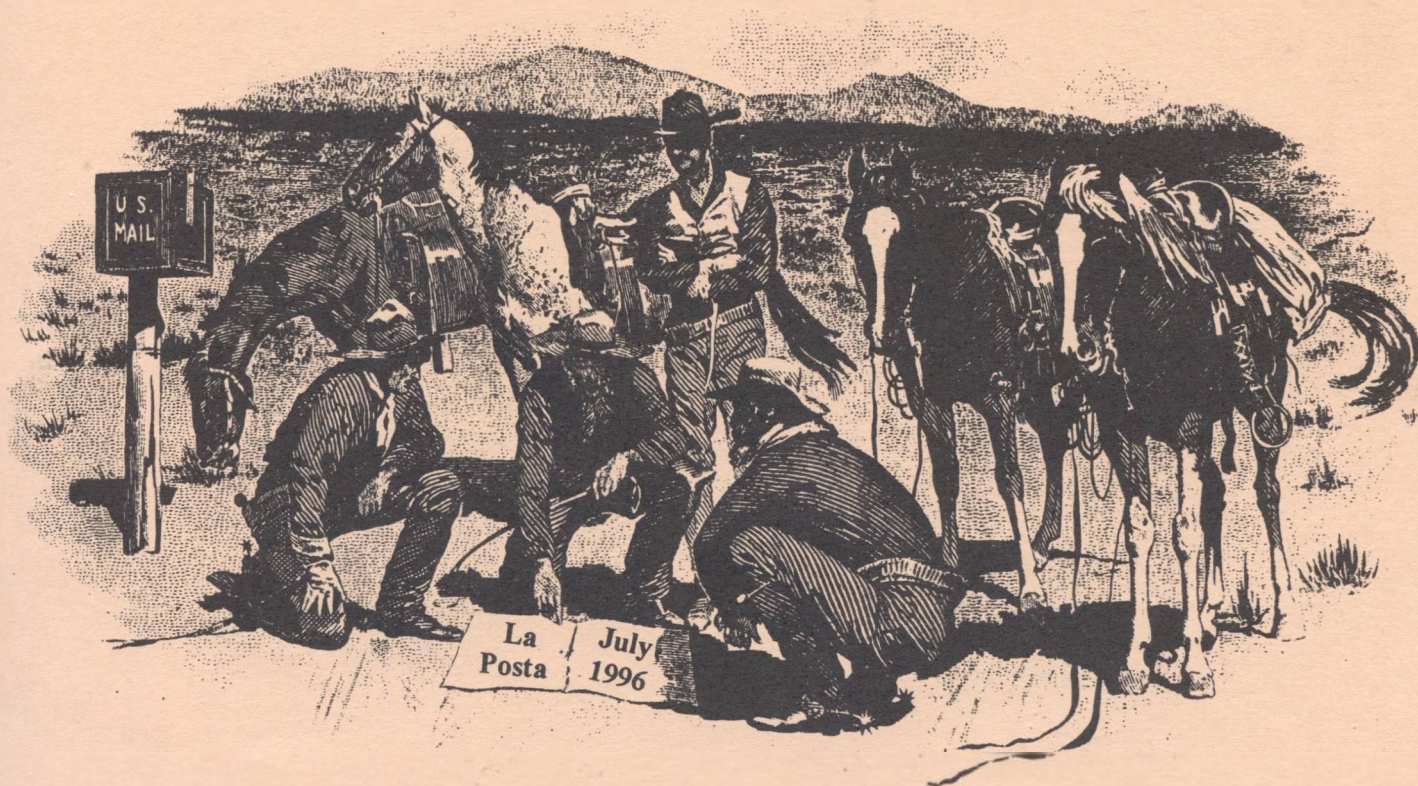


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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JULY 1996



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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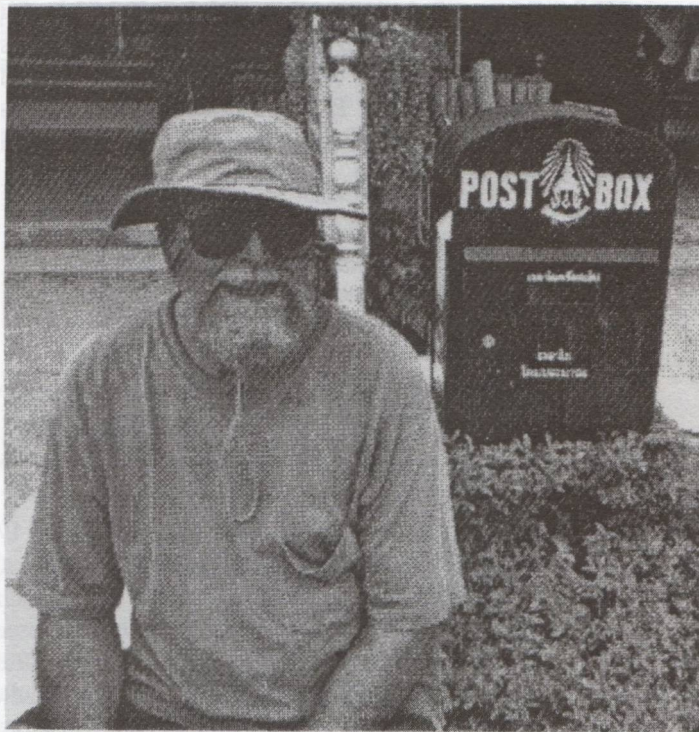
Is it Summer Yet?

Contrary to widely circulated reports, we here in the Pacific Northwest are still operating on *terra firma*. Well, perhaps not completely '*firma*', but at least we are still above water. It has been very wet for many months. As of Memorial Day, Portland had recorded its third wettest 'Water Year' -- a period measured from October 1st to September 30th -- and obviously there are still a few months to go. Even the natives, including me, are beginning to gaze skyward longingly in search of those elusive patches of blue. If only we could devise some way to share this pluvial abundance with our dear friends in the Southwest who are in such desperate need of rain.

Speaking of rumors, I wish to report that there is no truth to the story that I am moving to Alaska. This rumor started, I believe, when the Postmark Collectors Club Bulletin carried a note that their printer -- Richard Helbock -- was moving to Alaska. To my surprise I suddenly began receiving calls asking when I was leaving. The Richard Helbock in question is my son, who has operated Raven Press for the past several years. He and his wife, Catrina, are moving to Alaska. Cathy and I will be remaining in Oregon at the same old stand.

This issue carries the announcement on pages 6 and 7 of a new series of La Posta pocket handbooks. Called the **State Postmark Inventory Series**, these conveniently sized booklets are intended to provide state and regional postmark collectors with a combination reference and inventory that they can use either at home or on the road. Each booklet in the Series will be 4.5x7.5 inches in size so as to fit easily in pocket or purse. Each is printed on bright 24# bond and bound with a spiral staples in a stiff card cover.

The Series emphasizes ease of use and economy. No booklet in the series will exceed \$12 in price, and, while states with large numbers of post offices will, by necessity, be divided into two or three booklets, the overall prices have been kept to a minimum. Our opening announcement includes postmark inventories for about 30 states. Others will follow within the next few months. By the end of this year, we expect to offer postmark inventories in this format for almost every state.



Hiding out in warmer climes... But where?

We are pleased to welcome two new authors to our pages in this issue. **Harold Dautenhahn** of Rochester, Illinois, shares some of his knowledge of the Springfield area history and postal history. **Alex Gundel** of Cologne, Germany provides us with an interesting evaluation of the first decade of International Priority Airmail (IPA) Service. We are also proud to present new work by some of our stalwart contributors including **Dan Meschter**, **Tom Clarke**, **Randy Stehle**, **Doug DeRoest**, **Martin Margulis**, **James Patterson**, **Rod Crossley**, and **Harold Richow**. Finally, we have an interesting history of the USAF postal and courier operations in Europe submitted by **J. W. Kennedy**. All in all, quite a varied fare this time. I hope you enjoy our menu.

Bill

Richard W. Helbock
Publisher

POSTAL HISTORIANS ON LINE

The following individuals have expressed an interest in corresponding with other collectors via e-mail. Names are followed by specific interest (where known) and complete e-mail address. If you would like to join this list in future issues of *La Posta*, send us a note via e-mail at laposta@teleport.com.

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John White says check out the site at <http://members.aol.com/oldmapsne/> for some old maps of towns in New York & New England as well as other items of historical and genealogical interest.

BOOK REVIEW

The Klondike Gold Rush

The theme for Capex 96 in Toronto was the "100th Anniversary of the rush to the Klondike in search of gold", and to mark this occasion a special effort was put forth by the Northern Canada Study Group to assemble as a Guest Exhibit, material that has survived the years since the rush. This special exhibit took a major extra effort from K. Gray Scrimgeour of Victoria, BC, Canada, as coordinator, to receive, write up and assemble material submitted by many of the groups members. The exhibit is comprised of 320 pages, consisting of 220 covers and 125 postcards, 7 maps and other collateral material, which will likely never be seen again at one time after the show closes, and the material is returned to the individual owners. To commemorate this event, a special photocopy-style book, *Postal History of the Klondike Gold Rush*, has been assembled as a tribute to this occasion, and to provide those unable to attend a chance to share a piece of this one time occasion.

Additionally, and once again through the efforts of Mr. Scrimgeour, a special edition of the *PHSC Journal* of the Postal History Society of Canada has been assembled telling the story through philately. The account begins with a non-philatelic story by A.E. Smith (repeated from a series in *The Alaskan Philatelist*), one of the thousands who went to the Klondike in search for their fortune, only to return with empty pockets. This is followed by a article on the postal history associated with the Klondike Gold Rush written by Mr. Scrimgeour, with artifacts (from Northern Canada Study Group members collections) distributed through out to illustrate the events of the time. Kevin O'Reilly then continues with postmarks from the early Post Offices in operation in the Yukon until 1905, giving types, colors, and periods of use for each. Michael Dawber follows with names known in the Yukon, followed by an Acknowledgment of Receipt (AR) by Bill Pawluk.

Robert Binner then concludes the history with the story of the first post office in the territory – Mitchell, Alaska. It is concluded with a tribute to Ralph Mitchener 1926-1995, a pillar in the Canadian philatelic community.

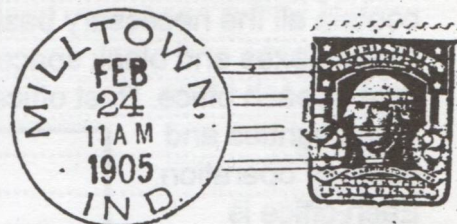
This pair of publications is a must for both the expert and the novice with an interest in the history and postal history of Canada's Northwest.

These publications are available from the following: *Postal History of the Gold Rush*, send check or money order to Ian Mowat, 790 Caulta Cres., Victoria, BC V9C 3H3 Canada, make checks payable to Ian Kowat at \$31

US, \$35CDN postpaid, or \$39CDN & \$31 US outside North America (surface)

For a copy of the *PHSC Journal* "Special Capex 96" send \$15 US or CDN to C. David Platt, RR#1, Elgin, Ontario, Canada K0G 1E0. This publication had a small printing, and may become sold out at any time.

Reviewed by Robert Hunter



Doane Study Group to Form

Neil S. Hawk, Princeton Arms, North I-18, Cranbury, NJ 08512 announces the formation of a United States Doanestudy group. The purpose of the group is to expand knowledge of and interest in the collecting of Doane cancellations. It is foreseen that the group would serve to unite the various State Doane Coordinators, as well as, other interested collectors in this fascinating field. Anyone interested in participating in the group is invited to contact Mr. Hawk.



Officially Sealed Notes Publishes #50

The 50th number of *Officially Sealed Notes*, quarterly newsletter of the Official Seal Study Group, was published during the Fourth Quarter of 1995. The 12-page newsletter features a special report on the Robert A. Siegel Sale of Typeset Seals, an appraisal of the OX Market #6 by Wm. P. Barlow, Jr., and an article by Howard Ness on the lithographic Post Office Seals (OX10). Subscriptions to *Officially Sealed Notes* are \$12 per year in North America and \$15 overseas. Interested persons should contact Fred Scheuer, P. O. Box 1518, Walport, OR 97394.

**La Posta Announces
A Whole New Line of Pocket Handbooks:
The State Postmark Inventory Series**

Measuring just 4.5 x7.5 inches, these little inventory booklets contain all the necessary basic information on a states' post offices, plus check boxes and blank spaces to allow collectors to make their own notes next to each office. Post offices are listed in alphabetical order along with their counties and dates of operation.

Each office is followed by a series of three check boxes and two blank spaces which may be used by the collector to record information such as condition of postmarks, cover versus card, dates of examples in collection, price paid, and so forth.

The 4.5 by 7.5 inch convenient size makes packing the booklets along to stamp shows, flea markets, or antique shows a breeze. They are designed to fit easily in a coat or pocket, and their light weight makes them exceedingly "user friendly" for the collector who has been on his feet for several hours.

Post Office, County, Dates	INVENTORY		
Danton, Schuylkill, 1828-1829	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Darby, Delaware, 1812-Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Darling, Delaware, 1879-1964	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dauberville, Berks, 1889-1965	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dauphin, Dauphin, 1826-Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Davis Grove, Montgomery, 1871-1894	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Davis Grove, Montgomery, 1894-1905	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Davisville, Bucks, 1826/1957	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
De Long, Berks, 1888-1893	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
De Turksville, Schuylkill, 1876-1905	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deemersville, Northampton, 1840-1842	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deer, Dauphin, 1902-1908	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delbertsville, Lehigh, 1885-1901	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delabole, Northampton, 1884-1915	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delano, Schuylkill, 1867-Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delapole, Northampton, 1884-1884	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delaware Water Gap, Monroe, 1856-Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delaware Watergap, Monroe, 1895-1905	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delphi, Montgomery, 1884-1964	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delpsburch, Northampton, 1866-1874	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Denglers, Berks, 1887-1902	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Denton, Monroe, 1839-1844	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Denver, Lancaster, 1881-Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deodate, Dauphin, 1886-1934	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Deprun, Bucks, 1900-1903	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Derby, Delaware, 1809-1812	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Derbytown, Chester, 1893-1910	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Derry Church, Dauphin, 1858-1918	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Devault, Chester, 1885-Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Devon, Chester, 1883-Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Didler, Northampton, 1911-1913	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Diemer, Chester, 1886-1888	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dietrich, Dauphin, 1897-1915	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Diller, Lancaster, 1900-1902	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dillinger, Lehigh, 1889-1904	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dillingerville, Lehigh, 1851-1906	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dills Ferry, Northampton, 1813-1867	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dillworthtown, Chester, 1822-1900	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dissler, Lancaster, 1897-1899	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disston, Lancaster, 1891-1902	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Doe Run, Chester, 1827-1916	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Doerun, Chester, 1895-1905	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dolington, Bucks, 1827-1933	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Domer, Schuylkill, 1893-1900	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Donaldson, Schuylkill, 1846-1960	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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 026 HILLS FERRY, 1884 F CDS ON PSE CUT INTO STAMP (70-88). \$40
 027 HULLVILLE, 1909 F DOANE ON PPC (89-36). EST. \$8
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 049 EL MONTE/POINTS BR, 1949 VG DC ON PC (48-64). EST. \$5
 050 PORT HARTFORD, 1899 F CDS ON STAINED COVER (82-07). EST. \$8
 051 PORT SAN LUIS, 1910 F 4-BAR ON PPC (07-32). EST. \$6
 052 POZO, 1908 VG 4-BAR ON PPC (78-42). EST. \$6
 053 PRESIDIO OF MONTEREY, 1917 G+ EJU MOT-1480 ON PPC. E \$12
 054 PRIEST VALLEY, 1910 G LITE 4-BAR ON PPC (EJU MOT-1500). \$6
 055 PRUNEDALE, 1908 F 4-BAR (NEW TYPE) ON PPC (94-08). STAMP HAS BEEN
 TORN OFF AFFECTING THE FINAL "E" & PART OF THE CDS. EST. \$25
 056 REIFF, 1941 VG 4-BAR ON LAST DAY COVER (81/41). EST. \$6
 057 RITCHIEY, 1909 F 4-BAR REC'D ON PPC (00-14). EST. \$12
 058 SALINAS/ROMIE LANE BR, 1951 F SLIGHTLY DOUBLE STRUCK DC. 5
 059 RUTH, 1909 VG DOANE ON PPC (02-66). EST. \$5
 060 SAN BENITO RUR BR, 1906 G+ 4-BAR ON 3x5 CARD (59-68). \$5
 061 SAN JUAN, 11/28/05 VG LITE CDS ON PPC (LJU SAB-885). \$12
 062 SEASIDE, 1908 F 4-BAR (EJU MOT-1890) ON PPC. EST. \$5
 063 SHARON, 1920 VG 4-BAR ON PPC (98/34). EST. \$6
 064 SHINGLE, 1800 F CDS ON COVER (95-55). EST. \$5
 065 SKAGGS SPRINGS, 1927 VG 4-BAR ON PPC OF SITE (78/43). \$8
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 068 STEGE, 1913 VG 4-BAR ON PPC (89-35). EST. \$5
 069 STONE CANYON, 1908 F 4-BAR ON PPC (00-32). EST. \$8
 070 STRAWBERRY POINT BR, 1980 VG FD DC O/S ON GPC (80-61). \$10
 071 TABLE ROCK, 1913 VG 4-BAR ON PPC (57-22). EST. \$10
 072 TAGUS RANCH RUR STA, 1931 VG 4-BAR ON COVER (30-34 PER) \$8
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 077 WHEATVILLE, 1911 F 4-BAR ON PPC (91-20). EST. \$12
 078 WREST, 1908 G LITE 4-BAR ON PPC W/STAMP GONE (07/33). \$4
 079 WILMAR, 1923 G DUPLEX ON GPC (22-28). EST. \$10

COLORADO

- 080 ALICE, 1909 F 4-BAR ON PPC W/SM TEAR (09/39). EST. \$12
 081 BARNESVILLE, 1911 G 4-BAR ON PPC (10-35). EST. \$6
 082 HOWARDSVILLE, 1910 VG 4-BAR REC'D ON PPC (74/39). EST. \$8
 083 NOEL, 1910 VG 4-BAR ON PPC (09/23). EST. \$20
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 089 McARTHUR, 1909 VG CDS ON PPC W/STAMP GONE (02/22). E \$12
 090 TABER, 1918 VG 4-BAR ON PPC (13-28). EST. \$20
 091 THARP, 1912 G+ 4-BAR REC'D ON PPC (08-15). EST. \$10

MONTANA

- 092 CONCORD, 1910 VG 4-BAR ON PPC (08-12). EST. \$12
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 099 MIRTH, 1910 VG CDS ON CREASED PPC (90-10). EST. \$8

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 101 FIELDER, 1911 F 4-BAR ON PPC (84/25). EST. \$12
 102 HOUSTON, 1908 G+ TYPE 1 DOANE ON PPC (94-25). EST. \$10
 103 NITTEBERG, 1908 VG 4-BAR ON PPC (07-13). EST. \$12

WASHINGTON

- 104 BAILY, 1913 VG 4-BAR ON PPC (11-25). EST. \$10
 105 BRIGHTON, 1910 VG 4-BAR ON PPC (01-11). EST. \$ 10
 106 BUCKEYE, 1911 F 4-BAR ON PPC (03-34). EST. \$6
 107 BURKE, 1910 F 4-BAR ON PPC (07-25). EST. \$12
 108 DOLE, 1911 VG 4-BAR REC'D ON PPC (98-21). EST. \$12
 109 EAST STANWOOD, 1928 VG 4-BAR ON PPC (13-61). EST. \$4
 110 FERRY, 1911 VG 4-BAR ON PPC (04-44). EST. \$6
 111 FORT CANBY, 1915 VG 4-BAR ON PPC (80-23). EST. \$6
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 116 LOWGAP, 4/30/12 G+ LKU DOANE ON PPC (06-21). EST. \$10
 117 MARKHAM, 1907 F LITE NEW DOANE ON PPC W/SM TEARS (84-45) 15
 118 MILITARY BR, VANCOUVER, 1917 F DUPLEX ON PPC (17-19) \$8
 119 MONTESANO, 1889 LEGIBLE CDS ON COVER. EST. \$5
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 129 CAZADERO & SAN FRAN, 1912 G (985-H-3) ON PPC. EST. \$8
 130 CENTRALIA & HOQUIAM, 1935 F (901.4-A-1) ON COVER. EST. \$8
 131 CENT & SO BEND, 1920 G+ (901.3-B-1) ON PPC. EST. \$6
 132 (CJOL & ANDALUSIA, 1909 PARTIAL (402-E-1) ON PPC. EST. \$12
 133 CREST & ST. JOE, 1910 F (NEW TYPE) ON PPC. EST. \$8
 134 DAYTON & PASCO, 1908 F (901.5-A-1) O/S ON PPC. EST. \$6
 135 DEN & SULPHUR SPGS, 1908 VG (962.2-E-1) O/S ON PPC. E \$20
 136 EUGENE & POWERS, 1920 VG (900.2-B-3) ON PPC. EST. \$15
 137 EUREKA & SCOTIA, 1910 VG (985-M-2) ON PPC. EST. \$15
 138 GARRETSON & YANKE, 1909 PARTIAL (878.8-A-1) ON PPC. E \$6
 139 GREEN BAY & WINONA, 1908 VG (845-F-1) ON PPC. EST. \$6
 140 GREENBUSH & (CROOK), 1907 PARTIAL (878.7-A-1) ON PPC. E \$8
 141 JAMISON CITY & BLOOMS, 1909 F (188.1-A-3) ON PPC. EST. \$15
 142 KETCHUM (& SHOSHONE), 1911 PARTIAL (868.8-A-1) ON PPC. \$6
 143 LINCOLN & CONND, 1900 VG (940-N-1) ON GPC. EST. \$15
 144 MARMATH & BUTTE, 1927 G+ (871-Q-1) ON CVR REDUCED @ RT. \$8
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 146 NORTHVILLE & FONDA, 1908 VG (105-D-1) ON PPC. (ELECTRIC) 8
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 148 OROVILLE & SACRA, 1909 G+ (982-J-1) ON PPC. EST. \$6
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 152 POCATELLO & BAKER, 1931 VG (898-L-1) ON COVER. EST. \$6
 153 PORTLAND & DALLAS, 1918 F (900.5-D-1) ON GPC. EST. \$8
 154 ROCK ISL & OSKAL, 1909 F (754-F-1) ON PPC. EST. \$8
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 159 SEATTLE & HOQUIAM, 1911 VG (901.4-E-6) ON PPC. EST. \$8
 160 SEATTLE & SEWARD, 1932 F (X-14-g) ON PPC. EST. \$18
 161 SEATTLE & SEWARD, 1937 VG (X-14-p) ON CREASED PPC. E \$10
 162 SEATTLE & SKAGWAY, 1937 F (X-19-a) ON PPC. EST. \$8
 163 (SEWARD &) UNALASKA, 1913 PARTIAL (X-49-a) ON PPC. E \$15
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 168 TRUCKEE & LAKE TAHOE, 1908 G+ (967.4-A-1) ON TONED PPC. \$10
 169 WATER & UTICA/AGT, ca 1880 G+ (104-C-1) ON CREASED CVR. \$8
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BERLIN and NEW BERLIN, ILLINOIS - A Survey of Postmarking Practices in the Early 1880's

By Harold F. Dautenhahn

The 1882 *U. S. Official Postal Guide* lists both BERLIN and NEW BERLIN as post office towns in Illinois. The 1990 *Zip Code Directory* still lists both towns, but shows that the BERLIN post-office became a part of the NEW BERLIN post-office. The fact that BERLIN is still listed is significant, since it was mandated in 1882 that mail addressed to unlisted towns be forwarded to the Dead Letter Office.

Illinois has lost many post-offices over the years. In 1881 the state had 2,048. Only three states had more—Pennsylvania, New York and Ohio. Sangamon County had 35 post-offices, but by 1990 there were only 17 left. The post offices that disappeared from Sangamon County were Barclay, Bates, Berlin, Berry, Bradfordton, Breckenridge, Buffalo Hart, Cotton Hill, Cross Plains, Curran, Farmingdale, Iles Junction, New City, Richland, Ridgely, Sailsbury, Wheatfield and Woodside.

In 1881 Berlin was 13½ miles west of Springfield, Illinois. NEW BERLIN was 16 miles from Springfield and about 2½ miles south of Berlin. Current Illinois road maps still show the location of Berlin, but they do not list it as a population center. An 1881 Sangamon County history book incorrectly refers to Berlin as Old Berlin. We local folks were careful not to do this in the presence of Berlin Residents, as some of them objected to "Old Berlin". A current map records the population of NEW BERLIN as 797—in 1881 the population was about 400. It undoubtedly grew the most as it was located along the first railroad line in the state of Illinois, and later on came paved route #36.

The Reisch Brewery was established in Springfield, Illinois in 1849—a time that when it was wet you could get mired up to the hub on city streets and country roads, and when it was too dry you choked on the dust. The railroad lines were vitally important to the brewery. The cards on which my study is based were mailed to the brewery, and the mail was carried by the trains, as was the beer that the saloons ordered. It was not at all uncommon for an order to state that the kegs should be shipped the following day on the morning train, or the afternoon train, or on, the evening train.

At the time of my postal study (1881) Sangamon County had 154 miles of railroad, represented by six lines. Illinois had an early interest in railroad building and the subject was introduced to the General Assembly in 1833, and in 1836 \$12,450,000.00 was authorized, another \$9,000,000.00 in 1837, and stock companies rounded up \$8,000,000.00 more; but, a great financial crash followed and millions were squandered.

Work on the first railroad line in Illinois and Sangamon County was started in 1837—the Northern Cross Railroad from Meredosia to Jacksonville (called Wolf Run). In the spring of 1838 the first locomotive was brought into the state on a steamboat up the Illinois River, and it was unloaded at Meredosia. It was built in New Jersey and it was called the "Superior". By early 1839 the locomotive ran to Jacksonville. In February of 1841 the



Sangamon County, Illinois, in a 1903 Rand McNally map.

General Assembly approved funds for completing the line to Springfield. A second locomotive was secured (the Illinois), and on February 15, 1842 it entered Springfield along a 10th Street line, the last half mile of which was not completely spiked. By March this train left Springfield every Monday, Wednesday and Friday; and, it met the steamer "Mungo Park" at the Illinois River (Meredosia), and this steamer made 3 trips weekly to St. Louis.

This whole road was made by laying long pieces of timber together lengthwise with flat iron rails spiked on the pieces of timber—cross pieces were placed six to eight feet apart to control spreading. After running awhile the engines needed repairing and the track became uneven, and then mule teams took the place of the steam locomotives. After becoming quite dilapidated, the road was sold in 1847 to Sangamon and Morgan Railroad and then it became part of the Toledo, Wabash and Western Railroad. In 1879 another consolidation of lines resulted in the name Wabash, St Louis and Pacific Railroad Company. Name changing was quite common with the early lines. This early line went thru NEW BERLIN Township which contained three stations—NEW BERLIN, and 3 miles west was the ISLAND GROVE STATION, and 3 miles east the BATES STATION.

In 1881-2-3 the New Berlin postal cards ordering beer, when postmarked and canceled by the RAILROAD POST OFFICE, show the line as the LAFAY. & QUINCY. According to the postal regulations of the day, lines were to list their most eastern terminal first and their most western terminal last—also north first and south last. This implies that the RPO train ran from Lafayette, Indiana to Quincy, Illinois—and back, I assume.

Berlin is the oldest of these two villages. In the early 1820's the settlers went to ISLAND GROVE (1st one in 1818), which was an irregular shaped grove about 8 miles long and one mile wide along one branch of Spring Creek—there was also some timber along Skillet Fork of Spring Creek. There was an Indian village of about 300 on Skillet Fork and a second such village at the head of the Grove (Pottawatamie and Delaware tribes), but both villages soon moved west. A post Office was established at the lower end of the Grove in 1828 (2½ miles east of BERLIN). When the village was laid out in 1836 the new post office location was called the BERLIN Post Office. At the time of my study (1881) W. B. Price was Postmaster, and he was the sixteenth to so serve since the Island Grove Post Office opened in 1828.

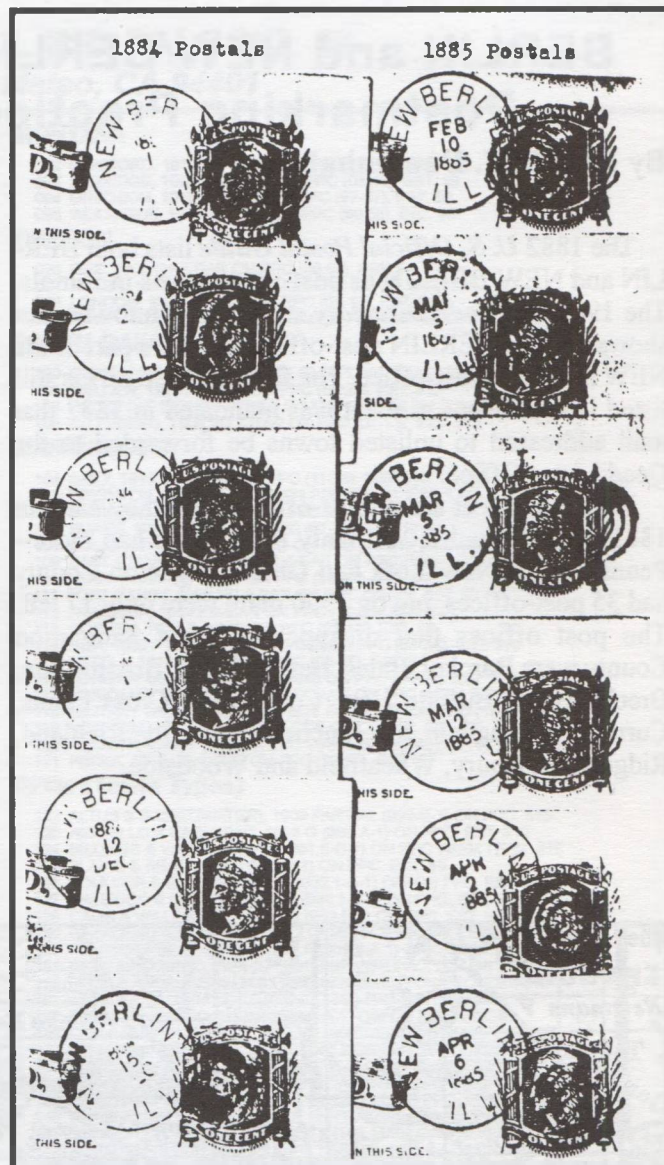


Figure 1

Once again we see that the rich prairies of central Illinois were uncultivated for many years, except for some acres immediately adjoining tracts of timber (they were actually claimed for grazing). After it became known that the prairies were valuable the land was quickly taken up and settlements made.

Island Grove Township was organized in 1861, and it actually contained New Berlin Township, which did not organize as a separate township until 1869. In 1832 Henry Yates built a log cabin house in BERLIN, and he then offered a stock of goods. This store continued until 1857 and drew a blacksmith shop, wagon shop, four churches, a bakery and other stores. The village plat was recorded December of 1836.

The NEW BERLIN plat was recorded in October of 1838. Its first structure was built in 1836 of brick--Henry Yates General Store. A man named Johnson purchased 3,300 acres near Bates Station (early on), and in 1881 the Smiths and Browns owned this ground which included most of the town of NEW BERLIN. The village was incorporated in 1865--this was determined by an election.

The postmarks in Figure 1 are typical 1880's NEW BERLIN postmarks. NEW BERLIN had more variety in its postmarks when compared to the other "beer card" towns. Note that the 1884 postals shown in the left column have the date stamp of the postmark arranged differently than the 1885 postals shown in the right column. Most 1884 cards show the year first, and below that the date of the month, and then the month may, or may not, be shown. It appears that the month was never placed in the top two 1884 postmarks, and in Figure 6 I display two additional comparable postals. I don't think they reflect a broken postmarking device-- the practice continues into early 1885. In Figure 7 I display manuscript postmarks and cancellations that undoubtedly do reflect broken equipment, as they required considerable more effort than postmarking. I don't believe that a Postmaster would do manuscripts by choice, and I had twelve such postals in one time span. It appears, however, that the date stamp in the top three 1885 postals is slightly larger (both in height and length) than in the bottom three postals, so that some "date stamp" adjustments were being made.

The rate killer and postmarking device were separate units, and on Dec. 12, 1884 the Postmaster failed to use the killer. Notice, too, that on this postal, and on the top and bottom postals there are numerous printing errors--The teeth, the letter "N", left portion of the rate, the wording "on this side", etc.

