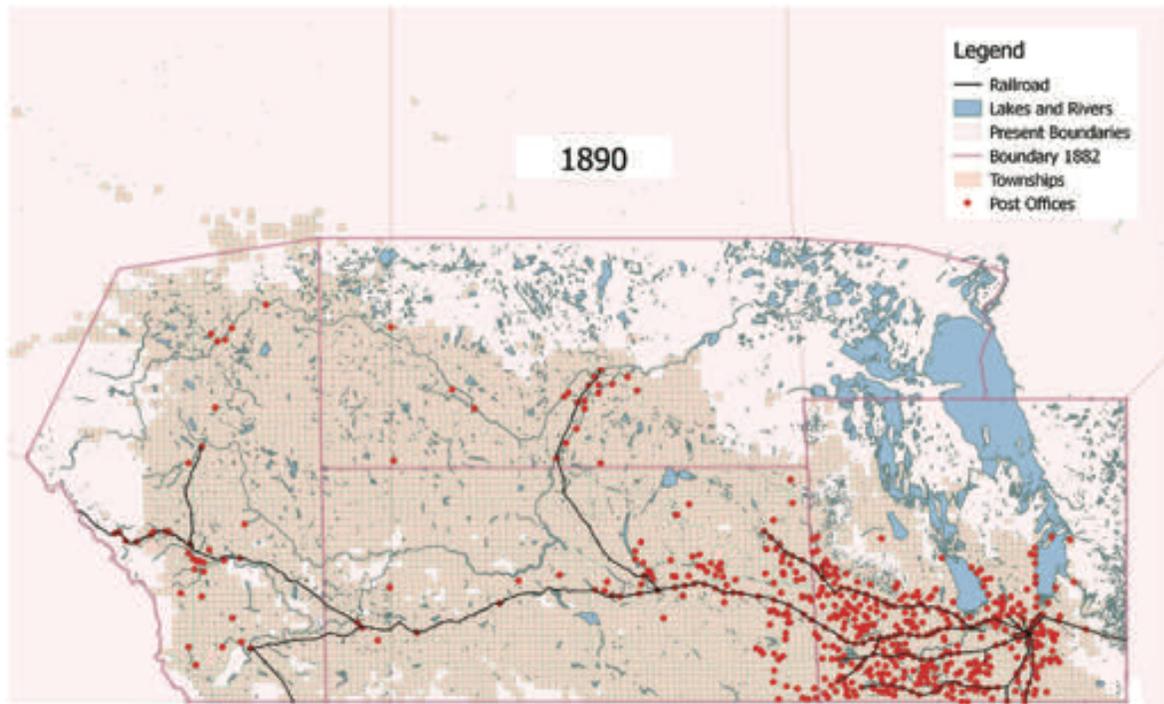
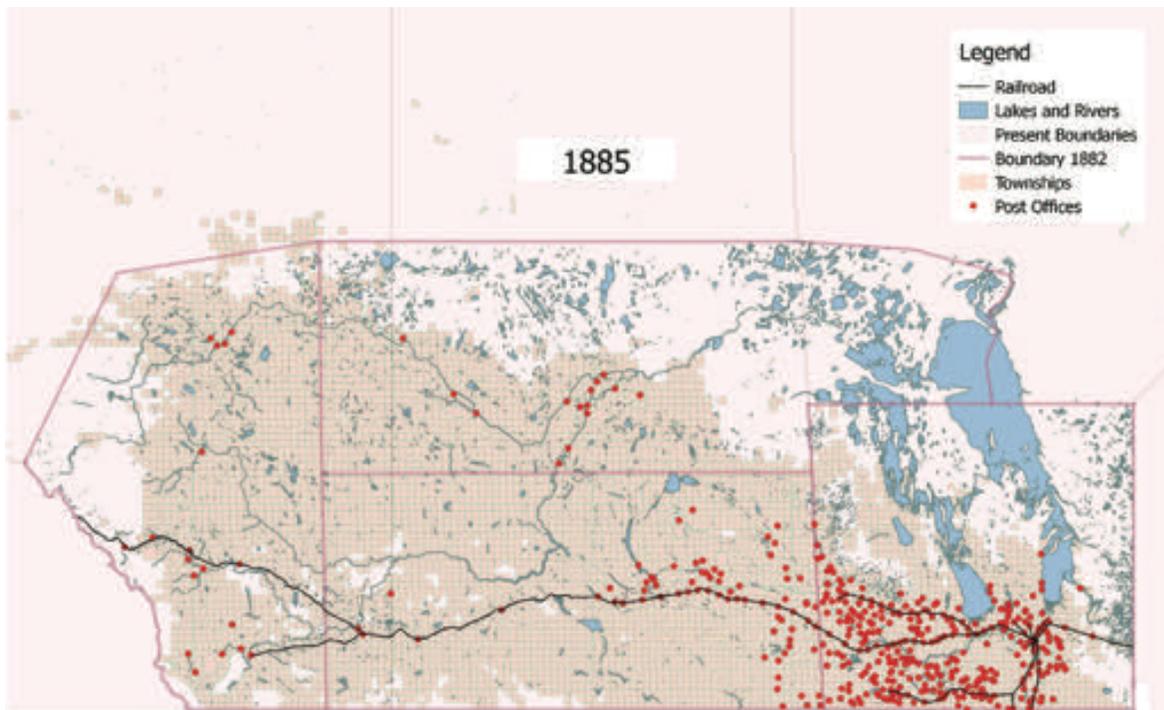
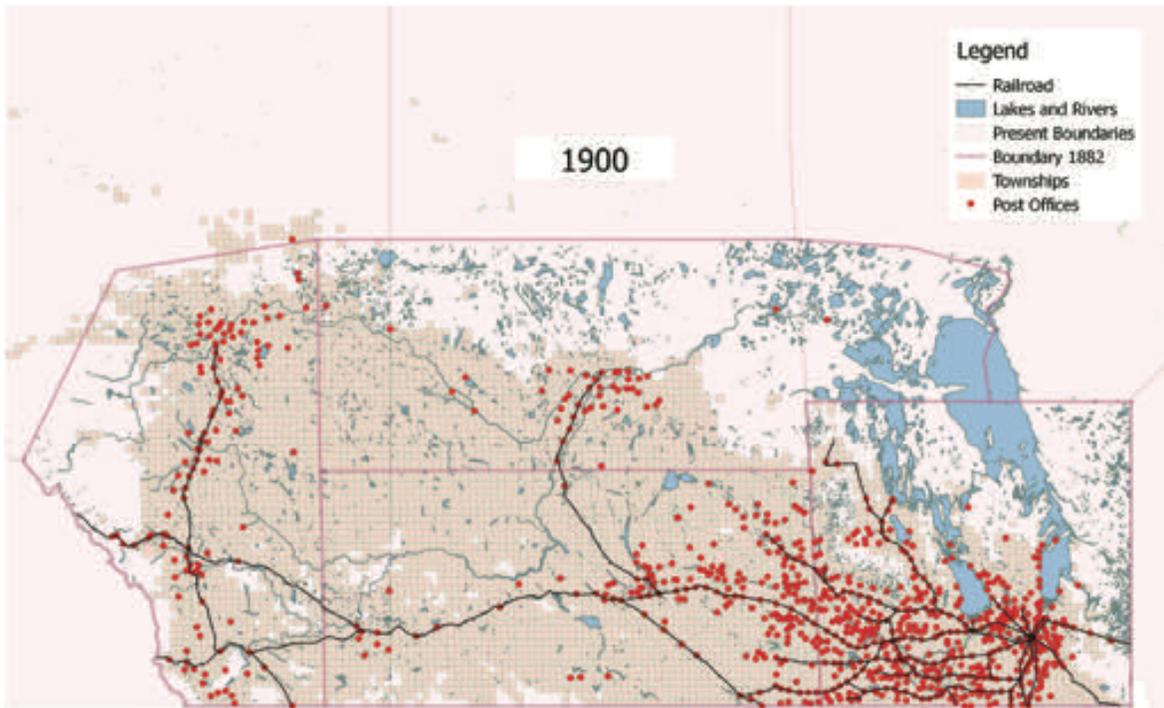
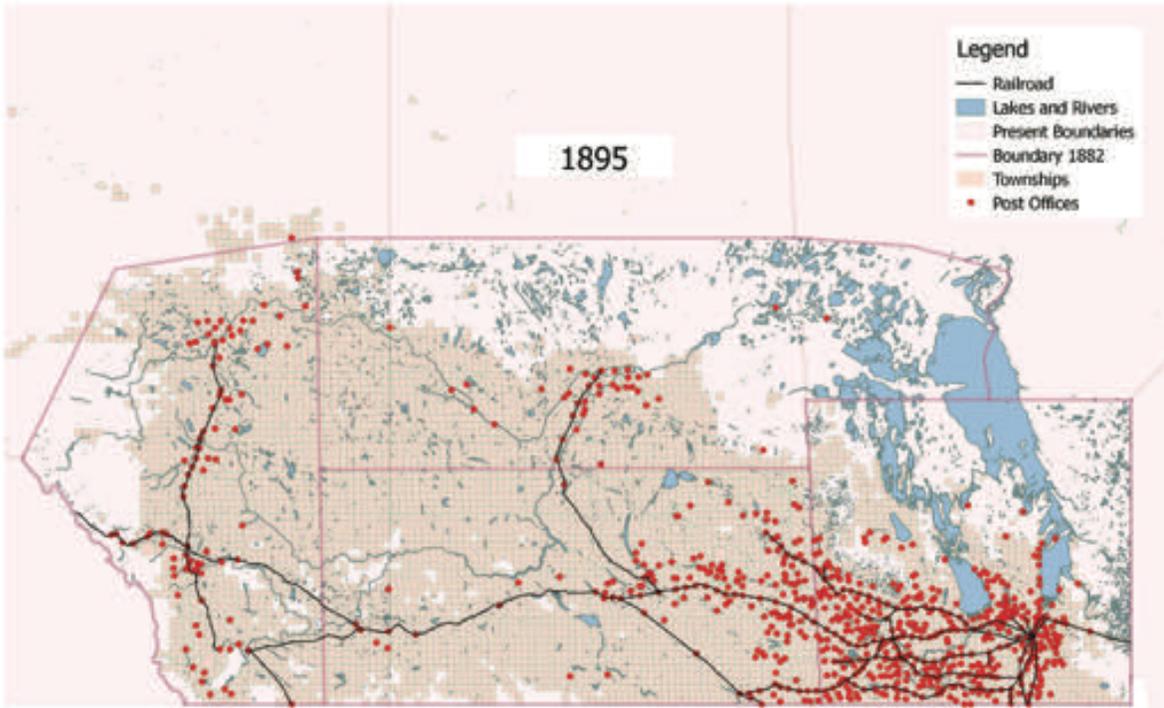


Figure 9 (also pages 8, 9, 10): Time series map of post offices and railroads. GIS author's design based on collected data (see text).







north of Winnipeg continued growing and as such, the number of post offices in the area increased.

In 1878, the first railroad line connected the town of Selkirk with Winnipeg. The line extended to Pembina into the American border in 1879. The establishment of the first railroad line in the new territory changed the speed of the flow of information between the Red River and Ottawa as a daily postal route accelerated the connection with the federal government. In terms of business activity, merchants did no longer rely on cart transportation or steamers exclusively to receive their supplies; the railroad increased business between the wholesalers in the East and Winnipeg.¹¹

By 1880, the expansion of post offices through southern Manitoba and west of the province suggest that the frontier of settlement was moving toward the projected railroad network. Maps that publicized the railroad projected lines appeared to influence the settlement of new farmers. The movement of the frontier of settlement was sensitive of the publicized advance of the railroad network as it appeared in maps included in pamphlets and other pieces of information aimed at luring potential settlers to move westward. As the graphic shows, the opening of new post offices into the actual province of Saskatchewan followed the projected railroad line.

In 1883, the railroad reached Calgary and by 1885, the transcontinental railway was a reality connecting the East with Vancouver. The following fifteen years show a slow railroad development in Saskatchewan and Alberta; yet, the track laid the foundation for future development and a number of branch lines connected promissory towns with the Canadian Pacific Railway (CPR) main line. A branch line connected Saskatoon and Prince Albert with the CPR main line that passed through Regina. Alberta's southern area increased its economic importance by connecting a branch line with the American railroad. Branch lines in Southern Manitoba gave the impulse and dynamism to new agricultural areas recently settled. By 1900 post offices in Manitoba had spread through the southern and western part of the province while in Saskatchewan the location of post offices followed the railroad line that boosted urban locations such as Regina in the middle of the province, Saskatoon, and Prince Albert in the north. In the case of Alberta, post offices mushroomed in the old stagecoach corridor that ran from Calgary to Edmonton, which, eventually, became connected, by train in 1892.

It is interesting to note that locations where the railroad line finished its tracks experienced an important increase in the number of post offices; noticeable were the cases of Edmonton, Prince Albert, north of Saskatoon and Yorkton in the northeast part of the District of Assiniboia, close to the Manitoba border. The distribution of post offices in the new settled areas shows an interesting pattern that describes the historical moments. We see the dynamic passage from a fur trade society where the importance of rivers did matter into a settler society embedded with embryonic signs of modernization, urbanization and increasing industrialization.¹²

Location, Location, Location

The first question that emerges from the evaluation of the dynamic transformation experienced by Western Canada in the period, as the map series shows, may possibly be, Did railroads follow post offices or the other way around? How important was the arrival of the railroad to the development of the region? Did post offices reflect the importance of the transportation network in the development of new regions?

Spatial Analysis: Rivers and Railroad

One way to determine the importance of railroads in the opening of post office can be explained through Figure 14. For this exercise, we used the location of post offices, the railroad lines and the location of the principal rivers to determine the importance of means of transportations in the election of settlement. First, we made a buffer zone of 10 kilometers each side of rivers and the railroad lines on a GIS map and then performed a spatial query to determine how many post offices were inside of the 10 kilometers buffer zone. Figure 10 clearly shows the importance of, first rivers and then railroads, in the opening of post offices. If we agree that the location of post offices was a clear indication of settlement, then it is safe to suggest where settlers established. As Figure 9 showed, the first post offices opened close to rivers, principally the Assiniboine and Red Rivers. Figure 10 shows that the graph line that represents the evolution of post offices alongside rivers slowly increases from 1853 when the first post office was opened until 1878. Its growth is more important after that; however, not as important as the sheer increase the total opening of post offices in Western Canada experienced in general. In 1878 the first railroad branch opened in Manitoba and the railroad trend continues to increase and over passes the number of post offices opened alongside rivers. By 1885 post offices that opened alongside the railroad line increased its importance. What this trend shows is the importance of different means of transportation over time. Until 1885 the number of post offices located along rivers where old settlers established earlier suggests the importance of a community that still relied on old means of transportation. Rivers were used from spring to early autumn to move goods from point to point while old trade routes marked the path to carts and sled dog transportation in winter.

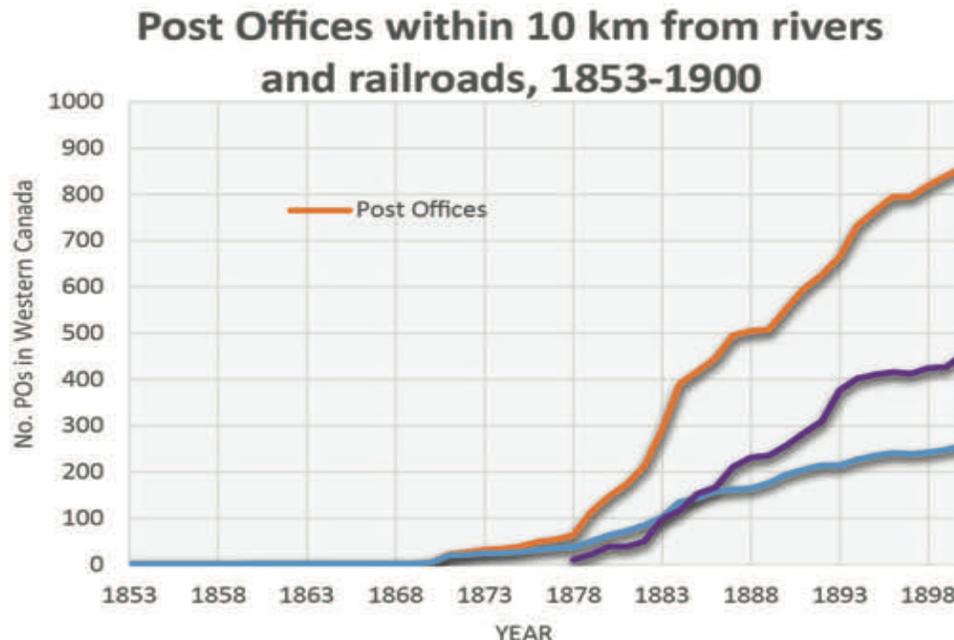


Figure 10: Spatial query using GIS that shows the expansion of post offices.

Once the railroad system started its expansion, rivers became less important and it seems that railroad lines displaced the means of transportation traditionally used by the old fur traders. In 1878 more than 50 per cent of post offices were located alongside rivers whilst those near the newly established railroad line were only 15 per cent. In 1885, the expansion of the railroad network gave an important impulse to the establishment of new post offices; 35 per cent were located alongside rivers and 36 per cent were located

within 10km of the railroad. By 1900 these figures experienced a substantial change; 29 per cent of post offices, an important decline, were located within 10km of rivers while those located within 10km of the rail network comprised 53 per cent.

As Figure 9 showed, the distribution of post offices across the region was very unbalanced. While in south-western Manitoba post offices cluttered over the whole area, farther west the situation was different. The concentration of post offices in Saskatchewan and Alberta shows a territory in its making, even after the arrival of the railroad. Except for a few locations, the North West territories were mainly a rather unconnected space despite the economic and political effort the government put in bringing European immigrants.

A spatial analysis of the post office locations discloses settlement patterns, increasing numbers of post offices over time, decreasing distances between them, and earlier in Manitoba than in Alberta.

We see here a clear indication of the importance of the railroad not only connecting communities but also as the engine of development. During the period 1860-1900 almost 1000 post offices established in the new areas of settlement; of those, the ones close to the railroad produced the highest revenues. The top 25 per cent post offices according to their revenues generated more than 90 per cent of revenues for the whole area. The distance of those post offices to the railroad varied over time as new post offices established and railroads expanded their lines or new branches opened, but the mean distance to the railroad was 170km in 1879 to decrease to 10km in 1890 and 4.8km in 1900.

Another observation from the data is that Winnipeg was the most important post office during the whole period.¹³ As Figure 11 illustrates, in 1872 Winnipeg generated almost 50 per cent of the region revenues to maintain 30 per cent of total revenues almost for the rest of the period. It is important to note that the expansion of the frontier of settlement played an important role in the decrease of Winnipeg's share of revenues as new important cities like Brandon, Regina and Calgary increased substantially their revenues during the period.

