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COVER: Illustrated on our cover are three envelopes that benefited from early airmail service somewhere along their route to accelerated delivery between the US and overseas. The background illustration is a computer-assisted tropical fantasy based on Ernst Haeckel's 1882 painting depicting a jungle scene on the Kelany-Ganga (Kelani River) in Ceylon.

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Taking Stock

The launch of 2007 marks a milestone for Cath & I. Amazingly; this will be our tenth year of living in Australia. While it seems like only a short time ago since we sold our home on Tualatin Loop, stashed most of our "essentials" in storage units, and began living onboard our little Multnomah Channel houseboat in Scappoose, in fact nearly a full decade has elapsed.

Throughout the spring and summer of 1997 we made our plans deciding where we wanted to spend a six month trial residence, figuring out how we could arrange to have someone look after our houseboat and cat during our absence, and examining all the little details that would permit us to continue publishing *La Posta* once we were in Australia. We settled on Magnetic Island—a fair sized tropical island off the coast of far north Queensland—as a trial location. It was the height of romantic fantasy! We would spend the winter living on a tropical island with palm trees, corals reefs, and 80° Coral Sea waters for bathing our pale Northwestern bodies.

All arrangements fell into place. One of Cath's workmates agreed to look after our cat in exchange for free use of the houseboat. We researched aspects of life on Magnetic Island to the extent possible on the internet of 1997, and I went over and over in my mind trying to decide what postal history references I absolutely, positively needed to take along in order to keep writing articles for *La Posta*.

One bright crisp early October day we closed the door on our houseboat, drove to PDX with about four pieces of soft luggage, and flew off to Australia. We were probably nuts, but what's life without a little adventure?

To make a long story short—as the saying goes—we learned a heckofa lot during those six months on Maggie. I won't bore you with details, but the three most important things we learned were:

- 1) Cath & I were not cut out for full-time residence on a tropical island—too hot and sticky, and frequent ferry trips to the mainland for all but the basics was a hassle;
- 2) living in Australia was—for us—preferable to living in the US because it was cheaper, the weather was better and the pace of life was much, much slower;
- 3) it was possible to continue publishing *La Posta* with assistance from our friends at Marrakech Express in Tampa, the Internet and reliable mail delivery.

In April 1998 we flew back to Portland and the houseboat convinced that we wanted to give life in the antipodes a longer trial. Our next step involved renting a house in Australian's sub-tropical "bush" to see if the climate was more to our liking and our earlier impressions were sub-

stantiated after a full year's residence. We found the Clarence River valley in northern coastal New South Wales, and we've been here ever since.

Cath & I have made numerous trips back to the US since coming here. Thanks to the Internet and increasingly cheaper telephone charges we maintain close ties with family and friends in New Mexico, Oregon and elsewhere. We still pay Oregon and US Federal income taxes, vote in elections and drive with Oregon licences. We are Americans in all senses of the term. We merely make our residence abroad. There are reportedly some four million private American citizens now living abroad.¹ The number living in Australia is well over 100 thousand.

One of the things that Cath & I talked about before we moved to Australia was that we would both share the work of producing *La Posta*. Our journal is not an income generating enterprise—in fact we have consistently lost money for the past two decades—but there is a fair amount of work involved in producing it. Cath has taken over much of the administrative responsibilities since 1997, and she now rides herd on all subscription matters, advertising activities and correspondence. I have thus been freed-up to concentrate more of my time on things I enjoy most about the journal, i.e., research, writing and assisting authors. Obviously, this has been a real boost to my productivity, and we have been able to produce a number of new postal history titles over the past decade in addition to the journal.

Our latest title—*Passed by Army Censor*—was published by James Lee in December. I am quite pleased with the result. Jim did a first class job using glossy paper to show off the many illustrations, cloth binding and a jazzy multicolour dust jacket designed by Randy Neill. The book contains 18 chapters arranged chronologically and geographically. Each chapter details the activities of the US Army in a region during 1941-1942 and catalogues the kinds of censor markings recorded on Army mail from those years. After 1942, Army censor markings became quite standardized and this was the reason for limiting the temporal scope to the very earliest months of the war.