All the unpostmarked and uncanceled postals shown in Figure 2 were mailed from New Berlin, and there are more. You can find such postals from other towns, but not so many. Towns like ELKHART CITY tried hard not to let this happen and there are none in the ELKHART CITY postals. When pointing out extremes I should point out that I just looked at twenty-six DAWSON postals, and on twenty the rate was not canceled, and on fourteen the postmark was so poorly made that script was added (usually the date), and ink is spattered over many of these postals.

I'm sure that in some instances, the innkeepers wrote out their beer orders on a postal, and then decided to go to Springfield, and then delivered an unpostmarked postal to the brewery. The nearer the town was to Springfield the more likely this was to happen. One brewery view shows numerous horse drawn units at the brewery.

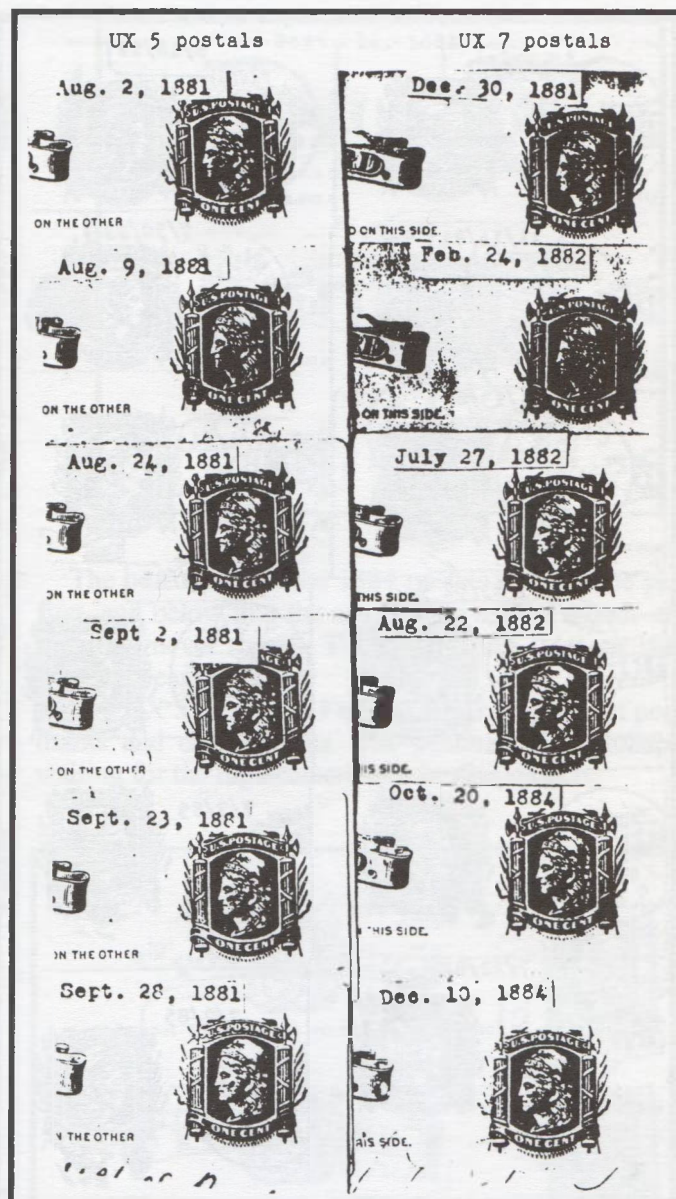


Figure 2

There are fourteen such postals signed by NEW BERLIN innkeeper Jas Barnes and ten signed by M Duggan. Of greater significance, twelve were mailed in 1881, nine in 1882, and three in 1884--the practice was diminishing.

The dates superimposed on these postals (by placing plastic over the cards) were taken from the message side of the card--nearly all beer orders were dated. All the postals in the left column are UX 5's, and those in the right column are UX 7's. In practice, this change appears to be occurring near the end of 1881.

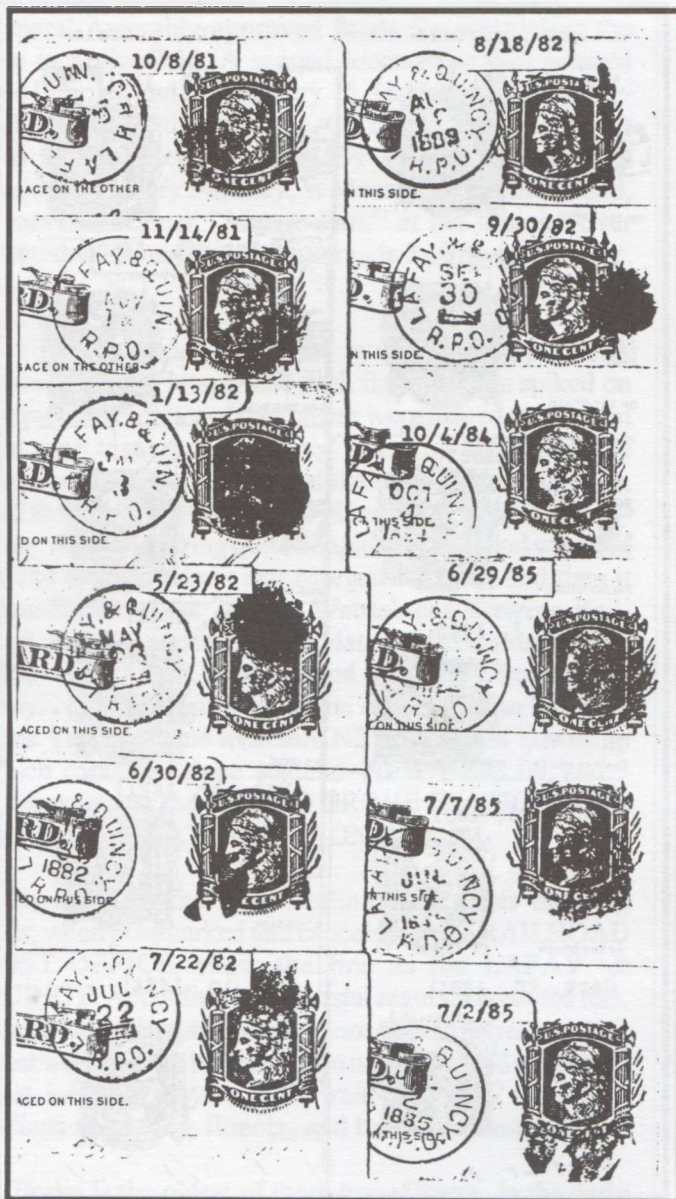


Figure 3

The towns of NEW BERLIN and GIRARD had a high percentage of RPO postmarks on the UX 5 and UX 7 postals ordering beer from the Reisch Brewery. GIRARD was on a Chicago & St Louis railroad line, as were the neighboring towns of Virden, Auburn, and Chatam. Why did GIRARD have nearly 50% RPOs, and not the other towns on this line?

In 1842 a railroad line was completed that ran thru NEW BERLIN and on to Springfield. The Reisch Brewery was established seven years later. The plat of NEW BERLIN was recorded in 1838 and the town was incorporated in 1865. In the early 1880s (the time of my postals) NEW BERLIN already had its sixteenth Postmaster. The railroad line from Meredosia to Springfield

had been identified with at least a half dozen names--Northern Cross Railroad; Wolf Run; Sangamon & Morgan Railroad; Toledo, Wabash and Western Railroad; Wabash, St Louis and Pacific Railroad; and the LAFAY. & QUINCY. Why did one village on this line (NEW BERLIN) have such a high percentage of RPO postmarks?

With so many RPO postmark examples from New Berlin, one would expect to find many good LAFAY. & QUINCY RPOs--not so. Most RPOs were poorly (or carelessly) struck on those moving trains. I'm sure the conditions contributed to this, but I wonder if there wasn't also an attitude problem. The twelve on this page are quite readable, but I passed up six that were not collector acceptable for every one saved.

The postmarks displayed in Figure 5 are uncommon, and I have them from two towns--BERLIN in the left column and NEW BERLIN in the right. I've seen this postmark and three circle target killer on only one other postal. Some years ago Richard B. Graham featured it in his Postal History Column in *Linns*, and he mentioned no others. He related the postmark to the device that produced it. Such devices were manufactured and sold to postmasters at this time. Later on postmasters were required to use officially furnished devices--they varied somewhat, and some were dependent on the volume of postoffice mail.

Even today you can find postmarks that vary from standard. Special permission is given for the use of most of these. An unusual one used recently follows:

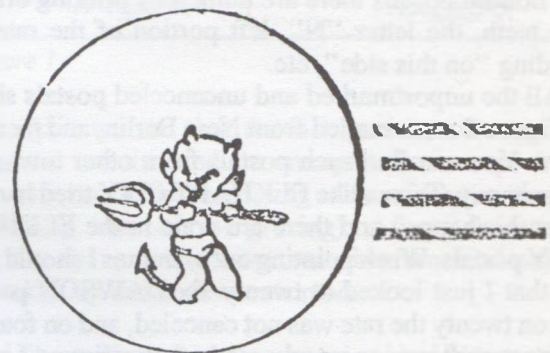


Figure 4. A modern non-standard postmark (actual size).

The BERLIN postals have the most value as it is a long time DPO (discontinued post office), and what you see are the only decent ones I have. All postmarks and killers are in colored ink. The bottom BERLIN postal is an unusual color and stands out--some shade of lavender.

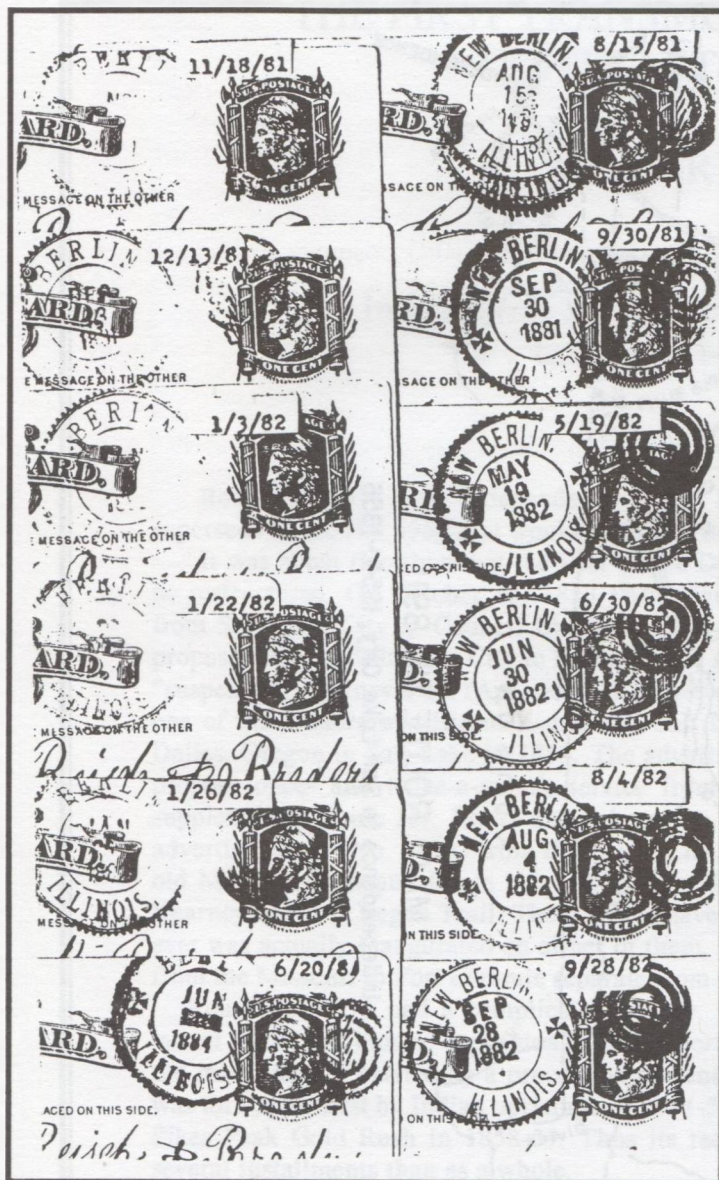
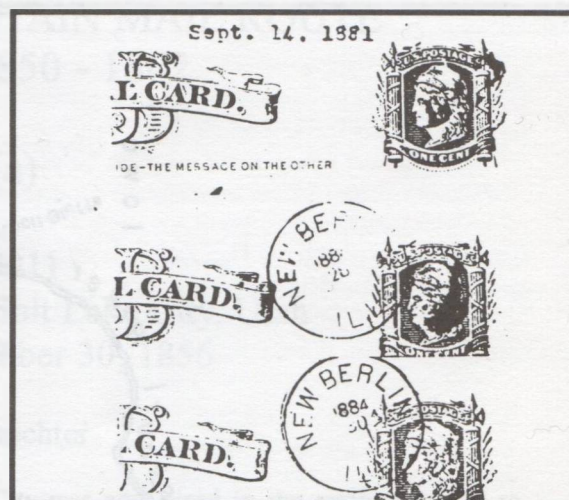


Figure 5

The top card in Figure 6 is not postmarked, and it has an usual cancellation. It looks like the letter "D" followed by ? The message on the reverse side is also somewhat unusual, and it reads as follows (with capitalization of letters and missing punctuation as typed):

F Reisch & Bros Springfield

*I Sent for beer on Monday morning and it has not come here yet and I sent you a telegram last night I have been out of beer for two days send 2 1/8 1 1/4 keggs of beer this evening by express and oblige yours respectfully
M Duggan"*



The postmarks on the 1884 postals indicate the year first, and below that the number day of the month--the month is never shown. There are more--I see an 1885 with the year only.

The UX 5 postals in Figure 7 bear manuscript postmarks and cancellations. The postmaster is probably waiting for the replacement of a broken device.

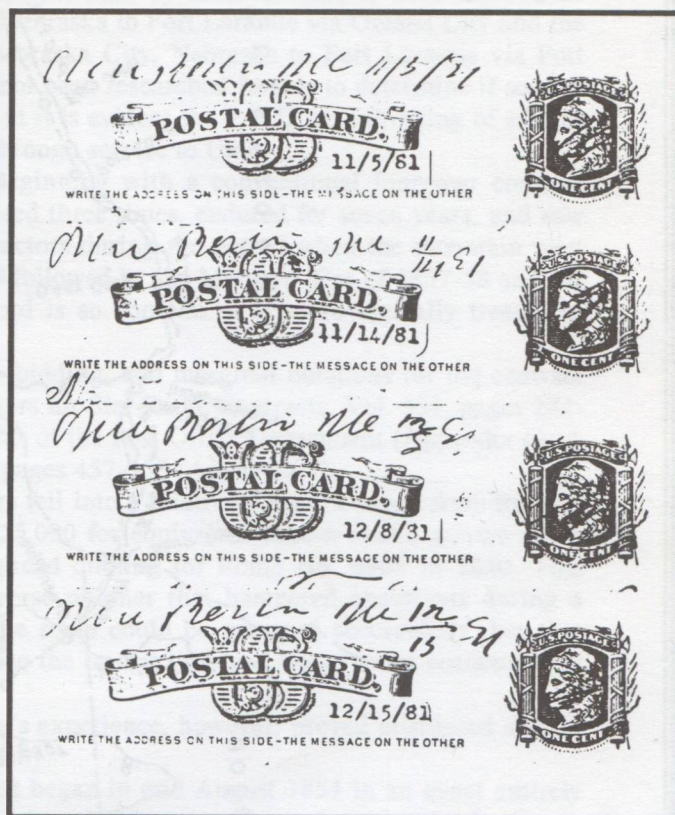
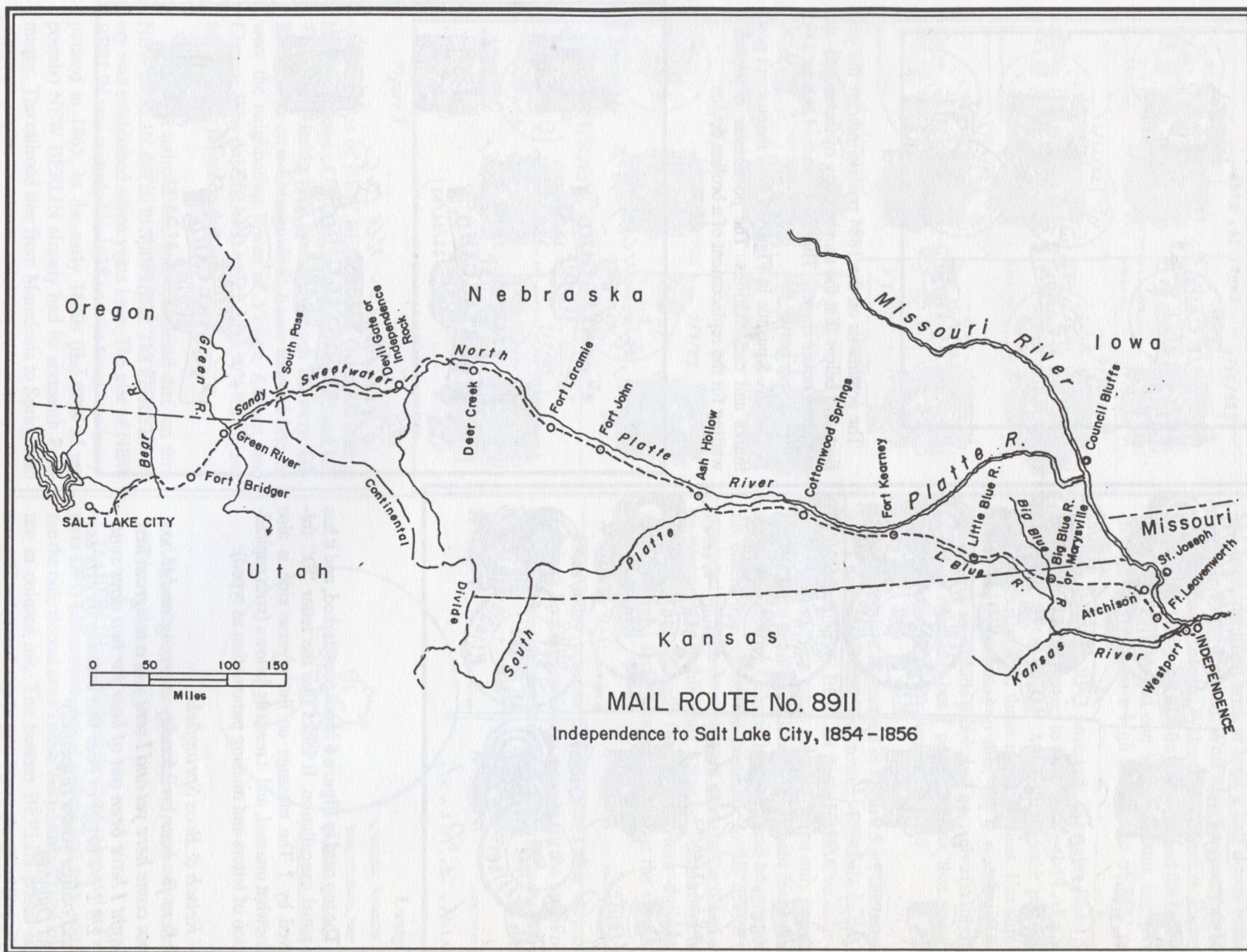


Figure 7



THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS, 1850 - 1862

PART V(a)

Route No. 8911 Independence, Missouri to Salt Lake City, Utah July 1, 1854 to November 30, 1856

by Daniel Y. Meschter

Route No. 8911 from Independence to Salt Lake City was advertised in the spring of 1854 to supersede Route No. 4965 that would expire by its own terms on June 30th.

It was about this time that the Post Office Department started considering how the route might be restructured. On October 13, 1853 PMG Campbell ordered advertisement of Route No. 12803 from Salt Lake City to Council Bluffs via Fort Laramie, with bidders given the option to submit proposals for the Salt Lake City to Fort Laramie segment only. Bids were received, but the route was "suspended" and never let (Appendix 7). However, it is noteworthy in the light of later events that one of the bidders was Hiram Kimball of Salt Lake City who also bid for Route No. 12707 from Dalles, Oregon to Salt Lake in 1854. The advertisement for Route No. 8911 included invitations to propose once- and twice-a-month service from Independence to Fort Laramie that would have supplemented Route No. 12803 had it been let. A year later by order of June 1, 1855 the P.O.D. advertised Route No. 15003 from Bellevue City, Nebraska to Fort Laramie via Omaha City and the old Mormon Trail and Route No. 15004 From Nebraska City, Nebraska to Fort Laramie via Fort Kearney and the Oregon Trail. These routes have not been researched further to determine if service ever was actually inaugurated on either of them, but it is evident the P.O.D. was thinking of service from the Missouri to Fort Laramie separate from through service to Utah.

Route No. 8911 had a complicated history. Beginning with a conventional four-year contract issued to the low bidder, it eventually was advertised three times, endured for seven years, and saw the mail under it carried by a procession of contractors during the period when the mountain west was torn apart first by Indian uprisings in 1854-55 followed by the Mormon War of 1857-58 and the Pikes Peak Gold Rush in 1858-59. Thus its record is so complex it is more logically treated in several installments than as a whole.

A synopsis of the route, conditions of service, bidding, and marginal notations for the contract first advertised in 1854 are contained in the Registers for Star Route Contracts, Vol. 151, pages 284-287 in National Archives Record Group 28, Records of the Post Office Department (Appendix 6). A synopsis of Route 12803 is contained in Vol. 154, pages 457-458 (Appendix 7).

In general, the bids for the Independence route fell into a relatively narrow range from Reeside and Magraw's low of \$14,400 to E.S. Alvord's \$25,000 for equivalent once-a-month service using mule-drawn coaches as compared to the wider spread bidding for Route No. 4965 in 1850. This probably was due to the fact that, except for adverse weather that hampered operations during a couple winters, Woodson showed not only that the route could be operated successfully, but that additional way stations had potential both to reduce the transit time and bring about economies by conserving stock.

Reeside and Magraw's confidence in Woodson's experience, however, proved misplaced shortly after they inaugurated operations as of the first of July.

The resurgence of the long feared Indian threat began in mid August 1854 in an event entirely unrelated to mail operations when, near Fort Laramie, a Miniconjee Sioux slaughtered a lame cow belonging to a Mormon emigrant. There was nothing new about the Indians raiding emigrant parties

and stealing stock; but in a tragic clash of personalities and cultures, Lt. Grattan, himself spoiling for a fight, on August 19th led a squad of twenty-five soldiers of the Sixth Infantry against a camp of more than six hundred Sioux and into what history calls the Grattan Massacre (*Liberty* [Kansas] *Weekly Tribune*, September 15 and October 6, 1854; Report of the Secretary of War, July 10, 1856, Senate Doc. No. 91, Ser. 823).

The plains tribes at once opened a new phase in their relations with the white man by attacking and looting trading posts along the Oregon and Emigrant roads from Fort Kearney to as far west as Devils Gate. The *New York Herald's* correspondent reported on December 7th that in a raid on the stock pastured around Fort Laramie, the Sioux murdered Magraw's stockman, Auguste Lucian, and ran off thirteen of his mules worth \$250 apiece (*Deseret News*, March 21, 1855). A few weeks later a Pawnee war party got away with another seventeen of Magraw's mules from within sight of Fort Kearney, wounding the herder, Frank Berry, as they did so.

In the meantime, on November 13th (16th in some sources), twenty-six miles east of Fort Laramie the Sioux attacked the Salt Lake mail party, killing the conductor, John F. Jamison, a veteran mail carrier, and Thos. B. Hackney and James Wheeler. A passenger, Charles A. Kincaid (or Kinhead), a Salt Lake merchant enroute to the states on business, survived severe wounds and later claimed he was robbed of \$10,000 in gold coin (Report of the Committee on Indian Affairs, August 4, 1856, Senate Report No. 257, Serial 837). The Indians also stole their stock and scattered the mail to the winds. A relief party picked up what they could find and forwarded it to Independence.

The War Department reacted to the increase in hostilities first by providing military escorts to protect mail carriers and travellers between Independence Rock on the west and Fort Kearney on the east beginning soon after Jamison's murder. This system, however, created difficulties of its own making. The army did not have sufficient forces available at Fort Kearney and Fort Laramie to protect all of the parties on the trail. Escorts often failed to rendezvous on time and, when they did, limited themselves to the thirty miles a day the military usually travelled, far less than the 40 to 45 miles a day the mail parties had to average to maintain their contract schedules.

Then, on September 18, 1855, General Wm. S. Harney ordered the traders along the trail who hadn't already done so to abandon their posts. This temporarily eliminated all of the way stations between Fort Kearney and South Pass except Fort Laramie and imposed near impossible financial and operating hardships on the contractors.

In the face of these impediments, Magraw petitioned for and was granted financial relief and damages and had his contract annulled as of August 18, 1856, although he agreed to continue carrying the mail on the terms and conditions then in effect until December 1st when operations were supposed to begin by a new carrier under a readvertised contract.

THE CONTRACTOR

Little more about John E. Reeside appears in the record other than that he probably was the partner whose address was Uniontown, Pennsylvania, in the southwestern part of the state, because the Magraw clan was more closely identified with eastern Pennsylvania. He probably was the business manager while Magraw supervised operations. Reeside withdrew from the partnership as of June 30, 1885, leaving Magraw as the sole contractor. Magraw implied in his memorial to Congress of November 30, 1855 (Committee on the Post Office and Post Roads, March 20, 1856, House Report No. 6, Ser. No. 868) that Reeside's reason for giving up was the murder of Jamison's mail party and increasing financial burdens.

The Magraws had some notoriety in the pre-Civil War era, but what is known of them now is fragmentary. A certain Robert Magraw is said to have been a law partner of J.S. Black of Lancaster, Pennsylvania; Pennsylvania State Treasurer; president of the North Central Railroad; Democratic Party loyalist; and a political and personal friend of James Buchanan. Upon his election to the presidency, Buchanan appointed Black Attorney General and admitted Robert Magraw to his kitchen cabinet. After leaving office, Henry Magraw, possibly Robert Magraw's son, was a personal aide and some years later contributed a biographical sketch to Moore's *Works of James Buchanan*.

"a personal and political friend." Thus, there can be no doubt that W.M.F. Magraw enjoyed the President's patronage. The history of the Magraw family may be clarified in an obscure manuscript that has been located, but to which access has not yet been obtained.

THE ROUTE

Route No. 8911 introduced the first important change in the Salt Lake mail route when postal authorities abandoned the Oregon Trail route from Independence via Uniontown to a junction with the Fort Leavenworth road a few miles west of the Big Blue River crossing or Marysville as it was now called (Part II, Map 1, *La Posta*, November 1995, p. 5). The new route via the Fort Leavenworth road recognized the birth of Westport, the forerunner of Kansas City; the growth of Fort Leavenworth as a commercial center tributary to the western plains; and a thriving new river port at Atchison (Map 5) before it rejoined the old Oregon Trail west of Marysville.

At about this time, after withdrawing from Kaneshville, the Latter Day Saints established Mormon Grove three or four miles inland from Atchison and hard on the Fort Leavenworth road where Church elders organized church-sponsored emigrants into parties for their long trek to Utah, following the mail route all the way.

Magraw and Reeside recognized as Woodson had before them that way stations were essential to maintaining their contract schedule and to prepare for the more frequent and faster schedules postal authorities and patrons were beginning to demand. Accordingly, they established twelve stations spaced at approximately 100-mile intervals at Atchison, Big Blue River or Marysville, Little Blue River, Fort Kearney, Cottonwood Springs, Ash Hollow, Fort John, Fort Laramie, Deer Creek, Independence Rock or Devils Gate, Green River, and Fort Bridger. Of these, some doubt is shed on Green River, 165 miles from Independence Rock over South Pass and only 55 miles from Fort Bridger, by the reappearance of Fort Smith in the route advertisement, now put between Fort Laramie and Green River instead of between Fort Bridger and Salt Lake City as in the advertisement for Route No. 4965 (Part II). The possibility here is that Fort Smith was a seasonal station established by the Mormons near the top of the South Pass to succor exhausted emigrants for their final trudge down to the Great Salt Lake Valley. These considerations suggest one of Magraw and Reeside's way stations might have been in the area of South Pass rather than at Green River. Of course, Magraw had to abandon at least five of these stations by the fall of 1855 when the post traders were withdrawn.

OPERATIONS

The mail trips on Route No. 8911 are summarized in Table 5. Magraw himself carried the first westbound dispatch and arranged for Erastes Snow, a Mormon elder en route to the Church's mission in St. Louis, to carry the first eastbound mail - a service for which Snow complained later he was never paid (*Deseret News*, September 5, 1855).

Press reports indicate that Magraw and Reeside maintained a fair degree of regularity during the first fourteen months of the contract and the *Deseret News* was optimistic about their ability to perform, especially after the post office itself arranged to clear up the backlog of bulk mail Woodson had left scattered along the trail when Magraw and Reeside took over.

Nevertheless, the *Deseret News* (September 12, 1855) asserted that of those first fourteen mails, only three arrived on schedule and two not at all. Within five months, in December 1854, the *News* began to complain about mail bags containing periodicals and bulk mail being left at stations along the trail as Woodson's carriers had done. More seriously, the *News* alleged that the postmasters at Forts Kearney and Laramie were in the habit of riffling through the letter mail and reading the periodicals, sometimes not bothering to send them on to the addressees.

There can be little doubt that Magraw's operating costs exceeded his low bid by a substantial margin and that his losses were exacerbated by the need to increase the guards in light of the Indian threat and to allocate additional relays of mules and men at way stations in order to adjust for the delays caused by the military escorts after the first of 1855. The abandonment of the trading posts at Cottonwood Springs and Ash Hollow and maybe Fort John, Deer Creek, and Devils Gate imposed

TABLE 5 - MAIL TRIPS BETWEEN INDEPENDENCE AND
SALT LAKE CITY

Route No. 8911, July 1, 1854 to November 30, 1856

WESTBOUND			EASTBOUND		
Leave Independence	Arrive Salt Lake City	Carriers/remarks	Leave Salt Lake City	Arrive Independence	Carriers/remarks
<u>1854</u>	<u>1854</u>		<u>1854</u>	<u>1854</u>	
1 Jul	31 Jul	W.M.F. Magraw	8 Jul		Erastes Snow
1 Aug	31 Aug		1 Aug	27 Aug	Wm. Allison (from Fort Laramie?)
1 Sep	28 Sep		1 Sep	18 Sep	W.M.F. Magraw
1 Oct	30 Oct				No report
1 Nov	1 Dec		1 Nov	5 Dec	Attacked by Indians and carriers murdered. mail partly recovered
1 Dec		Combined with January mail	Dec	30 Dec	
<u>1855</u>	<u>1855</u>		<u>1855</u>	<u>1855</u>	
1 Jan	5 Feb		2 Jan		John Y. Green, returned 18 Jan
1 Feb	16 Mar				No report
1 Mar		Held at Fort Kearney and com- bined with April mail	1 Mar	20 Apr	
1 Apr	12 May	Hudspeth	1 Apr		
May	5 Jun		1 May		Combined with June mail
Jun	9 Jul		1 Jun	28 Jun	Hudspeth
Jul	2 Aug	Charles Gilkey	2 Jul	19 Aug	Jesse Jones
1 Aug	5 Sep		Aug		
1 Sep		Held at Fort Kearney	1 Sep		
2 Oct	26 Nov	J.M.Hockaday, Sep and Oct mails	1 Oct	31 Oct	Charles Gilkey
1 Nov			1 Nov		
1 Dec			1 Dec		Combined with Feb mail (?)
<u>1856</u>	<u>1856</u>		<u>1856</u>	<u>1856</u>	
1 Jan			1 Jan		J.C. Dotson, returned 4 Jan
1 Feb				28 Feb	Geo. Richmond
2 Mar			12 Mar	27? Apr	
1 Apr	10 May	Maxwell, mails Nov 1855 to	10 Apr	29? May	
1 May	4 Jun				No report
Jun	28 Jun		2 Jun		
Jul	30 Jul				No report
1 Aug	28 Aug	Geo. Richmond	Aug	28 Aug	
1 Sep	6 Oct	Maxwell			No report
Oct	24 Mar	Held at Platte Bridge	2 Oct	2 Nov	
Nov	24 Mar	Held at Platte Bridge			

Note: A portion of the Salt Lake - Independence mail both eastbound and westbound was routed over Route No. 12801 via Los Angeles.

additional burdens. When the *News* reported, erroneously, on March 1st, 1855 that Magraw and Reeside had discontinued mail service on the Salt Lake route, it was something less than sympathetic: "To accept a bid at so low a rate that a boy in his teens might have known that the price could not pay for the service . . ."