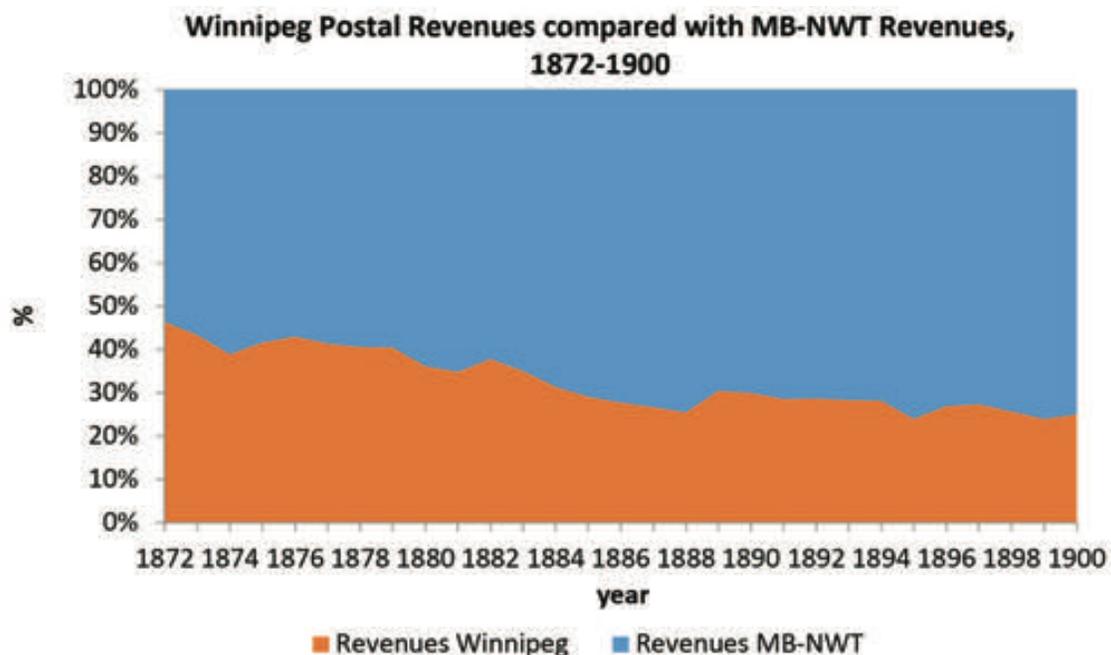


Figure 11: Winnipeg revenues compared with total revenues. *Postmaster Annual Reports*.

Conclusion

Post offices locations and the layout of the railroad system help to understand with another empirical evidence the movement of the frontier of settlement year by year. If the opening of post offices in new areas marked the presence of the state ex-post-facto of the presence of settlers, the arrival of the railroad changed that dynamic. Not only did the railroad drive the settlement of new communities close to the rail, but also initiated the period of increasing urbanization. Post offices close to the rail line generated the higher revenues during the period. This latter observation is a clear indication of the presence of a community in its making and the evidence of an important economic activity.

Endnotes

- ¹ Charles Kenny, *Reforming the Posts: Abandoning the Monopoly-Supported Postal Universal Service Obligation in Developing Countries*, Policy Research Working Paper 3627 (Washington, D.C.: World Bank, 2005), 1. Similarly, David F. Good, “The Economic Lag of Central and Eastern Europe: Income Estimates for the Habsburg Successor States, 1870–1910,” *The Journal of Economic History* 54, no. 04 (1994): 869–91, doi:10.1017/S0022050700015527, have used letters per capita and other variables to estimate economic growth in Europe.
- ² Angus Maddison, *The World Economy: A Millennial Perspective*, vol. 1–2 (Paris: Development Centre of the Organisation for Economic Co-operation and Development, 2001), 184, 194.
- ³ Albert Carreras and Camilla Josephson, “Aggregate Growth, 1870–1914: growing at the Production Frontier,” in *The Cambridge Economic History of Modern Europe: Volume 2, 1870 to the Present*, vol. 2 (Cambridge, UK: Cambridge University Press, 2010), 56.
- ⁴ Richard R. John, *Spreading the News: The American Postal System from Franklin to Morse* (Cambridge, Mass: Harvard University Press, 1995), 35–37.
- ⁵ See Canada. Parliament, *The Post Office Act, 1867, and the General Regulations Founded Thereon* (Ottawa: G. E. Desbarats, 1868).
- ⁶ “Branch Post Offices,” *Nor’Wester*, March 14, 1860, 2.
- ⁷ “Deficient Postal Facilities,” *Manitoba Free Press*, November 30, 1872, 4.
- ⁸ Canada. Sessional Papers, *Annual Report of the Postmaster General for the Year Ending 30th June, 1879*, vol. V (Ottawa: McLean, Rogers & Co., 1880), 9.
- ⁹ Canada. Sessional Papers, *Annual Report of the Postmaster General for the Year Ending 30th June, 1882*, III:xxxii.
- ¹⁰ Canada. Sessional Papers, *Annual Report of the Postmaster General for the Year Ending 30th June, 1871*, vol. II (Ottawa: I. B. Taylor, 1872), 3.
- ¹¹ For a detailed account of the St. Paul-Red River (Winnipeg) route see Henry C. Klassen, “The Red River Settlement and the St. Paul Route, 1859-1870” (M. A. Thesis, University of Manitoba, 1963).
- ¹² Simon Kuznets, ‘Modern Economic Growth: Findings and Reflections’, in *Population, Capital, and Growth Selected Essays* (London: Heinemann Educational Books Ltd, 1974), 1.
- ¹³ At the end of the period, three post offices operated in Winnipeg. Revenues accounted to Winnipeg post office correspond to the central post office established in the business district.

Gustavo Velasco is in the Economic History Department, London School of Economics. A version of this paper was presented at the 48th Conference of the Canadian Economics Association, Simon Fraser University, Vancouver, Canada (May 29-June 1, 2014). The author thanks Herb Emery, Donald Paterson, Tom Velk and participants of the session for comments and suggestions. Other comments always welcomed: g.velasco@lse.ac.uk.

Postage Due - Not just for Insufficient Postage

by Richard D. Martorelli

Introduction

In the era of stampless letters, the general rule was that the recipient would pay the postage on a letter at the time that it was delivered. People would normally only write to someone if they believed that the addressee would be able to afford and willing to pay the postage to receive the letter. Beginning in the 18th century, the idea was developed that the sender should prepay the postage at the time of mailing despite the concern it might be considered an insult to the recipient that they were not wealthy enough to afford the postage.

In order to be marked as prepaid, letters had to be mailed from a post office or through some other postal agent. One of the reasons that lead to the invention of the adhesive postage stamp was the need to show evidence of prepayment. In the United States, although postage stamps were introduced in 1847, it was not until 1855 that the Post Office Department made prepayment compulsory.

With this action, the Post Office Department recognized that people no longer needed to go to the post office to deposit their letters. In the late 1850s, the department began to install mailboxes throughout larger U.S. cities. Originally, these were integrated into lampposts, but soon were made able to be attached to buildings or other street posts, and eventually to be free standing. With this freedom of posting came the problem of some letters being posted short-paid; customers were making their own decisions about the amount of postage, without the assistance of a postal clerk.

Several options existed for handling unpaid mail. The simplest was to return the letter to the sender. Another easy option was to deliver the letter and collect the postage due from the recipient. A variation on this option was to mark a letter "Held for Postage," and send a notice to the addressee. When the addressee paid the postage, the letter was delivered.

To note the postage deficiency, at first the amount due was marked in manuscript on the letter. In the mid 1860s, handstamped auxiliary markings for postage due began to supplant manuscript markings. In any case, it was difficult to account for money collected through these markings.

Facing their version of this problem the French in 1859 introduced the first postage due stamps to provide an internal accounting tool for money collected. Postage due stamps required that the postmaster balance the books between the value of postage due stamps used and the amount of funds collected. This process helped to insure that the money collected was going into postal accounts and not the pockets of the local postmaster or postal clerks. In the U.S., postage due stamps were first issued in 1879, and discontinued in 1986.

The most basic reason, then, for the use of postage due (including manuscript marking, post office hand-stamped auxiliary markings, postage due stamps, postage due meters, or postage stamps used in lieu of postage due stamps) is because the postage is either unpaid, or it is shortpaid less than required. This accounts for 95+% of all reasons for use of postage due. The other category in US postal history for use of postage due is the collection of some type of fee for service levied by the USPOD/USPS. These fees are not directly related to carrying the mail, but still are collected by postage due stamps.

Advertised

Mail sent to an address found to be undeliverable through ordinary methods or sent to General Delivery and uncalled for were advertised in local newspapers. If unclaimed, after being advertised, they were sent to the Dead Letter Office. Originally, if a person did claim an advertised letter, a charge of one cent was made to pay the advertising fee. The original regulations of 1879 allowed only New York (is shown in the 1905 letter, figure 1), Boston, Baltimore, Chicago, New Orleans and Washington, DC to charge this fee, and in 1886 this fee and process was made applicable to all other cities.

Figure 1: A letter sent May 28, 1905 from West Virginia to a New York City business that was "Not in Directory" and so was "Advertised" and "Due One Cent."



Return Postage Guaranteed

This is an endorsement on mail matter that tells the Post Office that you want them to provide you with a service. It is my opinion that this service does not deal directly with the cost of mailing an item, but rather with the cost of returning an undeliverable item to the sender. The class of the original mailing determines the class of the returned mail. In the 1924 New York cover in figure 2, the original mailing was a 3rd class item sent just a few years before the introduction of bulk-quantity mailing rates. It is franked with a current 1c commemorative stamp, but the Post Office found that the addressee had moved. Since neither the addressee nor the sender authorized payment for forwarding, the item would have gone to the DLO. But, because of the endorsement, the POD returned the mail piece to the sender, and charged a 1c fee, equivalent to the 3rd class single piece rate of the original mailing. For good measure, the POD also wrote the intended recipient's new address on the envelope. This was before the introduction of the Address Correction system initiated in 1927.

Figure 2: A piano dealer in New York City in 1924 mailed an advertising piece to a city address that was not current. "Return to Sender/Collect 1 cent Postage Due." Paid with stamp.



Steamboat

Ship letters are those coming to the United States from a foreign post, whereas Steamboat letters are those carried by sea/ship from one US port to another. The 1872 regulations allowed payment to the ship captain of 2c, as seen in the markings on the 1898 letter from Washington, DC to Boston in figure 3. The carriage fee paid to the ship captain was assessed and collected from the addressee of the letter.

Figure 3: "Due 2/Steamboat", Washington DC to Boston, February 11, 1898.



War Tax

The United States had raised funds for the costs of the Civil War and the Spanish-American War by increasing a wide variety of documentary and commodity taxes, and by implementing the first U.S. income tax. As part of the package of revenue increases for World War I, among other things, the U.S. increased postage rates on letters and postcards by 1c from November 1917 to July 1919. This action was in the same vein as the British Empire and its dominions, which imposed war taxes on mail, most often denoted by overprinted regular issues with "WAR TAX" or "WAR STAMP." Because this increase was temporary in time and funds raised were for the specific identified purpose of military expenses and not the Post Office, I take the position that this increase was a tax.

The 2c postal stationary envelope in figure 4, mailed in October 1918, was underpaid by 1c, the amount of the war tax increase. In this case, the deficiency was collected by a bisected 2c postage due stamp. Although this occurred a year after the rate increase, the post office appears to have run out of 1c postage due stamps. The replenishment of stocks may have been interrupted due to the increasing havoc caused by the rise in illness and deaths due to the influenza pandemic of 1918-1919.

Figure 4: A bisected two-cent Postage Due stamp pays the one cent war tax, Seattle to Los Angeles, October 1918.



Dead Letter Office

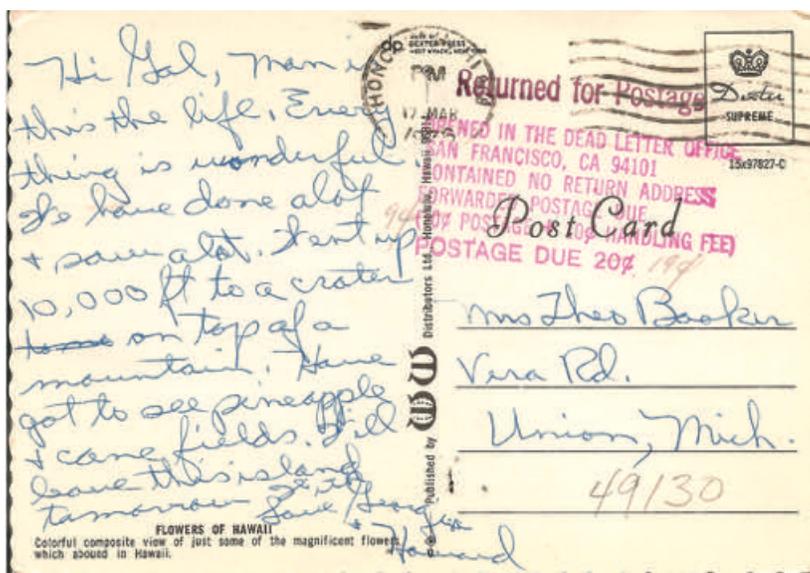
Mail all too frequently goes astray, and extra efforts must be used to determine the sender or correct destination. From 1866 to 1920, there was no fee for this POD service but from May 1920 to February 1985, there was a fee, since eliminated in 1985. I am sure that most of you have seen the typical Dead Letter Office envelope, in figure 5, from the 1920s: a penalty-mail overprinted postal stationary envelope, with “Collect Three Cents On Delivery” paid by Philadelphia precanceled postage due stamps.

Figure 5: DLO official envelope, covering a “dead letter” delivered to a Philadelphia patron, “Collect Three Cents on Delivery” - three one-cent stamps affixed.



Sometimes this mail was also lacking in postage, another reason to find someone from whom the postage and service fee can be collected. The March 1976 postcard, figure 6, had no postage or return address, so it was forwarded to the addressee with a handstamp “Opened in the Dead Letter Office (wait--how do you open a postcard?)...Forwarded Postage Due (10c Postage and 10c Handling Fee) POSTAGE DUE 20c”. The first printed “10c” was crossed out and “9c” was written in, and the printed “20c” was crossed out and replaced with a handwritten “19c”. The DLO was being thrifty and reusing an obsolete handstamp that reflected the 1st class letter rate of 10c that had changed three months earlier, and changed the amount of postage due to reflect the postcard rate. The DLO fee of 10c had been the same for 18 years, but increased twice in the next four months, ending at 20c in July.

Figure 6: Dead Letter Office returned postcard in 1976 - 19 cents due.



Parcel Delivery and Customs Fees

Starting in 1888, the U.S. signed agreements with other countries to allow for delivery of incoming parcel post packages. As part of these agreements, the receiving postal authority was able to collect a parcel delivery fee from the addressee, initially 5c per parcel. Starting in 1925, the UPU allowed transmission of items in the mail on which there might be customs duties. The articles would be inspected at time of entry into the country, and a decision would be made as to the application of custom charges. If customs duties were assessed, the post office was able to charge a clearance fee in addition to the delivery fee.

Figure 7: 1930 cross-border parcel tag, with five cents due collected by Postage Due stamps.



The parcel tag in figure 7 is from a 1930 Canada to US parcel containing a can of soup, valued at 50c. The package was sent parcel post and marked “Passed Free of Duty” at Buffalo, so no Custom Clearance Fee was chargeable, but the International Parcel Post delivery fee of 5c U.S. was collected by postage due stamps on the back.



Figure 8: 1937 cross-border small package, two five-cent Postage Due stamps pay Customs Clearance.

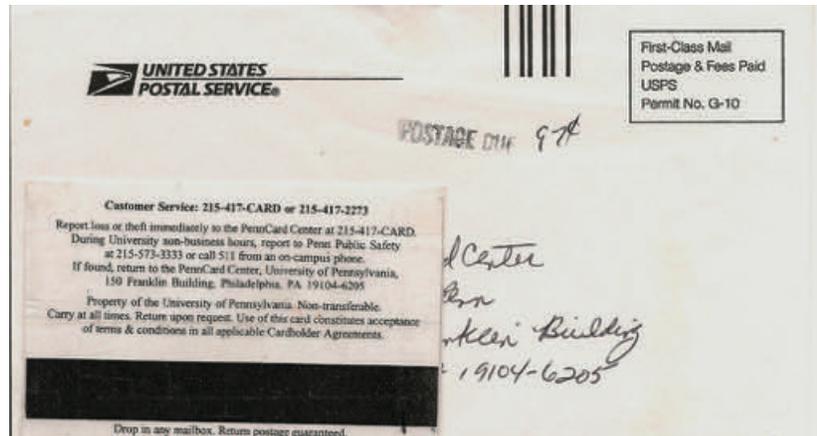
The small envelope from 1937 in figure 8 was sent from Great Britain to the U.S. and marked as containing postage stamps for collection. Customs noted it as “Passed Free of Duty” and, due to a change in the UPU rules, the Post Office could now, as noted in the multi-lined handstamp, “Collect 10 cents for Customs Clearance. Postage due stamps to be affixed and cancelled.” and paid for by the addressee.

ID and Key Return

Does anyone remember when hotel room keys were actually keys? And they had that oversized tag with the room number attached to them? On the back of that tag, there were words to the effect, “Drop in any mailbox, return postage guaranteed.” This was a service provided by the Post Office starting in 1926, and it expanded to include ration books during WWII and ID cards in 1955. Up until the beginning of 1999, the amount charged was based on weight, and the key/ID was treated as a 3rd class mail item. Starting in 1999, the Post Office categorized these items as 1st class mail, and charged postage plus a service fee.

The penalty envelope shown in figure 9 carried the return of an ID card in 2005. Marked “Postage Due 97c”, this amount represented 1st class postage of 37c and a 60c service fee.

Figure 9: Return of a university identification card: “Drop in any mailbox. Return postage guaranteed.” - Postage Due 97c.



Address Correction Service

Imagine that you were running the Sears & Roebuck catalog business in the 1920s. Everybody wanted a copy of your “big book” delivered through the mail. What happens to your business if you send out catalogs and they go to the wrong address, or to an old address from which your customer has moved? Since the catalog is 3rd or 4th class mail, it would not be forwarded unless someone proved to the Post Office that they would pay the forwarding postage, and it usually wasn’t the person who moved. You’ve spent a lot of money on printing and mailing, and on top of that have lost your opportunity for a sale.

In 1927, the Post Office started to offer a service that, for a fee, they would forward the 3rd or 4th class mail matter and tell you the new address of your customer. In 1932, the Post Office extended the service to second-class publications, and in 1968 to 1st class mail as well.