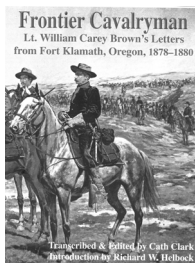
This book grew out of a series of articles published in our journal during the early 1990s. Many readers responded with additional data and specialists in US military postal history associated with Alaska, Canada, Greenland, the Canal Zone, the Philippines and the South Pacific all contributed their insights to make this the most comprehensive discussion and catalogue of early WWII US Army and Air Corps censor markings ever published. The print run was limited to just 500 copies, and I believe the book is destined to remain an important WWII military postal history reference for many years to come.

Long-time *La Posta* readers will no doubt notice a departure from tradition with regard to the overseas illustrations presented in my article entitled "A Little Help from Our Friends". *La Posta* has been and continues to be a journal of American postal history, and that means that articles have typically been illustrated with images of covers originating in the United States and its possessions or Canada. The present article attempts to convey the broader history of accelerated airmail service between the US and nations of the eastern hemisphere—both mail originating in the US and mail addressed to the US.

Some of these early airmail routes are difficult—if not impossible—to illustrate with covers that are strictly US, and therefore I have included a few non-US illustrations to help flesh-out the story. I hope my decision does not offend readers, but if so, please rest assured that our standards are not being changed. *La Posta* will remain a journal of American postal history.

I see http://www.shelteroffshore.com/index.php/living/more/americans_living_abroad/ and also http://www.overseasdigest.com/amcit_nu2.htm

Richard W. Helbock



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 State Postal History Society) — http://www.esphs.org/usphs.html**
Michigan [Peninsular State Philatelic Society, Michigan's Postal History
 Society] — http://home.earthlink.net/~efisherco/
Mobile Post Office Society — http://www.eskimo.com/~rkunz/mposhome.html
Postal History Society — http://www.stampclubs.com/phs/index.htm



With a Little Help from Our Friends

Early U.S. Post Office Efforts to Accelerate Mail Delivery to Europe and Locations Beyond Using Overseas Airmail Services

By Richard W. Helbock

Introduction

World War I taught nations that fought it in the fields of Europe several valuable lessons. One of these was that aircraft were an extremely effective means of conveying time-sensitive information between points on the ground. Before the war flying machines were experimental novelties—suitable for the aerial circus or staged public events where a small quantity of souvenir cards and letters might be carried on board between two points that were more easily accessed by road or rail.

Visionaries recognized the immense potential of these contemporary flying machines to grow into much larger aircraft capable of carrying cargo and passengers at significantly higher speeds over vast distances in the near future. The problem facing such dreamers—both in private industry and government—was how to attract sufficient public interest and investment in times of peace. Airmail—the transport of personal, governmental and commercial letter communications onboard aircraft—was seen as a valuable tool through which the public might participate in this “communications revolution” and thus provide popular support for the development of the new industry.

The United States, as one of the victorious nations in WWI—and a country with 3,000 miles separating its citizens on the Atlantic and Pacific coasts—was eager to foster the development of the aircraft industry. A year before the Treaty of Versailles officially marked the end of WWI the U. S. Post Office working with the War Department launched an airmail service connecting Washington, Philadelphia and New York. President Woodrow Wilson and many high-ranking members of his administration participated in the inaugural flight event at the Potomac Park Polo Grounds on May 15, 1918¹.

All the early flights were flown by U.S. Army pilots, but by August 12, 1918, there were sufficient Post Office Department pilots and aircraft to take over from the Army. The first pathfinder flight from New York to Chicago was made on September 5-7, 1918. A series of additional test flights followed a crash landing

on Long island during the return of the pathfinder flight. The results of these tests led POD officials to conclude that airmail service was insufficiently reliable to make regular deliveries throughout the year. As a result, all United States airmail was discontinued on July 18, 1919. First class mail was occasionally flown on a space-available basis, but it would be June 1924 before a reliable regular airmail service was launched between New York and Chicago. When it was, the New York to Chicago segment was but one of three links on a trans-Continental service connecting New York and San Francisco.

Meanwhile, across the Atlantic, other nations were examining the possibilities of promoting their own aircraft industries and using the phenomenon of airmail as a means of generating public interest and support. During the war British pilots carried military messages across the English Channel to their forces in Belgium beginning in 1915. In 1917 Italy began a regular airmail service connecting Rome and Turin, and the Germans launched a short-lived airmail route between Berlin and Cologne in 1918.