In the light of his political connections, it is more than possible Magraw had it in mind to petition Congress for increased compensation from the beginning. It was characteristic of him that when Congress granted him relief by increasing his compensation to \$36,000 per annum for one year retroactive to August 18, 1854, it was in the Post Office Department's appropriation (Act of March 3, 1855, 10 Stat. 684) rather than a special bill. No rationale has been found for the August 18th date other than it was the day the army was informed of the slaughter of the emigrant's cow that precipitated the Grattan Massacre on the 19th.

Mail service on the route deteriorated rapidly after the Independence August 1855 dispatch arrived in Salt Lake City on September 5th. The September dispatch was held at Fort Kearney for some reason and was brought through with the October mail on November 26, itself more than three weeks late, by John M. Hockaday. Hockaday, returning from a business trip east, was Magraw's agent in Salt Lake City while a certain Isaac Hockaday was his agent in Independence. This Isaac probably was John Hockaday's brother; but Isaac was such a common name in the Hockaday clan it could as easily have been a cousin or an uncle by that name. After that, the regular Independence dispatches for November and December 1855 and January, February, and March 1856 apparently were held at Platte Bridge across the Sweetwater River near Independence Rock until Maxwell carrying the April dispatch picked up the sacks and delivered six months' letter mail to Salt Lake City on May 10, 1856.

Salt Lake dispatches seem to have continued regularly although the March and April 1856 carriers were more than a week late getting underway. After that the only eastbound mails of which there is a record were sent out in June, August, and October.

Meanwhile, Magraw was petitioning Congress again to have his increased compensation extended for another year from August 18, 1855, only this time it was in a special bill. Magraw's memorial incorporated in the report of the House Committee on Post Office and Post Roads (op. cit), while self-serving in many respects, contains valuable descriptions of his operating costs and methods on the Salt Lake route. The Committee reported out a bill extending his compensation of \$36,000 per annum for the year ending August 18, 1856 and authorizing an additional payment of \$17,750 to compensate him for his losses due to Indian depredations; but it also annulled the contract as of August 18, 1856 and directed the Postmaster General to advertise a contract for four years from that date (Act of May 29, 1856, 11 Stat. 448).

The Postmaster General immediately ordered a new advertisement for Route No. 8911 on May 31, 1856 (Part V(b)), but it was not possible to complete the process by August 18th as Congress directed. Instead, the advertisement called for bids to be received by October 15 for carrying the mails from Independence to Salt Lake City from the first day of December.

In the meantime the PMG arranged for Magraw to continue to carry the mail from August 18 to November 30 on the same terms and conditions as previously. Under this agreement, Magraw did send out westbound dispatches in September, October, and November; but the October and November mails ran into early snows and were held at Platte Bridge or Devils Gate until March 1857 with grievous consequences for future mail service. His eastbound dispatches seem to have been equally sporadic, but this wasn't critical to Utahans because they were already in the habit of routing their mail to the eastern states via Los Angeles.

Just as a part of the eastern mail over Route No. 4965 (Part II) was routed via Los Angeles when service between Independence and Salt Lake was curtailed by weather, a considerable portion of the eastern letter mail was carried both ways via Los Angeles between July 1, 1854 and January 1, 1857 by George Chorpenning, the contractor on Route No. 12801. The evidence in Congressional documents and even in Chorpenning's own *Statement and Appendix* (1889), however, is sufficient only to document eastbound dispatches via Los Angeles in January and July 1855 and February 1856 and westbound dispatches through Los Angeles in July 1855 and February, March, April, May, July, and August 1856; but it is clear from the contexts of these sources that letter mail generally was dispatched from and received in Salt Lake City during this period both in lieu of and in addition to

and August 1856; but it is clear from the contexts of these sources that letter mail generally was dispatched from and received in Salt Lake City during this period both in lieu of and in addition to mail carried by Magraw over Route No. 8911. This practice made up for Magraw's failures so that Salt Lake City was not as cutoff from the eastern states in 1855 and 1856 as might otherwise have been the case.

Postal history collectors should be aware there is about an equal chance Salt Lake covers from this period were routed via Los Angeles as over the direct route via Fort Laramie and Independence.

ADDITIONAL REFERENCES

Books

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Government Documents

Offers for Carrying the Mails—Contracts &c., February 28, 1855, House Doc. No. 86, Serial 789.

Report of the Secretary of War . . . respecting the massacre of Lieutenant Grattan, etc., July 1, 1856.

Senate Doc. No. 91, Serial 823.

Report of the Committee on Indian Affairs, August 4, 1856, Senate Report No. 257, Serial 837.

Report of the Committee on the Post Office and Post Roads, March 20, 1856, House Report No. 6, Serial 868

Newspapers

Kansas Weekly Herald, Leavenworth, Kansas, September 15, 1854 (w).

APPENDIX 6 - ROUTE No. 8911 (Contract Register 151, pp. 284-287)

MISSOURI

8911 See page 572 for re-Advtzmnt & letting of Route, under Act of Cong^{ss} app^d May 29, 1855

From	Independence	Jackson	Mo.
by	Westport		"
	Fort Leavenworth	Clay	"
	* Marysville (Est. 11 Nov. '54)		Kansas Ty.
	Fort Kearney		
	Fort John (Dis 23 Dec. '54)		Nebr.
	Fort Laramie	Clackamas	Oregon
	Fort Smith		
and	Green River	Green River	Utah Ty.
to	Salt Lake City	S ^{alt} Lake	Utah Ty.

distance estimated at 1,150 miles, and back, once a month

Leave Independence the first day of every month at 8 AM;
Arrive at Salt Lake City by the last day of the month;
Leave Salt Lake City the first day of every month at 8 AM;
Arrive at Independence by the last day of the month.

Proposals for twice-a-month service will be considered, and also for twice-a-month service from Independence to Fort Laramie.

Separate proposals are also invited for that portion of the Route from Independence to Fort Laramie, once a month.

Proposals to carry the mail by the most direct Route from Independence to Salt Lake City, will be considered.

Jacob Hall	\$ 18,000	Eliptical spring, cov ^d . stages, with iron axles and water tight bodies, to be drawn by 6 mules
	32,000	2 t. a month, mode as above
	9,991	1. a month, to end at Fort Laramie, prs. sch., mode as above
	18,000	twice a month, to end at Fort Laramie, mode as above, prs. sch.
Joseph Greene	31.000	4 or 6 mule or horse stages, 2. a month
Joseph Greene	21,000	x x x

Thomas S. Williams	\$ 19,000	4 h.c., or
	31,000	2. trips per monmth, 4 h.c.
A. Roberts	18,000	x x x
David Waldo	17,700	From Independence to Fort Laramie, x x x
Joseph Greene	17,000	4 or 6 mule or horse stages
W.M.F. Magraw &	14,400	4 mule coaches, with good and sufficient guards
J.E. Reeside	24,440	2. a month, same mode and guard as above
§ (Uniontown, Penna.)	13,970	1. a month, by most direct Routes, mode as above
* Independence, Mo.	23,970	2. a month, by most direct Routes, mode as above

Accepted May 10, 1854.

Transferred

A. Roberts	9,000	From Independence to Fort Laramie, x.x.x
A. Roberts	14,200	x x x, by most direct Route
Joseph Greene	35,000	x x x, 2. a month
Francis C. Hughes	26,500	2. a month, x x x
William McCoy	24,440	x x x
Joseph Greene	20,000	x x x, the most direct Route, as invited
	33,000	x x x, 2 a moth
	16,500	x x x, 4 or 6 horse, or mule, cov ^d wag. or stages
	30,000	x x x, 4 or 6 horse, or mule, cov ^d m wag or stages,
		2. a month
Joseph Greene	19,000	x x x, 2. a month from Independence to Fort
		Laramie
Joseph Greene	17,000	Independence to Fort Laramie, 2. a month, 4 or 6
		horse, or mule stages
Francis C. Hughes	16,200	x x x
Joseph Greene	12,000	x x x,, 1 a month, Independence to Fort Laramie,
		as invited
Joseph Greene	10,000	Independence to Fort Laramie, 1. a month, as
		invited, 4 or 6 horse or mule stages
William McCoy	9,740	1. a moth, x x x, end at Fort Laramie
A. Roberts & James M. Hawley	21,000	x x x
Edward Hunter	48,500	2. a month, 4 horse or mule coach, omits Fort
		Leavenworth & Fort Smith
A. Robert & James M. Hawley	16,000	x x x, by most direct Route
A. Robert & James M. Hawley	11,900	x x x, end at Fort Laramie

Francis C. Hughes	\$ 32,000	x x x, 2. a month, and give side supply to Council Bluffs and other offices on 12803, Salt Lake to Council Bluffs
E.S. Alvord	25,000	
Edward Hunter	24,250	4 horse, or mule coaches, does not name the offices
Francis M. Hughes	18,500	and take mails to and fro between Council Bluffs & and Fort Kearney, & supply all offices on this and 12803
Saml H. Woodson	19,500	2. a month, end at Fort Laramie, x x x, 6 horse or mule spring carriages, sch. prs.
Saml H. Woodson	10,000	x x x, end at Fort Laramie; spring carriages drawn by 6 horses or mules, 1. a month, sch. prs

[Abbreviations used: * - interlineated; - § struck through. In original: x x x - as advertised; h.c. - horse carriage; prs. sch. - proposes schedule.]

MARGINAL NOTES

Service on this route to be continued til 1 Dec^r 1856 - see order.

Act of 3rd. March 1855. Allow Cont^r. \$21,560 additional - making Compensation in all \$36,000 for one year. Commencing 18th August 1854.

1855, June 15. Transfer to W.M.F. Magraw. of Independence, Mo. \$14,440 from 1st July 1855, authorized on the usual terms. Service in 4 mules coaches with good and sufficient guards.

1856, May 31st. Allow \$21,560 additional in order to make the whole pay \$36,000 for the year ending on the 18th August 1856, in lieu of the present contract price and payable out of the Treasury agreeable to the provisions of an act of Congress for the relief of Wm.M.F. McGraw, approved 29th May 1856. Advertise once a week for 4 weeks in the Washington Union Co. Star and National Intelligencer, and procure 20 coppies of the Notice containg the advertisement.

1856 June 17th. The act of Congress approved 29th May 1856, having released Mr. Magraw from his Contract for this route, from the 18th of August 1856, and directed it be re-advertised. An advertisement has been issued, accordingly inviting proposals for a new contract to go into operation on the 1st December 1856, And since Mr. Magraw having agreed to continue the service from said 18th August to 1st December 1856 at the rate of pay allowed by the Said act of Congress to wit. \$36,000 per annum, It is ordered that he be directed to continue the Service on said terms.

APPENDIX 7 - ROUTE No. 12803
(Contract Register 154, pp. 457-8)†

TERRITORY OF UTAH

ROUTE 12803

Salt Lake City via Fort Laramie to Council Bluffs, Iowa, 1,000 miles, and back, once a month
 Separate proposals for part beyond Fort Laramie invited; also, bids to run the whole route twice a month each way.

Joseph Greene	\$ 10,500	Four-horse or mule covered stages or wagons; end at Fort Laramie.
	11,000	x x x, end at Fort Laramie
	17,000	x x x
	33,000	x x x, twice a month
Francis C. Hughes	13,800	Two four-horse coaches, and supply Fort Kearney.
	14,000	x x x
Joseph Greene	15,000	Four and six-horse and mule covered stages and wagons
	18,500	Twice a month, in four-horse and mule covered wagons; end at Fort Laramie.
	19,500	x x x, twice a month; end at Fort Laramie.
	29,500	Four and six-horse and mule covered stages or wagons, twice a month.
Samuel G. Brandebury & Robert Henry	15,000	Two-horse coaches, once a month; schedule changed.
	17,000	Four-horse coaches, once a month; schedule changed.
	25,000	Two-horse coaches, twice a month; schedule changed.
	28,000	Four-horse coaches, twice a month; schedule changed.
	7,900	Two-horse coaches, once a month, for part beyond Fort Laramie
	8,500	Four-horse coaches, twice a month, for part beyond Fort Laramie
F.C. Hughes	24,000	Four-horse coaches, twice a month; supply Fort Kearney
	25,500	x x x, twice a month; supply Fort Kearney
L.C. Gordon	29,996	Four-horse coaches when roads permit, other times in wagons.
J.H. Jones & John Kerr	30,000	Four-horse covered wagons
	48,000	Four-horse wagons, twice a month.

D.S. Jackson	\$ 8,950	Four-horse coaches.
	15,985	Four-horse coaches, twice a month.
	4,000	In four-horse coaches, for part to Fort Laramie.
	8,000	Twice a month.
	6,000	For part beyond Fort Laramie.
	12,000	For part beyond Fort Laramie, twice a month.

(After time bids.)

William H. Hooper	\$ 23,000	In carriages.
	25,000	Twice a month.
	41,000	Twice a month, in carriages.
	45,000	Received April 10, 1854
James H. Lemmon	9,500	To Fort Laramie, four-horse coaches in summer.
	16,000	To Fort Laramie, twice a month, four-horse coaches in summer.
	20,000	Four-horse coaches in summer
	35,000	Twice a month, four-horse coaches in summer.
		Received April 10, 1854.
H Kimball	8,500	Four-horse coaches to Fort Laramie.
	13,500	Four-horse coaches, twice a month to Fort Laramie.
	17,000	Four-horse coaches.
	23,500	Four-horse coaches, twice a month.
		Received April 14, 1854.
William H. Hooper	11,000	Horse-back, once a month to Fort Laramie.
	19,500	Horse-back, twice a month to Fort Laramie.
	12,500	Carriage, once a month.
	21,000	Carriage, once a month.
		Received April 10, 1854.

(Suspended)

† Reconstructed from incomplete notes of Contract Register pages and "Offers for Carrying the Mails—Contracts &c.," Feb. 28, 1855. House Ex. Doc. 86, pp. 712-3, Ser. 789.

Fake and Fantasy Postal Items

by Tom Clarke

Everyone some day has, or will, come into contact with a cover or stamp that is downright peculiar looking, perhaps too much so to be authentic. Some are merely new varieties of standard versions of which we are ignorant. But there are others that have been perpetrated by outright con men looking for a quick buck. Some may have been created by collectors who craved just a little more lime-light and could thus show off an otherwise impossible holding.

Maybe too, some are the products of sincere (personal judgment encouraged) philatelic entrepreneurs. Their desire would be to fill a space in their collection with a fairly realistic copy of an unobtainable item.

Not included here are those trans-national style "frauds" such as the Latin American 1890s "postage" stamps of Ecuador, El Salvador, etc. Our interest here are those low key curios which at times befuddle collectors, not self-inflatable national treasuries.

Looking askance

For a long time the government didn't seem terribly concerned with postal fakery, perhaps because collecting was a scarce preoccupation at the turn-of-the-century. Or, maybe it was because the results of such nefarious operations were basically small time (except note the "millions" of faked postals mentioned with #1730).

The U.S. government finally got into the act in 1935, a time when several of the items below were being manufactured. From a "Sloane's Column" piece of October 12, 1935 comes the following:

Collector's should hail with gladness the interest the federal government is taking in the efforts to curb faking of stamps, which is aimed at defrauding collectors. The secret service has promised to go after the perforation fakers (see

*1743b) ... making it a crime to "forge or counterfeit any postmarking stamp or impression thereof, with intent to appear that such impression is a genuine postmark, or shall make or knowingly use or sell ... any forged or counterfeiting stamp, die, plate," etc. The penalty is \$1,000 fine or imprisonment for five years, or both.

Other items too

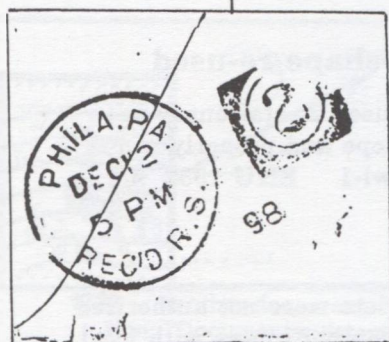
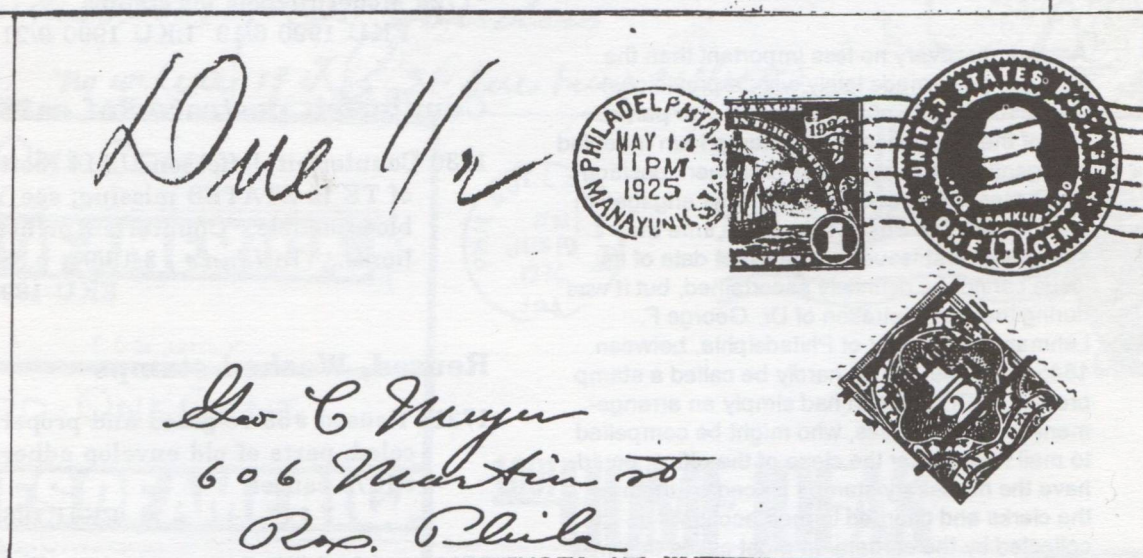
There are allied items that could be collected under this general heading. However, this writer prefers to consider them under other topical headings. For FRAUDULENT and associated auxiliary markings he prefers a category labeled Undeliverable-as-Addressed markings. They are, after all valid postal applications and have a specific function and purpose.

"False frankings" (seemingly underpaid bulk mailings) which are better discussed under separate headings. Conscious misrepresenting the class of mail and thus underpaying is excluded here inasmuch as only if the PO has discovered the inappropriate enclosure and marked it as such could it be acknowledged as fraudulent.

There are bad free franks by persons not permitted the privilege, that pass improperly mailed items, etc. These don't carry the same weight as out and out physical fakery as witnessed in the examples below.

Having a slow summer? Look around and search out a selection of spurious, speratti-like goods. Have an interesting time amassing yourself a mini collection of philatelic falsehoods. Perhaps you may also develop a halting admiration for their perpetrators.

This list does not pretend to be complete, touching as it does, as usual, on Philadelphian philatelica. It does, however, include a neat range of semi-obscure items whose presence here might prompt the reader to look more in-



HOOD, FOULKROD & CO.,

1726a - 3 cents' worth that didn't miss the eye of a dutiful clerk. Only 2 cents was due, and received forwarding to boot: Nov 21, 1898.

1726b - Someone tried to meet the 1-1/2 cent rate with half a stamp, maybe philatelic, but the recipient somehow was forced to pay the piper via a precancelled Dues. How was it paid? May 14, 1925.

1727 - Innocently or otherwise, this 2 cent documentary revenue got caught, too, on its way in from neighboring Norristown. Oddly enough, this ship stamp received an uncommon transit backstamp, one of the REC'D R.S. type, which some have thought indicates "Receiving Ship", i.e. a harbor postal vessel: Dec 10-12, 1898.

tently and comprehensively for similar items of their favorite places when browsing cover and stamp lots. And, as always, if it prompts some to correspond, or to write up similar material, it has been worth the time and space.

(For continuity's sake, the prefacing numbers refer to the writer's postmark catalog.)

Stamps

A Postmaster Provisional?

Here is the tale of the Philadelphia Postmaster provisional, from the *American Journal of Philately*, Nov 20, 1871, p.125:

Another discovery no less important than the last, has been made lately, viz.: a provisional stamp for the city of Philadelphia. For particulars of the emanation of this stamp I am indebted to a gentleman occupying a prominent position in the General Post Office, who was engaged in the Philadelphia Post Office at the time the stamp was first issued. The exact date of its issue cannot be definitely ascertained, but it was during the administration of Dr. George F. Lehman, postmaster of Philadelphia, between 1845 and 1849. It can hardly be called a stamp proper, as Dr. Lehman had simply an arrangement by which parties, who might be compelled to mail letters after the close of the office, could have the necessary stamps placed on them by the clerks and charged to their accounts or collected by the carriers. In most cases this was a band in which the letters were enclosed and endorsed by the parties. But in other cases there were small slips printed and pasted on one corner of the letters. There were several varieties of them used, but unfortunately, the most careful search has revealed no specimens as yet. There is no possible doubt but that they were actually used and in numbers, as my informant recalls them from 1845 until 1849 and even afterwards. (ex John N. Luff. *Postage Stamps of the United States*, p. 28.)

1725 ("Philadelphia provisional" slips/labels)
EKU 1845? LKU 1849+

Bisects --post 1853

1726a fancy combined multiple "bisects" of 1c and 2c Bureaus EKU 1898 11/21

1726b Bisect of 1c Hueguenot on 1c stationary, machine canceled; 1/2c due

EKU 1925 5/14

1898 revenues on mail

*1727 1898 revenue 2c red battleship documentary, duplex canceled; due 2c
EKU 1898 12/13

1914 revenues on mail

*1728 1914 1c (x3) numeral series with 2c due --but apparently not collected.
EKU 1919 4/14

Labels for stamps

*1729 Modern labels for stamps
EKU 1990 6/19 LKU 1990 9/21

Counterfeit postcards of ca1898

1730 Counterfeit Jefferson UX14 (bottom serifs of TE in STATES missing; see Youngblood article, "Counterfeit printed in millions...", in *Linn's*, 3/18/91, p.38.
EKU 1898?

Reused, Washed stamps

1731a Reused #65 re-glued and properly canceled, parts of old envelope adhere with #107a cancel
EKU 1865 10/12

1731b washed "F" flower stamp; nothing due (date approx, from small cut in *Linn's*, 4/13/92, p.?
EKU 1991 2/8

Stationary cut-to-shape re-used

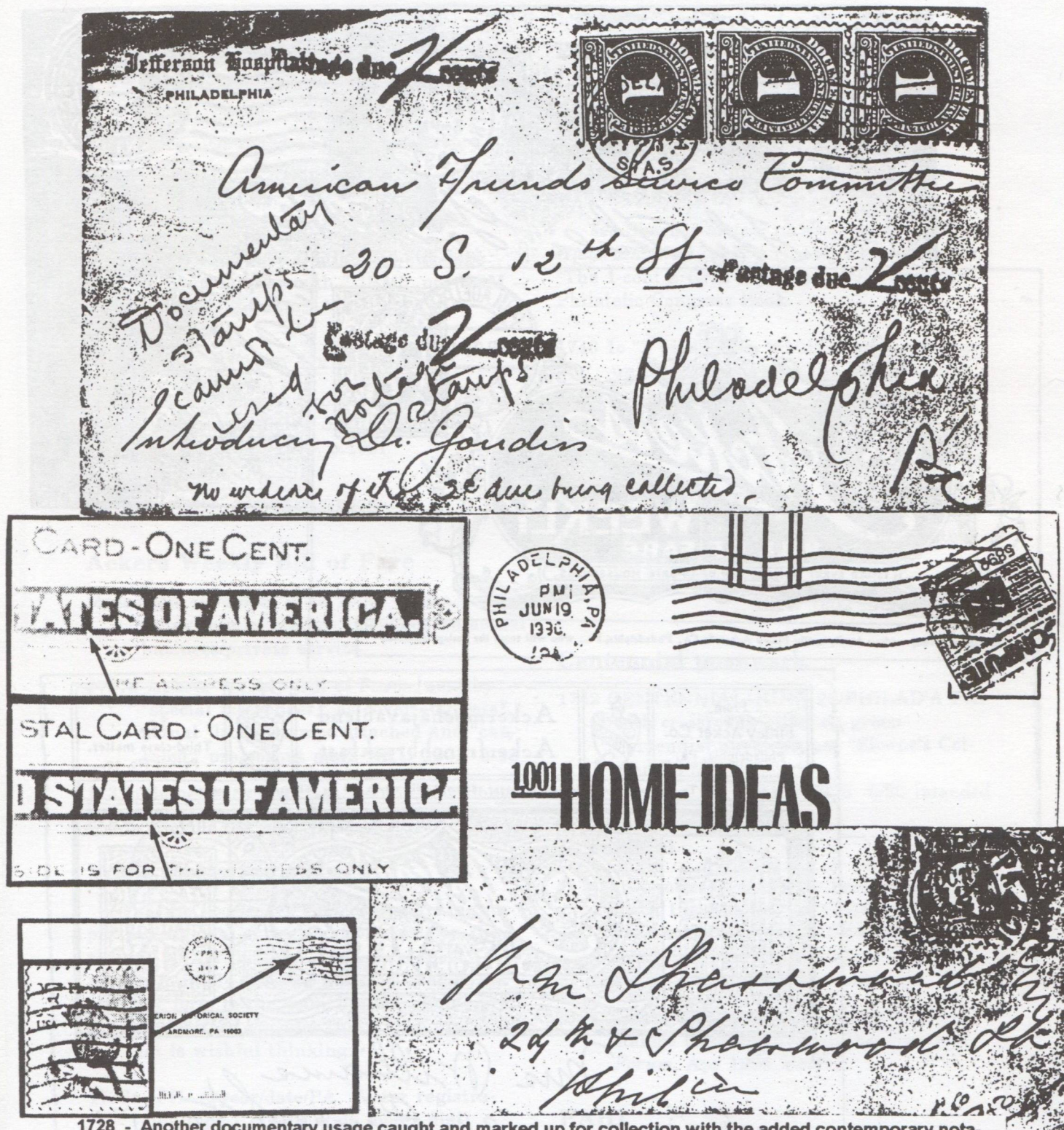
*1732 cut-to-shape re-used 2c stationary re-glued onto envelope and properly canceled with #305wl-1 EKU 1932 4/4

Fake local posts

As Local Post carriers were not authorized to handle US mail, incoming covers with local "delivery" stamps added ought to be considered suspicious. --Sloane, 7/20/57

Note "Index (1915) of Fakes, Counterfeits, etc. of Locals." *Philatelic Literature Review*, Summer 1990.

*1733a False local post stamps EKU ...



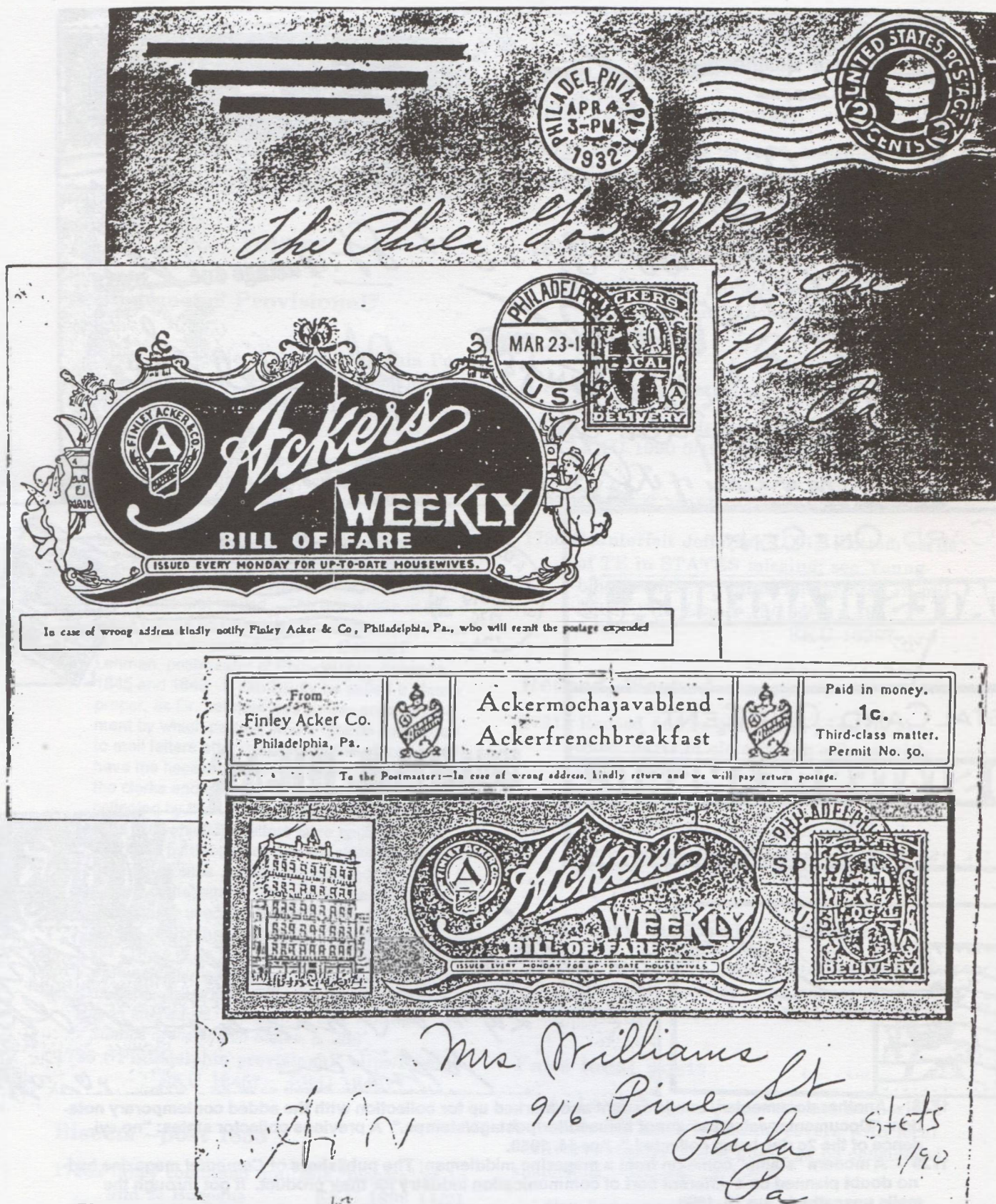
1728 - Another documentary usage caught and marked up for collection with the added contemporary notation: "Documentary/stamps/cannot be used for/postage/stamps." A previous collector states: "no evidence of the 2c due being collected." Apr 14, 1919.

1729 - A modern "stamp" come-on from a magazine middleman; The publishers of *Compute!* magazine had no doubt planned on a different sort of communication industry for their product. It got through the mails unscathed: Jun 19, 1990.

1730 - Wayne Youngblood in *Linn's* illustrated the counterfeit Jefferson postal card. Perhaps some of these came through Philadelphia. The fake on the top has no serifs at the T's foot: (ca. 1902).

1731a - The reuse of glued stamps with cancels erased or washed chemically stretches over 130 years. This cover is darkened to show the glue stains to the left of #65: Oct 12, 1865.

1731b - This similar item is a modern-day twin, as shown in *Linn's* Letters to the Editor section on 4/12/1992: a Feb 1992 cover.



1732 - Stationary too has been reused improperly. Darkened to show the scissored edges around the ordinary 2c Washington imprint: Apr 4, 1932.

1737a - These oversized covers are very odd. At first they may have been handcarried (Mar 23, 1901) ...

1737b - and then placed in the post (now labeled in the "cancel" as "SPECIAL") as 3rd class penny-post junk mail with the permit formula printed at the top: (ca 1910?). both 74%

*1733b Counterfeit Spence & Brown local stamps; cf George Sloan in *Scott's Monthly Journal*, Jul-Aug 1953, pp. 109-110.

1734 25L1. De-listed as non-existent -- "Sloane's Column," 1/11/1958

Fake 1876 Centennial envelope

1735 Counterfeit 1876 Centennial envelope bearing rail car with "UBM", not USM -- "Sloane's Column," 11/3/1934

Spence & Brown Express Post

1736 Spence & Brown Express Post horseman label counterfeits - *Scott's Monthly Journal*, 7-8, 1953, p.109f

Postmarks

Ackers Weekly Bill of Fare

Messenger envelopes of ca 1900, with accompanying mimic "stamps," perhaps an actual business/private service.