The postcard shown in figure 10 from 1980 is actually a USPS form #3547 showing an address correction for a 1st class. The fee of 25c was collected on the address side of the card through the use of a definitive “Famous Americans” stamp. This particular card, as

Figure 10: Address Correction card, 1980. 25 cent Postage Due paid with a definitive stamp.



noted in the upper right-hand corner on the reverse, could also be used as Form 3579 to convey the same address correction information for 2nd, 3rd or 4th class items.

In the period 1962 through 1967, the Post Office stopped the forwarding and address correction service for 3rd and 4th class mail. The POD started returning all undeliverable mail to the sender, and marked it with the new address or the reason for nondelivery if the new address was not known. The partial front shown in figure 11 was part of a 3rd class parcel that included a 1st class letter inside it, as noted in the corner. The 13c postage paid 5c for the 1st class letter, and 8c for a four-ounce packet. When delivery was attempted at the address in Newark, NJ, the Post Office determined that there was no 31st Street in Newark, but there was one in the addressee's name in New York, NY. This correction was noted on the mail piece, and the whole thing was returned to the sender at a fee of 8c. This fee was the greater of the single-piece 3rd class postage or 8c; in this case, the two amounts were the same.

Figure 11: "No such number" so "Return to Sender" and "Collect 8 cents Postage Due" - a 1960s letter accompanying a package.



Business Reply Mail

With the growth in population, the movement/relocation of people outside of dense urban cores, and lower cost for goods delivered by Parcel Post, advertisers in the 1920s had to find new ways to get their message to potential customers. After several years of effort by mailers, in 1928 the Post Office approved the concept of Business Reply Mail. Prior to this, a mailer/advertiser had to pay postage on all potential items to be mailed back. BRM allowed the mailer pay postage only on the items actually mailed back. A very commonly seen BRM item is the "top of stack" envelope, where a day's mail was stacked together by the post office, and the total postage due amount to be collected was placed on the top envelope of the pile.

In addition to charging the mailer the return postage, BRM has always charged an additional fee. Up until 1976, this was a per-piece fee. After that, the regulations and fees became more complex, and moved toward the establishment of an advance-deposit account from which the Post Office deducted the ongoing costs. The users of this service were, and are, mostly business. Occasionally, one finds a private user, as the 1934 envelope in figure 12 illustrates. The sender is an individual philatelist who seemingly didn't want to be bothered by having to get stamps. He also appears to have been unconcerned by costs, as not only was he willing to pay the additional 1c fee, but he also had all of his items returned to him by airmail at a cost of 5c over 1st class.

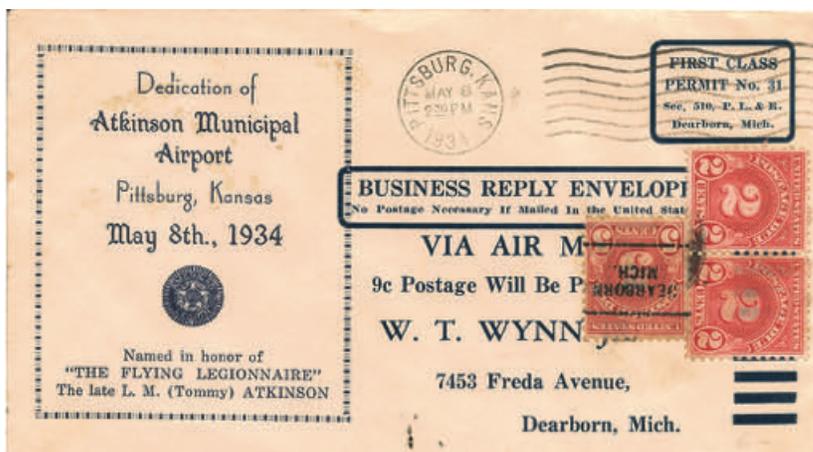


Figure 12: Air Mail Business Reply Envelope 1934, nine cents Postage Due for each return.

Dimension Surcharge

From 1949 to 1962, 3rd class single pieces that were odd-shaped or sized, and would not be able to be mechanically processed by letter-sorting equipment were assessed a surcharge in addition to postage. Starting in 1963, the Post Office implemented minimum size standards for envelopes and postcards, and returned items to the sender as “non-mailable” if they were less than that standard. Effective in 1979, the USPS implemented a surcharge on 1oz 1st class and 2oz 3rd class mail that exceeded certain standards of length, height, thickness or fall within a certain range of the ratio of length to height.

The 1981 Minnesota item shown in figure 13 was correctly franked with 18c for 1st class postage, but must have had contents that made it greater than 1/4 inch thick. This would have subjected it to the 9c surcharge fee, collected by postage due stamps. The 2003 NC item in figure 14 again had correct 1st class postage, but the length to height ratio of 4 inches to 3 1/8th inches is 1.28, less than the minimum of 1.3. Accordingly, the Post Office charged the then-appropriate fee of 12c.



Figure 13: “Non Standard Mail Size / Postage Due” 9 cents, 1981.



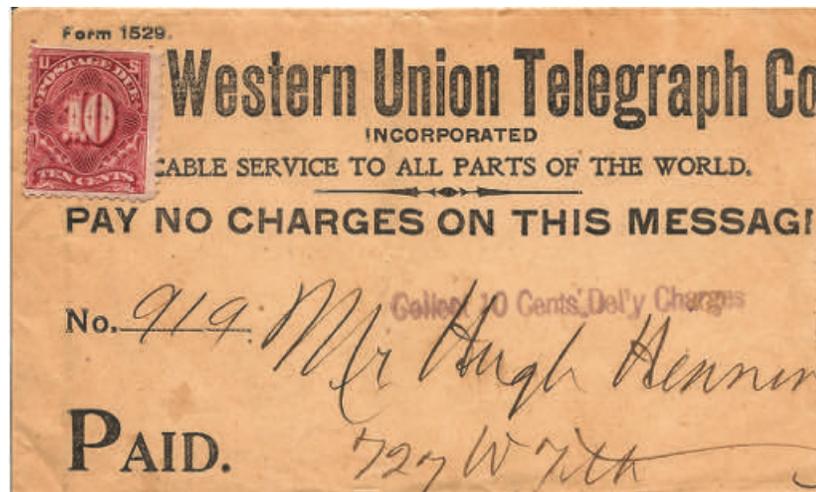
Figure 14: Too large in 2003; Postage Due 12c.

Telegram

Here's an unusual (to me) item. In the U.S., as in many countries, the telegraph system was originally developed by the government. But, unlike many countries, in 1847 the telegraph system was privatized and has mostly remained so. During World War I, President Woodrow Wilson placed both the telegraph and telephone under the control of the Postmaster General from June 1918 until July 1919. One improvement in service made by the POD was that night letters sent by telegraph were delivered the next morning by postmen, instead of mailing a notice to the recipient and waiting for them to come to the telegraph office.

In 1913, a man brought a lawsuit against Western Union Telegraph Co. claiming that its failure to make a timely delivery of a telegram informing the man that his brother died caused the man "mental anguish...by the inability...to attend his brother's funeral." The final judgment said that Western Union was not under the absolute duty to deliver the telegram in a reasonable time, but was only required to use ordinary care to make such delivery. As part of the arguments it was stated that telegram "messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price."

Figure 15: Telegram delivery charge of ten cents, 1900-1909.



I offer the hypothesis that in the case of the telegram shown in figure 15, with no date but on a Western Union form with a date line of "190_", that Western Union used the local post office to "contract...for such delivery" outside the ability of their own messengers. My hypothesis further states that Western Union paid the post office the 2c letter fee, and let the post office keep the 10c special delivery fee that it would collect from the recipient, represented by the straight line marking "Collect 10 Cents Del'y Charges" and the 10c postage due stamp.

Late Fee

The last fee usage I will mention is not encountered in the U.S. (that I know of), and that is a "Late Fee." Mostly seen in Great Britain and Commonwealth countries, it is an extra fee charged that allows inclusion of a letter or package in the outgoing mail dispatch although having been posted later than the normal closing time for mail. The fee would cover the extra expense of special sorting en route or in rush time to make

connections for rail, boat or air transport. The example in figure 16 is a British 1975 1st class letter posted for carriage on a Traveling (railway) Post Office, and the Late Fee of 2p is collected by a postage due stamp.

Figure 16: 1975 Late Fee of two pence for a letter carried on an East Anglian railway to Merseyside, England.



In summary, postage due stamps have most often been used to collect, well, postage due for the carriage of mail. Like all good businesses, the USPOD/USPS found that they were able to offer other services for which customers were willing (if not required) to pay a fee. The above dozen items are by no means an exhaustive list. They are only the examples that I have found so far. There must be more, so there are more places to go and more examples to find of postage due not just for mail delivery.

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Richard D. Martorelli has collected for over 40 years, and pursues his accounting profession as a way to enjoy stamps. He is a father of two fine young men, and is loved and supported in his hobby by a wonderful woman.

Post Offices and Survival:

A Case Study of the Pincher Creek District, Alberta, Canada

by Dale Speirs

The Pincher Creek district is just outside the Crowsnest Pass in southwestern Alberta. The district is in the Rocky Mountain foothills with large wooded areas and the earliest settlers were ranchers, miners, and lumbermen. Since the Crowsnest Pass is a major transportation route into British Columbia, several towns have prospered more than they might have further east out on the prairies. In recent years, wind energy has also kept the local economy alive. Figures 1 and 2 put the Crowsnest Pass and Pincher Creek districts in geographical perspective.

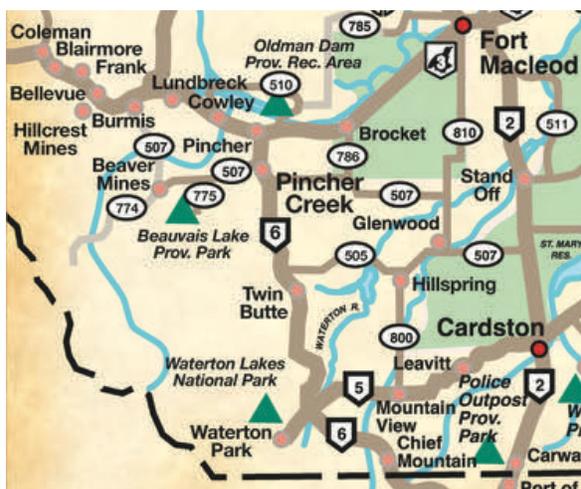
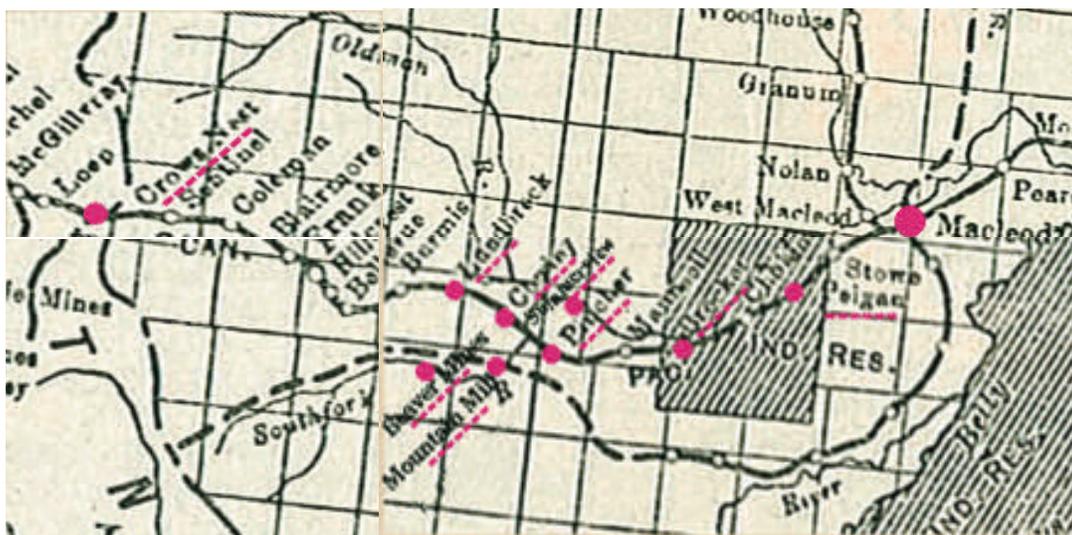


Figure 1: The post offices of the Pincher Creek district on a 1925 map (Waghorn's Guide): Lundbreck, Cowley, Pincher, Brocket. Also marking Peigan on the Indian Reservation and Crowsnest on the border with British Columbia (from Macleod to Crowsnest is about 100 kilometers, to Vancouver another 1000). Added to the map are other post offices: Beaver Mines, Mountain Mill, and Summerview.

Figure 2: A modern tourist map marks Brocket, Pincher, Cowley, Lundbreck, Beaver Mines, and larger Pincher Creek on the highway to Montana.

The Wind

Weather systems generally flow from west to east in southern Alberta. The Crowsnest Pass is unusual among most Rocky Mountain passes in that it is at level ground and does not require a climb up and over, so the winds coming out of the pass reach full strength. My experience in driving the area, only slightly exaggerated, is that my car burns a quarter-tank of gasoline heading west into the pass and about two drops coming back out

eastbound with the wind behind. Regular wind speeds of 170 km/hr are not uncommon in the district.

The area has become popular in recent years for wind turbine farms. Figure 3 shows one of the numerous lines of wind turbines northwest of Pincher Creek. There are so many wind turbines that it has become difficult to take scenic photos without them cluttering the skyline.

The Pincher Creek post office has a pictorial postmark depicting one of the wind turbines, shown in Figure 4.



Figure 3: Wind turbines northwest of Pincher Creek.



Figure 4: Pictorial postmark.

Pincher Creek

The principal settlement of the district is Pincher Creek, with about 3,800 inhabitants in 2014. The post office name comes from an incident in 1868, before the area was systematically settled, when a group of prospectors were fording a stream. There was an accident and a pair of farrier pincers (used to trim horse hoofs) was lost in the water. In 1874, a party of North West Mounted Police (today the Royal Canadian Mounted Police) were crossing the creek during a drought and one of them found the pincers, rusted but useable.¹ In the 1880s, settlement began to speed up, and a townsite was laid out in 1882. Until 1883, mail service was via Fort Benton, Montana, and all mail departing Pincher Creek had to use American postage stamps. It was carried as a courtesy by North West Mounted Police, who used Fort Benton as a supply point.

In 1883, the CPR transcontinental railroad reached Alberta, and mail routes shifted to Medicine Hat or Calgary. That year, James H. Schofield, an ex-Mountie, opened a general store at Pincher Creek. On July 1, 1884 the post office opened with himself as postmaster.²

Prior to his opening the post office, the Orderly Room Sergeant at the NWMP post sold postage stamps and handled both incoming and outgoing mail for Mounties and civilians alike.³ Schofield soon took a partner, Henry Ernest (Harry) Hyde, and they built up the store business sufficiently to receive and accept an offer from the Hudson's Bay Company to buy them out. The HBC wanted one of them to stay on as storekeeper and postmaster, so they flipped a coin and Hyde won the toss. Hyde stayed on as store manager for HBC and became the second postmaster on November 1, 1890, serving until 1905. He had originally driven an ox train for the HBC between Calgary and nearby Fort Macleod.⁴

A brief caretaker postmaster came and went after Hyde, and then D.C. McDougall served from July 1, 1906. McDougall was succeeded by Thomas John Cumberland, who became the longest serving incumbent from 1912 to 1949. During his term, in 1948, the post office became a civil service position. An example of a postmark from his tenure is

shown in figure 5, a proof strike of the duplex cancel. James Douglas Fraser then took over as postmaster until 1971, when he was promoted to postmaster of Yellowknife, Northwest Territories. Since then he has been followed by a succession of civil servants. In the 1960s a standalone post office was built. Figure 6 shows the building in 1989 and it looked much the same in 2014. (The woman standing at the door is the author's mother, the late Betty Speirs.)



Figure 5: 1925 cancel.

Figure 6: Pincher Creek post office in 1989.



The mail for Pincher Creek came from the railway at Pincher Station, and although only a short distance it could be troublesome in winter since it was on a slope. One pioneer's daughter, reminiscing about her father Jack Kelly carrying the mails between those two post offices, mentioned that if the courier was carrying registered mail and missed the train he was not paid no matter what the excuse was. On several occasions, the couriers would abandon a stuck sleigh or wagon and try to carry the mails on foot to make the station in time.⁵ Despite the workload, the contracts were greatly valued as a source of cash money. As an example, the 1916 contract held by W.R. Dobbie (Kelly's father-in-law) paid \$686.40 for the fiscal year. That was very good money in those days of un-inflated gold-backed currency.⁶

Pincher Station

When the CPR built the Crownsnest Pass line, it bypassed the existing settlement of Pincher Creek in order to keep the line on relatively flat land instead of having to build extra bridges across the winding creek. A new settlement called Pincher City was established at a railroad siding three kilometers north of Pincher Creek. There was also a not unnoticed advantage in that the CPR owned the new townsite and could sell the lots to



a fresh crop of settlers. It grew rapidly at first but soon leveled off, the population peaking in 1911 at 150 people. Figure 7 is a real-photo

Figure 7: 1911 postcard of Pincher Station, clearing the rail line after a snowstorm.

postcard of Pincher Station after a February 1911 snowstorm, showing horse teams clearing the rail line and station. It eventually faded away into a unincorporated hamlet within the county. Even though it had the advantage of being on the railway and later the main highway, it could never out-compete the well-established Pincher Creek such a short distance away.

James W. McKnight was the first postmaster when the post office opened in his general store on August 1, 1906 under the name of Pincher. The name was modified on October 1, 1906 to Pincher Station. It was the distribution point for Pincher Creek as well as having its own mail. With regular trains on the main line, the mails were distributed three times per day. McKnight resigned in 1906 as postmaster after selling the store.

The new postmaster was W.J. Hatfield who kept the job until 1909, when he was replaced by Richard Walter Morgan. The latter had been a CPR dispatcher in various locations throughout western Canada until he resigned in 1907 and set up a general store at Pincher Station. The post office moved into Morgan's store, but he lost it in 1911 due to political partisanship when the federal government changed hands from the Liberals to the Conservatives. Morgan's replacement was Fred Pemberton, who was a Tory, and held the job until 1919.

War veteran W.W. Scott then took over until 1923, followed by Thomas W. MacKay to 1927. W. Percy Neilson became the next postmaster but died in office on December 12, 1931, and was succeeded by his widow Elizabeth, who stayed until 1935. She sold out to William Laidlaw. The cycle repeated when he died in office on October 27, 1946 and his widow Florence took over until 1951. After a brief placeholder, Edward G. Myles kept the job from September 9, 1951 to 1953. The final postmaster was Mrs. Eleanor Jean Hoedl until the post office permanently closed on April 6, 1954.