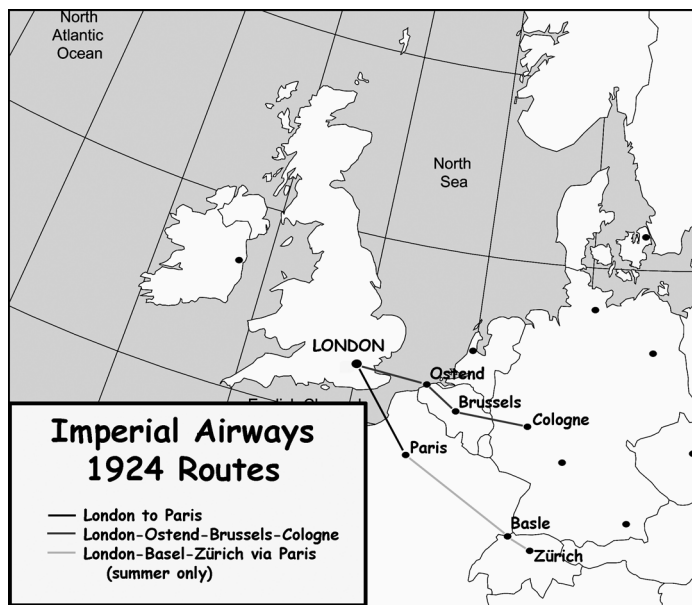
Britain's first international public airmail service was inaugurated August 25, 1919, with a flight from London by the Aircraft Transport and Travel Company flying a de Havilland DH 16 to Paris. The service became daily in September 1919 as a strike by British railway workers paralysed the rail system. Four small separate British companies were soon competing for the London to Paris traffic and opening new routes in Western Europe. Unfortunately, none of them was seen as being financially successful enough to survive without subsidies from the British government. In 1923 a government committee was appointed to recommend future actions to be taken in order to develop external British commercial air transport. The committee recommended merging the assets of the four existing companies—Handley Page Transport Ltd.; the Instone Air Line, Ltd.; the Daimler Airway; and British Marine Air Navigation Company, Ltd.—into one company. Imperial Airways Limited was formed on March 31, 1924. It inherited 1,760 miles of cross-Channel routes and five serviceable aircraft. Landplane operations were conducted out of Croydon Airport which had opened March 25, 1920.



Figure 1 London to Cologne by air and onward to Munich by train in 1923. This cover was carried on an Instone and Handley Page flight during May of the last year before they were absorbed into Imperial Airways.

Imperial's daily London-Paris route was opened April 26, 1924. This was followed by a London-Ostend-Brussels-Cologne route on May 3rd, and a summer-only service to Basle and Zürich in Switzerland (*map 1*). In its first year of operation Imperial Airways flew over 850,000 miles. It carried a total of 11,395 passengers and 212,380 letters².

In the southern French city of Toulouse in 1918 Pierre Latecoere had a dream of an air-line that would stretch some 8,000 miles from Toulouse southward through Africa, then across the Atlantic Ocean to Brazil and onward to the southern tip of South America. Latecoere, a factory owner, launched the first flight of his *Lignes Aeriennes Latecoere*—nicknamed “the Line”—in December 1918. In February 1919 the Line began carrying airmail letters to Spain and across the Mediterranean at Gibraltar to Rabat and Casablanca in the French colony of Morocco³.



Map 1 Britain's Imperial Airways routes to the Continent in 1924.

In other European nations there were similar stirrings of interest in the commercial opportunities presented by international air service in the early 1920s. This was the dawn of a whole new industry that would within half a century come to dominate the movement of passengers and mail from place to place all over the world. Given the fact that the United States POD was already very actively involved in trying to build an airmail link between the east and west coasts of America, it is not surprising that they were closely watching developments in Europe with an eye toward providing American patrons with accelerated delivery of mail to overseas destinations. The purpose of this article is to examine the evolution of accelerated mail transport using non-American airmail services supported by the US POD to improve international service for American postal customers.

Scope & Organization

Robert Dalton Harris assembled an extremely valuable source of primary information on the subject of early United States relationships with international airmails. Published as *International Air Mail* in 1989, it was designated Volume 1 in the *Postilion Series of Primary Sources*. In this volume Harris extracted, organized and reproduced the original US POD an-

ouncements concerning international airmail arrangements for postal patrons in the United States that had appeared in the *Monthly Supplements to the US Official Postal Guide* from 1921 through 1945.