1737a Ackers Weekly Bill of Fare... sent by "special messenger," as cover suggests?, actual "local" stamps attached and "canceled;" pre-permit mail. ECU 1901 3/23

1737b Same, with 3rd class Permit #50 along top of standard design ECU ca 1910?

Voter Registration card

Fantasy "postmark" machine marking impressed onto voter registration cards on the reverse for verification. As a "precancel," the marking simply fell atop a stamp used to re-mail the form to the voter bureau. Some precancel collectors consider this a true precancel, but that is wishful thinking.

1738a PH--A/year/date/PA. Voter registration-type 1 (1940s style meter dial) DC27, R? ECU 1958 6/8

1738b PH--A/date/PA. Voter Registration-type 2 (Pitney-Bowes style date) NOR23, R ECU 1967 7/14 LKU 1968 5/9

Penned "cancel"

1739 January 28th 1842.Philad (circular ms) Pen drawn "cancel" with no rate shown ECU 1842 1/28

"Rare" 1c Z-grill

see Shachat article in *Pennsylvania Postal Historian*, Nov 1991, p.1; and Ken Lawrence. "The 1-cent Z Grill Mystery" 1995 American Philatelic Congress Book.

1740 1c "Z grill" with "#101" cancel; extreme unlikely chance that the cancel is contemporary, thus questionable validity of "\$400,000" stamp! ECU late 1860s intended

Pony Mail Carrier

1741 Pony Mail Carrier inscribed on original 1802 folded letter! see "Sloane's Column," 7/20/1957 ECU 1802 intended

Centennial postmark

1742 CENTENNIAL/JUNE 20/PHILAD'A PA. with crossroads killer on green Centennial envelope; see "Sloane's Column," 4/5/1952 ECU 1876 6/20 intended

Precancel

*1743a Counterfeit of electro precancel on black Harding -see W G Bateman, *Precancel Optimist*, 4/15/44, p.240.; bottom line thick and crudely drawn ECU ca 1924 --/--

*1743b Faked coil made by butting two sheet stamps together, illus in the *Precancel Forum*, Apr 1996, cover.

PAID

1744 PAID fake "Phila"? cancel in dotted partial rectangle tying special delivery SD4, 25x10+, B ECU est 1905 intended

REGISTRATION COMMISSION

GROUND FLOOR, COMMERCIAL TRUST BLDG.
15TH STREET AND S. PENN SQUARE
PHILADELPHIA 2, PA.

RESIDENCE CHECK

Philadelphia, Pa. 195.....

To the Elector to whom this card is addressed:

Your name
Philadelphia
mission of a

Under the
agency between
address as re
lenging your
please notify

REGISTRATION DIVISION
GROUND FLOOR, CITY HALL ANNEX
JUNIPER & FILBERT STREETS
PHILADELPHIA, PA. 19107
IF NOT DELIVERED IN FIVE DAYS
RETURN TO SENDER.
RETURN POSTAGE GUARANTEED

PHILADELPHIA
JUL 14 '67



THIS SIDE OF CARD IS FOR ADDRESS

FORM 16-11

HEISLER

FLORENCE N269780 4

Single

*January 28 1842
2002195*

Mr.

Mr. Edward Delaney

Care of Bishop Delaney

*Geneva
New York*



PHILADELPHIA
PA
GENUINE

PHILADELPHIA
PA
FAKE



1738a - A Pitney-Bowes? non-postal machine used to date-stamp voter registration cards: May 26, 1956.

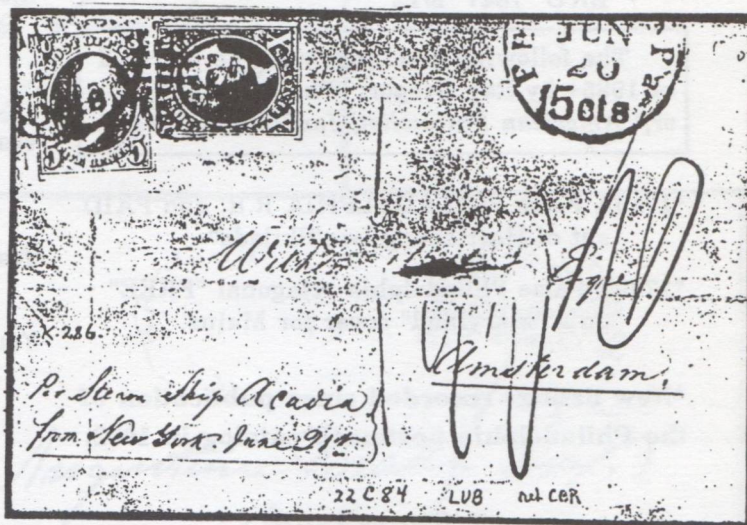
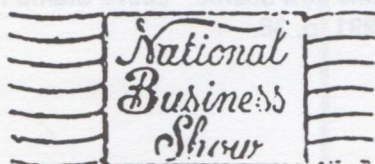
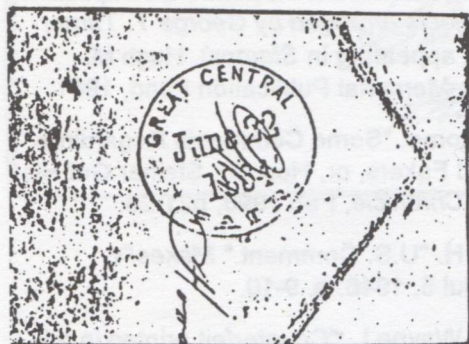
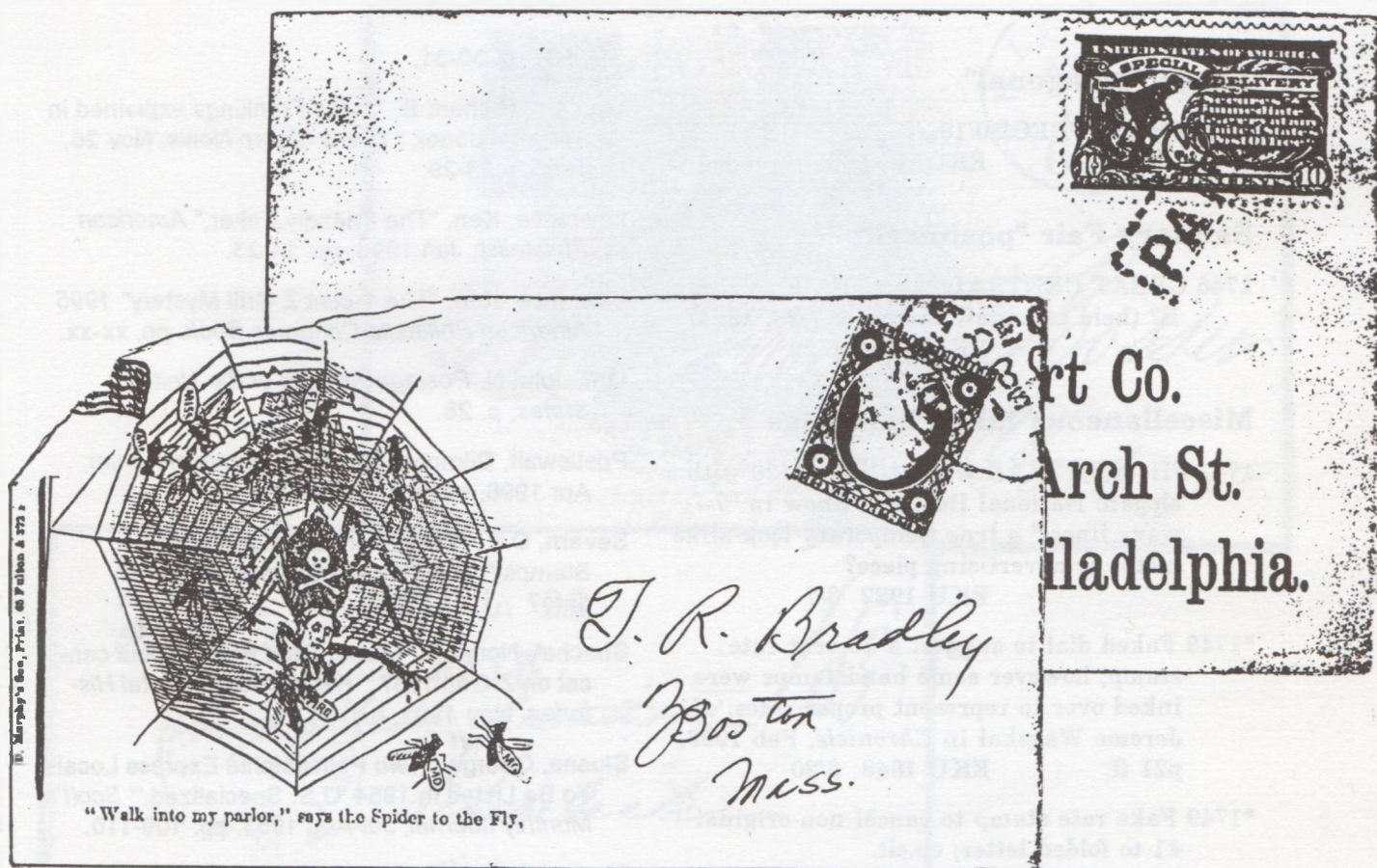
1738b - A Pitney-Bowes styled date within a no-outer-rim dial, which, when found on the front of this precanceled postal, has posed some curious questions: Jul 14, 1967.

1739 - A peculiar item: a hand-drawn (by whom?) "Philad" manuscript cancel, originally, "Single," to have been sent through the mails, but doubtless hand carried to New York State; or was it? Jan 28, 1842.

1740 - The grievous conclusion is that this famous penny Z-grill is not what it purports to be! Philadelphia specialists agree with 90%+ surety that it is spurious, possibly a manufacture of Roaring 20s excess.

*1743a - Precancel collecting began in the 20s, and almost as quickly had to learn to distinguish the genuine overprint from the fake: ca 1937.

*1743b - The most recent *Precancel Forum* journal (Apr 1996) features a properly imprinted pair of stamps, but a fraudulently prepared "coil" of Depression days: ca 1930s.



- 1744 - A fantasy PAID in dotted rectangle; would you have fallen for this one? ca 1905?
- 1745 - A bad use of a nice patriotic; the outer cancel rim seems to ape Philadelphia's large octagon, which ceased use six months before the Civil War began. The horrid lettering is the giveaway: "Dec 30, 18xx".
- 1746 - This unofficial cancel graces the back of some Sanitary Fair Civil War covers: not a fake or fantasy, just a souvenir: Jun 22, 1864.
- 1747 - A peculiar killer attached? to an apparent good dial; an unpublished very early slogan, or a fabricated convention souvenir? Mar 7, 1922.
- *1748 - A faked additional "1" converts a standard "5" into a 15 cent rate (!) cover. Clerks did alter rated cancelers, particularly at times of rate changes, but these have been standard rates, not manipulated ones: Jun 20, 1848.

Large "Octagonal"

1745 PHILA.../DEC/30/18.../P.. fake Oct30?, B
EKU est 1862 intended

Sanitary Fair "postmark"

1746 GREAT CENTRAL/21.date/FAIR. CD23+,
B? (held at Logan Square, 6/7-28, 1864)
EKU 1864 6/22

Miscellaneous faked markings

1747 PH--A,PA./MAR 7/1-PM/1922 M20 with
slogan: National Business Show in "7--
wavy lines;" a true, temporary look-alike
meter or advertising piece?
EKU 1922 3/7

*1748 Faked dial to suggest a 15 cent rate
stamp; however some handstamps were
inked over to represent proper rates; cf
Jerome Wagshal in *Chronicle*, Feb 1996,
p21 ff. EKU 1848 6/20

*1749 Fake rate stamp to cancel non-original
#1 to folded letter; op.cit.
EKU 1847 8/12

The following markings were perpetrated
ca 1985+ by Ray Gregor: "The Friendly Fak-
er," *American Philatelist*, Jan 1996, pp. 14 ff:

*1749A False PHILADELPHIA R.R. and PAID
out of Harrisburg "via/Philada"

*1749B False Philadelphia octagonal "FREE"
on a "Maryland" cover for Maine.

*New listings recorded since publication of
the Philadelphia postmark catalog in 1992.

1991. p. 30-31.

Graham, Richard B. "False Frankings explained in
PNC handbook." *Linn's Stamp News*. Nov 26,
1990. p.28-29.

Lawrence, Ken. "The Friendly Faker," *American
Philatelist*, Jan 1996, pp. 14-23.

Lawrence, Ken. "The 1-cent Z Grill Mystery" 1995
American Philatelic Congress Book. pp. xx-xx.

Luff, John N. *Postage Stamps of the United
States*, p. 28.

Postlewait, Dilmond, Ed. *The Precancel Forum*.
Apr 1996, cover.

Severn, C.E. "Great Central FGair Postage
Stamps." *The Chicago Collectors Journal*.
date?

Shachat, Norman. "Out-of-Date Philadelphia can-
cel on Z Grill 1867." *Pennsylvania Postal His-
torian*, Nov 1991, p.1

Sloane, George. "Two Philadelphia Express Locals
To Be Listed in 1954 'U.S. Specialized.'" *Scott's
Monthly Journal*, Jul-Aug 1953. pp. 109-110.

Sloane, George B. *Sloane's column, a compilation
of the subjects arranged by George T. Turner
(originally appearing in Stamps)*. Hugh M.
Southgate Memorial Publication Fund, 1961.

Wagshal, Jerome. "Some Comments Regarding
Fakes and Fakers, or, How Mr. Steiner Got His
Buttons." *Chronicle*, Feb 1996, p21-26.

Ward, Philip H. "U.S. Comment." *Mekeel's
Weekly*. Jul 5, 1948. p. 9-10.

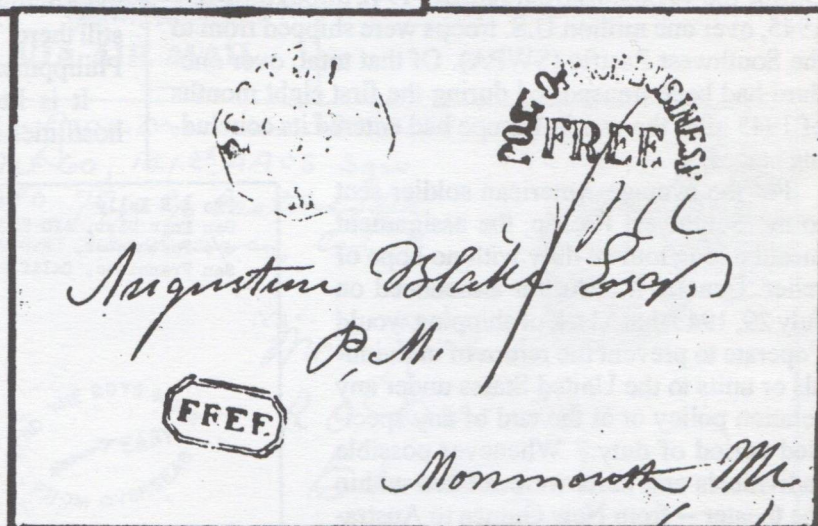
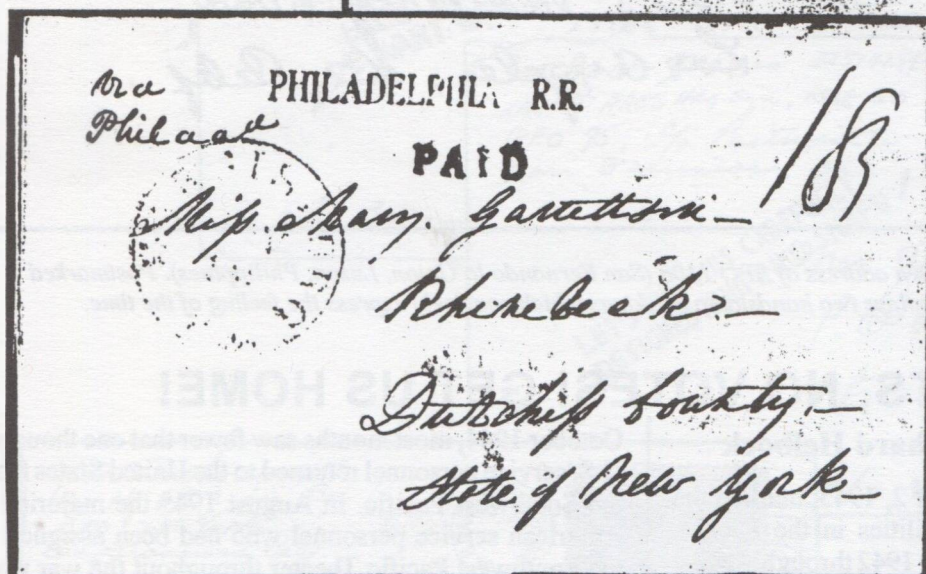
Youngblood, Wayne L. "Counterfeit printed in mil-
lions now scarce." *Linn's Stamp News*, Mar 18,
1991, p. 38.

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Precancel Optimist, 4/15/44, p.240.

Clarke, Tom. *Catalog of Philadelphia Postmarks,
18th Century to the Present*. Davie FL. 1989-
92.

Graham, Richard B. "Bisected U.S. stamps were
legal until 1853." *Linn's Stamp News*, Mar 25,



*1749 - Fake rate stamp as canceler of fraudulently added #1 to folded letter: Aug 12, 1847.

*1749A - a Ray Gregor invention, a PHILADELPHIA R.R. and PAID enroute from Harrisburg via Philadelphia toward the Hudson River region.

*1749B - another Ray Gregor, a Philadelphia double octagon FREE added to a "Maryland" cover.

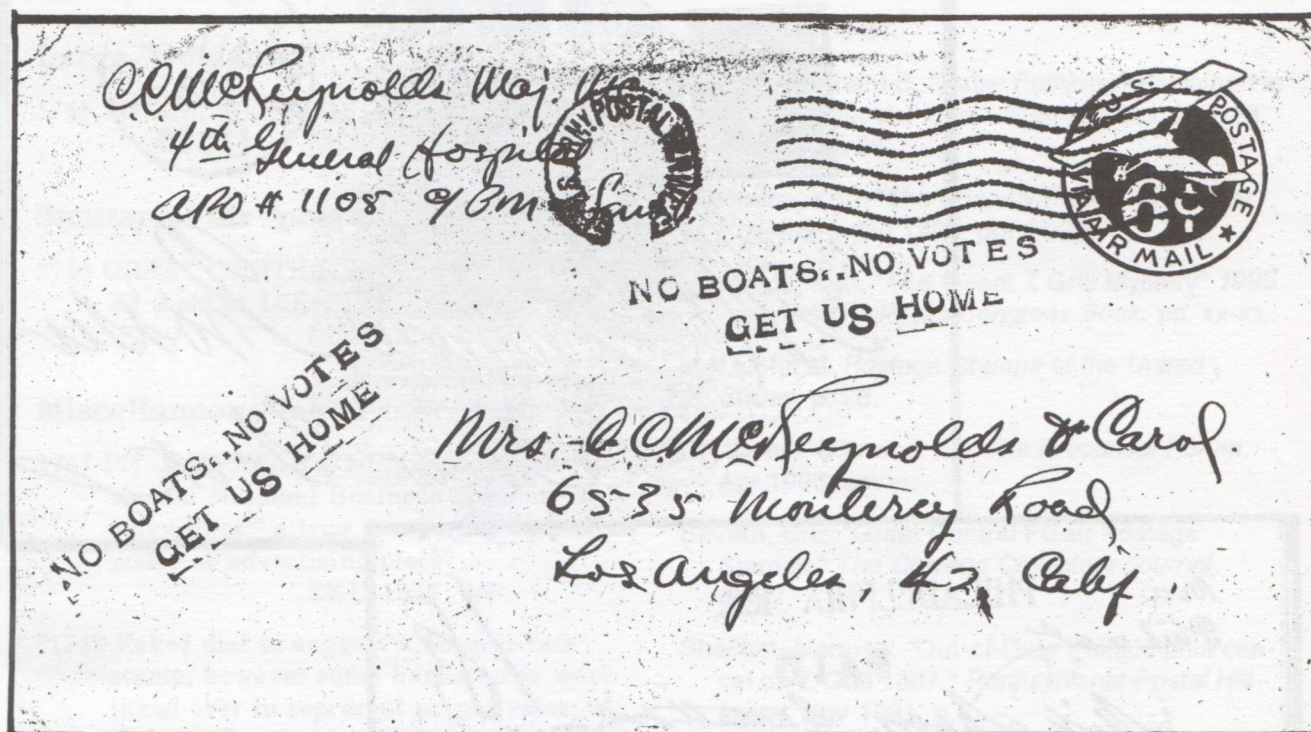


Figure 1. This cover bears a return address of APO 1108 (San Fernando la Union, Luzon, Philippines). Postmarked sometime in late 1945, the cover displays two handstamp markings which concisely express the feeling of the time.

NO BOATS, NO VOTES! GET US HOME!

By Harold Richow and Richard Helbock

Japan's surrender on September 2, 1945, marked the end of nearly four years of hostilities in the Pacific. During the 44 months from January 1942 through August 1945, over one million U.S. troops were shipped from to the Southwest Pacific (SWPA). Of that total, over one-third had been transported during the first eight months of 1945 after the war in Europe had entered its concluding stages.

For the average American soldier sent to the Southwest Pacific, the assignment meant a long tour of duty with no hope of relief. General MacArthur announced on July 29, 1943 that a lack of shipping would "operate to prevent the return of individuals or units to the United States under any rotation policy or at the end of any specified period of duty." Whenever possible individuals and units were rotated within the theater -- from New Guinea to Australia for example -- in order to provide some relief from the isolation and harsh climatic conditions. But, for the most part, once a serviceman or woman was assigned to the Southwest Pacific, they were there for the "duration." From August 1943 through

October 1944, most months saw fewer than one thousand U.S. service personnel returned to the United States from the Southwest Pacific. In August 1945 the majority of American service personnel who had been assigned to the Southwest Pacific Theater throughout the war were still there. The greatest numbers were concentrated in the Philippines.

It is little wonder then, that with the cessation of hostilities in mid-August 1945, there arose a boisterous

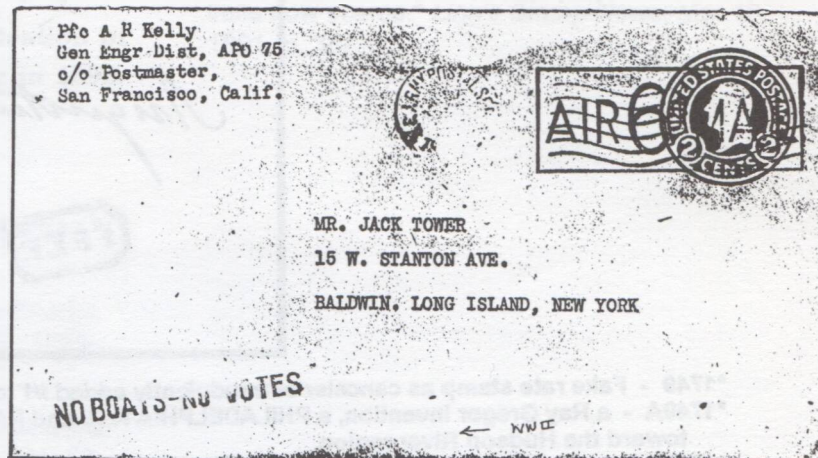


Figure 2. "No Boats - No Votes" from APO 75 (Manila)

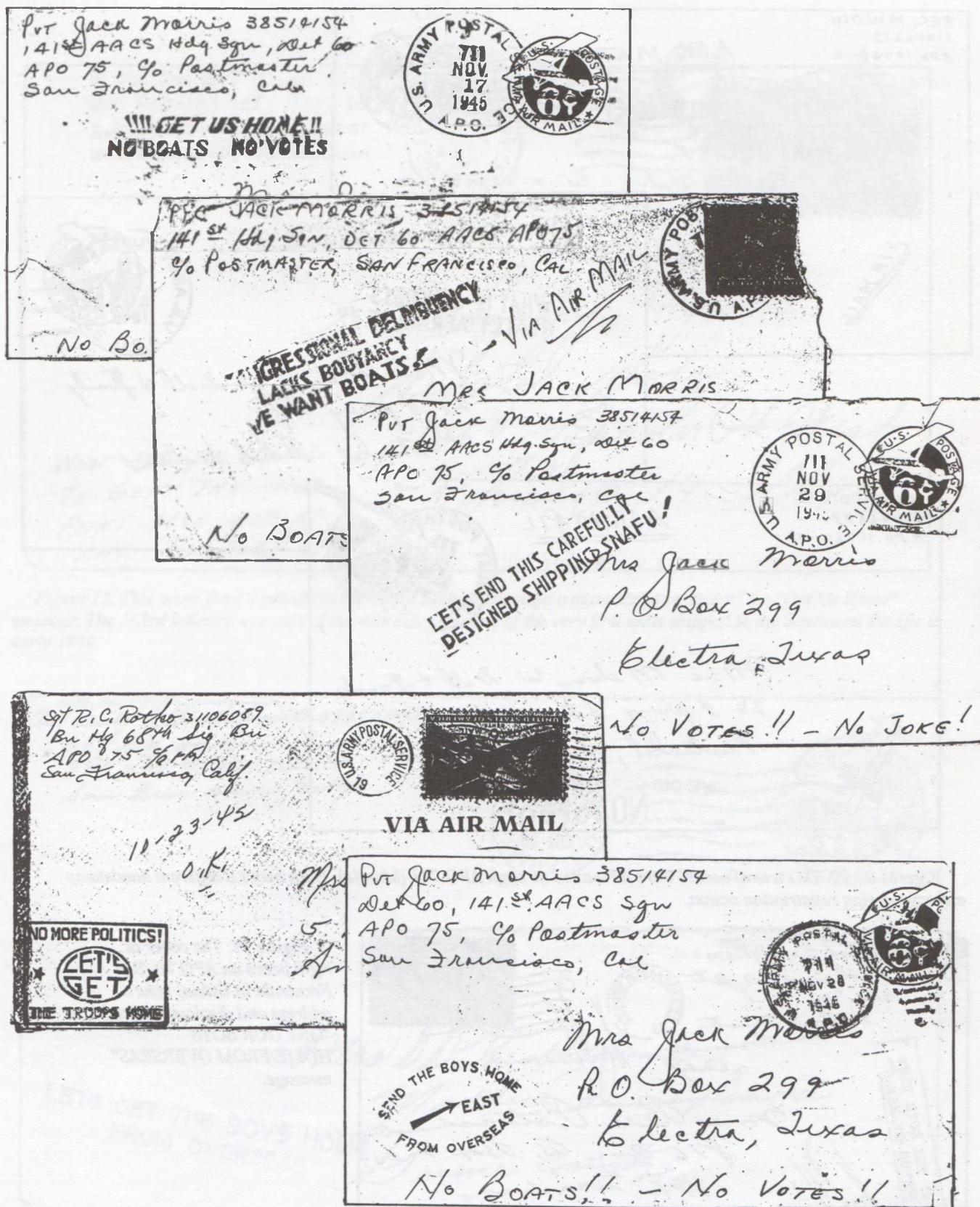
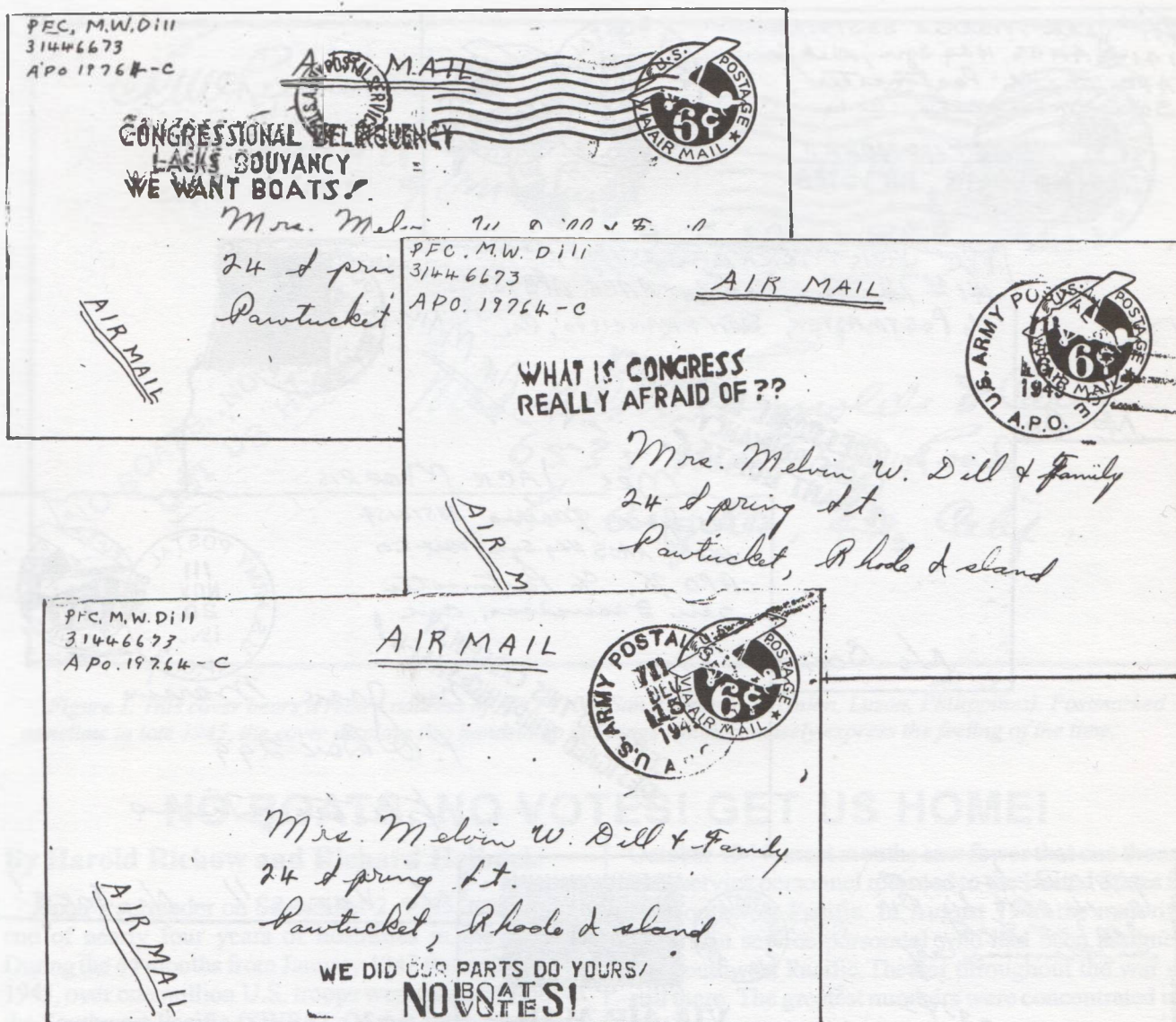


Figure 3 - 7. These covers all bear return addresses of APO 75 (Manila). Each displays a different form of the same basic "Get Us Home" message.



Figures 8 - 10. This trio of covers were all mailed through APO 711 (Manila). Each bears a different handstamp message urging repatriation action.

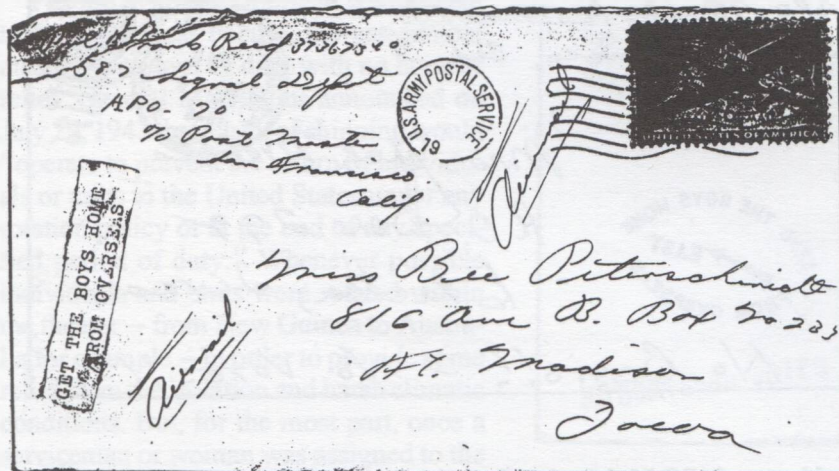


Figure 11. The cover at right bears an APO 70 (San Fernando la Union) return address and displays a boxed "GET OUR BOYS HOME/FROM OVERSEAS" message.