Today Pincher Station is still a hamlet but has become the de facto industrial district of Pincher Creek because it is on the highway and railroad. The two settlements are now within sight of each other, and it can be safely predicted that as Pincher Creek expands northward, it will annex Pincher Station within a decade or two. Figure 8 is a photo I took in 2013, looking southeast from a wind turbine, with Pincher Station in the foreground and, just across a few yellow canola fields, the northern suburbs of Pincher Creek. Most of Pincher Creek is hidden from view in this photo because it is down in a valley past the suburbs.



Figure 8: Pincher Station in the foreground, 2013; Pincher Creek in the distance.

Mountain Mill

This settlement was a disastrous attempt to convert the nearby Piikani tribe to an industrial way of life by building a lumber mill and flour mill and training them as factory workers. The aboriginals had only just been settled onto Reserves, and the Mounties still had trouble keeping them there, much less anyone from Ottawa turning them into day laborers. The federal government established Mountain Mill in 1879, and in 1881 it was sold off to a lumber company owned by an Ottawa senator, and thereafter run by white men. It was a typical, if well-meant, government boondoggle.

Eventually some prosperous years allowed a village to grow, and Miss Maggie E. Scobee became the first postmaster on October 1, 1899, serving until 1904. Mrs. M. McIlquham was the next postmaster until 1906, followed by Mrs. M. McGregor from August 16, 1909 to September 22, 1911. The local industry began struggling, as other lumber mills opened up throughout the Crowsnest Pass. The place became a shadow of itself and faded away.⁷ Mrs. H.R. Parsons was the final postmaster until the post office closed on July 10, 1912.

Beaver Mines

Further into the mountains from Mountain Mill was Beaver Mines. Coal extraction began in 1907 when Western Coal and Coke Co. bought a homestead from pioneer George Ballantyne. A spur line was built from the Crowsnest Pass railway and the company sold its coal to the CPR. The company lost the contract in 1912 and closed the mine. The hamlet never grew any further, but the post office managed to hang on until 1962.

M.F. Torpy was the first postmaster from December 15, 1911 until 1918. Thomas Lowery then took over the job briefly. He had previously been a wrangler for the mine, looking after its pit ponies. Reverend Gavin Hamilton, who had the Presbyterian pulpits in both Mountain Mill and Cowley, briefly took the postmaster job until August 23, 1920. He turned it over to none other than George Ballantyne, who bought a rooming house and converted the ground floor into a general store and post office. The family lived upstairs. Mail from Pincher Creek arrived three times a week thanks to the spur line. Figure 9 shows the store/house/post office in 1934, with Mr. and Mrs. Ballantyne standing on the deck by the front door. Note the customers' horses at left; a truck was a rarity in those days and location.⁸ Ballantyne served until his death on August 29, 1943. His daughter Mrs.

*Figure 9:
1934
post office
and store
in Beaver
Mines.*



Elva McClelland and her husband Sam took over the store and post office, and she was postmaster until 1945. They sold out and moved back to her father's original homestead where it had all began so many years before.

Three postmasters came and went in the next two years before Percy William Keeping stayed longer, from 1947 to 1950. The final postmaster was Mrs. Elizabeth A. Judd to the closing of the post office on July 31, 1962. A postmark proof strike from her era is shown in figure 10. The hamlet has a population of about 100 today, and relies on tourism and ranching. There is now a paved highway connecting



Figure 10: 1957 postmark.

get a decent photo of the hamlet because it is stretched out along a curve of the highway screened by trees and all the buildings are set back into the spruce forest.

Cowley

Cowley has the distinction of being pictured on both a stamp and a postal card, both as aerial views looking west to the Rocky Mountains. Figures 11 and 12 show the two sides of the postal card issued in 1972. Figure 13 shows a stamp issued in 1980 that depicts the same aerial view but taken at a different time. As is obvious from the views, Cowley is an agricultural village, with a bit of industry from lumbering and petroleum.



Figures 11 & 12: 1972 postal card.



Figure 13: 1980 postage stamp.

Cowley was originally known as French Flat because the earliest settlers were Quebecois. The largest landowner in that area was F.W. Godsall, a rancher. When the railroad came through and a siding was built, Godsall was given the honor of deciding the post office name. He created the name from “cow” and “ley” (pasture), taking his text from the elegy by Thomas Gray: “The lowing herds wind slowly o’er the lea.” It was a familiar sight in the area to see the herds of rangeland cattle ambling down to the watering holes.⁹ James Erskine Davison was the first postmaster. He was a Nova Scotian who had come out west in 1898. He built a general store with a counter for the post office and served as postmaster from April 1, 1900 until 1907. At first he lived in the back of the post office section but later built a separate house. Figure 14 shows a postcard mailed from England through his office in 1906.

The next store owner was Donald R. McIvor who served as postmaster until 1912, when he was dismissed from office. After the 1911 federal election, when the government changed hands, hundreds of postmasters across the country were booted out, since at that time the office was a political favor position. The following postmaster, Matthew Alger Murphy, evidently voted the right way. He was also the longest serving, staying four

decades in the job until 1952. He had previously been a CPR man, initially as a telegraph operator and then as a station agent. He had come to Cowley in 1902 with the railway.

Mrs. Marjorie Haugen was the next postmaster, holding the position until 1956. She was followed by Mrs. Edith Dean Evans who kept the job until 1961. Mrs. Alice M. Sapeta was next. She was Alice Clinton when she first succeeded to the job but a month later married. The postmastership has changed hands since but Canada Post privacy rules cut off the list. During the subsequent years the post office moved into the village hall. Figure 15 is a 1989 photo of the post office, still located in the same building in 2015.



Figure 14: English postcard received in Cowley in 1906.

Figure 15: Cowley post office in 1989.



Lundbreck

Lundbreck is closest to the Crowsnest Pass and is considered to be the eastern boundary of the pass. Near the village are the Lundbreck Falls of the Crowsnest River, a popular tourist attraction which look much like the Niagara Falls except they are only ten metres high. Figure 16 shows the falls in 2013, with one of the ubiquitous wind turbines peeking over the horizon. The settlement began as a coal mining village and the name is derived from the mine owners Lund and Breckenridge. The post office opened in the Rogers Brothers general store on April 1, 1906 with H.H. Rogers as the first postmaster. He gave up the job in 1910, and another storekeeper named A.H. Knight took over until April 9, 1912. Knight had originally operated a general store in Cowley, but after the Great



Figure 16: View of Lundbreck Falls of the Crowsnest River, 2013.



Figure 17: 1912 postmark.

Flood of 1906 had moved to higher ground in Lundbreck. (Every Canadian settlement has a Great Flood, Great Fire, and Great Blizzard.)

The next postmaster was Robert Henry Burn, who had come from Scotland and homesteaded near Pincher Creek. Immediately prior to taking on the Lundbreck postmastership in 1912, he had been postmaster at nearby Livingstone, which, however, is outside the Pincher Creek district and whose story has been told elsewhere.¹⁰ Figure 17 is a postmark proof strike from his tenure. Burn didn't stay in the Lundbreck position long, resigning in 1913. There was then a steady turnover of postmasters every two years or so, until James T. Walters became postmaster on August 15, 1920. He and his wife Violet were originally from the Pincher Creek area but had lived in various places throughout Alberta before finally returning to the ancestral ranch. He served until his death on May 11, 1953, when his widow took over the job and stayed until her retirement. After a placeholder came and went, Stanley Bialkowski was postmaster from 1960 until 1970. Mrs. Nellie Morden then served for eight months before Mrs. Jessie McCulloch took on the job on January 4, 1971.

The final postmaster was D. Hudson before the post office closed on November 7, 1990 and was replaced by a retail postal outlet, which it has been ever since.¹¹ Figure 18



Figure 18: Lundbreck post office in 1989.

shows the post office in 1989 a year before it closed. The woman standing in front of it is the author's mother, the late Betty Speirs. The present-day retail outlet, shown in figure 19, is in a combination general store and ice-cream parlor. There is a cooler in front of the postal counter, so to hand an envelope over or receive a parcel requires a very long stretch!



Figure 19: Lundbreck postal outlet today.

Summerview

This location was north-northeast of Pincher Station, located on the southern end of the Porcupine Hills. It got its name because it had both southern exposure to the sun and was sheltered by the hills from north winds.¹² All the postmasters ran the office out of their ranch houses. The first postmaster was L.A. Langton when the office opened on April 1, 1904 but he stayed only a few months. The post office was then shuttered until Charles Smith re-opened it in January 1907. Figure 20 is the postmark proof strike from his tenure. He died in July 1908 and was replaced by Thomas Hare, who only lasted to his death on September 26, 1909. Two short-term postmasters came and went until E.J. Scott settled in from 1913 to 1919. The post office rolled over twice more before Mrs. Emily Rebecca Watson became the final postmaster from 1927 until the closing on July 11, 1933. During its tenure the post office moved around a bit from one homesteader's house to another but stayed in the same general area.



Figure 20: 1907 postmark.

The Peigan Reserve

Brocket is the only post office serving a population of about 1,500 Piikani on the Peigan Reserve northeast of Pincher Creek. It was established in 1900 on the Crowsnest Pass rail line and was named after Brocket Hall, Hatfield, England, where a CPR director came from. The Piikani population was widely scattered across the Reserve, and not until the 1950s did tribe members begin moving into Brocket.¹³ They preferred to shop in Pincher Creek where there was better selection and lower prices than the general store in Brocket, so probably most of the mail would have gone out through the Pincher Creek post office.

The Reserve had a hamlet called Peigan which never had a post office, which may be a confusing point for postmark collectors because there was a different post office in Alberta called Peigan. It was located south of Medicine Hat, nowhere near the Reserve, and later changed its name to Ranchville. The Brocket post office opened on May 15, 1908 with F.G. Leonard as the first postmaster. In 1910, Mathilda Harrad took over as postmaster. She and her husband Charles were English immigrants who lived in a variety of places. She resigned the post office on July 28, 1920 when the two of them moved to Fernie, British Columbia.

W.C. Miller was the next postmaster until 1934. Figure 21 shows a proof strike of a registration postmark made during his tenure. He was succeeded by Mrs. Winnifred Edith Legge, who became the longest serving postmaster until December 2, 1969 when she resigned. She was followed by three others but Canada Post privacy rules kick in after 1970 for them. Figure 22 shows the pictorial postmark which publicizes the post office's location on the Reserve. Brocket is on Highway 3, which has enough traffic to help keep it surviving.



Figure 21: Registry postmark, 1924.



Figure 22: Pictorial postmark from 2004.

Summary

The post offices in the Pincher Creek district, with a couple of exceptions, have generally managed to survive, albeit the villages are not major growth centers. There is enough business from agriculture, petroleum, wind energy, and the tourist trade to keep the settlements alive.

Endnotes

- ¹ various authors (1973) *Pincher Creek Old Timers Souvenir Album*, Oldtimers Association, Pincher Creek, Alberta. Pages 5 to 7
- ² Library and Archives Canada, *Post offices and postmasters*. www.collectionscanada.gc.ca/databases/post-offices/
- ³ Getty, Ian (1975) *North West Mounted Police Outposts of Southern Alberta 1874 to 1904*, Alberta-RCMP Century Celebrations Committee, Calgary, Alberta. Volume 3, page 484.
- ⁴ various authors (1974) *Prairie Grass to Mountain Pass*, Pincher Creek Historical Society.
- ⁵ Bryson, Marion (2004 January) "Every senior has a story," *HELLO ACADIA* 60:10, Acadia Community Association, Calgary, Alberta.
- ⁶ Canadian Post Office (1917) *Annual Report of the Postmaster -General*. Appendix B.
- ⁷ Fryer, Harold (1976) *Ghost Towns of Alberta*, Stagecoach Publishing, Langley, British Columbia.
- ⁸ Ellis, Bessie Vroom (2006) *The Vrooms of the Foothills*, Trafford Publishing, Victoria, British Columbia. Volume 1, page 25.
- ⁹ Lynch-Staunton, Emma (1920) *A History of the Early Days of Pincher Creek*, Lethbridge Herald, Alberta. Pages 34 and 52.
- ¹⁰ Speirs, Dale (2015) "Post Offices and Depopulation: Part 3. A case study of the Livingstone valley, Alberta, Canada." *Postal History Journal (USA)* 160:28-34.
- ¹¹ Hughes, Neil (1998) *Alberta Post Offices 1876-1998*, published by the author, Edmonton, Alberta.
- ¹² Karamitsanis, Aphrodite (1992) *Place Names of Alberta: Vol. 2. Southern Alberta*, University of Calgary Press, Alberta. Pages 17 and 117.
- ¹³ Notzke, Claudia (1982) "The development of Canadian Indian Reserves as illustrated by the example of the Stoney and Peigan Reserves." PhD thesis at the University of Calgary. Pages 214 to 218, 225 to 228.

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

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, Ken Grant at E11960 Kessler Rd., Baraboo WI 53913.

After more than 15 years of authorship of this column, I am retiring as Associate Editor of this publication. The job has been a rewarding one for me for a number of reasons, not the least of which is seeing most of the written U.S. postal history come across my desk. I have enjoyed cordial support and assistance from Postal History Journal editors Robert Dalton Harris and Diane DeBlois and from Postal History Society President Joseph J. Geraci.

Beginning with the next issue, this column will be in the able hands of Mr. Ken Grant. Mr. Grant's credentials as editor of the journal *Badger Postal History* and past president of the American Philatelic Research Library make him more than qualified for the job and I am delighted to pass the editorship over to him.

General Topics

Auxiliary Markings

Advertised and Removed markings on street car R.P.O. covers are illustrated and discussed in "News from the Cities" by David A. Gentry. *Trans. Post. Coll.* 66, No. 2 (January-February 2015).

"Auxiliary markings of the 1869 three-cent pictorial issue: an addendum" by Barry Jablon contains several additions to the author's earlier listing, classifying and illustrating markings. *La Posta* 46, No. 1 (First quarter 2015).

Censor marks on letters to or from "Detained Axis diplomats in World War II" are illustrated in an article by author Louis Fiset. *La Posta* 45, No. 4 (Fourth quarter 2014).

Dead letter office return envelopes were classified in an earlier article by Tony Wawrukiewicz. In "Some new return envelope designs 1933-1949," he updates the listings. *Aux. Marks* 12 No. 1 (January 2015).

"Deficiency in address supplied by (name of the forwarding office)" by Thomas Breske contains a census of such markings, with sample illustrations, 1880-1964. *Aux. Marks* 12 No. 1 (January 2015).

"Invalid postage in the U.S. domestic and international mails" (1903-66), as indicated by a "O" beside the stamp, is illustrated and discussed in this article by Tony Wawrukiewicz. *Aux. Marks* 12 No. 1 (January 2015).

"Postmaster free franking" by James W. Milgram contains a census of (mostly handstamped or printed) free markings, 1802-66, either containing or accompanied by, names of sending postmaster. *Chronicle* 67 No. 1 (February 2015).

"Unmailable and undeliverable Prexie mail" by Tony Wawrukiewicz deals with examples of short paid or unpaid letters and post cards franked with adhesives of the 1938 series. Explanations of the handling of such mail are provided. *Prexie Era* 66 (Summer 2014).

Highway Post Offices

Detroit & Columbus HPO first trip postmark error (year slug of 1982 instead of 1962) is illustrated by author William J. Keller in “Highway Post Offices,” *Trans Post. Coll.* 66, No. 2 (January-February 2015).

H.P.O. postmarked covers sent to collectors by the Culkin Stamp Co., (ca.1950) announcing a new supplement to an H.P.O. catalogue they were publishing, are illustrated in “Highway Post Offices” by William J. Keller. Are these postally used covers really commercial? the author asks. *Trans Post. Coll.* 66, No. 3 (March-April 2015).

Military Mail

Confederate soldier and Swedish immigrant is the subject of “Paul Romare: a Swedish mariner fights for the Confederacy and leaves an African-American legacy” by Patricia A. Kaufmann. The legacy is a son, which he fathered with an African-American woman. Two Confederate covers, franked with 5c blue lithographed adhesives are illustrated. *La Posta* 45, No. 4 (Fourth quarter 2014).

Ocean mail

Compagnie Générale Transatlantique (CGT) steamers are the subject of “French CGT packets between Le Havre and New York Part 1: June 1864 through December 1869” by Steven Walske. Markings designating this line are illustrated both as tracings (out of the French maritime catalogue of Salles) and on cover with rates explained. Some markings were applied by postal agents on board, and occasionally show the name of the ship. *Chronicle* 67 No. 2 (May 2015).

Paid ship letters from Great Britain to the U.S. during the war of 1812 were placed on “cartels,” which were able to travel through the blockade to the U.S. coastline, making this expensive way of sending letters acceptable. Examples and explanations are given in “Annals of the war of 1812: end of the blockade” by Steven Walske. *Chronicle* 67 No. 1 (February 2015).

Postal markings

Altoona and Mozart, Pa., South Deerfield, Ma. and New York City are towns with “Recently identified Whitfield cancels,” as reported by Wendell Triplett. “Whitfield” evidently refers to a book, not referenced in the article. *U.S.C.C. News* 32, No. 5 (February 2015).

“Drop letter handstamps” (containing the word DROP or, in one case, just D) are surveyed in an article by James W. Milgram. A census is presented (1845-64). *Chronicle* 67 No. 2 (May 2015).

“Rubber-faced cancellers - Maltese cross and scarab” by Roger D. Curan contains some comments on possible early dates for these types of patent cancels. *U.S.C.C. News* 32, No. 5 (February 2015).

“The classification of four-bar postmarks appearing after the introduction of the zip code” by Christine C. Sanders classifies these markings according to four different measurements, resulting in 16 distinct types. Dates of use are recorded for each type. *La Posta* 45, No. 4 (Fourth quarter 2014).

“Thimble-sized postmarks on the 1851-57 stamps” refers to circular date stamps the approximate size of the base of a sewing thimble. Examples from six different towns, mostly in western Massachusetts, are illustrated. *Chronicle* 67 No. 2 (May 2015).

“USPS contract station postmarks” by Terence Hines explains some of these postal markings from postal stations located in private stores (2014). *La Posta* 45, No. 4 (Fourth quarter 2014).

Railway Mail

Louisville & Nashville R.R. is the probable lettering in a postmark illustrated by author David A. Gentry. The marking is on a cover which is "Mail Sale Lot 1." *Trans. Post. Coll.* 66, No. 3 (March-April 2015).

"Unlisted railroad postmarks" (no author specified) is a listing, with illustrations, of several recently discovered agent, station agent and R.P.O. postmarks (1865-1957). *Trans. Post. Coll.* 66, No. 2 (January-February 2015); No. 3 (March-April 2015).