The announcements appear exactly as they were originally published and contain some errors, misstatements, corrections and adjusted details. Mild confusion results from the sheer volume of detail presented, but a patient reading reveals the story

of American postal officials' efforts to arrange accelerated service of US overseas mails with British, French, Dutch and a few other European governments.

The story presented in this article will rely heavily upon the US POD announcements from the *Monthly Supplements* reproduced by Harris. It will focus entirely on arrangements between the US and foreign governments intended to accelerate mail delivery in the eastern hemisphere—Europe, Africa and Asia. Early American efforts to establish international airmail links were entirely focused within the western hemisphere prior to the mid-1930s. Trans-Pacific Clipper service was inaugurated by Pan-American Airways to Manila in 1935, extended to China in 1937, and reached the South Pacific in 1940. The first trans-Atlantic Pan-Am Clipper service was begun in 1939. This story will examine how mail to and from the United States was given *accelerated delivery*⁴ by foreign airmail service in Europe, Africa and Asia.

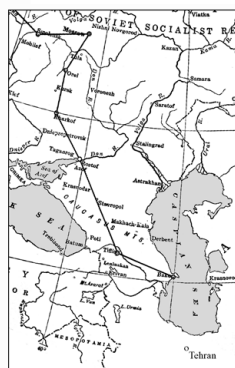
Only airmail carried by foreign national airlines with published working arrangements with the US POD will be detailed in this article. Unfortunately this limitation somewhat obscures the complete picture of international transport of US mail by air in the eastern hemisphere since it was possible to send mail accelerated by air via national airlines without US POD arrangements to the United States.

Consider for example the German airline *Deutsche Luft Hansa* (DLH) — shortened to *Lufthansa* in 1933. The firm

was formed in 1926 from two smaller companies and awarded a government subsidy to ensure economic success. With an effective monopoly on German air transport, DLH expanded rapidly and by 1928 it flew more miles and carried more passengers than all other European companies combined.⁵

Although the US POD announced several arrangements whereby US postal patrons could post mail to be carried on flights of German airships such as the *Graf Zeppelin* and via catapult mail from German passenger ships, there were no announced arrangements with DLH to carry US mails in Europe and Asia.

Figure 2 illustrates a cover mailed by an American through the U.S. Legation in Tehran. Addressed to Pacific Grove, California, the cover was postmarked Teheran on June 12, 1928, and endorsed “Pour Avion via Baku-Moscow.” This air route—shown on the inset map—started at Baku, a Soviet city on the Caspian



DLH Route Baku to Moscow

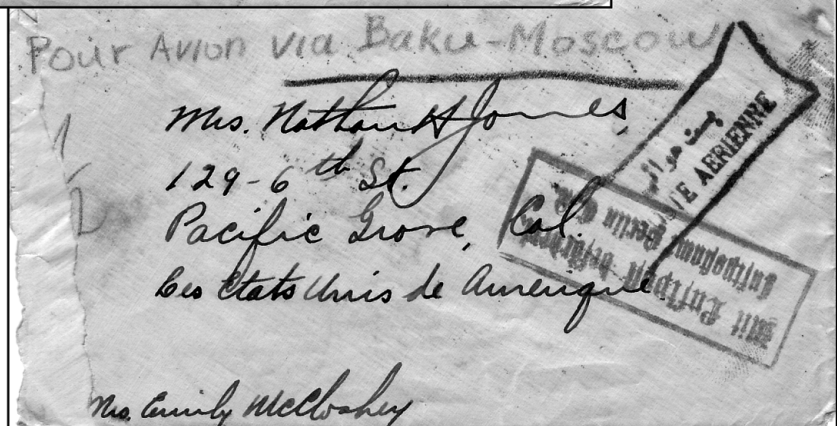


Figure 2 Postmarked in Teheran in June 1928, this cover was carried by surface north to Baku on the Caspian Sea to connect with DHL's air service to Moscow and onward to Berlin before it could be loaded on a steamer bound for the USA. Air service within the US was not indicated. International postage to the US was paid by the 15 shahis value of the 1926 series (arrow). Air service was paid by the 2 kran, 5 shahis overprinted airmail stamps of 1927.