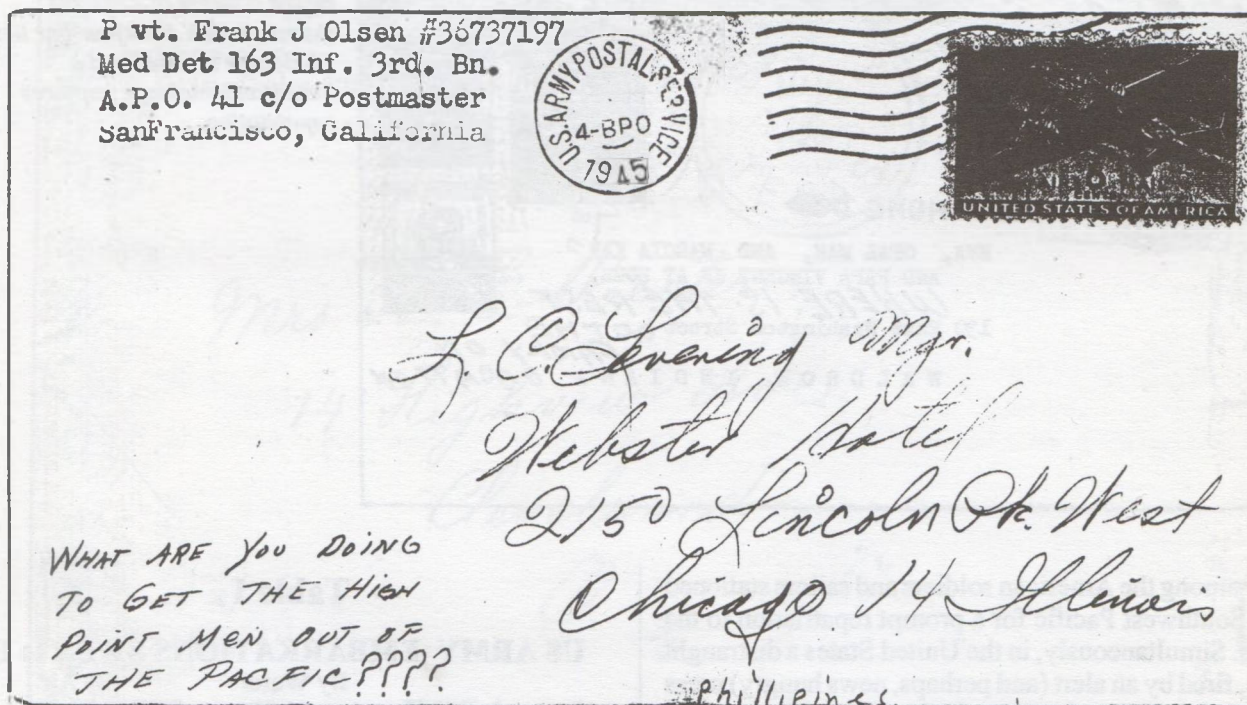


Figure 12. This cover from a private in the 163rd Infantry displays a manuscript version of the "Get Us Home" message. The 163rd Infantry was part of the 41st Division, one of the very first units shipped to the Southwest Pacific in early 1942.

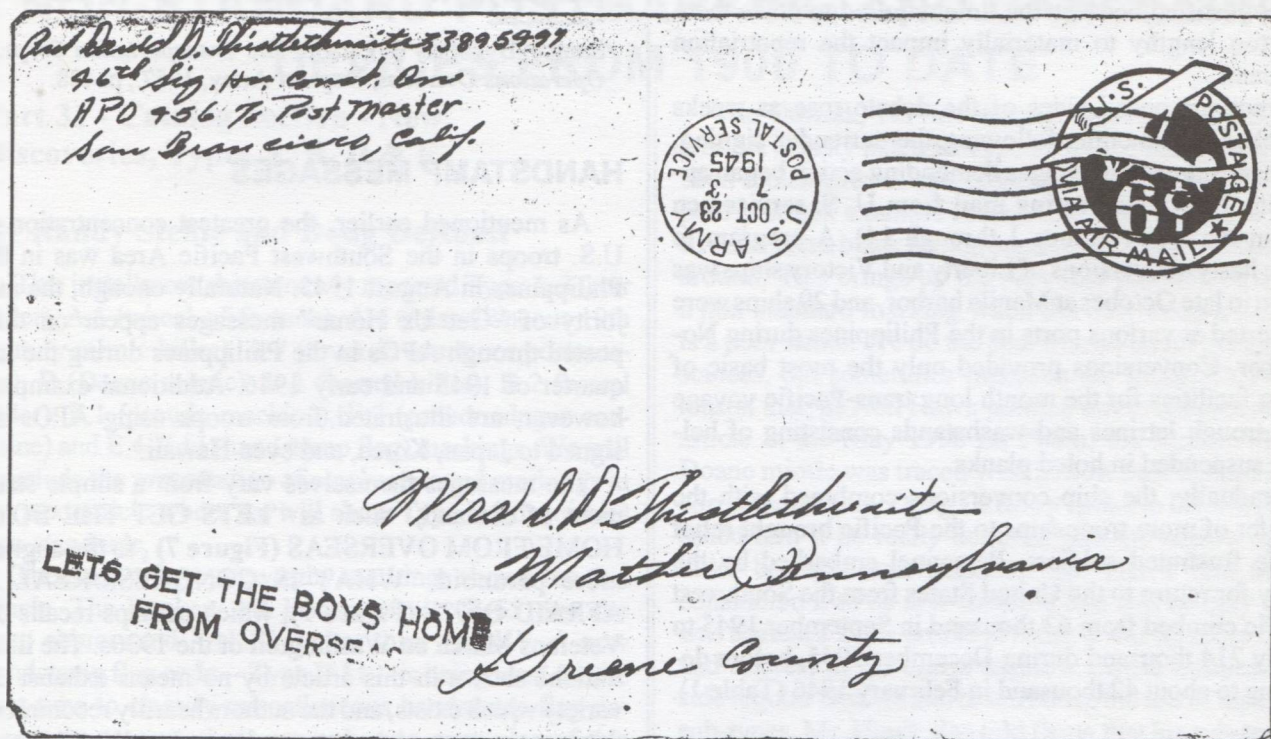


Figure 13. This cover bears a return address of APO 456 (Schofield Barracks, Hawaii). It, too, displays a handstamp urging rapid return of the troops.

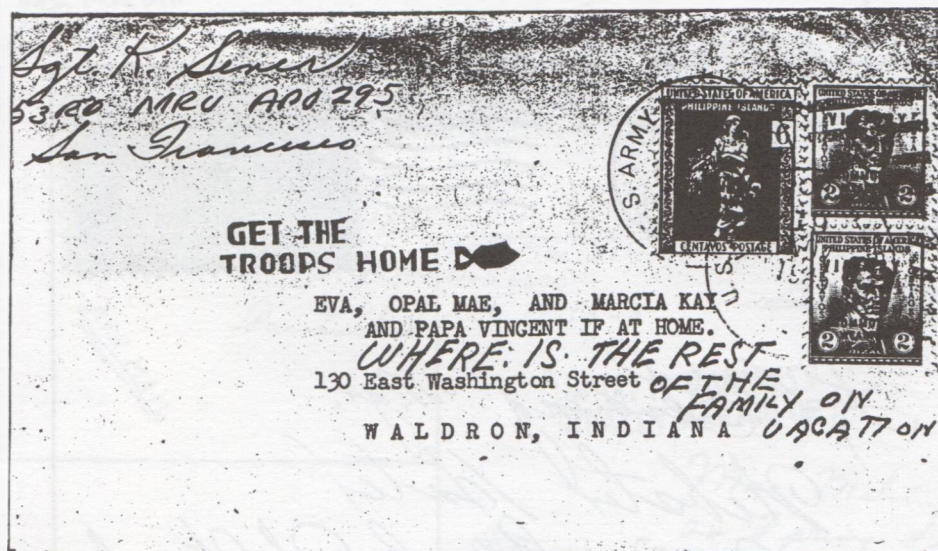


Figure 14. This cover bears a return address of APO 295 (Manila). The APO four bar ties Philippine stamps, and a handstamp message implores repatriation.

outry among the American soldiers and sailors stationed in the Southwest Pacific for a prompt repatriation to the 'States. Simultaneously, in the United States a distraught public, fired by an alert (and perhaps, news hungry) press complained vigorously about the low rate of repatriation from the Pacific. The Congress, reflecting the public's criticism, blamed the Army for not converting more cargo vessels to transport returning troops, and the Army defended itself by claiming that such conversions could not be justified because the time required to make them was too lengthy to materially impact the repatriation program.

Emotions on all sides of the debate rose as weeks stretched into months following the surrender signing, and handstamped messages demanding action began appearing on covers bearing mail from U. S. servicemen still in the area (Figures 1 through 14). A program to make hasty conversions of Liberty and Victory ships was begun in late October at Manila harbor, and 29 ships were converted at various ports in the Philippines during November. Conversions provided only the most basic of living facilities for the month long trans-Pacific voyage with trough latrines and washstands consisting of helmets suspended in holed planks.

Gradually, the ship conversions combined with the transfer of more troopships to the Pacific brought relief to the frustrated soldiers. Personnel embarked by the Army for return to the United States from the Southwest Pacific climbed from 63 thousand in September 1945 to nearly 214 thousand during December 1945, before declining to about 42 thousand in February 1946 (Table 1).

Table 1

US ARMY EMBARKATIONS SWPA to US

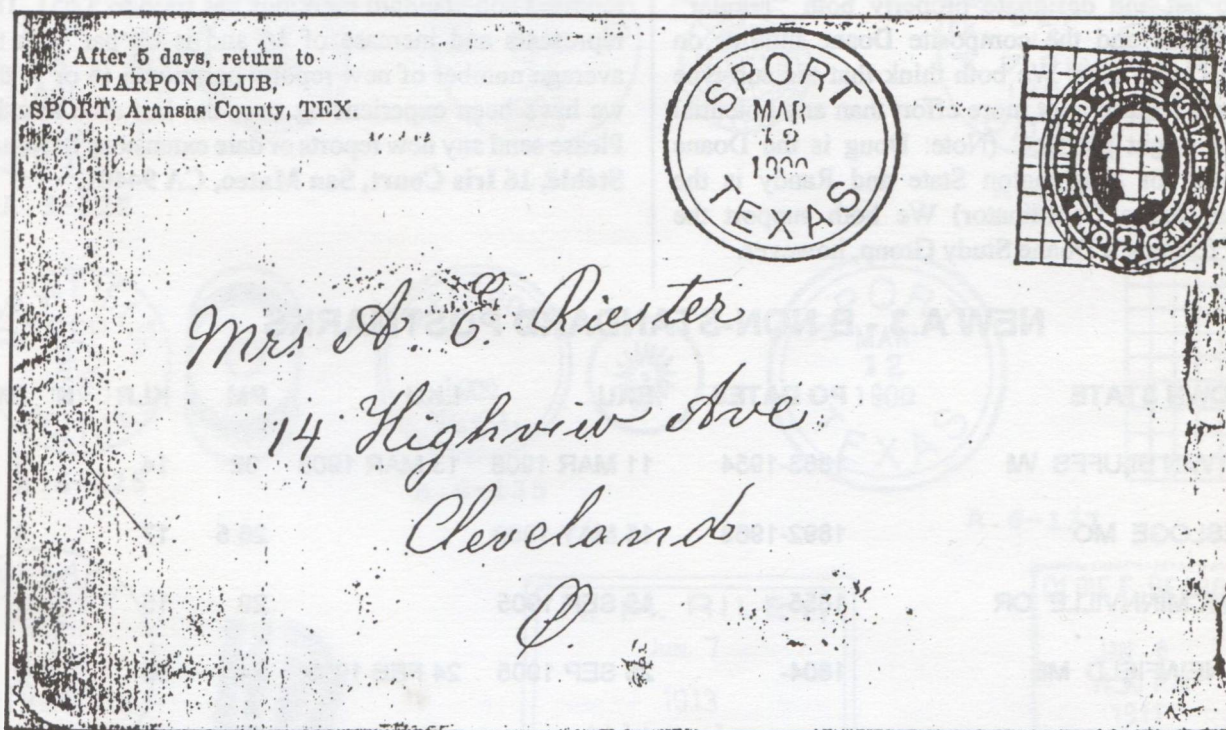
	By Water	By Air
September 1945	61,461	2,165
October 1945	86,858	4,467
November 1945	197,973	4,616
December 1945	211,921	1,958
January 1946	88,654	1,040
February 1946	41,025	505

Source: Bykofsky & Larson, *The Transportation Corps: Operations Overseas*, Dept. of Army, 1957., p. 488.

HANDSTAMP MESSAGES

As mentioned earlier, the greatest concentration of U.S. troops in the Southwest Pacific Area was in the Philippines in August 1945. Naturally enough, the majority of "Get Us Home" messages appear on mail posted through APOs in the Philippines during the last quarter of 1945 and early 1946. Additional examples, however, are illustrated from troops using APOs assigned to Japan, Korea, and even Hawaii.

The messages themselves vary from a simple statement of demand, such as "LETS GET THE BOYS HOME/FROM OVERSEAS (Figure 7), to the angrier, more paranoid "WHAT IS CONGRESS/REALLY AFRAID OF?" (Figure 9), which perhaps recalls the Veterans March on Washington of the 1930s. The illustrations shown in this article by no means exhaust the variety which exists, and the authors heartily recommend these covers as an interesting adjunct to a World War II military cover collection.



This newly discovered postmark and box grid killer from Sport, Texas, dates from 1900. It is classified as Type A.6-137 in our survey on non-standard postmarking and canceling devices.

NON-STANDARD POSTMARKING AND CANCELING DEVICES FROM 1900 TO DATE

Part 31 - Catalog Section - New Discoveries, Types A, B, D & E

By Randy Stehle and Doug DeRoest

This installment shows newly reported Type A.3 (star killer), A.5 (wheel-of-fortune), A.6 (miscellaneous 19th century mimic killer), A.7 (town & county or postmaster), B (Doane mimic), D.1 (barred killer), D.2 (barrel killer), E.1 (pseudo machine), E.2 (pseudo slogan machine) and E.4-E.11 (handstamp flag) markings. We will conclude the presentation of newly reported markings in the next article where we will show Type F (cups mimic) non-standards.

There are a few noteworthy markings shown in this article. The Booker, AR Doane mimic (B-65) has the date abbreviated "AKR" rather than "ARK". A new handstamp flag code -- Type E.11 -- is being used for the first time to classify miscellaneous handstamp flag designs. At present, there are only two examples of this type: Collins, MS (E.11-10), which shows a very stylized flag, and Roseville, IL (E.11-20), which depicts the Cuban flag. Both are very scarce.

The Derrick, NY handstamp flag marking (E.8-45) was previously listed as Type E.6-160. The reason it has been reclassified is that closer examination of the lone, poorly struck example reveals the design to have negative stars on a black background rather than the other way around. This brings up the very real problem of tracing a non-standard marking when the only known example is a poor strike. We do the best we can under the circumstances, but sometimes mistakes are made. This is the reason that, as Neil Hawk pointed out in his provocative article in the May 1996 *La Posta*, the Masonville, NJ Doane mimic was traced with hollow bars instead of the correct solid bars. Doug DeRoest spoke to Mr. Hawk and asked him if he really believed that the narrow spaced killer bar type was standard. Mr. Hawk said that he considered it to be non-standard and that he only said it was standard in his article in order to stir up some debate and interest in his desire to show Doane mimics along side regular Doanes and to introduce the use of his Doane sub-types. Mr. Hawk also told Doug that his sub-type 3d, with the small Type 3 dial, was believed to be non-standard.

The authors of this series both support Mr. Hawk's efforts to list and designate properly both "regular" Doane mimics and the composite Doane mimics on statewide Doane lists. We both think that the sub-type system may require a lot more effort than any potential benefits it might produce. (Note: Doug is the Doane Coordinator for Washington State and Randy is the California Doane Coordinator) We both support the notion of forming a Doane Study Group, however.

Since the last article two months ago, the number of reported non-standard markings has risen to 3,651. This represents an increase of 16 and is on par with the average number of new reports per month (8 or 9) that we have been experiencing over the last nine months. Please send any new reports or date extensions to Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

NEW A.3 - B NON-STANDARD POSTMARKS

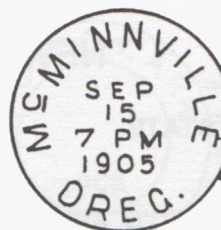
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
A.3-125 TWIN BLUFFS WI	1883-1954	11 MAR 1908	13 MAR 1908	32	14		3
A.5-1 DESLOGE MO	1892-1963	15 MAY 1909		26.5	17		4
A.6-123 MCMINNVILLE OR	1855-	15 SEP 1905		29	15		1
A.6- 125 NEWFIELD ME	1804-	25 SEP 1905	24 FEB 1909	24	30		2
A.6- 135 REARDAN WA	1890-	22 ??? 1909		26x24	16		3
A.6- 137 SPORT TX	1899-1904	12 MAR 1900		31x28	29		5
A.6- 160 WALLACE NE	1887-	13 FEB 1914	10 OCT 1914	30	17		2
A.7- 5 ALBIA IA	1848-	07 JUN 1913		44.5x41/25x21.5			3
A.7- 116 LAUREL MS	1884-	06 JAN 1910		29x10			3
A.7- 202 ORCUTT CA	1904-1959	04 DEC 1910		63x18			4
B- 27 AULTMAN OH	1887-1934	26 JAN 1912		32x20	21(4)		2
B- 65 BOOKER AR	1906-1914	09 NOV 1907		28	14(4)		2
B- 102 CHARLOTTE IL	1880-(31-36)	17 JUN 1916		31	15.5(6)		2
B- 103 CHEBEAGUE ISLAND ME	1868-	02 AUG 1920		31.5	14(4)		2
B-190 DIAMOND SD	1907-1918	24 DEC 1910	09 JUN 1911	31.5	14(4)		3
B-195 DRYDEN ME	1899-	07 AUG 1911	24 DEC 1924	31	12(5)		2
B- 206 ELAND WI	1881-	20 FEB 1926		33	19(4)		2
B- 275 GOUVERNEUR NY	1818-	01 JAN 1910	14 APR 1911	29	13(4)		2



A. 3-125



A. 5-1



A. 6-123



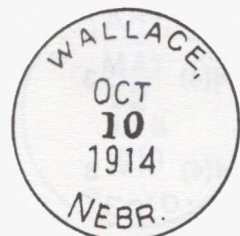
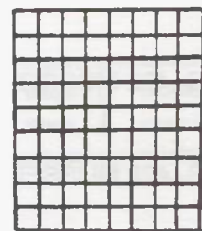
A. 6-125



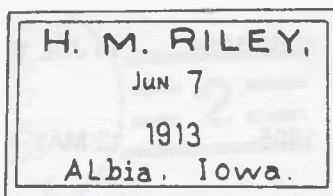
A. 6-135



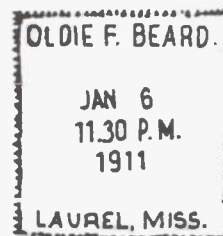
A. 6-137



A. 6-160



A. 7-5



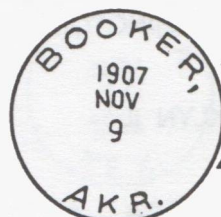
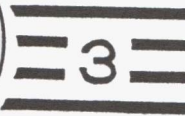
A. 7-116

ORCUTT
Santa Barbara Co.
California

A. 7-202



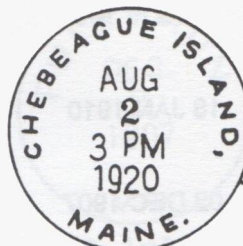
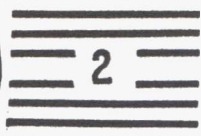
B-27



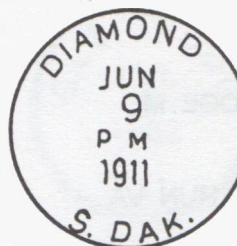
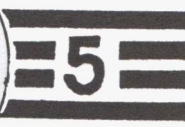
B-65



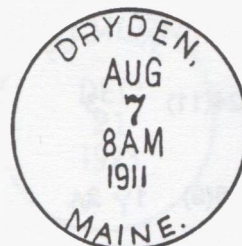
B-102



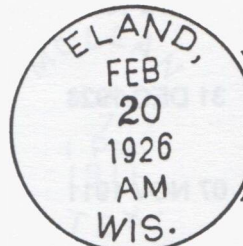
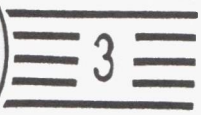
B-103



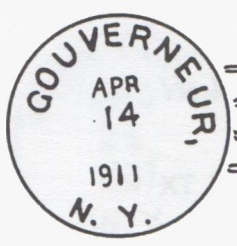
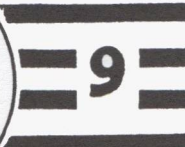
B-190



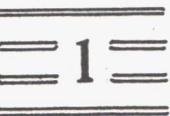
B-195



B-206

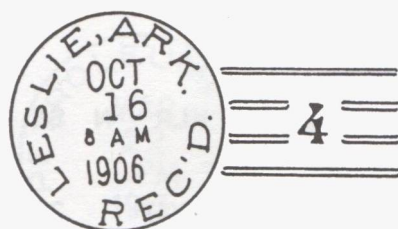


B-275

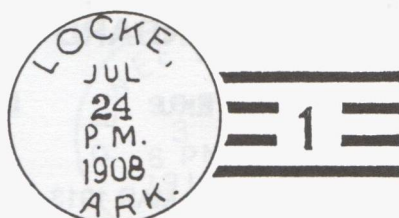


NEW B - D.1 NON-STANDARD POSTMARKS

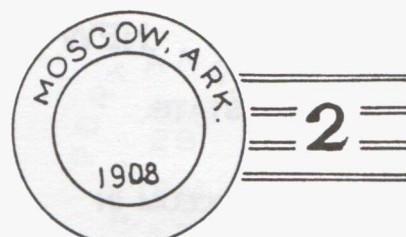
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
B- 381 LESLIE/REC'D AR	1887-	16 OCT 1906		28	14(4)		2
B- 389 LOCKE AR	1895-1956	24 AUG 1908	24 JUL 1909	28	15(4)		2
B- 422 MOSCOW AR	1905-	?? ??? 1908		31	13(4)		2
B- 428 MUSSELFORK MO	1895-1939	25 AUG 1908		28.5	14(4)		2
B- 458 PIERCE FL	1907-1975	25 JUN 1909		31	13(4)		3
B-537 RUTH CA	1902-1966	13 JUL 1912		31x20	14(4)		3
B- 643 STUART/REC'D FL	1895-	12 MAY 1910		30.5	14(4)		3
B-725 TRUDEAU NY	1903-1956	27 SEP 1905	21 AUG 1906	28	14(4)		2
B-785 WEST WASHINGTON ME	1851-1950	30 DEC 1907		32x31	16(4)		2
D.1- 67 BROOKLYN IL	1849-1968	15 FEB 1911		28	21(6)		3
D.1- 125 CANYON CA	1897-1906	04 APR 1898	23 JUN 1904	27.5	20(6)		5
D.1- 135 CHICOTA TX	1879-	19 NOV 1908		24.5	26(9)		3
D.1- 153 DESLOGE MO	1892-1963	18 JAN 1910		30	27(9)		3
D.1- 165 FULKS RUN VA	1873-	02 DEC 1907	18 JUL 1908	31	29(11)		3
D.1- 175 GLENWOOD CA	1880-1954	05 JUL 1902		30x28	30(9)		3
D.1- 186 HAMLIN NY	1861-	31 DEC 1923		30	24(11)		3
D.1- 278 McLEAN TX	1902-	07 NOV 1911		27	26(9)	1	2
D.1-295 MOORES MILLS NY	1870-1942	24 DEC 1907	30 APR 1908	27.5	21(8)	2	2



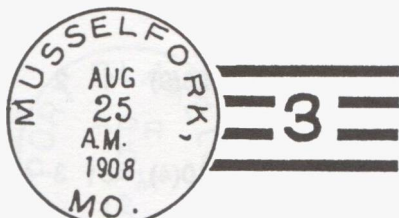
B-381



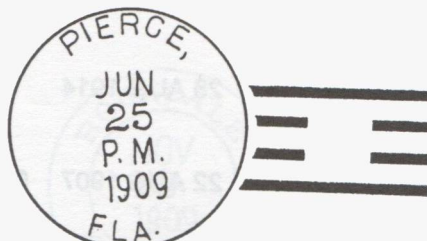
B-389



B-422



B-428



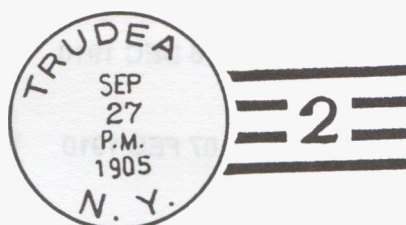
B-458



B-537



B-643



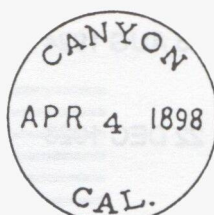
B-725



B-785



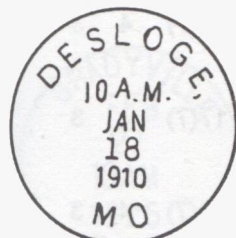
D.1-67



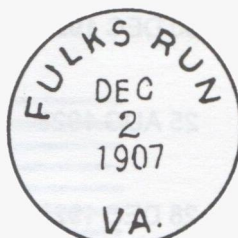
D.1-125



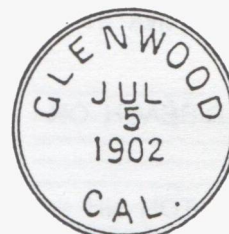
D.1-135



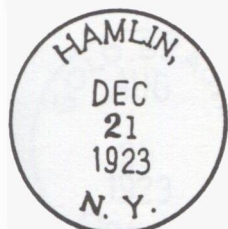
D.1-153



D.1-165



D.1-175



D.1-186



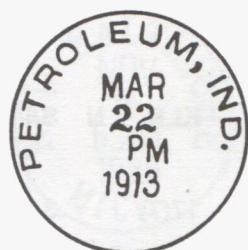
D.1-278



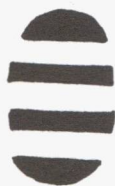
D.1-295

NEW D.1 - E.1 NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
D.1- 362 PETROLEUM IN	1894-	21 MAR 1913	22 MAR 1913	32	23(4)		2
D.1- 363 PEWEE VALLEY KY	1856/-	03 SEP 1912		30	20(6)		2
D.1- 366 PORT ANGELES WA	1862-	28 AUG 1914		26	28(9)	1	2
D.1- 368 PORT BLAKELEY WA	1890-1918	22 AUG 1907	06 APR 1912	29	10(4)	3	3
D.1- 389 ROCKDALE KY	1895-1952	10 NOV 1909		31X20	20(11)		3
D.1- 530 WHITNEY PA	1891-	16 DEC 1910		31	28(9)		3
D.1- 540 WILSON WV	1892-1986	07 FEB 1910		30	30(9)		3
D.2- 75 COLLINS MT	1891/1961	15 MAR 1919		26	32		3
E.1- 15 ALEXANDER IA	1882-	25 AUG 1924		29	18(7)	4	3
E.1- 55 ARCADIA IA	1871-	22 DEC 1923		30	18(7)	4	3
E.1- 107 BRADYVILLE TN	1837-	27 FEB 1925		30	18(7)	4	3
E.1- 199A CORUNNA IN	1858-	30 DEC 1925		31	18(7)	4	3
E.1- 339 GOLD BEACH OR	1890-	25 AUG 1923		30	17(7)		3
E.1- 515 KINGSTON NH	1797-	28 DEC 1923		30	18(7)	4	3
E.1- 681 NEW BALTIMORE MI	1855-	18 NOV 1926		29	18(7)		3



D.1-362



D.1-363



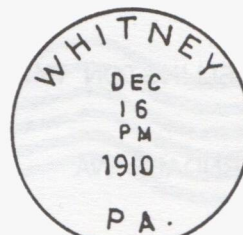
D.1-366



D.1-368



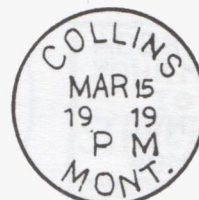
D.1-389



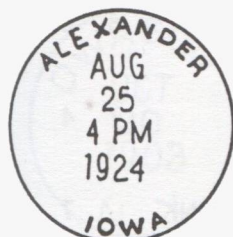
D.1-530



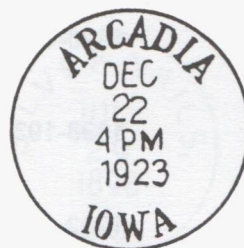
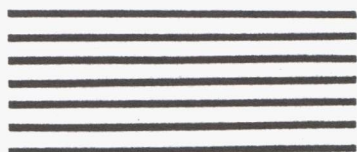
D.1-540



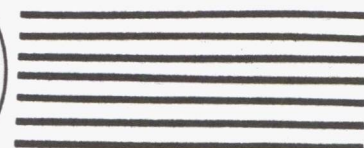
D.2-75



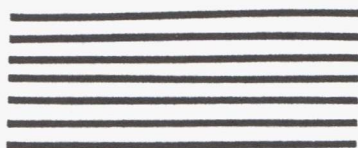
E.1-15



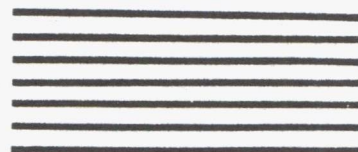
E.1-55



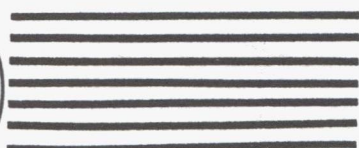
E.1-107



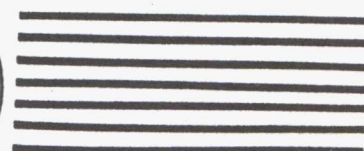
E.1-199A



E.1-339

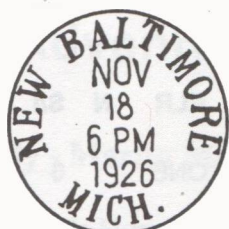


E.1-515

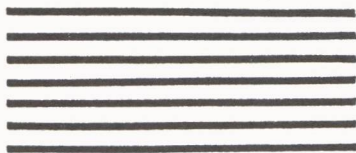


NEW E.1 - E.6 NON-STANDARD POSTMARKS

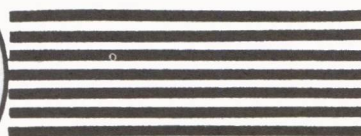
CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.1- 682 NEW BALTIMORE MI	1855-	03 OCT 1933		31.5	17(7)		3
E.1- 683 NEW BALTIMORE MI	1855-	24 OCT 1934		33.5	18(7)		3
E.1- 1019 WELLINGTON TX	1894-1929	11 OCT 1914		22	16(6)		3
E.2- 255 FERNDALE WA	1878/-	29 DEC 192X		31.5	21		3
E.2- 301 GRANTWOOD NJ	1906-1984	13 MAY 1924		33	21		3
E.4- 70 OWASCO NY	1814-	20 OCT 1903	11 NOV 1903	30			6
E.4- 95 SILVER NAILS NY	1889-1938	29 JUL 1898	20 MAY 1901	30			5
E.4- 101 SUMNER WA	1875-	29 JUL 1913	23 AUG 1913	28		5	2
E.4- 120 WILLARD IL	1890-1911	?? ??? 1898	?? ??? 1900			6	6
E.5- 60 VALKENBURG NY	1898-1934	04 AUG 1914	01 NOV 1915	26		7	4
E.6- 185 DUNHAM MI	1902-1911	19 NOV 1906		30	UNK		7
E.6- 269 FOREST PARK GA	1903-	27 OCT 1927		26.5	UNK		2



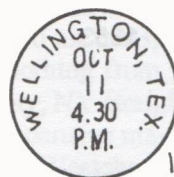
E.1-681



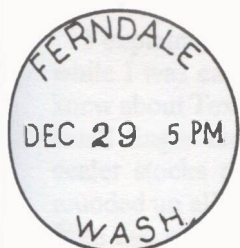
E.1-682



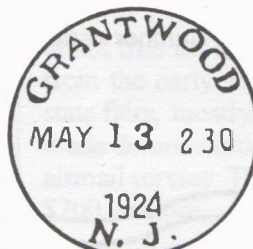
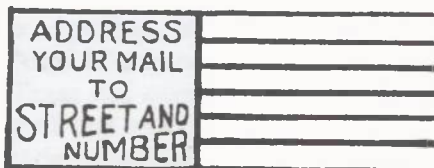
E.1-683



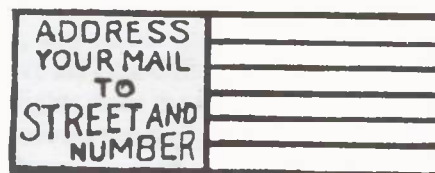
E.1-1019



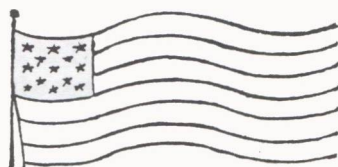
E.2-255



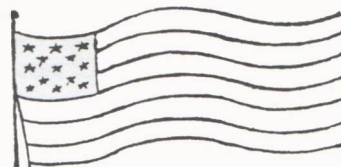
E.2-301



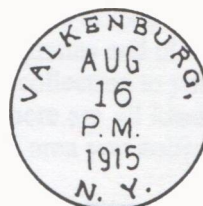
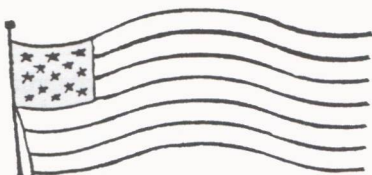
E.4-70



E.4-95



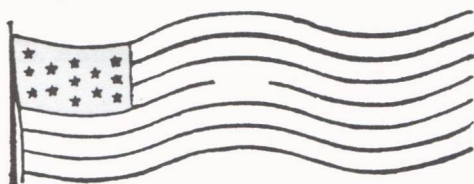
E.4-101



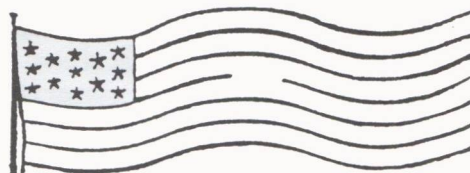
E.5-60



E.6-185



E.6-269



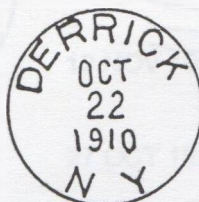
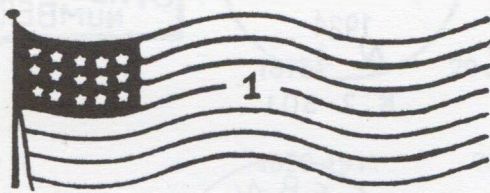
NEW E.8 - E.11 NON-STANDARD POSTMARKS

CODE TOWN STATE	PO DATES	EKU	LKU	PM	KLR	N	S/I
E.8-25 CRUGER MS	1887-	07 FEB 1908		23	ONE		6
E.8-45 DERRICK NY	1899-1932	21 OCT 1909	22 OCT 1910	25	UNK		5
E.11-10 COLLINS MS	1899-	11 JUN 1901		24			7
E.11-20 ROSEVILLE IL	1853-	28 JUN 1900					8

NOTES: L 1 - Most of Rim filed off; 2 - Latest known on piece; 3 - The earliest example has the killer bars arranged vertically. On the other examples the bars are horizontal. Four bars are unfiled; 4 - Possibly made by a Baby Co,umbia machine; 5 - Large "E" in Sumner variety; 6 - No illustration; 7 - Thin hayard variety.