Rates

"Fourth class mail" by Bob Hohertz contains illustrations of pieces clipped from fourth class parcels (1932-49), each having an address label and an adhesive stamp attached. Interpretations of the ratings are presented. *Prexie Era* 67 (Autumn 2014).

Fractional postage rates and ways to pay them (1925-present) are addressed in "Bisects in the mail: illegal but tolerated" by Richard D. Martorelli. *La Posta* 45, No. 4 (Fourth quarter 2014).

U.S.-Bremen 1853 and U.S.-Hamburg 1857 convention rates were based on a half ounce, whereas German internal rates were based on a different weight measure, the German zoll loth. In "Mixed weight progressions on Bremen/Hamburg mail," author Dwayne D. Littauer explains how this affected postage and provides seven example covers. *Chronicle* 67 No. 1 (February 2015).

Stamps on Cover

"\$5 prexie on commercial mail to Switzerland" by Bob Schlesinger illustrates an address label franked with 37 times the 15c per half ounce airmail rate to Europe. *Prexie Era* 66 (Summer 2014).

24¢ and 30¢ 1869 adhesives on covers to Japan and Spain (six covers total) are illustrated for the record in "More high-denomination 1869 covers from the Thorel and Gomez correspondences" by Scott R. Trepel. *Chronicle* 67 No. 2 (May 2015).

24¢ Bank Note adhesive is shown on cover by author Ronald A. Burns. Several of the interesting aspects of the covers are mentioned in the title of the article: "Hitting a trifecta: patent-canceled 24¢, 3¢ and 1¢ Bank Note stamps on registered cover to Switzerland posted on leap-year day." A census of covers bearing both the 24¢ and 3¢ Bank Notes is included. *Chronicle* 67 No. 2 (May 2015).

"Color cancellations on the 1869 series: grids" by Ed Field continues the author's series of articles. *U.S.C.C. News* 32, No. 5 (February 2015).

Confederate States 10c engraved adhesive of 1863 is seen used with a 1931 United Fruit Company postmark: Thomas Richards, "An unusual Great White Fleet cover to CSA icon August Dietz, Sr." The same article was also printed in *La Posta* 45, No. 4 (Fourth Quarter 2014). *Confed. Phil.* 60, No. 1 (First quarter 2015).

"Covers bearing U.S. 1847 stamps in combination with carrier and local post stamps Part 2: New York and Philadelphia" by David D'Alessandris is organized by company, with information on known uses and (frequently) cover illustrations. *Chronicle* 67 No. 1 (February 2015).

Uses

"Airmail forwarding in the U.S." by Tony Wawrukiewicz deals with letters forwarded with added postage resulting in franking of two countries, 1941-57. Each use shown is accompanied by the appropriate U.S. postal regulations. *Prexie Era* 68 (Winter 2015).

Geographical Locations

Colorado

Greeley's founding and early history are the subject of "Greeley's founders tried to replicate Salt Lake" by Norm Ritchie. Two covers (1870 and 1871) are illustrated. *Colo. Post Hist.* 29, No. 3 (February 2015).

Leadville is the postmark on an 1883 letter from a miner transcribed by Joe Ditlow. "Colorado Correspondence," *Colo. Post Hist.* 29, No. 3 (February 2015).

Florida

"British East Florida postal history:1763-1784" by Dean R. Briggs contains illustrations of a number of covers, mostly involving St. Augustine, and maps. *Fla. Post. Hist.* J. 22, No. 1 (January 2015).

"Florida independent state period January 11, 1861 - February 4, 1861" by Deane R. Briggs describes the secession of Florida and illustrates covers from the six independent state post offices from which usages are known. *Fla. Post. Hist.* J. 22, No. 1 (January 2015).

Jacksonville cover to Syria is the subject of an article by Todd Hause. Addressee is identified to confirm that it is a "Missionary cover to Syria from Jacksonville in 1878." *Fla. Post. Hist.* J. 22, No. 1 (January 2015).

Knox Hill, Sopchoopy, Centreville, Manatee [sic.], Ft. Myers and Bristol are the destinations of "Confederate postal uses to small Florida towns" illustrated in an article by Deane R. Briggs, *Confed. Phil.* 60, No. 1 (First quarter 2015).

"Ponce de Leon postal history" by Deane R. Briggs mentions the establishment of the post office and contains illustrations of three covers (ca.1855). *Fla. Post. Hist.* J. 22, No. 1 (January 2015).

Tampa news and current events are transmitted by colorfully illustrated letters sent in 1951 and reproduced in "A bittersweet family postal history" by Steve Swain. *La Posta* 46, No. 1 (First quarter 2015).

Georgia

Elberton cover, sent free to a congressman, is illustrated by author Steve Swain. Some properties of the handstamping devices used to make the postal markings are investigated by the author. "Howell Cobb stampless cover offers intriguing characteristics," *Ga. Post Roads* 23 No. 1 (Fall 2014, Winter 2015).

Macon cover of 1876 is illustrated with its contents, by author Steve Swain, who indicates "Macon letter reveals lingering post Civil War hatred." *Ga. Post Roads* 23 No. 1 (Fall 2014, Winter 2015).

"Roswell, Ga. 'Mourning cover'" by Steve Swain concerns a Confederate cover postmarked at Greenville, SC and addressed in care of a founding father of Roswell. *Ga. Post Roads* 23 No. 1 (Fall 2014, Winter 2015).

Savannah hotel cover of 1924 bearing a promotional handstamp for the "million dollar road" from Savannah to Tybee is illustrated by author Ed Jackson who gives details about this "Mysterious 1924 letter from Savannah, Part 1." *Ga. Post Roads* 23 No. 1 (Fall 2014, Winter 2015).

Illinois

"Chicago manuscript pointing hand" auxiliary marking is illustrated on an 1899 cover from Switzerland. Author is Leonard Piszkiwicz. *Ill. Post. Hist.* 36, No. 1 (February 2015).

Illinois Territory letters of 1813 are "Official business of the Illinois Territory - two Illinois

territorial covers,” illustrated by author Jack Hilbing. Writers and addressees are identified. Ill. Post. Hist. 36, No. 1 (February 2015).

Ono post office (in Adams County) operated only from September 27, 1860 to July 25, 1861. The only postmaster is identified and his compensation noted. No cover is illustrated. Ill. Post. Hist. 36, No. 1 (February 2015).

Iowa

Clarinda illustrated advertising covers from “The A. A. Berry Seed Company, Clarinda, Iowa” (1904-44) are the subject of this article by Jim Petersen. Ia. Post. Hist. Soc. Bull. No. 271 (Oct., Nov., Dec., 2014).

College covers, some illustrated, form “A selection of colleges & universities on Iowa covers,” 1850s-1909. Author is Jim Petersen. Ia. Post. Hist. Soc. Bull. No. 270 (July, Aug., Sept., 2014).

“Hixson Grove, Iowa” by Jim Petersen contains an illustration of a cover addressed to Hixson Grove with a “No such post office in state named” auxiliary marking. The addressee is buried in Slagel Cemetery (sometimes called Hixson Grove Cemetery) in Buena Vista township. The author has been unable to find other evidence of a Hixson Grove, Iowa. Ia. Post.Hist. Soc. Bull. No. 272 (Jan., Feb., Mar., 2015).

“Iowa cancels, part II” (author not specified) continues a series illustrating (unusual) postmarks from the collection of Jim Petersen, 1885-1914. U.S.C.C. News 32, No. 5 (February 2015).

Lansing covers with town photographs on the obverse, 1897-1903, are reproduced together with town history. Jim Petersen, “The pictorial covers of Lansing, Iowa,” Ia. Post. Hist. Soc. Bull. No. 272 (Jan., Feb., Mar., 2015).

“New Galena, Allamakee County Iowa” by Leo V. Ryan gives an account of the post office’s establishment and the postmasters with their compensations. Ia. Post.Hist. Soc. Bull. No. 270 (July, Aug., Sept., 2014).

Uniontown postmark on a ca.1861 cover addressed to Wm. B. Keith led author Jim Petersen to search for information on the addressee. William Boone Keith served in the Confederate army and is the only Confederate veteran buried next to a Union veteran. It is probably a misprint that the article is titled “William Booth Keith.” Ia. Post.Hist. Soc. Bull. No. 270 (July, Aug., Sept., 2014).

“Village Creek, Allamakee County Iowa” by Leo V. Ryan gives an account of the post office’s establishment and the postmasters with their compensations. Ia. Post.Hist. Soc. Bull. No. 271 (Oct., Nov., Dec., 2014).

“Watson, Allamakee County Iowa” by Leo V. Ryan gives an account of the post office’s establishment and the postmasters with their compensations. Postmaster information when the post office was in Clayton County, 1885-1908, is also listed. Three covers are illustrated. Ia. Post.Hist. Soc. Bull. No. 272 (Jan., Feb., Mar., 2015).

Michigan

Detroit, Mich. and Cleveland, Ohio postmarks trace the journey of a steamboat letter originating in Sarnia, Ontario in 1860. The story of the journey is told by Cary Johnson in “An international steamboat story.” Peninsular Phil. 56, No. 4 (Winter 2015).

Mississippi

Canton post office forms for letters handed off to route agents (1859-60) are illustrated and discussed by author Rick Kunz in “Trails in antebellum Mississippi.” Trans. Post. Coll. 66, No. 3 (March-April 2015).

Montana

Livingston postal card to the Netherlands in 1883 is “An early postal card from Yellowstone National Park,” as illustrated and discussed by author Peter Martin. *La Posta* 45, No. 4 (Fourth quarter 2014).

New Jersey

“N.J. local posts: Rogers’ penny post, Newark, New Jersey” by Larry Lyons contains illustrations of the only known adhesive and only known cover of the firm, in addition to information about the company. *NJPH* 43, No. 1 (February 2015).

New Jersey illustrated covers are 34 “Additions to a collection of Civil War patriotic covers” illustrated by author Richard Micchelli. The list supplements an earlier article by the author. *NJPH* 43, No. 1 (February 2015).

High Bridge, N.J. was named for a bridge over the Raritan. Post card pictures of the bridge, as it once appeared, are shown in “Hometown Post Offices” by Jean Walton. A cover (ca.1850s) and a list of postmasters are also shown. *NJPH* 43, No. 1 (February 2015).

Stewartsville Station, Millville and Cutoff postmarks of “Short-lived New Jersey post offices,” are illustrated by author Arne Englund. The first two were offices existing only about two years and the third was a name used only briefly by an office which existed for a longer time. Also included is a list of New Jersey post offices in existence for one year or less. *NJPH* 43, No. 1 (February 2015).

USS *Ontario* is “New Jersey built fleet tug USS *Ontario*: veteran of both world wars, Pearl Harbor, & the Earhart circumnavigation attempts” subject of an article by Lawrence B. Brennan. Pictures of the ship and several covers are illustrated. *NJPH* 43, No. 1 (February 2015).

New York

New York “stamps removed” and “stamps detached” markings (1914-34) are illustrated and discussed in a two-part series of “U.S. Auxiliary Markings” by John M. Hotchner. *La Posta* Part 1: 45, No. 4 (Fourth quarter 2014); Part 2: 46, No. 1 (First quarter 2015).

New York City’s Third Avenue street car R.P.O. is the subject of “News from the Cities” by David A. Gentry. Postmark varieties are illustrated and discussed. *Trans Post. Coll.* 66, No. 3 (March-April 2015).

North Carolina

Elizabeth City used handstamped rate markings, 1835-39. The known markings are listed, with number recorded and illustrations on and off covers. Tony L. Crumbley, “Elizabeth City, stampless handstamp rate markings 1835-1840.” *N.C. Post. Hist.* 34, No. 1 (Winter 2014-2015).

Fuquay Springs and Varina covers are illustrated and the geography and industry of the two towns and their eventual combined post office are discussed in “A tale of two cities: Fuquay Springs and Varina” by Tony L. Crumbley. Postmarks from 1880-1985 are illustrated. *N.C. Post. Hist.* 34, No. 2 (Spring 2015).

Greensboro covers of 1860 and 1861 are illustrated with straightline PAID tying stamps. According to author Thomas S. Richardson, this disproves a theory he formulated in an earlier article, that this PAID handstamp was used as a precancel. The 1861 cover also demonstrates a use of a 1c 1857, type V adhesive. “The Greensboro PAID handstamp revisited,” *N.C. Post. Hist.* 34, No. 2 (Spring 2015).

Greensborough postmarked covers are “Mail from Camp Stokes CSA in 1864-1865.” Author Stefan T. Jaronski adds information about the camp and the addressee. *N.C.*

Post. Hist. 34, No. 2 (Spring 2015).

Greensborough was the location of “Edgeworth Female Seminary,” the subject of an article by Richard F. Winter. The history of the seminary is recounted and two covers with the seminary’s corner card (ca. 1851) are illustrated. N.C. Post. Hist. 34, No. 1 (Winter 2014-2015).

Ohio

“Arabia, Lawrence County, Ohio” by Allison Cusick contains basic information about the post office, which operated 1858-1912. Covers of 1863 and 1908 are illustrated. Oh. Post. Hist. J. No. 142 (December 2014).

Burbank postmaster postmark is shown on an 1884 postal card with return message written across the front. According to author Charles A. Fricke this demonstrates “How to ruin a beautiful postal history item.” La Posta 46, No. 1 (First quarter 2015).

Canton’s first post office building (1809), in the home and business of the postmaster, is physically described in “Samuel Coulter and his tavern” by Alan Borer. Oh. Post. Hist. J. No. 142 (December 2014).

Cincinnati 16 page 1883 post office publication is reviewed by author Matthew Liebson. “The Cincinnati ‘Post Office Bulletin’” contains delivery and collections schedule, arrival and departure of mails from Cincinnati (reproduced in the article) and a list of railway mail service connections in Cincinnati. Oh. Post. Hist. J. No. 142 (December 2014).

Cleveland letter of 1918 bears two different markings of the Cleveland Circuit (street car) R.P.O., one after it was held for postage. “A surprise from Nela Park” noted by author Matthew Liebson is the return address, from an officer at a World War I chemical weapons development center. Oh. Post. Hist. J. No. 141 (September 2014).

Elida, Clarksville and Stockport used rimless postmarks in the 1870s through the early 20th century, as reported by author Allison Cusick in “Ohio rimless handstamp postmarks from the adhesive era.” Oh. Post. Hist. J. No. 142 (December 2014).

“George Warth and his tombstone” by Alan Borer describes the pioneer Warth (1747-1812) who carried U.S. mail from Marietta to Gallipolis by canoe. Oh. Post. Hist. J. No. 141 (September 2014).

“Justus, Stark County, Ohio” had a post office 1874-1964. Its postal history is covered in this note by Allison Cusick, with four covers illustrated, 1898-1959. Oh. Post. Hist. J. No. 141 (September 2014).

Licking County history book is quoted as giving a local viewpoint on the express mail of 1836-39. “Not just in California; Licking County’s pony express” by Alan Borer. Oh. Post. Hist. J. No. 142 (December 2014).

Lima used three different machine cancelling devices in 1913, two Time machines and one Universal. Bernie Moening, “1913 machine cancels from Lima: how many?” Oh. Post. Hist. J. No. 141 (September 2014).

“Madison City to (while?) Hemo to West Middletown,” the title of an article by Alan Borer, means that the town of Madison City was forced to name its post office Hemo (in 1882 owing to the existence of another Madison City, Ohio) it was changed to West Middleton in 1907. Oh. Post. Hist. J. No. 141 (September 2014).

“Milan (now Mercer), Mercer County, Ohio: the Rickman’s post office” by Joyce Alig refers to the fact that the Mercer post office was called Ruckmans, 1832-1837. Then, in 1841 (or 1837), the town and post office names were changed to Mercer. Oh. Post.

Hist. J. No. 141 (September 2014).

Toledo banker's letter to Hudson, Michigan, merchant in 1849 is the subject of "Making millions in early Toledo: a lesson in penmanship" by Alan Borer. The article is about the author's search for the two men's identities. Oh. Post. Hist. J. No. 141 (September 2014).

Oklahoma

Luikart post office is identified, although unlisted in several references and a 1907 cover is illustrated. Joe H. Crosby, "So what is it really? Linkart or Luikart, Oklahoma?" Okla. Phil. 4th Quarter 2014.

"Sturm, Oklahoma postal and other history" by Joe H. Crosby reproduces a transcription of an 1865 letter and recounts local history from other sources. A 1912 post card is illustrated. La Posta 45, No. 4 (Fourth quarter 2014).

Pennsylvania

Bettinger was announced as the new name of Belleview, Pa. in Postal Bulletin 1262a. But a later Bulletin corrected this to the discontinuance of the Belleview post office. Hence the title "The post office that never was! Bettiniger, Lebanon County, Pa." of this article by Glenn Blauch. Two Belleview covers (1885-86) are illustrated. Pa. Post Hist. 43, No. 1 (February 2015).

Montour, Northampton, Northumberland and Perry Counties are the subject of "2nd update on Pennsylvania Manuscript Markings, Part XVIII" by Tom Mazza. Listings show town name, postmasters and their dates (during the periods of the makings listed), dates and numbers reported. Pa. Post Hist. 43, No. 1 (February 2015).

Peale is located on a map and features of the town are discussed. Seven covers are illustrated, 1884-1908. Cliff Woodward, "Coal company town: Peale, Clearfield County, Pennsylvania," Pa. Post Hist. 43, No. 1 (February 2015).

Philadelphia letter, sent to Columbia, Pa. in 1845 was missent to Bellefonte, Pa. The prepaid letter was apparently charged another rate for forwarding and the forwarding took ten days. Authors Charles A. Fricke and Norman Shachat address the extra charge and the delay and ask "Could it be a very early specially handled valuable letter which went awry?" Pa. Post Hist. 43, No. 1 (February 2015).

South Dakota

Deuel County is located and its post offices listed, with names and compensations of early postmasters. Several covers are illustrated, 1879-1912. Ken Stach and Gary Anderson. "A study of Deuel County, South Dakota," Dak. Coll. 32, No. 1, (January 2015).

Dewey County is located and its post offices listed, with names and compensations of early postmasters. Several covers, 1892-1951, and several real photo post card views of the towns are illustrated. Ken Stach and Gary Anderson. "A study of Dewey County, South Dakota," Dak. Coll. 32, No. 2, (April 2015).

Tennessee

"Robert Looney Caruthers" is the subject of an article by Jerry Palazolo and George Webb. Caruthers' life history, as a politician and educator, is briefly sketched and an 1842 cover with his free frank is shown. Tenn. Posts 19, No. 1 (April 2015).

Tennessee international mail is the subject of "A census of ante bellum and Civil War foreign correspondence with Tennessee - Part III" by L. Steve Edmondson. This installment covers mail from Mexico, to and from Great Britain, Ireland, Switzerland, France, Wurttemberg, Cuba and Canada. No attempt is made to explain the rates.