Sea, and leap-frogged north to Moscow. The cover would have travelled by surface transport north to Baku. It reached Moscow on June 20th and Berlin on June 22nd. There are no other transit postmarks, but presumably it would have been carried by ship from a German port to the US.

Never-the-less, all out-going US mails that received acceleration by air service were carried by overseas airlines operating under arrangements with the US POD, and it is the sense of this author that the majority of US in-coming accelerated mail was also carried by such carriers.

The present article attempts to convey the broader history of accelerated airmail service between the US and nations of the eastern hemisphere—both mail originating in the US and mail addressed to the US.

Since some of these very early airmail services carried only limited amounts of mail, it is difficult to locate examples of non-philatelic flown covers that precisely match the to-or-from-the-USA criteria. In a few instances the author has chosen to illustrate legitimate non-philatelic covers carried on particular routes that do not have a direct connection to the United States. The cover illustrated in *figure 1* is such a cover.

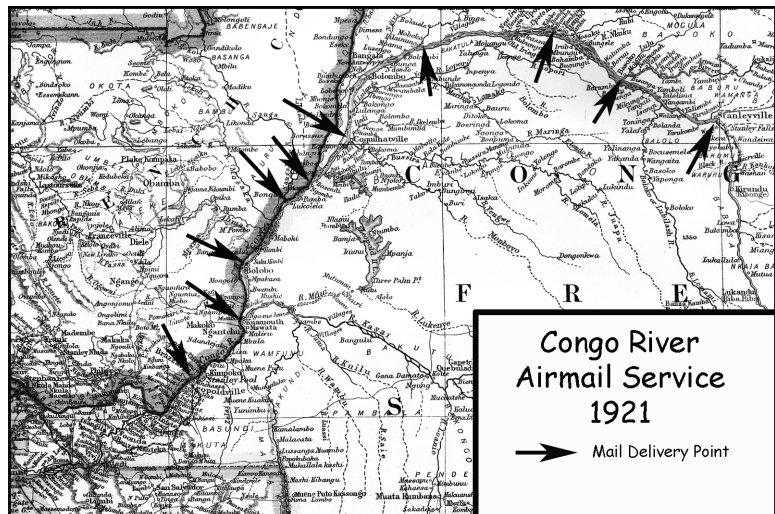
The First Small Steps

BELGIAN CONGO RIVER AIR SERVICE, 1920-1922

The first announcement pertaining to accelerated mail delivery through the use of foreign airmail service appeared in the December 1921 *Monthly Supplement to the US Official Postal Guide* as item 48. It reads in part:

The ministry of the colonies of Belgium has made an announcement as follows:

The colony of the Belgian Kongo(sic) has organized an air mail service which operates between Kinshasha and Stanleyville, or for a distance of 1,850 kilometers (1,156 miles) with stops at Kwamouth, Kolobo, Lukolela, Gombe, Coquillatville, Mobeka, Lisala, Bumba and Basoko. The airplanes fly above the river Kongo for the whole distance, which is covered in 3 days, or with an advance of 11 days over the mail carried by ordinary means.



Map 2 A short-lived air service was conducted by LARA to villages and towns on the Congo River in 1921-1922.

An air mail plane leaves Kinshasha the day after the arrival of the mail from Antwerp and is certain on its return from Stanleyville to meet the same steamship, so as to permit the persons served by the air mail to reply to their correspondents by return mail.

The special rate for conveyance by airplane is fixed at 3 francs per 20 grams whatever the nature of the article; it is represented by special postage stamps.

Desiring to give to the mail of the international service the benefit of the air conveyance, over its territory, the office of the Belgian Kongo has decided to collect from the addressee the special tax for the objects for which the sender has asked this mode of transportation, by the indicator in very legible letters alongside the address, of the words: 'Par avion, via Kinshasha' (by airplane, via Kinshasha).

Lara-Ligne Aérienne Roi Albert (LARA) was the name of the Belgian company that established the Congo River air service using aircraft capable of water landing. Despite the popularity of the service among Belgian colonials, the air service was discontinued for lack of financial success in 1922. In 1926 Sabena—the Belgian national carrier founded in 1923—began carrying the mail by air in the Belgian Congo, but that story must wait awhile to fit it within its proper context.