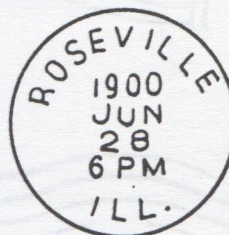
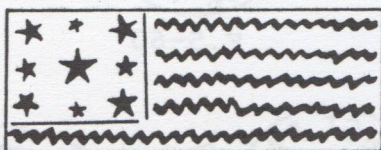
E.8-25



E.8-45



E.11-10



E.11-20



Adventures with Texas First Flight Covers and Other Air Mail Covers

By - Martin Margulis.

Part I: How I Got Involved with Air Covers

I moved down to Austin, Texas about two and a half years ago and being a philatelist naturally got involved in the 'local scene'. I joined the Texas Philatelic Association, an umbrella group, the Texas Postal History Society and the Austin Texas Stamp Club.

When the TPHS needed a new editor for their journal I volunteered, as I knew a woman who was a whiz at desk top publishing and would do all the work involved in the actual production of the publication. She also does the *ESPHS Journal* (of NYS PH). Of course she is paid.

I explained to the powers-that-be in the TPHS, that while I was capable of putting out their journal, what I knew about Texas Postal History could be written on my small finger nail. Texas has over 230 counties so no dealer stocks the stuff and lots of 'rich' people have rounded up all the early postal history material, so aside from two or three good covers, material was impossible to get. Which brings me to the point of this article.

Last spring I began to collect Austin and Travis County material, and managed to find enough for one frame exhibit. Austin is in Travis County, and besides being the county seat, is the state capitol and a city of half a million people. This year I boosted the exhibit up to two frames. Along the way I accumulated some airmail covers pertaining mostly to the city. The Austin Stamp Club was short of exhibits for its upcoming show, so I offered to do frames of Texas Air Mails. This would also give me material for the *TPHS Journal*. I already had the American Air Mail Society catalogs.

When I started to put together the exhibit, I discovered I didn't have enough covers. I phoned Bob Friedman, a postal history dealer from whom I had purchased the few good pieces of Texas postal history I owned plus a lot of New York State material of high quality, and he sent me 300+ first flight covers. For \$64 I had my exhibit. For another \$52 I had a much better three frame exhibit for Tex Pex in mid June. I also learned a lot about Texas air mails and the U.S. Airmail system in general.

While in exhibits you don't have to write much, as an editor who wanted to write articles I needed something to say. I called the American Philatelic Research Library

(APRL), but they had absolutely nothing on Texas air mails. The lady who I spoke to, and who was most charming, seemed surprised that such a "backward state" had airmails.

I phoned Phil Bansner and Elwyn Doubleday, his partner. Mr. B. had a book, part of a set of Texas which covered air transportation, and is sending same. Mr. D. had nothing from Texas, but was saving a Westchester County, NY straight-line cancel for me. (A real find, not too expensive maybe I'll be able to get a vermeil or gold for my Westchester Co. material now.

Part II: Collecting Air Covers

Most first flight covers are inexpensive. This is no doubt true for any state. The only expensive material is from the early 1920's, and earlier pioneer covers from state fairs, mostly where the Post Office Department had made demonstration flights from the fair as a temporary airmail service. These covers generally command at least \$200 or more.

First flight covers franked with the 1918 series picturing the Curtis Jenny (Scott's C-1 thru 3) are expensive, with C-3 covers usually costing the most. Other government experimental flights up to 1925 also can be costly. However, I reiterate First Flight covers after 1926 are cheap. A good one might cost \$25+, but most are two or three dollars. If you want an inexpensive area you can pretty much complete, airmails are it. There is a national association, the American Air Mail Society, from which you can get material and information. There are also dealers at most larger shows who sell airmail covers.

One can also branch out into airport dedication covers, airmail etiquettes and plain old airmail stamps. You can limit your collection to your state, a specific city or your county. There are all kinds of options available to you, both in the area you collect and the ways you choose to collect.

Part III: Texas Air Covers

The first Texas pioneer flights, listed in Vol. 1 of the AAMA Catalog, took place in Galveston on March 17, 1912, and a week later in Houston on March 24th, 1912. Both were aviation meets. The Galveston flight was to La Marque Texas, 15 miles from Galveston. The Houston flight(s), another was scheduled for March 31, never



Figures 1 and 2. The first CAM route in Texas connected Chicago with Dallas-Fort Worth on May 12, 1926.

took place. Covers from both events are scarce and quite expensive.

In 1913 a flight was scheduled from Corpus Cristi to Port Aransas Texas, a distance of 20+ miles. The flight only covered three miles because of a defective propeller blade.

On May 20th 1915, Marjorie Johnson was supposed to fly from Sequin to San Antonio, Texas. Only one cover is known. Thus ended the era of Texas Pioneer flights. After WWI the US Government sponsored a number of experimental flights, but none were in Texas. (Is this significant?)

Scheduled airmail service came to Texas in 1926. CAM #3 (Contract Air Mail) service was started between Chicago and Dallas - Fort Worth on May 12th (Figures 1 & 2).

In 1928 service was extended to Austin, and on to San Antonio. Houston was serviced from New Orleans, and Houston - San Antonio service began in the early 1930's.



Figure 3



Figure 4

Figure 3 shows a first flight cover on the service from Amarillo, in north Texas, to Pueblo, Colorado. This soon joined up with service to Seattle/Portland. There are FCC for all these extensions. El Paso to Albuquerque service (Figure 4) started in 1940 with stops in between.

The Temple to Houston cover CAM #64 (Figure 5) is from 1951. The law under which CAM #64 was established allowed any village which had a post office and an area large enough to have airplane land to have airmail services. This covers all the states of the Union not just Texas. Dozens of Texas villages accepted this offer, as towns did elsewhere, and there are lots of covers for the resulting First Flights, all with similar catchets. Only the village/city name is different (In

to let them use it even though they had a catched envelope for service.)



Figure 5

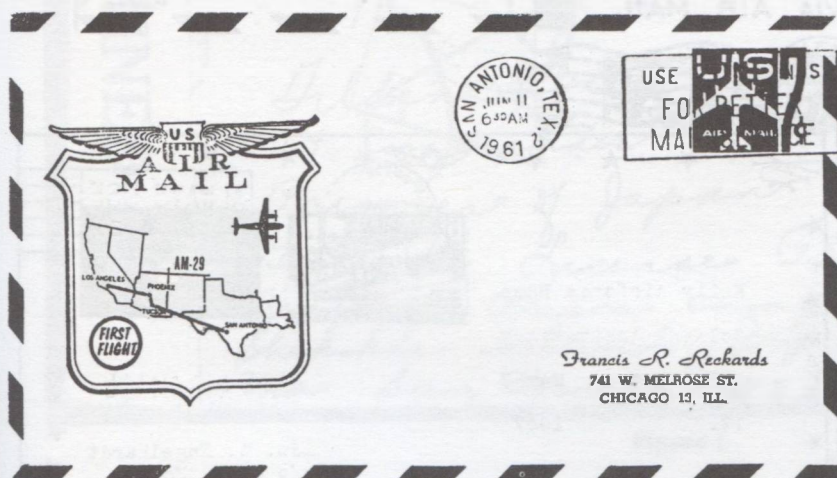


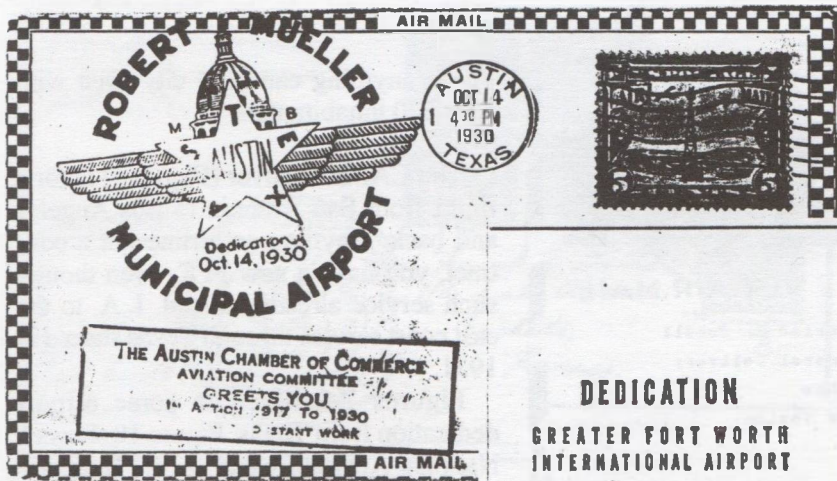
Figure 6

Texas anything can be a city even with only 600 inhabitants).

The CAM#29 cover (Figure 6) is for a flight from San Antonio to Los Angeles and back. Anytime an airline got a contract, you have a new FCC, even though such service already existed. L.A. to the east coast service through Texas started in 1931.

Figures 7-9 illustrate some airport dedication from Texas. Figure 10 shows a National Air Mail week cover. There are 1000's of these things. Apparently, any place that had an airport and airmail service issued one. (Middletown N.Y. has the dubious distinction of having so bad an 'airport that the U.S. Government refused

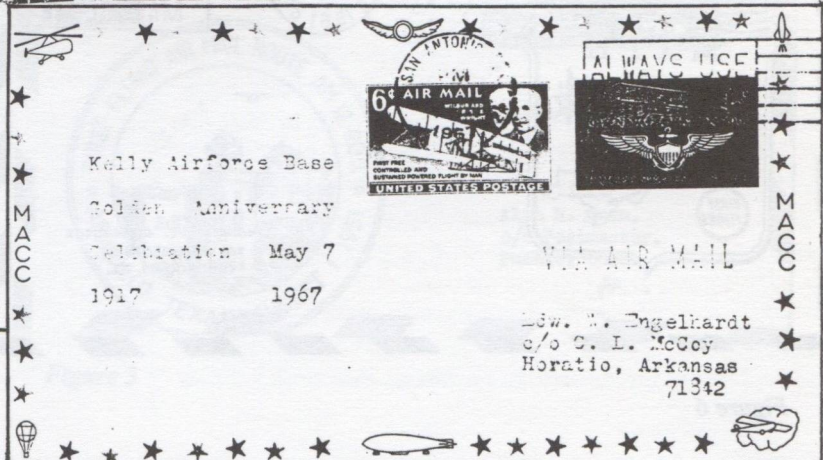
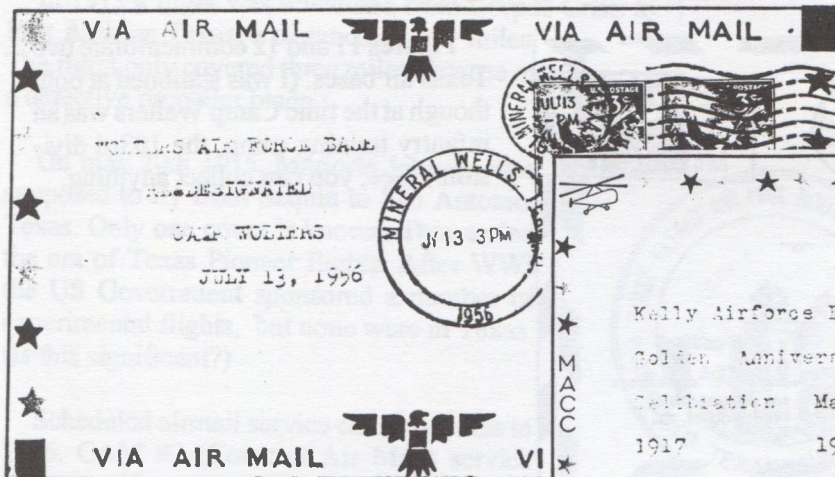
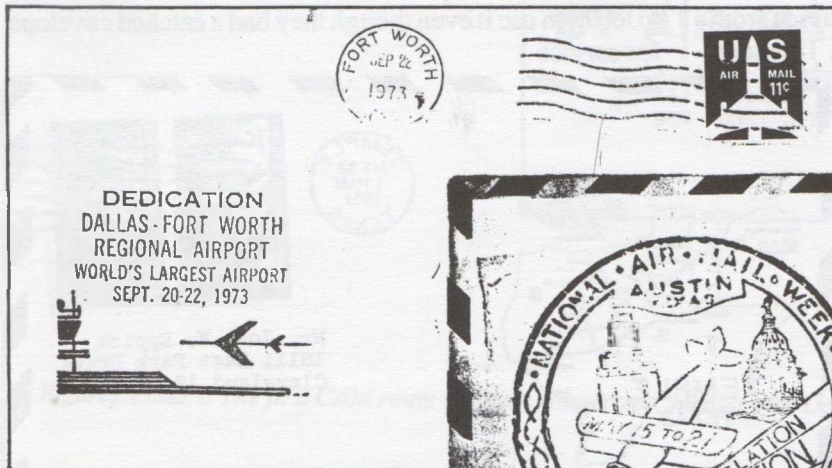
Figures 11 and 12 commemorate two Texas air bases. (I was stationed at both though at the time Camp Walters was an infantry training camp, the 103rd division.) See, you can collect anything.



DEDICATION
GREATER FORT WORTH
INTERNATIONAL AIRPORT
 APRIL 24-26, 1953
 FORT WORTH, TEXAS



Willard Jackson
 325 Bowley Bldg
 Ft. Worth,
 Texas



Figures 7 - 12.

Hidden Messages

by James H. Patterson

Postage stamps do many jobs, not the least of which is their service as messengers of the issuing country's social norms and political ideals. This function as postage-cum-propaganda has been noted previously. (1)

The postal history connection arises when envelopes are refused or rejected by foreign countries because of the stamps they bear. An example is the Champions of Liberty series of stamps issued during the height of the cold war, which — when used to frank international mail addressed to eastern European countries — not uncommonly were returned to their senders. Whether the selection of these clearly propagandistic stamps by the mailers was conscious or not will probably never be known, but the result was the same.

And the message represented by these stamps was not particularly hidden.

But what about communications intended to be made by more subtle franking? Here are two covers that I think represent deliberate and conscious efforts to have their stamps convey special messages in ways that were intended to be understood and appreciated by the recipients, but were too cunning to be challenged by censors.

The cover in *Figure 1* is a cover addressed to a naval officer being held, in the early years of the war in the Pacific, at the Zentsuji prisoner-of-war camp on the island of Shikoku. The camp opened on January 16, 1942, with the arrival of 234 American military personnel captured on Guam. (2)

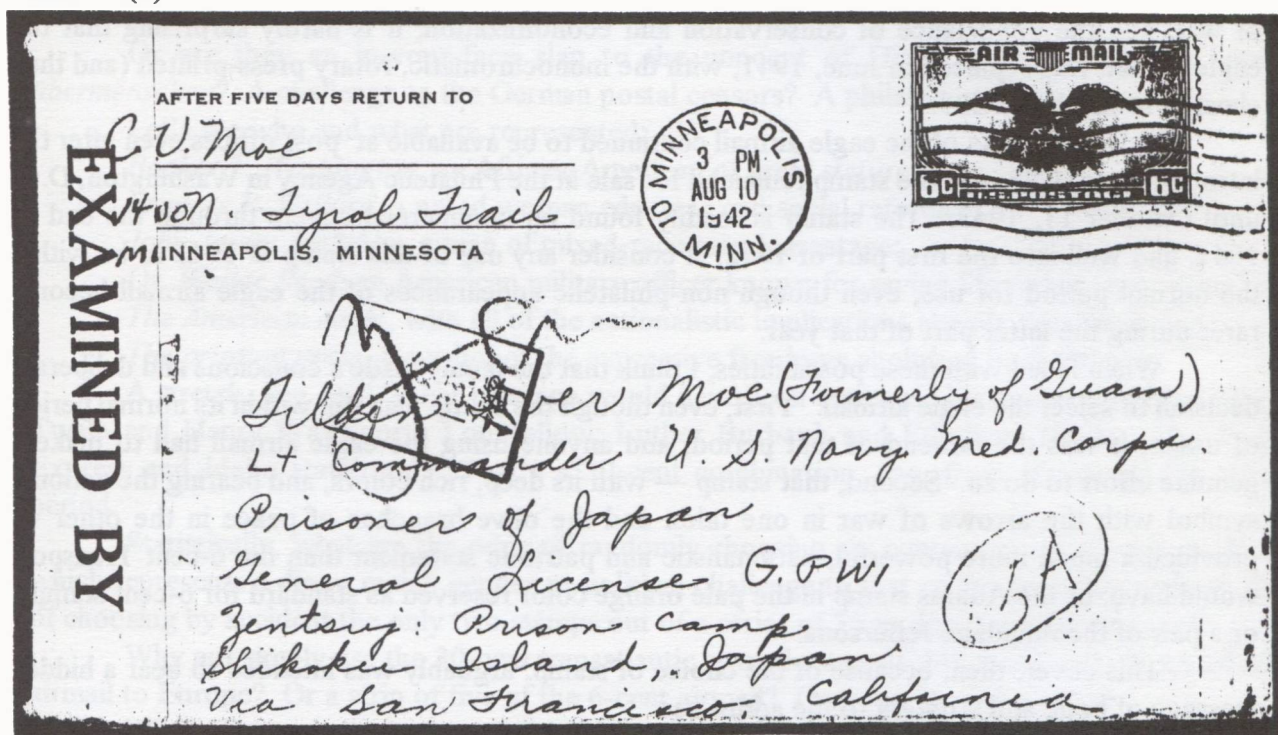


Figure 1

The cover was delivered through the International Red Cross and bears a U.S. censor tape, a manuscript "Zen" [i.e., Zentsuji] transit mark and a handstamped Japanese transit mark.

In August, 1942, the family of the captured American naval officer had several ready choices for franking the envelope to Japan:

The 6-cent carmine airplane stamp (C25) from the Transport series.

The 6-cent John Quincy Adams stamp from the then-current definitive series.

A pair of the 3-cent Jeffersons.

What about commemorative stamps? Few were being printed during the war, as much to save paper as for any other reason. Instead, much of this country's stamp production was centered around the definitive-size "National Defense" threesome (nos. 899-901) issued in October, 1940. The 3-cent "Win the War" stamp (no. 905) had been issued on July 4, 1942, and thus also was available to this POW's family when this letter was mailed.

But — the National Defense and Win the War stamps were generally considered to be poor choices for POW mail, as were envelopes with patriotic imprints and messages; and there was even a danger from patriotic slogan cancellations cancelling otherwise innocuous stamps on otherwise plain envelopes. The use of such clearly anti-Axis adhesives would run the risk of making a letter unacceptable to enemy censors, and with POW mail delivery being as fragile as it was, no one wanted to take that chance. For this reason, POW mail often was held out separately for non-slogan postmarking. (3) Since these "defense" and "war" adhesives were too blatantly propagandistic, they did not represent a realistic franking opportunity for the sailor's family.

There was one other franking option: the 6-cent blue-and-carmine eagle airmail stamp (C23) issued in May, 1938. The fact that the stamp was bi-colored meant that it had to be printed on the hand-operated four-plank flat plate press — rotary press printing at that time being limited to single colors — making it a comparatively expensive stamp to produce. With the imminence of war, and the importance of conservation and economization, it is hardly surprising that the eagle airmail was replaced in June, 1941, with the monochromatic, rotary press-printed (and thus cheaper to produce) C25.

Existing stocks of the eagle airmail continued to be available at post offices even after the introduction of C25; and the stamp remained for sale at the Philatelic Agency in Washington, D.C. until October 11, 1943. The stamp is readily found on commercial covers through the end of 1941, and well into the first part of 1942. I consider any use of this stamp in 1942 to be within the normal period for use, even though non-philatelic appearances of the eagle airmail become rarer during the latter part of that year.

When faced with these possibilities, I think that the family made a conscious and deliberate decision to select the eagle airmail. First, even though the stamp was still within its normal period of usage, it was the tail-end of that period, and anyone using the eagle airmail had to make a genuine effort to do so. Second, that stamp — with its deep, rich colors, and bearing the nation's symbol with the arrows of war in one talon and the olive branches of peace in the other — provided a much more powerful, nationalistic and patriotic statement than the 6-cent Transport would have; or the Adams stamp in the pale orange color reserved as standard for 6-cent stamps; or a pair of the mundane Jeffersons.

This cover, then, because of the choice of stamp, arguably was intended to bear a hidden message of hope and strength to the addressee.

Another example is the envelope in *Figure 2*. Sent to Nazi Germany, it is a colorful cover bearing a variety of relatively current stamps. The handwriting shows the sender's training in



Figure 2

Teutonic calligraphy. It has a Nazi *Geöffnet* ("Opened") censor tape and an *Überkommando der Wehrmacht* rubber stamp on the back.

Are these just random stamps selected to give the addressee a variety of contemporary American stamps for a collection?

Or are they an in-your-face slap to the concept of Hitler's white, christian, male *übermenschen*? A challenge to the German postal censors? A philatelic rebus?

Let's see who and what are represented:

Booker T. Washington, an African-American of great stature;

Frances E. Willard, a noted woman educator and social reformer;

John James Audubon, a man of mixed-race grandparentage;

Dr. Walter Reed, an American military officer known for saving life rather than taking it;

The American eagle, with all of the nationalistic implications already described; and

The printing press, a symbol of the expressive freedoms abolished by the Nazis.

A stretch, you say? What message would have been conveyed by stamps honoring Mark Twain and Henry Wadsworth Longfellow; Luther Burbank and Ethelbert Nevin; The Pony Express and Idaho statehood? That's a 30-cent combination, too, from stamps of the same period.

Statistically, what are the odds of randomly choosing six contemporary stamps, each of which represents a direct racial, gender or political challenge to that of the receiving nation? Or of choosing by accident the only two stamps out of a series of 35 to depict non-Caucasians?

Why not simply use the 30-cent transatlantic airmail stamp (C24) specifically designed for airmail to Europe? Or a strip of five of the 6-cent airmail? Or three 10-cent Tylers?

Why? Because those stamps would not have sent an anti-Nazi message the way these stamps do!

Notes and References

1. See, for example, Harlan J. Strauss' "Politics, Psychology and the Postage Stamp" in the *Congress Book* for 1975.
2. Norman Gruenzer, *Postal History of American POWs: World War II, Korea and Vietnam*, State College, Pa.: American Philatelic Society (1979), p. 80.
3. Gruenzer, for example, illustrates a cover bearing a pair of the Win-the-War stamps addressed to a POW in a Japanese camp. It was returned by the Post Office with a written notation, "This type of stamp is not good to P.O.W." (p. 12) However, later in the book he pictures a 1944 cover to a camp in Manchuria that bears a pair of the same stamps and which obviously was delivered. (p. 100).

He also quotes from unidentified postal regulations that POW mail was to be placed in an unsealed larger envelope addressed, "Postmaster — Prisoner of War Mail." Postal personnel would inspect the interior envelopes "to assure that they do not bear forbidden slogans. Letters bearing forbidden slogans or symbols will be returned to the sender for corrective attention." (p. 13). This also permitted the postmaster to make sure that any stamps on the envelopes did not receive war-related slogan cancellations.

The system was not perfect. Gruenzer also illustrates two covers clearly cancelled with a "War Bonds" slogan cancellation, and both of them appear to have arrived successfully into the hands of their addressees. (p. 84)

NEW PHILATELIC SOCIETY FORMED

A new philatelic society - **THE WRECK & CRASH MAIL SOCIETY** - has been organized. The Society will be devoted to wreck, crash and disaster related postal history and to the study of all aspects of interrupted mail services. Membership in the Society is Ten Pounds Sterling or Fifteen Dollars U.S. Those interested should send their cheques/checks in either currency indicated, payable to THE WRECK & CRASH MAIL SOCIETY. Mail payment to the Society's Secretary/Treasurer:

Norman Hoggarth
10 Lady Jane Park, Bradgate Road
Newtown Linford, Leicester LE6 0HD
ENGLAND

A year's subscription to the Society's quarterly journal, LA CATASTROPHE, is included in membership. The first edition of the journal is planned for the first quarter 1995. Articles on any aspect of interrupted mail service and reviews of books on the subject eagerly are solicited. Manuscripts should be sent to and advertising rate cards requested from the Society's Editor-In-Chief:

H. J. Berthelot
132 Livingston Pl. W.
Metairie, LA 70005

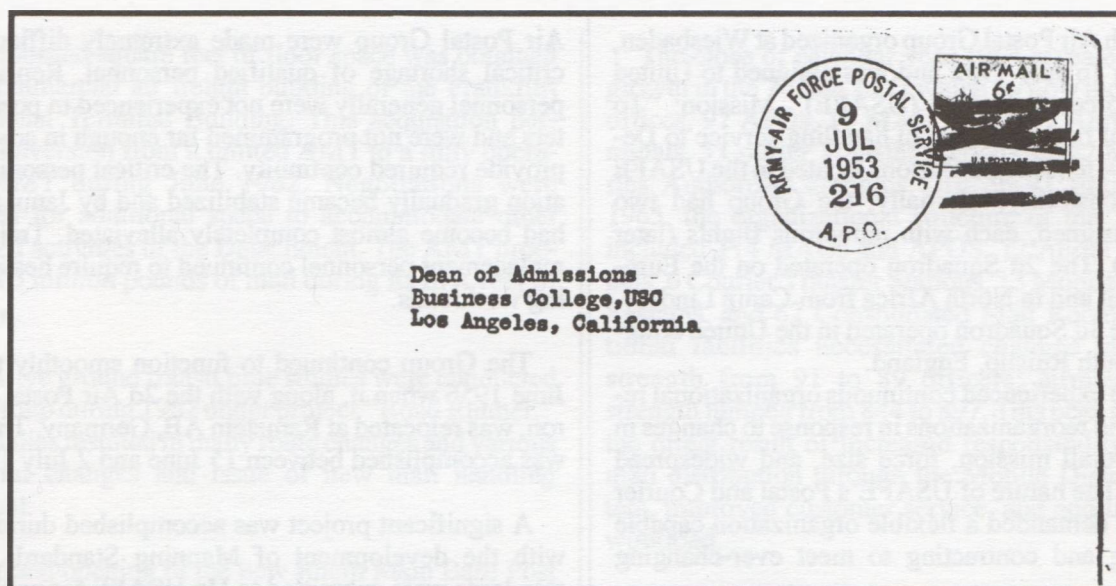


Figure 1. This cover displays a postmark of the Army-Air Force Postal Service from APO 216 (Metz, France). Postmarks with such wording came into being during the early 1950's replacing the WWII era markings which read "U.S. Army Postal Service."

HISTORY OF THE USAF EUROPEAN POSTAL AND COURIER REGION

Submitted by J. W. Kennedy

The United States Military Postal Service stems from Article I, Section 8, of the *Constitution* which provides that the Congress of the United States shall have the authority to establish post offices. Acting under this authority, Congress established the Post Office Department and granted it an absolute monopoly over transportation of mail.

Within the Military, the Naval Postal System was brought into being by an Act of the 60th Congress on May 27, 1908. This act was later amended to include provisions for Marine Corps on August 24, 1912, and for the Army Postal Service on August 21, 1941. *Public Law 57*, June 6, 1953, codified all previous acts and included thereunder the authority for the Air Force Postal and Courier Service as we know it today.

La Posta subscriber J. W. Kennedy served as APO Chief of RAF Wood Bridge, England (APO 09405) between 1969 and 1973. During that time, this unsigned history of postal operations in came into his possession, and he has been kind enough to share it with us.

On 17 September 1947, Congress established the United States Air Force as a separate branch of the service, and on 18 September 1947, the Honorable Stuart Symington was administered the oath of office as the first Secretary of the Air Force. Upon establishment of the Department of the Air Force, the Air Postal Service assumed the responsibility for postal and courier activities at Air Force installations around the world. Although the history of the Air Postal system goes back to that date, it continued until 1952 to operate essentially the same as it had under the Department of the Army. The major problems affecting the Air Postal system were the lack of centralized control and direction, and the fact that individual bases had almost complete control of existing postal facilities and service. During these years, the Army's concept of operation. was proven totally inadequate to meet the requirements for a dynamic postal and courier system capable of responding to the Air Force needs.

The days of the unit mail room and its associated "mail call" were short-lived and gradually the organizational structure was changed to provide for greater centralized control over all air postal activities within designated geographical areas.

The 7025th Air Postal Group organized at Wiesbaden, Germany, on 16 July 1952 and was assigned to United States Air Forces in Europe (USAFE). Mission: "To provide postal finance and mail handling service to Department of Defense organizations located in the USAFE area of responsibility." Initially, the Group had two squadrons assigned, each with numerous flights (later detachments). The 2d Squadron operated on the European continent and in North Africa from Camp Lindsey, Germany; the 3d Squadron operated in the United Kingdom from South Ruislip, England.

The Group experienced continuous organizational realignments and reorganizations in response to changes in USAFE's overall mission, force size, and widespread deployment. The nature of USAFE's Postal and Courier requirements demanded a flexible organization capable of expanding and contracting to meet ever-changing requirements.

The 7025th provided the desired flexibility through direct central control over the intricate working of the complex European-African-Middle East Postal and Courier network. On 1 September 1952, the Group instituted a change whereby each postal detachment received mail direct from the Postal Concentration Center in New York, instead of having mail sent to a central point overseas to be broken out and sent on to the detachments. Elimination of the middle step speeded mail delivery. All postal flights were redesignated as numbered detachments effective 16 September 1952 with no change in their missions or operations.