Tenn. Posts 19, No. 1 (April 2015).

“Chattanooga 1861 - Union/independent/CSA” by Jim Cate refers to the three periods: before secession, between secession and admission to the Confederacy and after admission. Covers from each period are illustrated. Tenn. Posts 19, No. 1 (April 2015).

“Decatur, Tennessee Doane postmark used as a receiving marking” in 1906 is illustrated and some general information about Doane markings is recorded by author Steve Edmondson. Tenn. Posts 19, No. 1 (April 2015).

Hickory Creek postmasters and the location of its post office make the subject of “Antebellum medical practice in rural America historical redux” by Norman Elrod. The article is a companion piece to an earlier article in the same journal, dealing with a letter from Hickory Creek and illustrating its cover. Tenn. Posts 19, No. 1 (April 2015).

“Knoxville’s stable of horse head cancels when were they really used?” by Bruce Roberts reports on covers with horse head fancy cancels in the collection of the East Tennessee History Center. The listings are compared with those in the book by Skinner and Eno. Tenn. Posts 19, No. 1 (April 2015).

“Warren County postmasters during the Civil War” by Norman Elrod reproduces the known list of Warren County Confederate postmasters and illustrates two Confederate covers postmarked McMinnville. A Confederate postmaster appointment at Irving College, Tenn. is also illustrated. Tenn. Posts 19, No. 1 (April 2015).

Vermont

“B.F. Cummins machines in Vermont” contains illustrations of the machine postmarks of this company and lists Vermont towns from which covers are known (1912-27). Author is Bill Lizotte. Vermont Phil. 60, No. 1 (February 2015).

Grilled adhesives of the 1861, 1869 and 1870 issues, on covers postmarked in Vermont towns, are the subject of “Grillin’ in Vermont” from an exhibit by Paul Abajian. Vermont Phil. 60, No. 1 (February 2015).

Shelburn[sic.] stampless cover of 1845 is illustrated and the postal markings discussed. “Cover of the issue” (author not specified), Vermont Phil. 60, No. 1 (February 2015).

Washington (Doane), Montpelier (flag), Perkinsville (double circle), Cavendish (oval), North Bennington (EKU, 1833) and Quechee Village (name evolution) are shown in “The post horn” by Bill Lizotte. Vermont Phil. 60, No. 1 (February 2015).

Wisconsin

Laws governing “Organization, boundaries, and names of Wisconsin counties” are listed by year, 1826-51, by author Louise Phelps Kellogg. Badger Post. Hist. 54, Installment II: No. 3 (February 2015).

Saxville, Fall Creek and Cudahy post offices are illustrated in “Notable Wisconsin post offices” by Paul Petosky. In addition to post office pictures, a Cudahy flag cancel is illustrated. Badger Post. Hist. 54, No. 3 (February 2015).

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.

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

Confed. Phil. = *Confederate Philatelist*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.

Congress Book = *The Congress Book 2012*, Kenneth Trettin, Box 56, Rockford IA. 50468-0056.
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.
Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.
Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, William Dall, P.O. Box 1375, Dubuque IA 52004.
Ill. Post. Hist. = *Illinois Postal Historian*, Leonard Piszkiwicz, 951 Rose Court, Santa Clara CA 95051.
La Posta = *La Posta: A Journal of American Postal History*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.
Maine Phil. = *The Maine Philatelist*, Max Lynds, P.O. Box 761, Houlton ME 04730-0761.
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.
Okla. Phil. = *The Oklahoma Philatelist*, Reggie Hofmaier, 4005 Driftwood Circle, Yukon OK 73099.
Pa. Post. Hist. = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.
Peninsular Phil. = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.
Post. Hist. J. = *Postal History Journal*, Diane DeBlois and Robert Dalton Harris, Box 477, West Sand Lake NY 12196.
Prexie Era = *The Prexie Era*, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-1302.
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.

This issue of the journal announces that I am a newly-elected Board Member. I take it seriously that I should offer some new ideas to the Society - which is to say the members.

It seems to me that, ideally, a postal history society should promote communication among the members. We have about 300 members spread out all over the globe with no real way to reach one another except through our wonderful journal. But it hasn't been used to facilitate collector communication.

So I am making an offer. I will pay for an ad in the journal and allot space for members to seek communication with other members with similar interests to theirs. A line of text accounts for about 15 words. Interested in participating? Send interests to me and I will put you onto the page - one or two lines.

Here is mine: "Seek to correspond with others and buy material relating to the Pacific Steam Navigation Company. jgbaird@mac.com.

COVER ILLUSTRATION: Game card “E” from *The International Mail*. An instructive Game. Published by J.W. Spears & Sons, London, around 1910 and printed in Bavaria (hence the titles in German). A player would have one such card in front of him, each with four postal scenes showing “how letters are delivered in the chief countries of the world.” The choice of scene leans towards the exotic – letters wrapped and swum across water in a log for Peru; or carried by dog sled in Canada (see the article by Gustavo Velasco, page 12). Illustrated for each country is the coat of arms, and four postage stamps “clearly stamped with the postmark of some principal town.” (For Canada, Halifax and Ottawa are fairly clear; something ending in “mi” is probably Miami, Man., but, on the 5 cents in figure 1 and also illustrated on the card, what could “San Lo” indicate?) Play consists of a dealer choosing a single stamp game piece from a number of such and reading out the name and value printed on the back. “To make the game more instructive he can also call out the German and French names.” (For Canada, these would differ only in pronunciation.) The player with that stamp on his card receives it from the dealer, and the first to cover all the stamps on the card is the winner. The cover to our February 2005 issue, Number 130, illustrates in black and white the box lid to this game (the box and cards were all chromolithographed).



Figure 1: game piece printed on card ca.1910.

Mail delivered by dog sled appeared on chromolithographed advertising cards, particularly sets produced in Europe in the last decade of the 19th century. The postcard illustrated in figure 2 advertised an Italian drug company, Achille Brioschi. [Brioschi was a druggist-pharmacist from Via Cattaneo, no.2 in Milan. The company Achille Brioschi & C. was founded in 1907 to produce chemicals and liquors. His series of “La Poste” postcards have an ABC logo on the back upper left along with advertising copy extolling the virtues of Lysoform, a scented solution of potash soap with formaldehyde.] The image suggests a Russian-influenced sled in Alaska, with a curious ten-star flag (alternative history?) and the 1894 one-cent blue Bureau Issue postage stamp. Our surmise is that the more contemporary one-cent green of 1898 was rejected in favor of a blue stamp (conforming to UPU color standardization for international postage).



On February 8, 1873, *Harper’s Weekly* ran an article, “The Mail Service in the Northwest” accompanied by the woodcut in figure 2, captioned: “Dog-Sledge Mail. [From a Sketch by Colonel Charles A. Booth.]” Booth apparently sketched this scene “in the hyperborean regions of Lake Superior” at Sault St. Marie, the capital of Chippewa County, Michigan, on the St. Mary’s River, 440 miles north-northwest of

Figure 2: The United States number from a series of postcards printed in Italy ca.1900.



Figure 3: Woodcut image from Harper's Weekly, 1873, illustrating the hardships of mail in the upper peninsula of Michigan.

Detroit. "For more than one-third of the year the inhabitants of this delectable country are almost as effectually cut off from the outside world as any arctic explorers. It is true that they have the advantage over the Esquimaux of being within the pale of the United States mail service – a privilege which our readers will appreciate from the picture. The nearest railroad station is at Marquette, about 180 miles distant. Twice a week a sledge, drawn by a couple of dogs harnessed in tandem with ropes, and bearing the mail, sets out from Sault St. Marie, over the snow and ice, under convoy of an Indian runner, and if the weather is fine, and there are no detentions, arrives at Marquette in time to enable a person to send a letter to New York and receive an answer in a little less than two months."

Check the Society web site: www.postalhistorysociety.org for illustration of the other game boards, the full instructions, and the box cover.

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Foreign Postal History in Other Journals

by Joseph J. Geraci

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

Albania

“L'altra sponda dell'Adriatico: da Scutari a Roma lungo le vie postali d'Italia,” by Adriano Cattani, examines the various mail routes utilized as transit points via Scutari, Otranto, Trieste and Venice, on mail addressed to Rome, 1796-1804. (*Bollettino Prefilatelico e Storico Postale*, No. 176, September 2013. Organo ufficiale dell'Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

Austria

“Tariffe di ‘Raggio Limitrofo’ tra Sardegna/Italia e Impero Austriaco,” by Giovanni Boschetti, analyses correspondence bearing the lower postal tariff applicable to mail addressed to locales within 15 Sardinian miles, or 20 Austrian leagues, of their common frontier, from the introduction of postage stamps in 1850, to the Treaty of Bern in 1874. Tables of post offices falling under this category are shown, together with lists of covers which were mailed under the reduced rate provision. (*Vaccari Magazine*, No. 50, November 2013. Rivista di Informazione Filatelica e Storico Postale, Via M. Buonarroti, 46, 41058 Vignola (MP), Italy.)

“Bolle e Bollini Imperiali Regi sui Periodici, Giornali in Posta. Seconda Parte, L'Epoca dei Bollini,” by Clemente Fedele and Francesco Luraschi, discuss the reasons behind the issuance of Newspaper Stamps and Newspaper Tax stamps. Newspaper stamps were applied to newspapers sent from a publisher. Curiously, they had no denomination printed upon them, but were differentiated by color. Newspaper stamps paid the fee on journals or periodicals originating within Austria or Lombardy Venetia, while Newspaper Tax stamps paid the tax on political journals or periodicals originating outside the country. Newspaper Tax stamps did have denominations printed on them. The authors have transcribed excerpts from 74 different regulations which had to do with Newspapers and Newspaper Taxes, 1848-1866. (*Storie di Posta*, New Series Vol. 10, November 2014. Rivista dell'Accademia Italiana di Filatelia e Storia Postale, President Franco Filanci, Viale Partigiani d'Italia, 16, 43100 Parma, (PR), Italy.)

Belgium

“The Carton de Wiarts and Belgian Postal Services in France in the First World War,” by Bill Mitchell, based upon two covers of special interest to the author, broadly discusses the biographies of three members of the Carton de Wiarts' families, their lifelong public service, the establishment of a Belgian civil post in France during World War I, and the Belgian military post in France during that same period, 1914-1918. (*The Journal of the France & Colonies Philatelic Society*, No. 274,

December 2014. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol BS8 3PG, United Kingdom.)

Bolivia

“The Traveling Post Offices of Bolivia. The Antofagasta & Bolivia Railway, Inception & Consolidation, 1873-1907,” by Barry Hobbs, reviews the history of this rail line constructed from the ore mines of Oruro, Bolivia, over the mountains down to the Chilean seaport of Antofagasta, together with a number of covers illustrating ambulant postal markings used along the line. (*Postal History*, No. 347, September 2013. The Journal of the Postal History Society, Secretary Steven Ellis, 22 Burton Crescent, Stoke-on-Trent, ST1 6BT, England, United Kingdom.)

British Columbia and Vancouver Island

“B.C. & V.I. ‘Double-Frank’ Covers,” by Bob and Dale Forster, illustrates the various types of postmarks applied to mail from Victoria, New Westminster and Nanaimo in 1858-1861, and discusses some covers which were franked more than once - once by the purchase of an express company stamped envelope, and again by the purchase of United States postage stamps. (*PHSC Journal*, No. 158, Summer 2013. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 163, Stn. C, Kitchener, ON N2G 3X9 Canada.)

Canada

“The Millar, Parlane, Edmonstone & Allan Families,” by David Oldfield, explores the familial and genealogical history of these families all intertwined in the transatlantic shipping business, which, in the case of the Allan Line, from a beginning of only one small sailing vessel, eventually lead to the establishment of the Allan Line, or Montreal Ocean Steamship Company, 1800?-1871. (*BNA Topics*, No. 542, First Quarter 2015. Circulation Manager Ken Lemke, c/o CFS, 3455 Harvester Road, Unit 20-22, Burlington, Ontario L7N 3P2, Canada.)

“Paris Distributing Post Office – An Overview,” by Brian Stalker, relates the history of this post office located on the Great Western Railway route in Ontario, which just may qualify it as the earliest Railway Station Office established in Canada, illustrating the article with maps, diagrams and interesting covers, 1856-1866. (*BNA Topics*, No. 542, First Quarter 2015. See address of contact under first entry for Canada.)

“Some Dewdney Trail Covers,” by Gray Scrimgeour, looks at four covers, all originating in the East Kootenay region of British Columbia, discusses the route followed by one of the carriers, and the postal history of the area in general, 1876-1889. (*PHSC Journal*, No. 158, Summer 2013. See address of contact under British Columbia and Vancouver Island.)

“The Salmon Bay Post Office of Newfoundland and Canada.” (See under Newfoundland.)

“Postal History of Alberta: The Claresholm District,” by Dale Speirs, discusses the postal history of Claresholm, Woodhouse and Stavely post offices located in the Rocky Mountain foothills of southwestern Alberta, 1902-2013. (*BNA Topics*, No. 542, First Quarter 2015. See address of contact under first entry for Canada.)

“Postal History of Alberta: Beiseker and Irricana, Part 2,” by Dale Speirs, provides the history of two post offices in the Western Irrigation District, Irricana and Kersey, 1909-2014. (*Calgary Philatelist*, No. 131, December 2014. Calgary Philatelic Society, P.O. Box 1478, Calgary, Alberta, T2P 2L6 Canada.)

- “Where can that Post Office be Found? Norembega, Ontario,” by J. (Gus) Knierim, traces the history of this post office and its datestamps, 1920-1968. (*PHSC Journal*, No. 158, Summer 2013. See address of contact under British Columbia and Vancouver Island.)
- “Update on the ‘D.w.’ Covers – Part 2,” by Chris Hargreaves, updates his study of these mysterious boxed markings, looking for answers from members and friends with various theories of what the letters mean, why they were struck and where they were struck, with no real definitive idea on the horizon, 1930-1932. (*BNA Topics*, No. 541, October-December 2014. See address of contact under first entry for Canada.)
- “The James Barnett Force ‘C’ Correspondence,” by Gray Scrimgeour, based upon his surviving correspondence, reveals the story of a Canadian Chaplain, assigned to Hong Kong in November 1941, and caught up in the Japanese invasion, subsequently assigned to a POW camp, where he administered to the inmates, eventually being released in September 1945. (*PHSC Journal*, No. 159, Fall 2014. See address of contact under British Columbia and Vancouver Island.)
- “Service-Suspended Covers Addressed to Force ‘C’,” by Gray Scrimgeour, follows on the previous article concerning Force ‘C’ where letters mailed to members of that unit were held and accumulated at the Base Post Office in Ottawa, and returned to their senders in early 1942, because they could not be forwarded. These letters were marked “Return to Sender” or something similar. (*PHSC Journal*, No. 159, Fall 2014. See address of contact under British Columbia and Vancouver Island.)
- “Philippine – Canada Mail, 1941-1945,” by Eugene M. Labiuk, traces the postal history of Canadian mail exchange with the Philippines before and after the Japanese occupation of the Islands, and identifies routes used to transport the mails. (*PHSC Journal*, No. 158, Summer 2013. See address of contact under British Columbia and Vancouver Island.)
- “World War II Crash Cover”, by David Oldfield, attempts to interpret, with some success, a burnt and partially destroyed Air Letter written by a Canadian serviceman serving at Ortona, Italy, in March 1944. (*PHSC Journal*, No. 158, Summer 2013. See address of contact under British Columbia and Vancouver Island.)
- “Quarantine and Decontaminated Mail from Canada to Other Countries,” by Earle L. Covert, examines a cover posted in Canada which may have contained seeds, which were prohibited in Australia and therefore quarantined in Australia, and a second cover which passed through United States irradiation quarantine, 2001-2012. (*BNA Topics*, No. 541, October-December 2014. See address of contact under first entry for Canada.)
- “P.O.D. Rules and Regulations,” by J. (Gus) Knierim, continues his transcription of portions of a 1948 publication, “General Information for Postmasters in Charge,” this time covering “Money Packets,” “Erasures,” “Registered Articles to be Tied Up,” “Direct Registered Packages,” and other registration topics. Then, with regard to “Treatment of Registered Mail at Office of Delivery”, checking registered mail, backstamping, completing registered letter bills and delivery of registered mail. (*PHSC Journal*, No. 158, Summer 2013 and No. 159, Fall 2014. See address of contact under British Columbia and Vancouver Island.)

China

- “From Shanghai to Prague and Back: A Five Year Journey (1941-1946),” by Hans Kremer, describes a fascinating cover mailed at Shanghai in October 1941, addressed to Prague, Czechoslovakia, which judging from the postal markings, made the journey as far as Bermuda, where it was condemned and detained by the British censors, and held

until released in 1946, too late to be received by the addressee, who had been killed at Theresienstadt by the Nazis. (*The Collectors Club Philatelist*, Vol. 92, No. 6, November-December 2013. The Collectors Club, 22 East 35th Street, New York, NY 10016.)

Colombia

“Early Colombian Cancels,” by Thomas P. Myers, categorizes the early oval and fancy town name cancelling devices of Bogotá and Medellín, 1859-1874. (*Copacarta*, Vol. 31, No. 2, December 2013. Journal of the Colombia/ Panama Study Group, Secretary Scott Schaffer, 15 Natureview Trail, Bethel, CT 06801.)

“Bisects of the 1877 Liberty Issue,” by Thomas P. Myers, discusses bisected stamps often found on 10 and 20 centavos stamps of this issue, their need and the postal tariffs of the day. (*Copacarta*, Vol. 31, No. 1, September 2013. See address of contact under first entry for Colombia.)

“More on the 1877 Bisects,” by Thomas P. Myers, authenticates the double bisect cover mentioned earlier. (*Copacarta*, Vol. 31, No. 2, December 2013. See address of contact under first entry for Colombia.)

“A Route Map from Peter P. von Bauer, 1926,” by Thomas P. Myers, illustrates a map of airmail and surface feeder collection routes as of March 1926, as well as six covers which traveled these routes. (*Copacarta*, Vol. 31, No. 1, September 2013. See address of contact under first entry for Colombia.)

Croatia

“Postal Tax Use in World War II Croatia,” by Henry Laessig, explains the use of postal tax stamps on mail intended for destinations within Croatia, and the fees that each denomination represented. (*The Collectors Club Philatelist*, Vol. 92, No. 6, November-December 2013. See address of contact under China.)

Cuba

“La posta genovese sulle rotte di Colombo: Relazioni postali con l’Isole di Cuba,” by Piero Garibone, uses nine letters, mostly originating in Havana and addressed to Genova, to illustrate and discuss the development of postal and maritime facilities in Cuba, as well as the routes to Sardinia, 1737-1842. (*Bollettino Prefilatelico e Storico Postale*, No. 177, November 2013. See address of contact under Albania.)