Although the author has not seen any examples of mail to or from the United States taking advantage of this air service, there can be no denying the romantic image of a fragile little WWI-era aircraft flying over the dense African jungle visiting remote settlements spread along 1,100 miles of Congo River (*map 2*).

Indeed, the set of stamps issued by the Belgian Congo in July 1920 for use on this service capture the romance rather well (*figure 3*).



Figure 3 The 50 centime value of the 1920 airmail set depicts a wharf on the Congo river with vintage aircraft overhead.

In August 1922, the US POD published an announcement stating:

Effective at once the aerial mail service between Kinshasha and Stanleyville, Belgian Kongo, is suspended, and postmasters will refuse to accept mail articles for dispatch via this service.

This supersedes order issued by this office under date November 9, 1921...

CAIRO-BAGHDAD AIR SERVICE BY BRITAIN'S ROYAL AIR FORCE, 1922-1927

The romantic image of airmail carried by early Belgian water-landing aircraft to isolated trading posts and mission settlements along the wild Congo River is equalled by the second international air service offered US postal patron in the POD's *Monthly Supplement to the US Official Postal Guide*. In the March 1922 edition appeared an announcement under the heading "Cairo-Bagdad Air Mail Service".

It reads:

This department has accepted the offer of the London office to accept ordinary and registered letters, postal cards, printed matter, samples of merchandise and commercial papers, except parcel post packages, for transmission to Bagdad, and northern Persia (Isphahan, Teheran, etc.), and to places as far south as Bushire, at the rate of 15 cents an ounce or fraction thereof, in addition to the international rate of postage required, the air mail fee and the postage to be paid by postage stamps affixed to each piece. Mail matter intended for dispatch by the Cairo-Bagdad Air Mail service should bear in the upper left-hand corner of the envelope or cover, a blue label with the words "By Air-Cairo-Bagdad," or in lieu of the label to be prominently marked as indicated so that articles in assorting may not be overlooked.

All mail articles for this service will be dispatched to New York for onward transmission from that exchange post office. The London office has furnished a table regarding the details of the service, reading as follows:

Service	Mail Closes in London	Destination	Delivery or connection to be secured by use of a given dispatch from London	Normal gain by use of air mail instead of ordinary route for distant places
Cairo-Bagdad	6 PM on alternate Thursdays, Feb. 23, Mar. 9, etc.	Iraq-Mesopotamia Northern & western Persia as far as Bushire	Delivery in Bagdad in about 19 days	14 or more days From 3 days in Bushire upto 15 or more days

The London office gives notice that it should be clearly understood that the Air Service is an experimental one and is liable to modification or suspension at any time in accordance with military requirements.

Great Britain was granted a League of Nations Class "A" mandate of Iraq when the Ottoman Empire was divided in 1919 by the Treaty of Versailles following World War I. The civil government of post-war Iraq was headed originally by the high commissioner, Sir Percy Cox, and his deputy, Colonel Arnold Talbot Wilson. The most striking problem facing the British was the growing anger of the nationalists, who felt betrayed at being accorded mandate status. The nationalists soon came to view the mandate as a flimsy disguise for colonialism.

Britain fought a bloody open rebellion against several militant Iraqi groups in 1920, and the country was in a state of anarchy for three months. Order was restored only with great difficulty after the Royal Air Force bombed a number of Iraqi towns and villages. At the Cairo Conference of 1921, the British chose Faisal ibn Husayn as Iraq's first King; they established an indigenous Iraqi army; and they proposed a new treaty. To confirm Faisal as Iraq's first monarch, a one-question plebiscite was carefully arranged that had a return of 96 per cent in his favor.

A twenty-year treaty was ratified in October 1922. It stated that the king would heed British advice on all matters affecting British interests and on fiscal policy as long as Iraq had a balance of payments deficit with Britain, and that British officials would be appointed to specified posts in eighteen departments to act as advisers and inspectors. A subsequent financial agreement, which significantly increased the financial burden on Iraq, required Iraq to pay half the cost of supporting British resident officials, among other expenses. British obligations under the new treaty in-

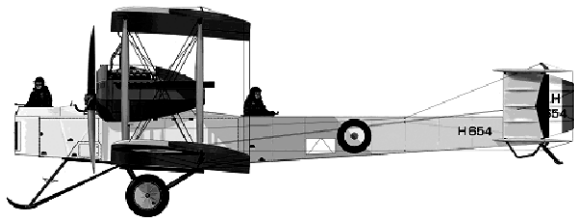


Figure 4 1920 Vimy aircraft of the type flown on the Desert Air Mail route.

cluded providing various kinds of aid, notably military assistance, and proposing Iraq for membership in the League of Nations at the earliest moment. In effect, the treaty ensured that Iraq would remain politically and economically dependent on Britain.