The 8th Air Postal Squadron was activated at Wheelus Airfield, Tripoli, Libya on 14 January 1953, to provide postal and security courier service for personnel within USAFE areas of deployment in North Africa, the eastern Mediterranean area, and the Middle East countries. The new squadron absorbed several detachments of the 2d Squadron.

The 12th Air Postal Squadron was activated at Paris, France on 8 July 1953, to assume postal finance and mail handling activities, formerly the responsibility of an Army post office. The new squadron absorbed all of the 2d Squadron's detachments in France. As of January 1954, the 7025th Air Postal Group consisted of four squadrons: the 2d at Wiesbaden, Germany; the 3d at South Ruislip, Middlesex, England; the 8th at Tripoli, Libya; and the 12th at Paris, France. Initially, the Air Postal Group with the four squadrons served 57 APOs throughout Germany, France, United Kingdom, French Morocco, and North Africa, including Saudi-Arabia.

The first "Air Post Office Operating Manual" was developed and published by the 7025th APG during February 1954. The manual consolidated a myriad of instructions into a fifteen chapter volume covering all aspects of APO operation. The early years of the 7025th

Air Postal Group were made extremely difficult by a critical shortage of qualified personnel. Replacement personnel generally were not experienced in postal matters and were not programmed far enough in advance to provide required continuity. The critical personnel situation gradually became stabilized and by January 1956 had become almost completely alleviated. Training of replacement personnel continued to require heavy training workloads.

The Group continued to function smoothly through June 1956 when it, along with the 2d Air Postal Squadron, was relocated at Ramstein AB, Germany. The move was accomplished between 15 June and 2 July 1956.

A significant project was accomplished during 1957 with the development of Manning Standards. These standards were submitted to Hq USAFE for publication in *USAFE Manual 26-1*. Installation of the standards reduced cost of operating the USAFE Postal system approximately \$400,000.00.

The 8th Air Postal Squadron was moved from Wheelus Airfield, Tripoli, Libya to Athens, Greece during April 1958. During the spring of 1958, Hq USAFE directed movement of the 7025th APG from Ramstein AB to Rhein Main AB, Germany. The move was completed on 9 June 1958. The Lebanon crisis of 1958 required an expansion of mail service at Detachment 4, APO 254. Additional personnel required to service this increase were drawn from other Postal Squadrons to temporarily augment the APO.

On 26 October 1959, Pan American Airlines instituted daily jet service between Frankfurt, Germany and New York City, N.Y., thereby reducing airmail transit time to one day. The following month, Trans-World Airlines instituted jet service between Frankfurt, Germany and New York City; and Paris, France and New York City. The Department of Defense announced plans to divert military ordinary mail from MATS to commercial air carriers commencing during July 1960. On 23 August 1961, Hq USAF directed establishment of courier service between Peshawar, Pakistan and Frankfurt, Germany on a three day a week basis.

Six thousand square feet of floor space was obtained in the commercial air freight building of the Frankfurt International Terminal Building. This acquisition permitted conversion from a limited AMT to a fully operational AMT during June 1962. Negotiations were continued for additional space to accommodate other associated activities of the Detachment. The AMT processed 28.5 million pounds of mail during its first year of operation.

Extensive ground transit time studies were conducted by the Group during 1962 under project "Road Runner." These studies resulted in many route changes and various procedural changes and issue of new mail handling equipment.

The grand opening of the new Rhein Main Base Post Office on 15 May 1963 was an event marked by the attendance of many ranking dignitaries from USAFE and the Post Master General's office in Washington, D. C. Attendance included the Honorable Edward J. Day, Postmaster General and General Truman H. Landon, Commander in Chief, United States Air Forces in Europe. The new Post Office was formally dedicated in memory of the late Major Clemens F. Gailes who passed away on 29 March 1963. Major Gailes was stricken with a heart attack while on duty at Group Headquarters, Rhein Main AB, Germany.

During 1963, the Group consistently pressed the initiative to adjust its internal organization, to turn back non-essential manpower and funds, and implement technical improvements whenever possible. An example was the Group's decision to run a 180 day service test of a central Custodian of Postal Effects (COPE) in the England District. The idea of a central COPE was considered feasible.

During the 1 January - 30 June 1963 period, the four Air Postal Squadrons were deactivated and all assigned personnel were placed under the direct control of the 7025th Air Postal Group. The four squadrons were replaced by field offices located at Paris, London, Ramstein, Istanbul, Rome and Madrid.

On 15 January 1964, the 7025th celebrated its 12th anniversary of service to USAFE by greatly expanding its Mid-East facilities to provide essential postal service in support of Operation 486L/ BIG RALLY II.

The close of calendar year 1964 revealed substantial growth in the 7025th APG which by now included 6 field offices, 97 APOs, 10 MAO APOs, 12 Aerial Mail Terminals, 5 Courier Transfer Stations, and 2 Mail Directorates. Authorized strengths: Officers 91; Enlisted 844. By 1965, the organizational structure of the 7025th APG included 114 MAOs and APOS, 12 Aerial Mail Terminals, 6 Courier Transfer Stations, 13 Mobile Distribution Systems, and 62 Consolidated Mail Rooms. The additional facilities necessitated changes in authorized strength from 91 to 89 officers; airmen authorized strength jumped from 844 to 897. This peak manning was the direct result of increased responsibility for official mail distribution through the Mobile Distribution System, improved customer service, and additional courier workload.

On 1 March 1965, announcement was made of the award of the Outstanding Unit Award to 7025th Air Postal Group for exceptional meritorious service between the period 15 July 1962 and 31 May 1964. The Group achieved an enviable record during its relatively short life and pioneered many firsts in the Air Postal Service.

Contingency operations during the Pakistan-India War resulted in the curtailment of commercial air service for movement of high priority mail and security material to and from Pakistan. When flight restrictions were imposed, the APG immediately established a round-the-clock command post at Rhein Main to monitor the transportation network throughout EURASIA to insure that mail and courier material for Pakistan was moved on all available flights. Close liaison was maintained with the airlines and our terminal points located at gateway cities serving EURASIA. As a result, mail and courier material flowed with a minimum of delay.

Further escalation of the war threatened to cut off all air and sea transportation to and from Pakistan. Recognizing the importance of maintaining a vital communications link for mail and security courier material for this sensitive area, the APG established over-the-road service through Khyber Pass between Kabul, Afghanistan and Pakistan. In spite of the treacherous terrain through one of the most ancient land routes in the world, uninterrupted movement of mail and security courier material was effected.

The experience and knowledge gained by the 7025th Air Postal Group since 1952, clearly indicated that further centralization of many functions at Hq USAF would provide a degree of flexibility and control not possible under the existing organizational structure.

During October 1964, Hq USAF (AFDASA) began a comprehensive two-phase study of the worldwide postal and courier activities. The first phase of this study was implemented on 15 July 1965 when western hemisphere postal and courier activities were consolidated to form the USAF Postal and Courier Region - US, a field extension of AFDASA, located at McGuire AFB, N.J. The second phase of the study was underway when the JCS directed a study of the Armed Forces Courier Service. As a result of this latter study, the JCS approved a new charter for ARFCOS on 14 September 1965. Both studies identified the same organizational deficiencies and it was decided to combine the services to facilitate staffing and presentation. The new proposed organization would provide: (1) centralized control over widely dispersed activities of the postal and courier service; (2) flexibility and responsiveness to mission requirements, and (3) budgetary reductions and decrease in Gold Flow. To achieve these purposes, it would be necessary to transfer both the postal and courier functions and associated resources from USAFE, PACAF, and AAC to Hq USAF. The plan was set in motion.

The 7025th APG received notification from Hq USAF on 27 May 1966, that the Group would be deactivated as a unit of USAFE, effective 31 December 1966, and reactivated under Hq USAF as a field extension activity of AFDASA with the official designation of the USAF European Postal and Courier Region. At the same time the USAF-US Postal and Courier Region, the USAF Mid-East Postal and Courier Region and the USAF Pacific Postal and Courier Region were also established. Thus, on 1 January 1967, all Air Force postal and courier activities began operations directly under Hq USAF -- a truly world wide integrated organization.

The USAF European Postal and Courier Region consists of six districts with over 100 operating locations spanning thousands of miles and 17 countries. The England District is located at RAF Station West Ruislip in the London Area with an area of responsibility which includes fifteen operating locations throughout England. This district also includes an Armed Forces Courier Station, an Aerial Mail Terminal and an Airport Facility in the London Area.

In addition to the tons of personal mail that is entrusted to us, an even greater amount of official mail and courier material is moved through our intricate system. This tremendous volume requires the effort and coordination of many dedicated individuals at locations and times inconceivable to the individual patrons. The courier side of our mission is a joint undertaking of the Army, Navy and the Air Force with an "assist" from the State Depart-

ment. Primary responsibility for courier operations Europe and the Middle East rest with the Air Force. Large volumes of material, classified Top Secret and above, generated by the various governmental agencies and NATO, move through the six courier stations located in London, Madrid, Frankfurt, Athens, Istanbul and Ankara enroute from and to the United States. This material is moved by Armed Forces Courier Officers and enlisted personnel (E-7 through E-9).

The first six months of operation under the new organizational concept proved its ability to provide immediate response to mission requirements. For, example, the Arab-Egyptian-Israeli War erupted without warning and immediate evacuation of military personnel and dependents was accomplished under "Operation Safe Haven." Postal and Courier personnel were quickly evacuated along with other personnel, and in many instances were unable to remove anything more than what could be hand carried along with personal baggage. Some dependents were returned directly to stateside bases, but the bulk of them were flown to various bases in Europe where they remained until a final determination could be made for each family. Region personnel immediately began matching mail and dependents by rerouting mail addressed to affected APOs to the new APO location of evacuees. Through close coordination with Safe Haven project officers, the Region continued to effect postal service to evacuees without any degradation of service to APO patrons.

The mission is vital in that a good postal and courier system is an essential element for achieving the overall Air Force mission. The morale and welfare of the entire command is dependent upon the service we provide our customers. We shall continue to press forward to improve our organization with the ultimate goal being "maximum service at minimum cost." All personnel assigned to the organization must strive to contribute toward this goal. The Postal and Courier Service is manned by a proud and respected group of individuals charged with the responsibility of providing a vital communication service. You are now part of that group.

International Priority Airmail (IPA) Was Introduced Ten Years Ago

By Alex Gundel

On May 18, 1986 the Postal Service started a new service called International Priority Airmail (IPA) service, which is available to bulk mailers of all categories of international mail other than parcel post items. In order to qualify for the service, mailers must meet specified minimum volume requirements and sort their mailings to the destination countries. Service is available to all foreign countries, except Canada.

The new service was intended to meet an increasing demand for an international service that was faster and less expensive than regular mail. By introducing IPA the Postal Service responded to the challenge of international integrators like TNT and DHL. These companies had started to compete with the USPS for handling any kind of Postal Union Mail from the U.S. to almost anywhere in the world. TNT had organized its first remailing centers in mid 1985. It is common now that integrators fly ordinary commercial mail, such as advertisements, bank account statements, scientific literature requests or subscription renewal forms to overseas remailing centers where the mail is entered into the mail stream of a foreign postal service or delivered directly to the addressee. It took some time but finally the USPS seems to be successful in the competition, as far as can be told from observing mailers who used remail services to Germany for a couple of years and who use the IPA service today.

IPA service is available through designated acceptance offices and the areas where pick-up service is available. On May 18, 1986 IPA started with four acceptance post offices. Twenty-six other post offices commenced service by May 27, 1986. Today the number of acceptance offices is about 100. From these post offices IPA is sent to one of the 19 International U.S. Air Exchange Offices.

To qualify for IPA a minimum of 200 pieces or 10 pounds was required initially [1]. The requirement that a minimum number of pieces had to be mailed was dropped by 6-25-92 [5]. For the presort rate a minimum volume of 10 pounds applies for a specified rate group of countries. In addition, presort mail requires six or more pieces to the same country that must be made up into a country bundle. When there are 10 or more pounds of mail addressed to the same country the mail must be made up in country sacks [4].

The rate system for IPA started with a flat per-pound rate which was the same for all countries (compare table). The complexity of the rate system increased over the years. Today the IPA rate consists of a per-pound amount and an additional per-piece amount. For mailing of IPA that is presorted by country and since 4-4-92 by country group, rates are lower. After presorting by country group became a necessity, the presort rate reduction depended on the association of a country to one of three country groups. Group 1, e.g., comprises Japan, Australia, most countries of Western Europe and others, i.e. the countries with the largest mail volume. The complexity of the rate

Table 1

Effective Date	Pound Rate				Piece Rate			
	Nonpresorted	Presorted by Country/Country Group			Nonpresorted	Presorted by Country/Country Group		
	Worldwide	Group 1	Group 2	Group 3	Worldwide	Group 1	Group 2	Group 3
5-18-86 [1]	\$6.80	N/A			N/A			
6-2-90 [3]	\$8.50	\$7.00	(no country groups)		N/A			
4-4-92 [4]	\$8.00	\$4.95	\$6.15	\$7.95	\$0.20	\$0.20	\$0.15	\$0.15
7-9-95 [6]	\$8.55	\$5.15	\$7.15	\$8.50	\$0.25	\$0.25	\$0.10	\$0.10

IPA rates consist of a per-pound amount and since 1992 an additional per-piece amount.

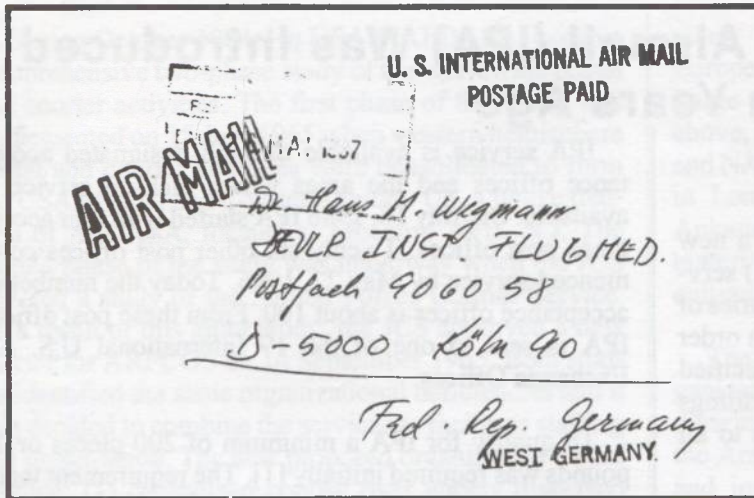


Figure 1: Post card mailed as IPA in 1987.

system allows a flexible response to changes in the rates of competitors.

Postage is computed on Form 3652, Statement of Mailing - International Priority Airmail. Postage for the pound-rate portion must be paid either by meter stamp(s) attached to the Finance Copy of the mailing statement, or from the mailer's permit imprint advance deposit account. The applicable per-piece postage must be affixed to each piece by meter unless postage is paid by permit imprint.

The collector can identify IPA items by the appropriate endorsement that each item must show. Since the introduction of the per-piece rate, each item has either a permit imprint or the rate is paid by postage meter. IPA

items do not show postmarks (machine cancels) or bar codes. Sorting markings, however, were seen on a few covers. Most covers do not reveal their transition time. Only for covers that bear a private receiving marking a transition time can be determined.

According to the wording in *Postal Bulletin* 21566 [1], IPA items had to show only the endorsement "Par Avion" when the service was introduced first. It seems that an indication of postage being paid was not necessary. However, a cover of that time was not available to me.

Very soon it became compulsory to apply the endorsement "U.S. International Airmail Postage Paid" in addition to "Par Avion" [2]. Figure 1 shows such an IPA usage of a post card. The endorsement was applied by a handstamp that does not contain the requested words "Par Avion". The red handstamp AIR MAIL was enough to get the card to Germany where it was received on May 26, 1987. This date in the private receiving stamp and the date of the message (May 18, 1987) fit.

Let us assume for a theoretical consideration that this mailing consisted of 32 half-ounce items for which the normal airmail letter rate was 39 cents in 1987. According to the rate table, the mailing of 32 of these items cost \$6.80. This calculation example results in rate of 21 1/4 cents for a single item of the mailing. This is considerably less than the basic letter rate and also than the airmail post card rate of 33 cents. The savings by using the IPA

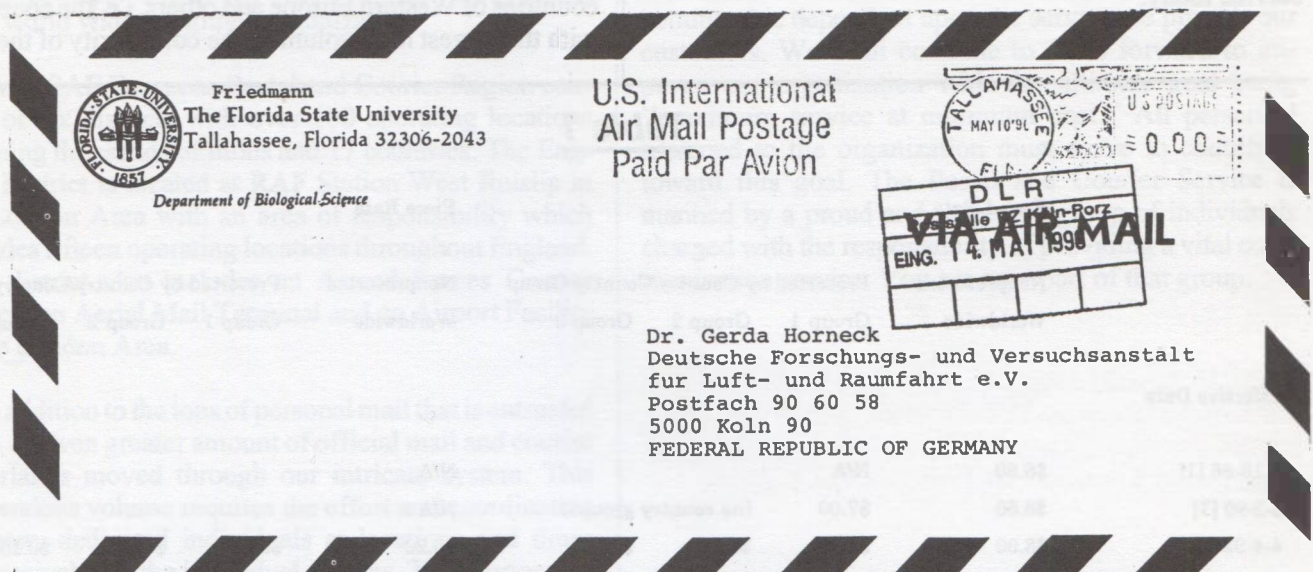


Figure 2: Metered IPA cover of 1990.

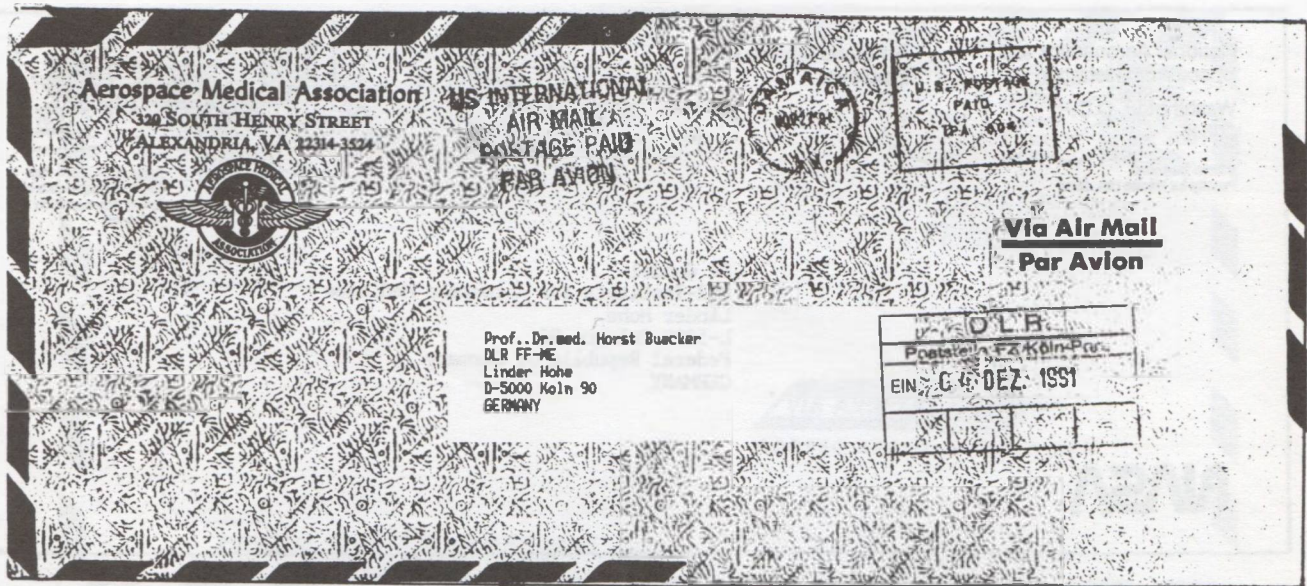


Figure 3: Cover that shows the IPA customer identification number (IPA004).

service increase if the single items weigh less than the weight limit of 0.5 ounce for the basic airmail rate.

Figure 2 presents a different way of applying the necessary endorsement. It is inserted in the ad plate of a postage meter that shows zero postage. This is obviously an economical way of endorsing letters automatically. The date in the meter and the private receiving stamp reveal that the letter reached the addressee in Germany after about three days in 1990. It was also possible to use a meter to indicate the date of mailing and apply the endorsement separately.

Each mailer is assigned a customer identification number that was entered on PS Form 3652. Figure 3 shows a cover (transition time 7 days) with a postage paid imprint that displays this number: IPA004.

The year 1992 brought major changes for the IPA service. On April 4, firstly, a per-piece rate was introduced in addition to the per-pound rate. And secondly, the wording of the endorsement was changed to "International Priority Airmail Par Avion". Until September 1, 1992 the old endorsement "U.S. International Airmail Postage Paid" could be used to allow customers a transition period to obtain new equipment [4]. Figure 4 shows a cover with the old endorsement that was mailed even



Figure 4: Metered letter showing the IPA per-piece rate effective as of 4-4-92.

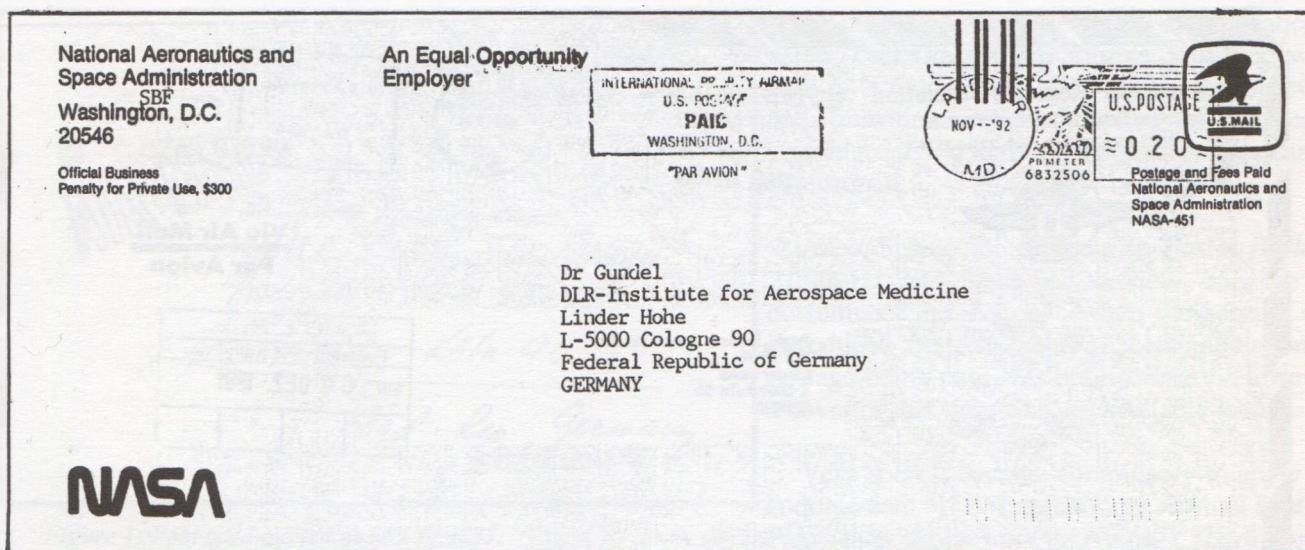


Figure 5: New IPA endorsement on a metered penalty cover to Germany in 1992.

later. The single piece rate of 20 cents to Germany was paid by meter.

To compute postage let us assume again that there were 32 letters that weighed 0.5 ounce each. The per-pound portion of the postage of \$8.- divided by 32 gives 25 cents per piece. In addition to these 25 cents, a per-piece rate of 20 cents was paid for each letter. The total rate of 45 cents was 10% below the regular airmail letter postage of 50 cents (1992). If the letter would have been part of a presorted mailing, the per-pound rate were \$4.95 to Germany (country group 1). In that case, the total rate would have been \$4.95 divided by 32 plus 20 cents, that is about 36 cents.

Federal Agencies could initially use their penalty mail billing procedures [2]. But already in 1990 [3] governmental mailers had to meet the same requirements as other mailers except of using their 3-digit code instead of a customer identification number. Figure 5 shows such a cover of 1992.

Figure 6 displays a cover mailed by the National Geophysical Data Center in Boulder, CO to Germany where it was received on August 12, 1993. The mailer had used a cover with a domestic first class mail permit imprint of the U.S. Department of Commerce (Permit No. G-19) that is not valid for IPA. To use IPA service

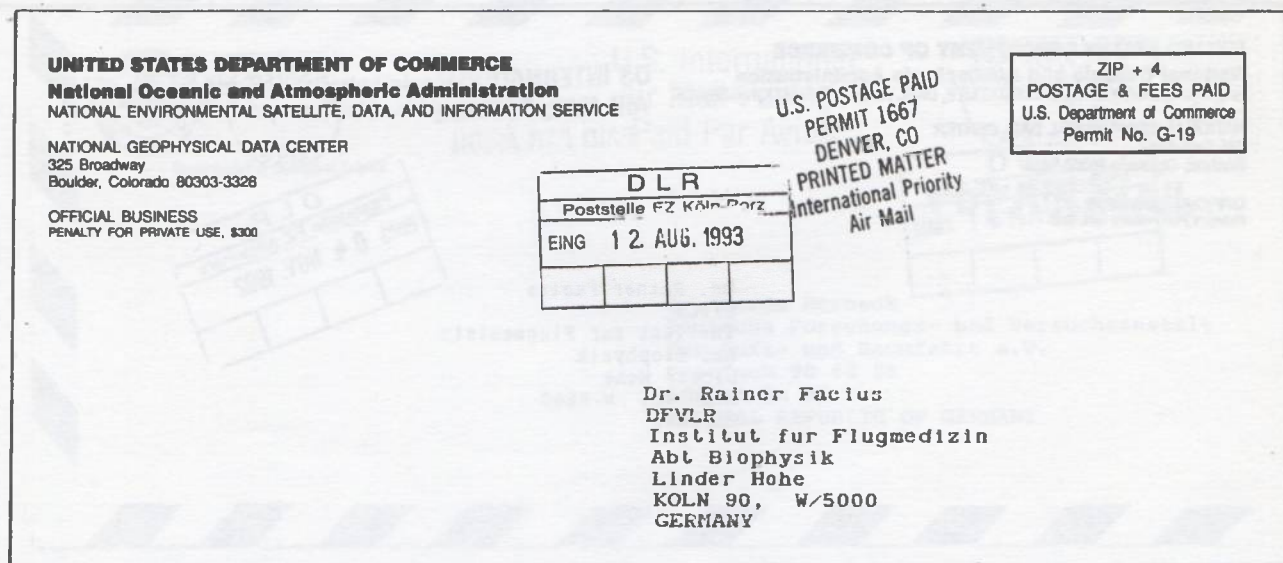


Figure 6: IPA permit handstamp applied to a cover in 1993.



Figure 7: IPA cover with postage stamp.

A handstamp was applied that shows the appropriate IPA endorsement (except of Par Avion), a printed matter endorsement and a local (Denver, CO) permit number. The printed matter endorsement was compulsory only for items weighing more than 4 pounds.

Postage stamps are not explicitly excluded but official documents mention only permit imprints and postage meters that can pay for the per-piece portion of the IPA rate. And indeed it is very unusual to see an IPA cover with a postage stamp. The cover in Figure 7 almost looks philatelic but a commercial mailer just produced a nice looking cover in blue and red. The cover shows the

correct endorsement in part applied by a handstamp (International Priority Airmail) and a precanceled 20-cent stamp. The destination, Federal Republic of Germany, is printed on the cover, a fact that leads to the assumption that the mailing was presorted and the lower per-pound rate of \$4.95 applied.

The last cover (Figure 8) displays the most common appearance of the current 25-cent per-piece rate to Germany. The transition time of this cover was 4 days.

The reader will find more details about IPA in the current International Mail Manual or in the publications

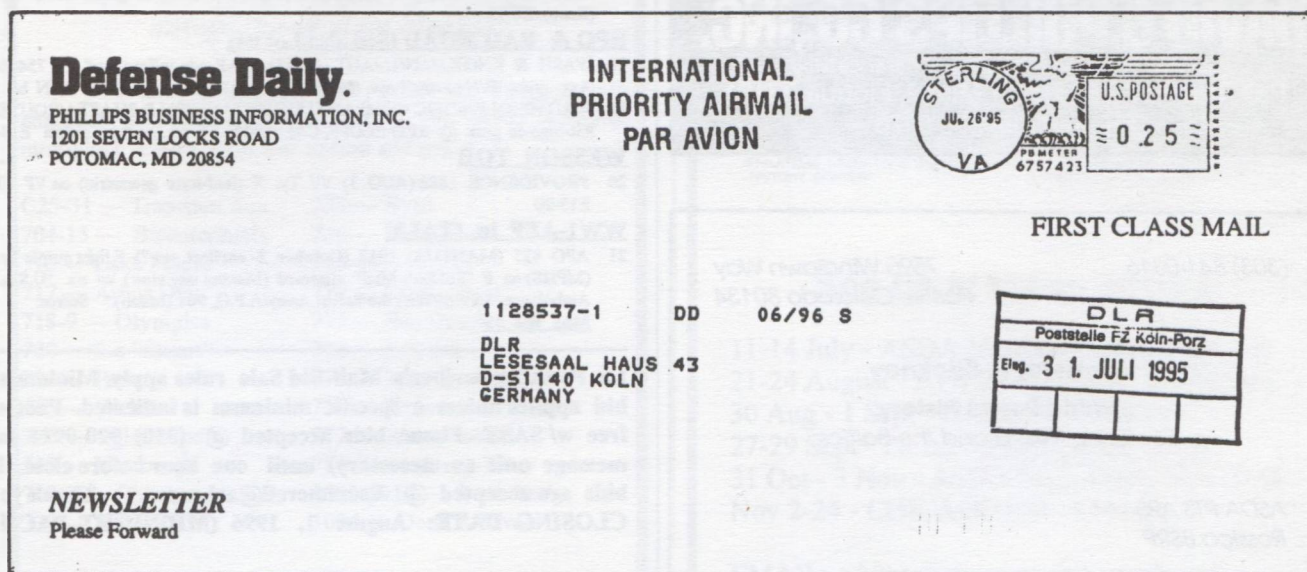


Figure 8: Cover metered to pay the 25-cent per-piece rate in 1995.

given in the reference list. IPA covers add a new facette to the study of foreign mails. There is no market for IPA yet as the reader may assume. Therefore, collecting IPA is an inexpensive pleasure for those who have access to business mail from the U.S. or to accumulations of U.S. covers mailed to foreign countries.