Eastern Silesia

“The ‘S.O.’ Overprint Stamps of Czechoslovakia,” by Peter Chadwick, provides the history behind the issuance of specially overprinted stamps for this portion of the old Austro-Hungarian Empire, divided up after World War I, 1920. (*Postal History*, No. 348, December 2013. See address of contact under Bolivia.)

Ecuador

“A Review of the State of the No 3154 Cancellation as Used in Ecuador,” by Stan Luft, provides a census of known Ecuadorian covers bearing stamps cancelled by the old French numeral 3154 cancellation device, and the results of his research concerning the marking, 1865-1879. (*The Journal of the France & Colonies Philatelic Society*, No. 274, December 2014. See address of contact under Belgium.)

Finland

“Mixed Franking in Finland, 1891-1917,” by Roger Quinby, defines “mixed franking” as a cover franked with stamps of one stamp issuing entity combined with stamps of another stamp issuing entity, with the same or different currency, properly used. Based upon this definition, the author illustrates and explains a number of mixed

franking/combination covers, their background and history and provides a list of all Russian definitive issues sold by the Finnish post with Finnish penni issues, which were valid in Finland. (*The Posthorn*, No. 277, November 2013. The Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

“The ‘WIBORG’ Ship Silhouette Cancels,” by Ed Fraser, illustrates and discusses four types of ship silhouette handstamps found on mail from either Helsinki, Hango, Savonlinna and Wiborg, which provides a method of differentiating between these similar markings, 1894-1911. (*The Posthorn*, No. 277, November 2013. See address of contact under first entry for Finland.)

“Double Censoring in Finland: A Failed Intrusion on the Postal Delivery System,” by Roger Quinby, explains the censorship system the Russians put into place after August 1914, double censoring all mail both at the departure censor office as well as the destination censor office, all of which placed a tremendous strain on the Finnish post office in manpower, expenses, time lost due to delayed delivery and cost of hiring additional personnel. (*The Posthorn*, No. 277, November 2013. See address of contact under first entry for Finland.)

France

“I rapporti postali del Lombardo Veneto con la Francia, 1844-1866, (prima parte).” (See under Lombardy-Venetia.)

“The French Censorship Commission in London,” by Graham Mark, outlines the establishment in London of a French censorship commission to examine mail between France and the Scandinavian countries, the Americas and the Netherlands. French postal control handstamps were utilized from 1915 to 1918, numbered from 901 to 920. (*Postal History*, No. 348, December 2013. See address of contact under Bolivia.)

“WWII - Follow Up - Unoccupied France New Label on Allowed (Not Suspended) Mail,” by Martin Evans, discusses a cover posted at Camp de Gurs, France, addressed to Zommange, Moselle, in 1940, which bears a non-recorded label on the reverse indicating forwarding of this letter is authorized by the German Military Authority when it was released in 1945. (*Civil Censorship Study Group Bulletin*, No. 180, October 2013. Secretary Charles J. LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554.)

“WWII - Follow Up - Unoccupied France New Label on Allowed (Not Suspended) Mail,” by Roy Reader, brings together what is known concerning the few covers bearing handstamps or labels indicating “Forwarding and delivery authorized by German military authorities”, 1940’s. (*Civil Censorship Study Group Bulletin*, No. 181, January 2014. See address of contact under third entry for France.)

Gabon

“Gabon: The Development of the Postal Services, 1862-1889,” by John Yeomans, outlines the historic background of the colony, transcribes the local law establishing the postal service, provides a time-line of communications and illustrates and explains the postal rates applicable to a number of rare and interesting covers. (*The Journal of the France & Colonies Philatelic Society*, No. 274, December 2014. See address of contact under Belgium.)

Germany

“The German V-Weapons Offensive,” by Roger Callens, reviews the history of the V-1 missile, or “Doodlebug”, developed during World War II, which was launched against Great Britain, and later against Antwerp and Liege. Several covers are illustrated with

connections to the project, 1940-1944. (*Military Postal History Society Bulletin*, Vol. 52, No. 4, Fall 2013. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

Great Britain

“Il Bollo Bishop,” by Massimiliano, discusses the invention of a date stamp by Henry Bishop [known as a “Bishop’s Mark”], Director General of Posts, to be applied to outgoing letters in order to determine when they were posted and how long it took them to arrive at their destination, 1660. These markings were applied to mail departing from London, Edinburgh and Dublin. (*Il Foglio*, No. 178, December 2013. Unione Filatelica Subalpina, C.P. 65, Torino Centro, 10100 Torino, Italy.)

“The Society for the Propagation of the Gospel,” by John Scott, explores the archives of this Society searching for postal history on mail received by the Society and finds reference to the “Carolina Coffee House” in Birch Lane (an early unofficial distribution point for incoming or outgoing ship mail) prior to 1710, a circa 1707 unframed “Barbados” marking, and several letters dated 1711 to 1790 concerning news from the South Carolina or Virginia colonies, including mail addressed to the College of William and Mary in Virginia. (*Postal History*, No. 348, December 2013. See address of contact under Bolivia.)

“Mail ‘Mislaid’ in Singapore, November 1953,” by Ken Snelson, researches the story behind a postcard posted by British Forces in Korea in 1953, and delayed in Singapore where some 56 bags of mail had been lost, and when discovered, marked with a boxed “Mislaid Mail/Delay Regretted,” and sent on its way. (*Postal History*, No. 348, December 2013. See address of contact under Bolivia.)

Great Britain, Offices in Turkey

“Postal Markings of the Levant, 1857-1909,” by John N. Davies, illustrates handstruck proof impressions reproduced from the proof impression books kept at Post Office Archives in St. Martin’s le Grand, London. All but one impression are applicable to Constantinople. (*OPAL*, No. 230, November 2013. Oriental Philatelic Association of London, Secretary, Philip Longbottom, 5 Ringway Close, Tytherington, Macclesfield, Cheshire SK10 2SU, United Kingdom.)

Indonesia

“Post WWII – Indonesia Currency Exchange Control,” by Bert van Marrewijk, Han Dijkstra and Marc Parren, begins with the 1940-1942 Netherlands Indies Government imposition of economic and currency exchange censorship, which was continued after the end of the War by Indonesian authorities, illustrating many covers and identifying the various types of currency exchange control handstamps and labels in use by both governments. (*Civil Censorship Study Group Bulletin*, No. 181, January 2014. See address of contact under third entry for France.)

Iraq

“Iraq 1967, Provisional Obligatory Flood Relief Stamps,” by Rainer Fuchs, provides the status of his research with new historical background for the issuance of these stamps, long thought issued in response to a great flood in Bagdad, but which turns out to have been issued for relief from a Mosul flood. (*OPAL*, No. 230, November 2013. See address of contact under Great Britain, Offices in Turkey.)

Italy

“Note sulle Agenzie Private di Espressi in Periodo di Regno,” by Elisa Gardinazzi, reviews the history of private posts in Italy, the postal laws which governed them

- and illustrates the various labels and handstamps which characterized the service, 1862-1945. (*Il Foglio*, No. 182, December 2014. See address of contact under first entry for Great Britain.)
- “Postal Communications in Italy and the Role of Hotels and Cafes,” by Carlo Vicario, only illustrates one Lombardy-Venetian cover addressed to a café (1858), but illustrates six other covers with hotel markings, and gives a brief history of these hotel agencies in general, 1895-1974. (*Fil-Italia*, No. 159, Winter 2013/ 14. The Journal of the Italy & Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, 8 Manor Road, Teddington, Middx. TW11 8BG, England, United Kingdom.)
- “Führer-Dux Cancels, 3-9 May 1938,” by Clive Griffiths, recounts the background and history behind these slogan postmarks, applied in only three cities, Firenze, Napoli and Roma, which were designed to commemorate Hitler’s visit to Italy. (*Fil-Italia*, No. 158, Autumn 2013. See address of contact under second entry for Italy.)
- “Il servizio postale regolare della L.A.T.I. sulla rotta Sud-America (terza parte),” by Flavio Riccitelli, continues his tale of mail carried regularly by this airline, postal rates to various South American countries, risks faced by flying these routes even though Italy was still neutral at this time (1939-June 1940), with many examples of flown covers originating from Germany, Italy and the Vatican. (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)
- “L.A.T.I. – The African Services During WWII,” by Enrico Forte, provides an overview of L.A.T.I. airmail services beginning in 1939, and indicating the establishment of a route to South America through Spanish and Portuguese air space, and the difficulties of maintaining a route to Italian East Africa under wartime conditions. (*Fil-Italia*, No. 159, Winter 2013/ 14. See address of contact under second entry for Italy.)
- “Il Crollo della Francia – Le Invasioni,” by Riccardo Bertolotto, from information gleaned from a diary, takes us on a day by day journey of the Italian invasion of France, 17 to 25 June 1940. A map of France with the portion occupied by Italy is illustrated, together with several French military covers, together with other mail addressed to the occupied zone, which was returned to the senders. (*Il Foglio*, No. 182, December 2014. See address of contact under first entry for Great Britain.)
- “Italian Temporary Military Handstamps Replacing Official Authorizing Ones, Part 2 – World War 2,” by David Trapnell, examines “Ufficio Sprovvisto di Bollo” handstamps in use, meaning “office deprived of [postage] stamps, or in other words, “no suitable postage stamps available for prepayment of postage” describing the use of these handstamps in various military theatres of war. (*Fil-Italia*, No. 158, Autumn 2013. See address of contact under second entry for Italy.)
- “The Italian Air Corps in Belgium,” by Roger Callens, provides historical background for this aircraft unit sent to Belgium to aid the Germans in the Battle of Britain, 1940-1941. (*Military Postal History Society Bulletin*, Vol. 52, No. 3, Summer 2013. See address of contact under Germany.)
- “Italian Mail into German Occupied Channel Islands,” by John F. Gilbert, illustrates a 1942 cover addressed from Roma to Greve d’Azette, Channel Islands, one of only 17 Italian origin covers known addressed to these islands during the war, and carefully examines it for postal and censor markings. (*Fil-Italia*, No. 158, Autumn 2013. See address of contact under second entry for Italy.)
- “Prigionieri Italiani nella Seconda Guerra Mondiale: Posta Internata,” by Luciano Maria

and Maria Marchetti, briefly describe the “other” war being fought in East Africa, which did not get as much attention in the newspapers as that being fought in North Africa, identifies the military camps for captured Italian soldiers and also those for civilians interned in Ethiopia, illustrates a number of letters and letter forms sent by both groups, as well as censor handstamps and paper tapes. *Storie di Posta*, New Series Vol. 10, November 2014. See address of contact under second entry for Austria.)

“La posta dei prigionieri italiani in Unione Sovietica nella seconda guerra mondiale, seconda puntata,” by Maria Marchetti and Antonio Pasquini, briefly summarizes the historical background of Italian forces in Russia, lists the different types of prisoner of war camps, such as transit camps, punishment camps, fixed camps and hospital camps, provides two maps showing the locations of many camps within Russia, as well as prisoner of war postal cards sent by the prisoners, 1942-1946. (*Posta Militare e Storia Postale*, No. 129, December 2013. Rivista dell’Associazione Italiana Collezionisti Posta Militare, President Piero Macrelli, CP 180, 47900 Rimini, Italy.)

“La Posta Militare italiana nel territorio metropolitano, agosto 1943 / dicembre 1945, prima parte,” by Luigi Sirotti, starts off by identifying those fascist units stationed in Italy, their field post numbers and when those offices were closed, by region, those units which were formed by the Allies from the remnants of the Italian army after the collapse of Italy, together with their fields of operation. (*Posta Militare e Storia Postale*, No. 128, September 2013. See address of contact under eleventh entry for Italy.)

“L’uso degli interi postali nella posta civile: Regno di Vittorio Emanuele III, Luogotenenza e Regno di Umberto II dall’8 settembre 1943 al 30 giugno 1946. (prima parte),” by Luigi Sirotti, provides a map showing that as the Allied forces advanced up the boot of Italy, and areas were liberated from February 1942 to July 1945, civilian post offices were opened behind the lines which permitted the use of Italian postal cards in those regions, and established postal tariffs applicable for both internal and international mail. (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)

“Unto a Land Flowing with Milk and Honey...’ The La Spezia Affair 1946,” by Peter High, is based upon several picture postcards showing the repatriation ship “Fede” (Faith), in La Spezia harbor, renamed “Dov Hos” (the name of the founder of the Haganah), which was to carry Jewish refugees to Palestine, and tells the human story behind these cards. (*Fil-Italia*, No. 158, Autumn 2013. See address of contact under second entry for Italy.)

Italy, Offices Abroad, Turkish Empire

“Casi speciali di posta a Costantinopoli nell’ufficio postale italiano dopo la riapertura nel periodo 1919-1923,” by Valter Astolfi, starts off with a small plan of the city of Constantinople showing the location of Posta Militare 15, which later became the central office for Italian civil posts in the city, when the Italian offices were reopened after the end of WWI. He also shows that the datestamp “Posta Militare 15” was also applied to sailor’s mail originating from warships in the Black Sea (Russia), Italian consulates or Italian military missions stationed in Georgia, Konia, Thrace, Adrianopole, Dedeagatche, Batoum, Baku and Tiflis, where mail was transported by sea back to Constantinople for processing. (*Posta Militare e Storia Postale*, No. 128, September 2013. See address of contact under eleventh entry for Italy.)

“L’Ufficio Postale italiano di Costantinopoli ed i profughi della Rivoluzione Russa sistemati nella capitale turca e dintorni,” by Valter Astolfi and Massimo Mattioli,

reviews the background of Czarist Russian refugee arrivals at Constantinople, lists the refugee camps, together with postal aspects including establishment of a Russian post, the tie in with Italian Posta Militare 15, postal facilities and issuance of postage stamps, 1919-1923. (*Posta Militare e Storia Postale*, No. 129, December 2013. See address of contact under eleventh entry for Italy.)

“Gli uffici postali militari e civili italiani nell’ipotetica zona d’influenza economica in Anatolia,” by Mario Chesne Dauphine, tells the story of the extent of Italian economic zones of interest in Anatolia, the establishment of Italian military and civil post offices in that country, provides a contemporary map of Anatolia with locations of various Italian military post offices, and illustrates the postal markings utilized by them, 1919-1923. (*Bollettino Prefilatelico e Storico Postale*, No. 178, February 2014. See address of contact under Albania.)

Japan

“Question & Answer Column,” [1929 cover addressed to New York bearing the first set of airmail stamps.] with discussion of why it was mailed on the second day of issue, whether the handstamped “Air Mail/ (Inland and Foreign)” marking was applied at the Osaka post office, and if the cover met the appropriate postal rate. (*Japanese Philately*, No. 402, December 2013. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

“Karl Lewis Covers, Part 2, Foreign Origin,” by Todd Lewis, extensively describes and shows many, beautifully illustrated, hand painted covers which Karl Lewis prepared and mailed to clients during the years 1932-1940, from mainly Asian countries, other than Japan. (*Japanese Philately*, No. 401, October 2013. See address of contact under first entry for Japan.)

“Missent To’ Postal Marking Update,” [by Ron Casey], illustrates two new “Missent To” box type markings in English, adding to the list of known “Missent” markings, 1901-1937. (*Japanese Philately*, No. 403, February 2014. See address of contact under first entry for Japan.)

Lebanon

“The Obligatory Semi-Postal Stamps of Lebanon, 1945-1949,” by Bernd-Dieter Buscke, describes why they were issued, the purpose of these semi-officials, the rates applicable per letter, illustrations of many covers portraying them and provides a table identifying for each one, the period of time it was in use and a cross reference to Scott, Michel and Stanley Gibbons catalogues. (*The Levant*, Vol. 7, No. 4, January 2014. Journal of the Ottoman & Near East Philatelic Society, Secretary Rolfe Smith, 705 SE Sandia Drive, Port St. Lucie, FL 34983.)

Lombardy-Venetia

“I rapporti postali del Regno Lombardo Veneto con il Regno Delle Due Sicilie, 1815-1866, (prima parte),” by Lorenzo Carra, compares the weights and measures system used in Two Sicilies to those of Lombardy Venetia, explains the monetary systems, postal rates and illustrates mail exchanged between the two countries, 1817-1829. (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)

“I rapporti postali del Lombardo Veneto con la Francia, 1844-1866, (prima parte),” by Massimo Moritsch, begins with the Notification of 28 March 1844 which specifies postal tariffs between the two countries, continues with the tariffs up to 31 July 1849, and the Ordinance of 4 September 1851 which covered prepaid as well as

unpaid mail, up to 1857. (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)

Modena

“Ricerche di Storia Postale sul Campo, e sui Fiume: Caccia alla Morra, Oue si Passa il Po,” by Lorenzo Carra, entices the reader on a hunt to find a place called “La Morra”, as indicated in sixteenth-century printed itineraries as being located on the ancient route from Genova to Mantova, where there was a crossing of the River Po. However, modern maps do not show the place. The author discovers that the course of the River Po has changed over the years, and begins an investigation on foot, questioning local inhabitants, finally finding La Morra located east of Luzzara, where once there had been an old branch of the River Po. (*Storie di Posta*, New Series Vol. 10, November 2014. See address of contact under second entry for Austria.)

“La Convenzione Austro-Italica e le corrispondenze per il Ducato di Modena, Seconda puntata,” by Emilio Simonazzi, continues his analysis of the postal effects of the Convention of September 1851 not only upon Modena, but also upon Parma and the Roman States, explaining applicable postal tariffs, weights, and distances, including many interesting illustrations of covers. (*Posta Militare e Storia Postale*, No. 128, September 2013. See address of contact under eleventh entry for Italy.)

“La Convenzione Austro-Italica e le corrispondenze per il Ducato di Modena, Terza puntata,” by Emilio Simonazzi, illustrates several decrees concerning the changeover from Pontifical currency to Sardinian currency during August - November 1859, and the use of Romagne postage stamps during that period. The author continues with a discussion of Tuscan postal rates under this Convention as related to the exchange of correspondence with Modena, 1852-1860. (*Posta Militare e Storia Postale*, No. 129, December 2013. See address of contact under eleventh entry for Italy.)

“La vera storia del 1859 nel Ducato di Modena e riflessi di storia postale (seconda parte),” by Giuseppe Buffagni, renews his discussion of the events of 1859, the continued use of Modenese stamps on mail after August 1859, but paying Sardinian tariffs, illustrates a table of postal tariffs to various countries, and indicates, by town, the frequency with which mail was sent on its way to destination, 1859-1861. (*Bollettino Prefilatelico e Storico Postale*, No. 176, September 2013. See address of contact under Albania.)

“Zocca: Il bollo che nacque tardi ma visse a lungo,” by Emilio Simonazzi, looks at some peculiarities of Zocca, the double box postmark assigned to the town, the unusual grille obliteration furnished to that office and the fact that it opened in 1859, just before Modena revolted against the Duke. (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)

“La ferrovia nel Ducato di Modena e Reggio,” by Giuseppe Buffagni, discusses the background and history of this new railway line, which opened in May 1859, the stations along the routes, railway postal markings used on the line, and station markings, 1859-1863. (*Bollettino Prefilatelico e Storico Postale*, No. 178, February 2014. See address of contact under Albania.)

Netherlands

“Concentration Camp Miranda de Ebro,” by Kees Adema, through the medium of a 1942 postal card from Voorburg, Netherlands, addressed to a Jewish internee in this camp, explores the history of this Spanish forced labor camp, built to house anti-fascist volunteers opposing Franco’s forces, captured while in Spain. (*The Collectors Club Philatelist*, Vol. 93, No.

1, January-February 2014. See address of contact under China.)

“1945 Emergency Cancels,” by Hans Kremer, describes and illustrates emergency datestamps furnished by British postal units, which replaced Dutch datestamps which were damaged or destroyed during the liberation of Southern Netherlands. (*Netherlands Philately*, Vol. 38, No. 1, October 2013. Magazine of the American Society for Netherlands Philately, Secretary Ben Jansen, 1308 Pin Oak Drive, Dickinson TX 77539-3400.)

Netherlands Indies

“A Letter from Tjikao,” by Ben H. Jansen, closely examines an 1825 letter, bearing an unlisted double boxed “Tianjor” postmark, written from Tjikao to Batavia, inquiring about the possible receipt of a box of letters from the writer’s mother in the Netherlands. (*Netherlands Philately*, Vol. 38, No. 2, January 2013. See address of contact under second entry for Netherlands.)

“Post WWII – Indonesia Currency Exchange Control.” (See under Indonesia.)

New Brunswick

“Letters to a Soldier from New Brunswick to Curragh Camp, County Kildare, Ireland,” by Spencer G. Sealy, analyses three covers posted from New Brunswick to a destination in Ireland, each prepaid with a 12 1/2 cent stamp, providing their routes and background information, 1860-1865. (*PHSC Journal*, No. 158, Summer 2013. See address of contact under British Columbia and Vancouver Island.)

“Cents Covers in the ‘Miss Smith’ Correspondence,” by Spencer G. Sealy, brings together and analyses the known covers from the “Miss Smith” cents currency correspondence for the years 1860-1865, from Saint John to various points in or near London, all bearing the 12 1/2 cent stamp. (*PHSC Journal*, No. 159, Fall 2014. See address of contact under British Columbia and Vancouver Island.)

Newfoundland

“The Salmon Bay Post Office of Newfoundland and Canada,” by Ferdinand Bélanger, researches the history of this small office in Quebec, close to Labrador, on the Strait of Belle Isle. It appears to have been opened by the Newfoundland Postal Administration about 1887, but a Canadian postal inspector determined that the office was really located in Canada. Subsequently Newfoundland closed the office and Canada re-opened it in 1890. (*PHSC Journal*, No. 159, Fall 2014. See address of contact under British Columbia and Vancouver Island.)

Parma

“La Convenzione Austro-Italica e le Corrispondenze per il Ducato di Modena, Seconda puntata.” (See under Modena.)

Poland

“A Proposal for the Classification and Naming of Labels Used in the Kingdom of Poland,” by Leszek Osrodka (translated by Anita Cukier), proposes a classification scheme for handstamps and labels which were applied to mail in the territory of the Kingdom of Poland, illustrating each and establishing a catalog for them, 1866-1914. (*Rossica*, No. 161, Fall 2013. Journal of the Rossica Society, Secretary, Dr. Alexander Kolchinsky, 1506 Country Lake Drive, Champaign, IL 61821-6428.)

Roman States

“L’altra sponda dell’Adriatico: da Scutari a Roma lungo le vie postali d’Italia.” (See under Albania.)

“Stato Pontificio, Variazioni tariffarie interne, (prima parte),” by Massimo Manzoni,

explains that the postal rates after 1844 were based upon weight and the distance the letter traveled, and presents a number of examples of postage on internal mail carried from locales with variations concerning postal dependencies in each distance, illustrated with maps of the towns involved, 1852-1859. (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)

“Ancora su bolli pontifici S.E.O.F.,” by Umberto Del Bianco, provides additional support for the interpretation of the initials, S.E.O.F. as Stati Esteri Oltre Frontiera (meaning “Foreign State Beyond [the] Frontier”, found incorporated in this origin/ transit marking. (*Bollettino Prefilatelico e Storico Postale*, No. 176, September 2013. See address of contact under Albania.)

“La Convenzione Austro-Italica e le Corrispondenze per il Ducato di Modena, Seconda puntata.” (See under Modena.)

Russia

“A Proposal for the Classification and Naming of Labels Used in the Kingdom of Poland.” (See under Poland.)

“I am Sending My Friend These Nine Postcards...” (The Voyage of Rear Admiral E.A. Stackelberg’s Detachment of Ships from the Baltic to the Far East in 1902-1903 and the Voyage of the Pacific Squadron in 1904-1905), by Vladimir Berdichevsky (translated by David M. Skipton), through the use of picture postcards mailed by a member of the ship’s crew, traces the route taken by Admiral Stackelberg’s detachment of newly constructed vessels from the Baltic Sea, through the Straits of Gibraltar and the Mediterranean Sea to the Suez Canal, through the Red Sea to the Indian Ocean and through the Straits of Malaysia and on to Port Arthur, adding to the flotilla along the way with vessels constructed in France, while traversing the Mediterranean Sea. These vessels were intended to be a Russian Far East fleet for protection of Russian possessions against the Japanese. (*Rossica*, No. 161, Fall 2013. See address of contact under Poland.)

Saint Vincent

“Postmarks of the British West Indies: St. Vincent, KGVI 1937-1955,” by David Horry, illustrates town datestamps from virtually every town and village on the island. (*British Caribbean Philatelic Journal*, No. 254, January-March 2015. (*British Caribbean Philatelic Journal*, No. 250, January-March 2014. British Caribbean Philatelic Study Group, Secretary Mary Gleadall, 394 Kanagowa Dr., Connestee Falls, Brevard, NC 28712.)

Sardinia

“Il ‘Crocesegno’ sulle Lettere nel XVI Secolo Sabauda,” by Italo Robetti and Achille Vanara, looks into the use of a manuscript “sign of the cross” found on some sixteenth-century letters as indicating religious mail, but finds that they are not always applied to mail sent by religious establishments. (*Il Foglio*, No. 182, December 2014. See address of contact under first entry for Great Britain.)

“I corrispondenti postali sardi” by Fabrizio Delmastro, examines several letters forwarded by Sardinian merchants to Livorno, Boston (U.S.A.), Marseille, Algeria, Lyon, and Tunis, and discusses the routes these letters took to arrive at their destinations, 1632-1851. (*Il Foglio*, No. 178, December 2013. See address of contact under first entry for Great Britain.)

“La posta genovese sulle rotte di Colombo: Relazioni postali con l’Isole di Cuba.” (See under Cuba.)

“I Bolli di Raggio nella Convenzione Postale tra Regno di Sardegna e Ginevra del 1845,”

by Fabrizio Delmastro, discusses the division of the Sardinian territories into seven regions in this convention with Geneva, Switzerland, for purposes of determining the applicable letter rate, which was partially based upon distance. All mail was identified as to region, [C.S.1.R to C.S.7.R] and the author states that markings for several regions have never been seen. The author illustrates the markings for regions C.S.5.R and C.S.6.R, which are extremely scarce. (*Il Foglio*, No. 182, December 2014. See address of contact under first entry for Great Britain.)

“Cenni storici e storico postali sulla partecipazione del Regno di Sardegna alla Guerra di Crimea,” by Alessandro Bertucci, indicates that despite the opposition of the Sardinian Minister of Foreign Affairs, Giuseppe Dabormida, a military convention was signed with Great Britain and France in January 1855, to send to the Crimea 18,000 men, 3,500 horses, 36 cannons, and associated supplies, which were debarked at Balaclava in May 1855, to support the Allies. Later at the Battle of Cernaia, the outnumbered Sardinian troops held the Russian offensive and participated in the counterattack with Allied troops. Several Sardinian military covers are illustrated with typical postal markings. (*Il Foglio*, No. 177, September 2013. See address of contact under first entry for Great Britain.)

“Lettere scambiate tra il Regno di Sardegna e la costa atlantica dell’America con la mediazione inglese,” by Mario Mentaschi, examines several covers between Sardinia and the Atlantic ports of Central and South America, and British North America, which were handled through Great Britain, and explains the postal rates in force. (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)

Tunisia

“French Forces and the Air Mails of Tunisia, 1919-1956,” by David Trapnell, pulls together many strands of information concerning the development of airmail service, identifying the various air fields together with an early air route map, illustrating covers, military cachets and postal rates. (*The Journal of the France & Colonies Philatelic Society*, No. 274, December 2014. See address of contact under Belgium.)

Turkey

“Non solo il *Regime delle capitolazioni* fece proliferare gli uffici postali stranieri nell’Impero ottomano,” by Mario Chesne Dauphiné, reviews the history of the Liannos local post operating in the area of Constantinople, and its connection with both the Egyptian and Turkish posts, 1865-1867. (*Bollettino Prefilatelico e Storico Postale*, No. 176, September 2013. See address of contact under Albania.)

“The City Post of the Turkish Government, 1869-1884,” by John Garton, reviews the history of this local service by period of transition, identifying the postmarks in use during various periods, and the rates of local postage which were applied. (*OPAL*, No. 230, November 2013. See address of contact under Great Britain, Offices in Turkey.)

“‘T’ Overprints Used in Smyrna,” by WJJ Pijnenburg, and “‘T’ Overprints – Some Remarks,” by Philip Longbottom, both discuss the Universal Postal Union “T” in circle handstamps, or overprints, found on stamps and covers originating from Smyrna, 1896-1923. (*OPAL*, No. 230, November 2013. See address of contact under Great Britain, Offices in Turkey.)

“Ottoman Censor Markings During World War I: Vilayet of Beirut,” by John Garton, illustrates many censored covers, the different types of censorship handstamps, and discusses censorship in this large vilayet which encompassed not only Lebanon as

we know it today, but also a large area of Northern Palestine. (*The Levant*, Vol. 7, No. 4, January 2014. See address of contact under Lebanon.)

Tuscany

“Convenzione Regno d’Italia - Regno d’Etruria del 1807,” provided by Fabrizio Salami and Clemente Fedele, transcribes this postal convention, including twelve Articles for the exchange of mail, between these two newly formed Napoleonic kingdoms in Northern Italy. No postal tariffs are mentioned, but the methods of handling mail from various origins are. (*Il Monitore della Toscana*, No. 18, November 2013. Rivista della Associazione per lo Studio della Storia Postale Toscana, Editor Alessandro Papanti, via Del Giglio 56, 50053 Empoli, Italy.)

“Una lettera da Napoli a Firenze, rispedita a Milano,” by Alessandro Papanti, discusses which currency the total amount of postage due was charged on an 1839 letter forwarded from Firenze (Florence) to Bologna, an 1849 letter from Prato to Genova and an 1832 letter from Napoli to Firenze, guiding the reader through the various currencies in use by each State. (*Il Monitore della Toscana*, No. 18, November 2013. See address of contact under first entry for Tuscany.)

“Lettere Via di Mare del Porto di Livorno,” by Alan Becker, illustrates and explains significance of the markings on a number of letters which touched at the port of Livorno (Leghorn), 1850-1892. (*Il Monitore della Toscana*, No. 18, November 2013. See address of contact under first entry for Tuscany.)

Two Sicilies, Naples

“I rapporti postali del Regno Lombardo Veneto con il Regno Delle Due Sicilie, 1815-1866, (prima parte).” (See under Lombardy-Venetia.)

Two Sicilies, Sicily

“I rapporti postali del Regno Lombardo Veneto con il Regno Delle Due Sicilie, 1815-1866, (prima parte).” (See under Lombardy-Venetia.)

“Regno della Due Sicilie: 1859-1860, Lettere viaggiate fra Napoli e Messina con i vapori commerciali napoletani,” by Francesco Lombardo, discusses the marking “Vapore Commerciale/ Posta/ di/ Messina”, [Commercial Steamer/ Messina/ Post], found on mail travelling between Naples and Messina, provides a table of postal tariffs, illustrates number of covers which utilized this route and explains the postal tariffs applicable (*Vaccari Magazine*, No. 50, November 2013. See address of contact under first entry for Austria.)

Union of South Africa

“The Role of the Shipping Postmasters of South Africa,” by Joachim R. Frank, defines a “shipping postmaster” as one who boarded both contracted mail ships and foreign vessels in the harbors at Capetown or Durban, as they arrived, or departed, in order to sell postage stamps, postal money orders, or accept registered mail and telegrams for onward transmission, 1908-1973. (*Postal History*, No. 347, September 2013. See address of contact under Bolivia.)

Universal Postal Union

“1863: La Commissione Internazionale delle Poste di Parigi (Il cammino verso l’U. P.U.),” by Adriano Cattani, discusses this first step on the road to the formation of the Universal Postal Union, which was awareness of a need for a postal union among all nations, as promoted by United States Postmaster General Montgomery Blair, eliminating the need for individual bi-lateral conventions between countries, but rather to form an international collaboration which many could adhere to. Postal officials

from all nations were invited to travel to Paris, but only 15 participated, in solving the problems of currency exchange, diverse weights and measures, how to handle registered letters, how to pay internal and external costs for sending mail across borders, etc. Thirty-four questions were developed, which generated 31 responses, all of which are indicated in this article. Unfortunately, no general convention was signed at that time, but the seed was planted for a General Postal Union conference in Bern, Switzerland, in 1874, which led to the formation of the U.P.U. (*Bollettino Prefilatelico e Storico Postale*, No. 177, November 2013. See address of contact under Albania.)

Vatican City

“Vatican Mail to the Far East,” by Michael Lamothe, begins with the history of missionaries to the Far East, and continues with rate and route analysis of mail from the Vatican to Asiatic destinations 1929-1959. (*Vatican Notes*, No. 358, Fourth Quarter 2013. Journal of the Vatican Philatelic Society, Secretary Joseph Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

“The 12 1/2 c. Issue & Printed Matter from Publishers: A Phantom Postal Rate?,” by Antonio Mario Rabasca, researches the printed matter postal rate intended to be paid by the 12 1/2 cent “Vatican Gardens” issue of 1933, but was unable to find any specific documentation to support this contention in the postal laws of the day. (*Vatican Notes*, No. 358, Fourth Quarter 2013. See address of contact under first entry for Vatican City.)

“Relics Via Vatican Mail,” by James C. Hamilton, shows how religious relics passed through the mails from the Vatican, and were identified by the letters “AO” within a circle handstamped on the obverse of the letter, meaning “Autre Objects” in French, or “Other Articles” in English. This mail traveled at the printed matter rate, but was sealed with staples, unlike printed matter which is normally sent unsealed, 1966-1974. (*Vatican Notes*, No. 359, First Quarter 2014. See address of contact under first entry for Vatican City.)

Venetian Republic

“Percorsi, tassazioni e tariffe postali da e per l'estero: Le vie di comunicazione postale tra Venezia e Genova,” by Giorgio Burzatta, notices certain manuscript letters written upon the face of mail addressed to Genova, explores their significance, and provides a map of Northern Italy showing three main routes between Venice and Genova, 1705-1753. (*Bollettino Prefilatelico e Storico Postale*, No. 177, November 2013. See address of contact under Albania.)

“Percorsi, tassazioni e tariffe postali da e per l'estero: Aggiornamento sulla Posta di Trento,” by Giorgio Burzatta, transcribes several documents representing agreements between the Posts of the Holy Roman Empire and the Imperial Post Office for the acceleration of mail transport for letters originating in Germany and the Low Countries to Venice, the establishment of a second ordinary between Augsburg and Venice, and an agreement between the Imperial Post and the Company of Venetian Couriers for a letter route between Lindau and Bergamo, 1734-1751. (*Bollettino Prefilatelico e Storico Postale*, No. 178, February 2014. See address of contact under Albania.)

Zanzibar

“WWII – GB – Zanzibar,” by Graham Mark, interprets an unusual unpaid censored cover probably posted in Persia, and addressed to Zanzibar, which bears 60 cents in Zanzibar postage due stamps, 1942. (*Civil Censorship Study Group Bulletin*, No. 180, October 2013. See address of contact under third entry for France.)

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

I am pleased to announce that we have four new Board members: at the May 1 meeting, Arthur Groten was elected to the Class of 2016, James Baird was elected to the Class of 2017, and Kenneth Grant and Timothy O'Connor were elected to the Class of 2018, together with Yamil Kouri, who was re-elected to the Board. (See page 46 for our roster.) Kenneth Grant has agreed to assume the Assistant Editor U.S.A. position, formerly (and for 50 issues of our journal with the column "American Postal History in Other Journals") held by Douglas Clark. All the Officers of the Society were re-elected for another term, except for the position of President. I tendered my resignation to reduce my workload and spend more time on personal projects but have agreed to serve as President *pro tem* until a search committee of three Board members has found a candidate.

Stephen Washburne decided not to stand for re-election to the Board for another term. I wish to thank Stephen for his service on behalf of the Society over his long association with us, and wish him much success in future endeavors.

We are still looking to add new members to the Board and would enjoy hearing from dynamic postal historians willing to promote the Society. Tell us about yourself (nomination chair: Yamil Kouri yhkouri@massmed.org). There is lots to do.

Our website, www.postalhistorysociety.org, is not always up to date, and needs contributions, as well as someone to organize that.

We need volunteers who would be willing to man our booth at StampShow and other exhibitions where we may have a table.

We would like to digitize the Journal, and have been working on it very slowly, but someone is needed to raise funds and manage the project.

We are planning a presence at StampShow, in Grand Rapids, MI, August 20-23, at the De Voss Place Convention Center. We will have a Board Meeting and General Membership Meeting where David Crotty - whose article "Development of Transatlantic Airmail Services 1928-1945" was awarded the best in our journal for 2014 - will speak. We plan to have a booth at the show (volunteers are needed to man it!!) Contact me if you can spend some time assisting at our booth. And, we plan to have another of our famous Friday Night Dutch Treat Dinners, at a local restaurant. So, mark the dates on your calendar and plan to join the festivities in Grand Rapids!

Lastly, I wish to thank our advertisers for their contribution to the success of our Journal. Please patronize them.

**The Postal History Society seeks a new President
eleven-member Board & budget in place
contact Yamil Kouri <yhkouri@massmed.org>**

World Stamp Show



May 28-June 4, 2016
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**We invite other members to share this advertising space.
Plan to help at our Society booth.
Be sure to attend the 9th Postal History Symposium,
June 2 & 3 - proposals for papers due December 31**

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