I would appreciate any comment about this article and International Priority Airmail in general. My address is: Alex Gundel, Mainzer Str. 76, D-50678 Cologne, Germany. E-mail: me08@krzmu1.kp.dlr.de

References:

- [1] *Postal Bulletin PB 21566*, 5-15-86
- [2] *International Mail Manual IMM 4*, 9-18-86
- [3] *Postal Bulletin PB 21762*, 5-3-90
- [4] *Postal Bulletin PB 21811*, 3-19-92
- [5] *International Mail Manual IMM 10*, 6-25-92
- [6] *International Mail Manual IMM 15*, 7-9-95

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- 02 ALTAVILLE 1912 VF Ty. A 4-Bar (Wms. CAL-8) ties 1 ct. green to VF Xmas PPC E5-10
03 DENVERTON 1908 VF D. 2/1 (Wms. SOL-480) ties Sc. 300 to F Thxgiving PPC E20
04 MARYSVILLE 1909 VF flag cancel ties def. Sc. 370 to VF "Western Hotel" cc w/large red wagon wheel (Marysville @ hub, each spoke a RR route). Unique. E40-50
05 SAN FRANCISCO (Station "D") 1886 VG Duplex ties Sc. 210 to VF yellow A.O.U.W. fraternal env. w/ F fancy oval magenta cachet ("GRAND RECORDER") & ptd. vertical r/a. Attractive. E35
06 SAN YSIDRO 1923 VG-F (bit light) 4-Bar (Wms. Unlisted; "CALIF.") on F UX27 (S37) w/ unptd. QSL message on reverse. E10
07 SANTA RITA 1908 VF Ty. A 4-Bar (Wms. SBA-856) ties 1 ct. green to VF New Year's PPC E30
08 UNIVERSITY 1888 VF ods w/target (Wms. LOS-7910) on VF U312 w/ ptd "UNIVERSITY OF SOUTHERN CALIFORNIA/UNIVERSITY P.O." corner E25-30

COLORADO

- 09 BETHESDA 1907 VG-F ("OLO" unstruck) ods w/target (SON on Sc. 300) on ggs PPC. F & Scarce. E50-60
10 BUNELL 1919 Bold but very overinked (still quite readable - also purple town name h/s r/a) on 2 ct. pse. Scarce. E40-50
11 SOUTH PUEBLO 1879 VG lt. purple dods (runoff @ top w/absent letters) w/very lt. fancy neg. star on VF UX5 (S4) w/message noting "stage for Silver Cliff" E50

MISSOURI

- 12 UNIONVILLE 1883 VG-F unusual double straight-line & quite small (1/16 in. high) pmk on repaired (tape on reverse) UX7 (S6); Keokuk, Ia. b/s. Typeset provisional? E30-40

NEBRASKA

- 13 HANSEN 1883 VG-F grey-blue (fading) ods w/dble-line maltese cross just ties Sc. 183 to small env. Well executed, hand-drawn map & pmk tracing included. E20

NORTH DAKOTA

- 14 WILSON 1911 F-VF Ty. B 4-Bar ties 1 ct. green to F Cavalry s/a PPC E15-20

PENNSYLVANIA

- 15 BUDAVILLE 1896 VF (slt runoff @ top) ods w/target (SON on Sc. 273) reg. use to NYC. VF & Scarce Washington Co. item. E60-70
16 MUMMASBURG (1877) VG-F (parts of letters light) 32 mm. blue ods w/ black pen date (no year) on F UX3 (S2); interesting farming message. E25-35

UTAH

- 17 MOUNDS 1911 VF (lt. dble-strike) Ty. B 4-Bar ties 1 ct. green to VG viewcard (Reno) E8-12

RPO & RAILROAD (See also Lot 04)

- 18 WASH & KNOX/JAN/1/-AGT (1883) VG-F ods w/"smudge" (T. 754-B-1) ties 3 ct. green B/N to small env. (small edge stain) w/letter; GLOBE, KAN b/s E25
19 SOUTHERN PACIFIC COMPANY/SUNSET/OGDEN & SHASTA/ROUTES buff RR-logo cc pmk @ RED BLUFF, CAL 1902; SF rec. machine cancel E15-20

WESSON TOB

- 20 PROVIDENCE 1882 (AUG 3) VF Ty. X (leaf-style geometric) on VF UX7 (S6) E15-20

WW1-AEF in ITALY

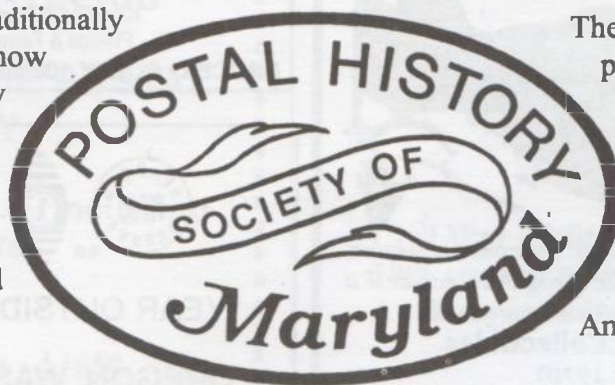
- 21 APO 825 (MANTUA) 1918 (October 2 - earliest use?) F light purple Ty. A4001 (MPHS) on F "Soldier's Mail" viewcard (Mantua city view) w/ r/a "U.S.A. Ambulance Service With the Italian Army/A.P.O. 901 (Milan)." Scarce.
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(541) 348-2813

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The *Encyclopedia of R.F.D. Cancells II* will be published in sturdy hand sewn signatures bound in durable laminated card covers. The format is 8.5x11 inches and the book will include approximately 250 pages. The printing will be limited to just 600 copies.

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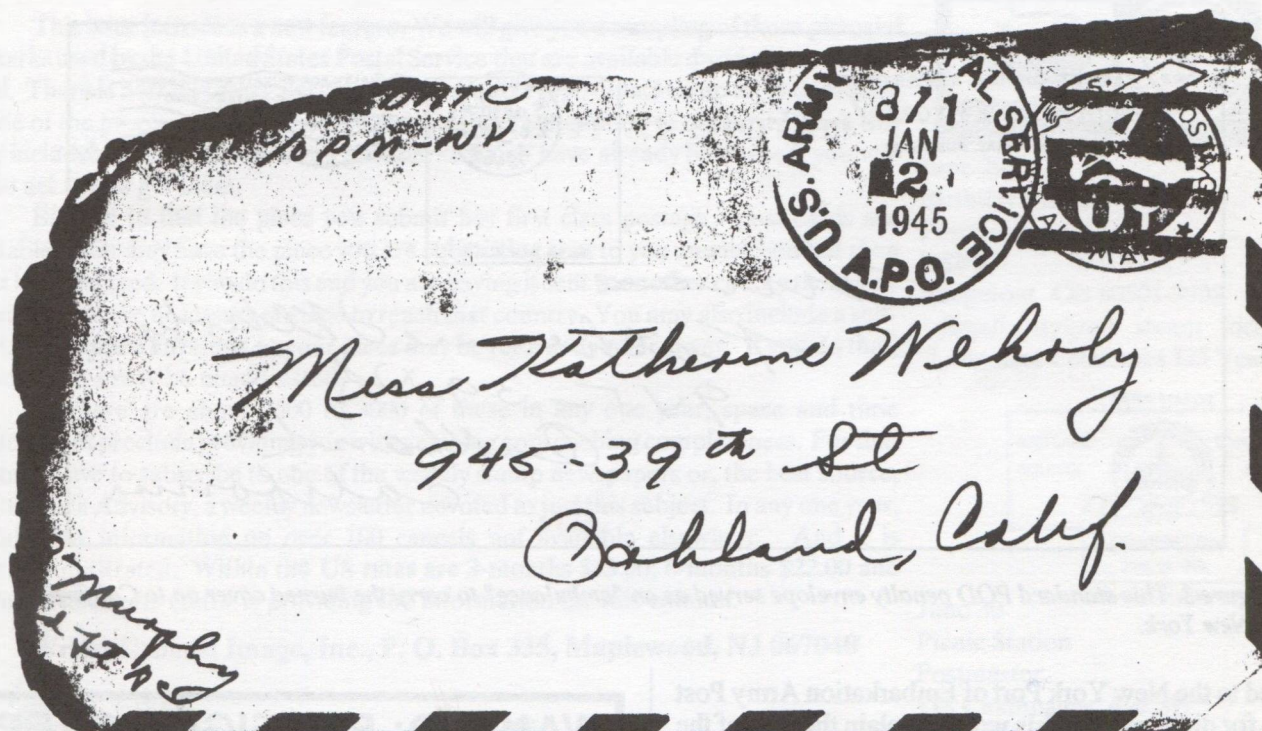


Figure 1. This badly burned cover was posted through APO 871 in England in January 1945. Somewhere between England and California, the plane which carried it crashed

WANTED: Information About A Wartime Air Mail Accident

By Rod Crossley

New Years day of 1945 an army officer in England wrote to a friend about the previous night's celebration. At midnight he and a friend had gone outside to welcome the new year by emptying their 45 automatics into the air. The letter was processed the next day through APO 871 located at Headquarters, Service of Supply Command somewhere in England (Figure 1). The letter then traveled to a collection point for movement by air to the United States. Some 20 days later the letter, now damaged due to an airplane accident (Figure 2), was forwarded by the New York Post Office to its final destination in Oakland California

UNITED STATES POST OFFICE
NEW YORK 1, N. Y.

This letter was recovered from a mail-carrying airplane that was in an accident.

Respectfully yours,

ALBERT GOLDMAN,

1r. 6673

Postmaster.

Figure 2. This brief note accompanied the burned cover in its "ambulance."

On the surface, the facts seem fairly simple. The cover was mailed to travel to the United States by air. Somewhere along the way the airplane crashed. Some of the mail was recovered. The New York Post Office sorted the mail and forwarded that which was readable with the standard explanation for the delay. However a review of the interrupted flight cover section of the *American Airmail Catalogue* for 1945 shows no record of a crash on the east coast for the month of January. If this is correct, then how does one explain this cover?

The data in the *American Airmail Catalogues* show only civil plane accidents. This must have been a military air plane crash. In those days an Army Air Force plane could not travel directly from England without a stop in Canada for refueling. Depending on the size of the aircraft and the weather it might be necessary to have another stop in Maine. Based on this information, I offer the following explanation. Following the final refueling stop, the plane crashed somewhere along the way to New York. Due to wartime restrictions the crash was not reported in the new papers, and the sorting of the mail was done by military personnel. The mail was then for-

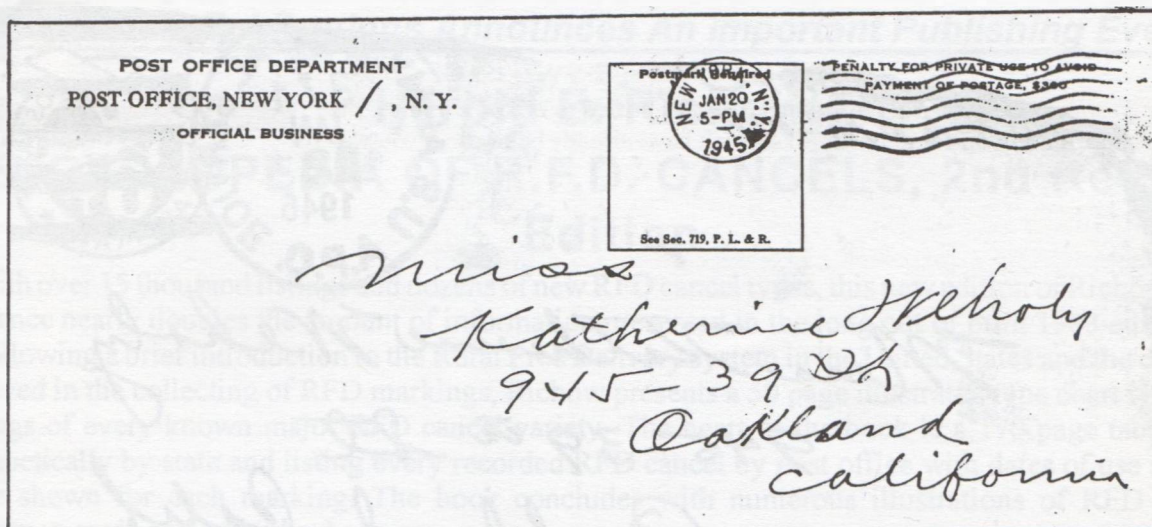


Figure 3. This standard POD penalty envelope served as an "ambulance" to carry the burned cover on to California from New York.

warded to the New York Port of Embarkation Army Post office for distribution. This would explain the lack of the normal postal department stamp found on most civilian mail recovered from a crash. Due to the condition of the piece, it could not travel through the mail so it was placed inside a standard post office envelope (Figure 3) for its final journey. Any additional information or correction would be welcome.

AUCTIONS WITH A DIFFERENCE



H.J.W. Daugherty

P.O. Box 1146LP
Eastham, Mass., 02642

ASDA Write For Vext Catalog APS

CANADA AND NEWFOUNDLAND

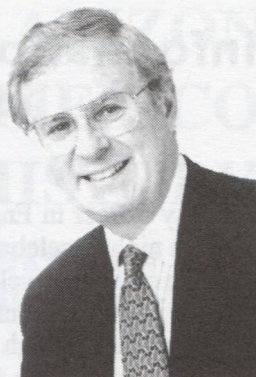
Covers and Postcards

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PICTORIAL POSTMARKS

This issue introduces a new feature. We will give you a sampling of those pictorial postmarks used by the United States Postal Service that are available during a two month period. There is a 30-day grace period. If your request is postmarked up to 30 days after the date of the postmark that you are requesting, you are entitled to obtain it. Since this listing includes information on some postmarks which have already been used, you will have to act fast to get them.

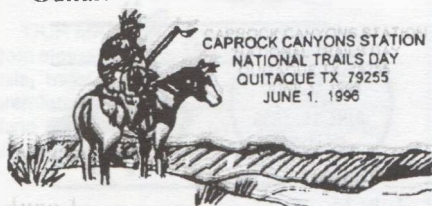
Be sure to that the piece you submit has first class postage - post cards are acceptable. You may have the piece you are submitting sent to you unenclosed but then it must be addressed. If you do this and you are having it sent to another county then your piece must have the necessary postage to reach that country. You may also include a self-addressed stamped envelope so your piece may be returned under cover. If you do that, then your piece may be unaddressed.

As there are about 2500 to 3000 of these in any one year, space and time considerations preclude providing you with anything approaching completeness. For that you would have to subscribe to one of the weekly stamp newspapers or, the best source, The Postmark Advisory, a weekly newsletter devoted to just this subject. In any one year, it usually has information on over 100 cancels not available elsewhere. And it is extensively illustrated. Within the US rates are 3-months \$13.00; 6-months \$22.00 and One year \$40.00. Its editor is providing the information for this column.

Write: General Image, Inc., P. O. Box 335, Maplewood, NJ 067040



June 1
Kentucky Folk Festival Station
Postmaster
USPS
Bardstown KY 40004-9998
Guitar.



June 1
Caprock Canyons Station
Postmaster
P O Box 9998
Quitaque TX 79255-9998

American Indian of horseback looking over the plains. "National Trails Day."



BARTLESVILLE, OK 74003 JUNE, 1996

June 7-15
OK-Mozart International Festival

Station
Postmaster
615 South Jennings St
Bartlesville OK 74003-9998

A face that is half man and half wolf for "Wolfgang". This is for a Mozart festival in Oklahoma.



Rosine Spring Festival
Rosine, KY 42370
June 6-8, 1996

23 years of community festivals
June 6-8
Rosine Spring Station
Postmaster
USPS
Rosine KY 42370-9998

Bandstand, "Rosine Park Sta/Wel-come to Rosine KY 42370/23 years of community festivals."

June 7-9
Merom Bluff
Chautauqua
Station
Postmaster
P O Box 9998
Merom IN 47861-9998

Crossed rifles, stars, "On Beautiful Merom Bluff."



On Beautiful Merom Bluff
Merom, Indiana 47861



June 29
Birthday Station
Postmaster
USPS
Longmont CO 80501-9998

Small, stylized steam locomotive, "Longmont Celebrates 125 Years 1996."

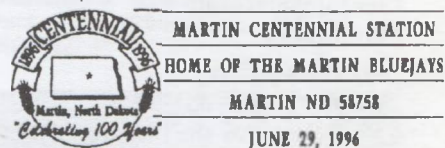


June 30
Picnic Station
Postmaster
118 Champagne Ave SE
Red Lake Falls MN 56750-9998

Small image of a University-like building, "Red Lake County Centennial Celebration 1996."

June 29
Wannaska
Station
Postmaster
P O Box 9998
Wannaska MN 56761-9998

Stylized picture of the sun shining on some plowed fields, "Celebration 100 Years/1896-1996."



June 29
Martin Centennial Station
Postmaster
103 Herr Ave
Martin ND 58758-9998

Star locates Martin on map of North Dakota, two sprigs of wheat, "Centennial 1896-1996/Celebrating 100 Years/ Home of the Martin Bluejays."



July 3
Belgrade Bicentennial Station
Postmaster
P O Box 9998
Belgrade ME 04917-9998
13-star US flag, "200/1796-1996."

July 3 Picture as above
Belgrade Bicentennial Station
-Postmaster
P O Box 9998
Belgrade Lakes ME 04918-9998
13-star US flag, "200/1796-1996."



July 4
Oldest Continuous Working Post Office Station
Postmaster
P O Box 9998
Castine ME 04421-9998
Attractive two-story building set back slightly from the street, "1796-1996."



July 4
Bicentennial Station
Postmaster
201 High St NE
Warren OH 44481-9998
US flag. For the bicentennial of the Western Reserve.



July 4
Scurry County Patriotic Station
Postmaster
2312 Avenue "R"
Snyder TX 79549-9998
Beach scene: man in a chair watching fireworks, US flag, Ferris wheel, small images of a man waving and some low buildings.

CANDO
ALL SCHOOL REUNION
STATION
JULY 5, 1996
CANDO ND 58324



July 5
Cando All School Reunion Station
Postmaster
403 Fifth Ave
Cando ND 58324-9998

Teddy bear. The local school teams are called "The Cubs."



July 6
Prairie Festival Station
Postmaster
P O Box 9998
Armour SD 57313-9998

Small wooden school building, two outhouses, US flag, children's swings."



July 6
Sharon Centennial Station
Postmaster
P O Box 9998
Sharon ND 58277-9998

Silhouette of church, water tower and farm buildings, two sprigs of wheat, "July 5, 6, 7."



DOGDEN BUTTE STATION
JULY 6, 1996
BUTTE ND 58723

July 6
Dogden Butte Station
Postmaster
P O Box 9998
Butte ND 58723-9998

A dog on a branch, hills, "Dogden Buttes, 1906-1996."

Picture is dark and hard to discern.



COAHOMA ALL SCHOOL
REUNION STATION
JULY 6, 1996
COAHOMA, TX 79511

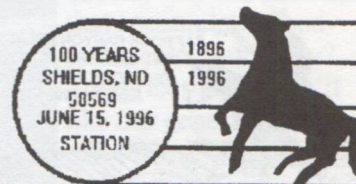
July 6
Coahoma All School Reunion Station
Postmaster
P O Box 9998
Coahoma TX 79511-9998

Simple drawing of a small school building with a bell tower.



OLD SETTLERS REUNION
AND RODEO STATION
JULY 11th, 1996
SEYMOUR TX 76380-9998

July 11
Old Settlers Reunion and Rodeo Station
Postmaster
USPS
Seymour TX 76380-9998
Covered wagon.



July 15
100 Years Station
Postmaster
HC-1 Box 41-A
Shields D 58569-9763
Silhouette of a rearing horse, "1896-1996."



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56 60	3 00	5 22	7 47	14 22
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ANNOUNCEMENTS

MONTANA, WASHINGTON, OREGON, IDAHO collectors, join the Pacific Northwest Postal History Society. Dues \$10.00 annually includes subscription to the Society journal. To join, or for more information, write: Tom Pomeroy, 1909 Nut Tree Drive NW, Salem, OR 97304-1110. [28-1]

OUR MAIL SALES feature postal history from almost every state. Also, machine cancels, military, etc. Free catalog. No 10% premium. We also welcome consignments. Juno Stamps, 1765A Juno Ave., St. Paul, MN 55116-1467. [28-1]

CARDS & COVERS: FOR SALE

COVERS FOR SALE - Disposing of varied collection - stampless through early 20th century, many categories represented, reasonable prices, quick response with photocopies. Please indicate interests - Russell Crow (APS), 3001 Hanover Ave., Richmond, VA 23221 [27-5]

CARDS & COVERS: FOR SALE

US COVERS: States, DPO's, Doanes, machine cancels, RPO's, streetcars, RFD's, auxiliary markings, military, ships, more. Thousands on hand, realistically priced. Let me know what you need. Paul Bourke, PO Box 125, Ashland, MA 01721. [28-1]

TOWNS: WANTED

ALL STATES, plus RPO's, classic ships, etc. Use my Mail Bid Sales to sell your duplicates and excess material. Write/call for consignment details. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: mehrer @revealed.net [27-4]

SUNNY ALBERTA - Alberta town cancel's and postal history. Territorial period forward. Edmonton and Alberta small town views, advertising covers, corner cards - "Everything Alberta". Keith R. Spencer, 5005 Whittemud Road, Edmonton, Alberta, Canada T6H 5L2. Phone: (403) 437-1787. [28-1]

CONTRA COSTA COUNTY, California - Wish to buy originals or will pay for photocopies of covers from Nortonville, Sommersville, Stewartville, West Hartley, Judsonville, Black Diamond and Antioch to 1910. Duane Ulrich, 2749-B Ankam Rd., Tucson, AZ 85745 (602) 623-7129 [27-5]

LAKE CITY, COLORADO & Hinsdale County, Colorado wanted. Bill Strauss, HC 64, Box 366, Big Lake, TX 76932 [27-4]

HAWAII, Copies of all postmarks between ca. 1840 and 21 August 1959 seriously needed for postal history studies; including service, ship, transit and other related markings. I will pay copying and post, and credit each contributor. Phil Kay, P. O. Box 920, Kaunakakai, HI 96748. [27-3]

TOWNS: WANTED

MONONA COUNTY, IOWA - 19th & 20th century entire letters and covers with markings of all sorts for post offices in that county. Write, call or e-mail for listing of post offices. Walter Potts (APS & IPHS), Box 1935, Vienna, VA 22183-1935. Tel: 1-800-314-5872; E-mail: PottsPitt@juno.com [28-2]

LOUISIANA and other mid-Gulf Coast states. Stamped/stampless, etc. postal history (1790-1917). Individual items/entire correspondences. Ron Trosclair (APS), 1713 Live Oak St., Metairie, LA 70005 PH: (504) 835-9611 [28-3]

RADERSBURG(H), MONTANA March 1, 1870 through 1873. Also, other Montana postal history, documents, checks, ephemera. Ken Hamlin, 517 So. 5th Ave., Bozeman, MT 59715. [28-1]

NORTH DAKOTA: All postal history wanted, from territorial to modern. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [27-3]

OREGON, PRE-1950 cancels of all types - operating - and D.P.O.'s especially 19th century. Washington Doane cancels and unusual cancels from anyplace. Send priced or approval, or photocopies, or request my offer. Doug DeRoest, 482 Modulaire, LaGrande, OR 97850 [28-1]

SOUTH DAKOTA postal history from territorial to modern wanted for my personal collection. Top prices paid. Ken Stach, 212 E. Woodglen Road, Spartanburg, SC 29301. [27-4]

UTAH BRANCH PO POSTMARKS. Need Salt Lake City branches/stations: Air Base, Army Air Base, Granger-Hunter, Hunter, Kearns 1942-46 only, Pioneer 1920-45 only, Sugarhouse Station 1899-1908 only, Ogden's Station A, NPO 10295; Delta's Topaz Branch only; Brigham's Bushnell General Hospital Sta. Any numbered station/branch of any Utah PO. Received markings/special delivery/general delivery/ect. for any Utah Branch/Station. Send photocopy or approval with price. Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [27-6]

EXPIRATION DATE
SHOWN AT END OF EACH
AD, i.e., [27- 3], MEANS AD
WILL EXPIRE WITH THIS
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AD DEADLINE FOR NEXT
ISSUE: JULY 21, 1996

TOWNS: WANTED

WEST POINT, NEW YORK covers - stampless to WW II - wanted for personal collection. Send on approval or photocopies. Prompt response promised. Richard Helbock, P. O. Box 135, Lake Oswego, OR 97034 [27-4]

WYOMING TOWNS on cover or card 1900 and later, especially DPO's dated before 1950. Copies/approvals appreciated. Leonard McCabe, 1249 N. Calaveras, Fresno, CA 93728 [27-3]

RPO'S: FOR SALE

US RPO'S: List of 150 different, most rarity 1-2, excellent strikes. \$4.00 each. SASE to Paul Bourke, PO Box 125, Ashland, MA 01721. [27-2]

DOANES: WANTED

DOANE CANCELS: Buy and trade Doane cancels of all states. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [27-3]

ADVERTISING COVERS: WANTED

TEXAS HOTEL covers wanted. The cheaper, the better. Bill Strauss, HC 64, Box 366, Big Lake, TX 76932 [27-4]

URGENTLY NEEDED: Pre-1900 Philadelphia, PA advertising covers illustrated with buildings and street scenes. Also any paper memorabilia or postal history from the Philadelphia Centennial of 1876. All correspondence answered. Member APS. Gus Spector, 750 S. Main Street, Suite 203, Phoenixville, PA 19460. [27-3]

LITERATURE: FOR SALE

NEW POSTMASTERS & POSTOFFICES OF SOUTH CAROLINA, 1860-1865, by Robert Stets and Harvey Teal. 65 pages, plastic comb binding, soft cover, \$10.00 plus \$2.50 shipping. Scarcity Rating for each office! Three sorts: Alpha Postoffice list with scarcity rating; Individual District list with Postmaster name, appointment date and LKU; Alpha Postmaster list with postoffice name. Learn which are scarce Confederate offices! Order from Robert Stets, P. O. Box 142, Walterboro, SC 29488. [27-3]

ILLINOIS POST OFFICES: A Listing and Guide to Postmark Scarcity. For the first time, an alphabetical arrangement of Illinois offices with county information, name changes, etc. Includes a relative scarcity index for every office, and valuation guide. 5,000 + listings 192 pages, paperback. \$25 postpaid. Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201. [27-3]

LITERATURE: FOR SALE

"CROSS-REFERENCE Guide to U.S. RPOs" identifies RPOs back-to-front where the first town name is obscured or partially struck. (100 pages, 7,500+ listings). "Abbreviations and Misspellings in U.S. RPOs" identifies those cryptic components of RPO cancels. (16 pages, 2,000+ listings). Get the expanded second printings of both essential references for only \$24 postpaid. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [27-3]

"DOANE CANCELS of Illinois, Iowa and Nebraska" lists all reported types, with earliest and latest dates of use, years of operation and county. Includes valuation guide for each listing. (30 pages). \$10 postpaid. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [27-3]

"GUIDE TO IDENTIFYING Route and Station Agent Postmarks" has 100+ pages packed with essential information for deciphering those cryptic postmarks - even partial strikes! Contains cross-reference guides, abbreviation identifiers, manuscript identifiers and much more! \$18 postpaid. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. [27-3]

APO COVERS: FOR SALE

WWI APO's: more than 75 different APO #'s, all priced in Helbock/Forte book. We have priced them to sell. SASE for list. Paul Bourke, PO Box 125, Ashland, MA 01721. [27-3]

MISCELLANEOUS: WANTED

DIVERSE EXHIBIT NEEDS example of precanceled Prexy used without permit and returned for postage; pre-1900 RFD cancellation; U.S. Custom censorship from WWI; parcel post stamp usage dated prior to July 1, 1913; "Held for Postage" marking in lower left corner of 1860's cover; and cover addressed to civilian POW at Santo Tomas Camp, Manila, Philippines. E.J. Guerrant, PO Box 909, Antlers, OK 74523. [27-4]

CIVILIAN CONSERVATION CORPS covers wanted all states. Send priced photocopies or approvals. Harold Richow, 31552-58 Railroad Canyon Road, Canyon Lake, CA 92587. [27-6]

"LOOK" MAGAZINE COVERS: all envelopes mailed from LOOK magazine are wanted, domestic or foreign destinations, regular postmark or precanceled, anything. Please send priced on approval or photocopies. Thanks! Roland Austin, P.O. Box 2641, Stillwater, OK 74076-2641. PH: (405) 624-9624. [28-2]

C24, C38 and C46 commercial covers, unusual destinations, in period mail, No FDC. Bob Markovits, Box 891, Middletown, NY 10940. [27-3]

MISCELLANEOUS: WANTED

ON COVER \$5.00 Alexander Hamilton (Scott 1053). Must be fine usage. Will pay \$200 for wrapper, etc. or \$300 for intact cover smaller than 7 1/2 x 9 inches. No bank tags or philatelic covers. Tony Wawrukiewicz, 7257 S.W. Nevada Terrace, Portland, OR 97219. [27-5]

MONTANA TERRITORIALS; Saskatchewan; Assiniboia; Yukon; Newfoundland cancels, covers, viewcards; early bison/buffalo-related covers. Approvals/photocopies welcomed! Dean Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3. [27-3]

DOCUMENTS WITH REVENUE STAMPS. Primarily 1857-72, secondarily 1898-1902. Especially Western Territorial, incl. anything Calif., Nevada or Oregon State revenues. Will also sell, trade, correspond. Michael Mahler, 2721 2nd St. #211, Santa Monica, CA 90405. (310) 399-9304. [28-1]

US Scotts 179, 185 Foreign destinations, photostats only for possible use in article in progress in CCP. Help appreciated; unusual rates, usages, proofs, essays, etc. Bob Markovits, Box 891, Middletown, NY 10940 [27-3]

PRE 1900 VIRGINIA items - stampless, Civil War, letters, covers, documents, checks, photos. Also collecting any ody photos with revenue stamps attached. Gary Ronk, 6247 Cove Road, Roanoke, VA 24019. (540) 562-2368 [27-5]

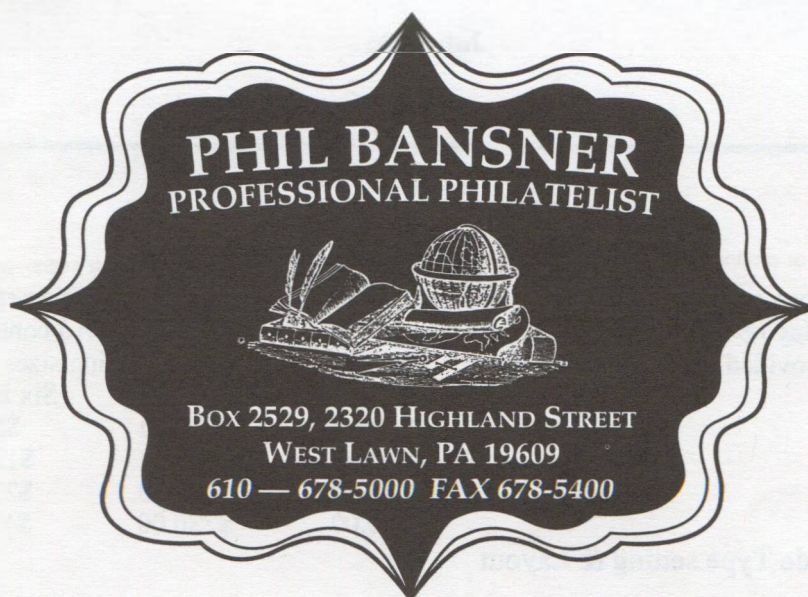
FREE REPRINT of U.S. Airmail rates to Asia, Africa and Oceania (1922-1940) is offered to each collector offering to sell U.S. commercial airmail covers (no flight covers) to foreign destinations (1922-1940). Send photocopies (SASE if reprint is desired). Murray Abramson, P. O. Box 61277, Durham, NC 27715. E-mail: Abram001@mc.duke.edu. [27-5]

AIRMAIL COVERS - Commercial Only; No First Flights or philatelic - United States to destinations in Europe, Africa, Asia and Oceania dating from before 1938. Also C1-C6 on commercial covers to foreign or domestic addresses. Send priced on approval or photocopies, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [27-6]

U. S. OFFICIAL ENVELOPES (U01-U069), covers and early penalty covers. Send photocopy or item with price or phone (903) 784-8777. Schmidt, 4325 Smallwood Road., Paris, Texas 75462. [27-5]

FOREIGN: WANTED

DANISH "WILD WILD WEST" Indies postal history (1874-1917). Approvals or photocopies. Prompt response. Ron Troscclair (APS), 1713 Live Oak St., Metairie, LA 70005-1069. PH: (504) 835-9611 [28-3]



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Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
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1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

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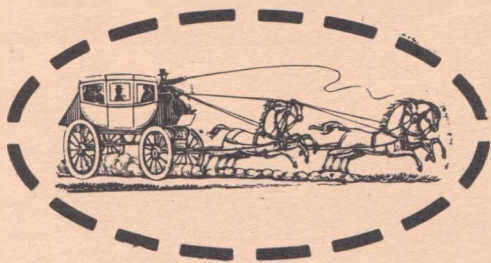
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