With significant numbers of British troops assigned to Iraq, it became essential to provide an airmail service to keep them in touch with their kinfolk at home. The Royal Air Force was assigned the task of establishing an airmail route from Baghdad across the desert to Cairo. Surface mail took an average 28 days from

London. Flying from Cairo to Baghdad, the twin-engine RAF D.H.10s, Vimys reduced the overall time to five days (*figure 4*).

Their route over the southern part of the Syrian Desert was marked by ploughing a track through the rocky ground across it, which the pilots could follow visually. Emergency landing areas were marked out at intervals of about twenty miles, by ploughing circles; and underground fuel tanks were installed at two of these landing grounds, about 100 miles from each end of the route.

The Desert Air Mail service was operated by the RAF with great efficiency from June 1921 until Imperial Airways assumed control in January 1927 and extended to eastern terminus to Basrah. The intention at that time was to extend the Cairo-Baghdad mail route through to Karachi using aircraft with greater range, but the plans were upset by international politics. The Persian government refused permission for regular services to over fly their territory, and it was to be two years before the projected Cairo-Karachi service could be extended beyond Basrah.



Figure 5 Mailed from Basrah in July 1922, this cover was carried overland north to Baghdad and then on the Desert Air Mail route to Cairo.

Figure 5 illustrates a cover postmarked in Basrah on July 7, 1922. Endorsed “Via Air Mail”, it was carried by surface transport to Baghdad and then by the RAF airmail service to Cairo. The cover is properly franked with Turkish stamps overprinted *IRAQ IN BRITISH OCCUPATION* in denominations that total nine annas—the required postage for Baghdad to Cairo air service was 3 annas for international delivery plus six annas special airmail fee.

London to the Continent & Beyond, 1925-1927

The August 1925 issue of the *Monthly Supplement to the US Official Postal Guide* carried an announcement that opened opportunities for accelerated delivery of US mail to a variety of nations in Europe and North Africa. Listed under the heading “Air Mail Service London to Continental Europe,” the POD reported that they had “accepted the offer of the postal administration of Great Britain to accept ordinary and registered letters and articles prepaid at the letter rate for transmission from London to the countries mentioned below according

to the following air mail schedule from London:"
Table 1 summarizes the details of the announcement concerning mail closing times, route designations, air fees additional to normal postage, and delivery times. The listed airmail routes are illustrated on *map 3*.

The announcement carried specific instructions for patrons wishing to take advantage of the new service:

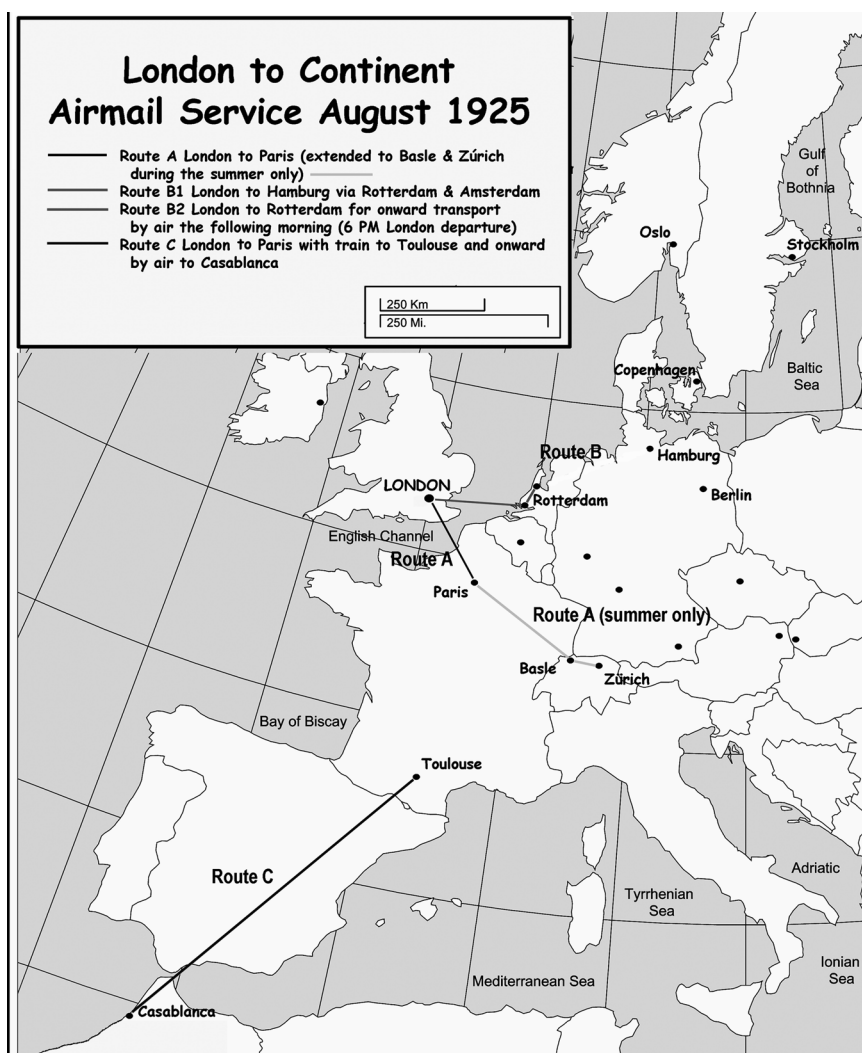
Mail matter intended for dispatch by the above mentioned air service *should be prominently marked in the upper left-hand corner of the envelope or cover with the words "Air Mail—London to Continent,"* so that the articles, in assorting, may not be overlooked.

All mail articles for this service will be dispatched to New York for onward transmission from that exchange post office. [emphasis used in original notice]

Franking required by an American postal patron sounds simple enough as presented in *table 1*. A letter addressed to Germany, for example, required six cents per ounce *in addition to ordinary postage*. It must be recalled however, that 1925 was a time when U.S. airmail rates were based on a per zone rate scheme at a rate of eight cents per zone. International surface rates were either 2 cents per ounce for treaty nations such as the U.K., or five cents per ounce for all other

TABLE 1 LONDON TO CONTINENT AIR MAIL SERVICE AS ANNOUNCED IN AUGUST 1925 BY U.S. POD

Country	Mail Closes at London GPO	Route	Air Fee (additional to ordinary postage)	Observations
Algeria (western)	6:15 AM (daily except Sunday)	Route C	5 cents per oz.	By air to Paris, train to Toulouse and onward by air to Casablanca thence by surface transport to Oran
Denmark	6:15 AM (daily except Sunday)	Route B1	8 cents per oz.	Delivery in Copenhagen the next evening
	6 PM (daily except Saturday)	Route B2		Onward air transport from Rotterdam arriving next morning
France	6:15 AM (daily except Sunday)	Route A	4 cents per oz.	Paris same afternoon
Germany	6:15 AM (daily except Sunday)	Route B1	6 cents per oz.	Hamburg by first delivery next morning
	6 PM (daily except Saturday)	Route B2		Onward air transport from Rotterdam arriving next afternoon
Italy	6:15 AM (daily except Sunday)	Route A to Paris & Basle; night train to Italy	6 cents per oz.	Delivery in Milan the morning after London departure
Morocco	6:15 AM (daily except Sunday)	Route C	5 cents per oz.	By air to Paris, train to Toulouse and onward by air to Casablanca
Norway (east)	6:15 AM (daily except Sunday)	Route B1	8 cents per oz.	Delivery in Oslo the afternoon of the 2nd day
	6 PM (daily except Saturday)	Route B2		Onward air transport from Rotterdam arriving in Stockholm afternoon of 3rd day
Sweden	6:15 AM (daily except Sunday)	Route B1	8 cents per oz.	Delivery in Stockholm the forenoon of the 2nd day
	6 PM (daily except Saturday)	Route B2		Onward air transport from Rotterdam arriving in Stockholm forenoon of 3rd day
Switzerland	6:15 AM (daily except Sunday)	Route A (summer only); otherwise by train from Paris	6 cents per oz.	Most of Switzerland first delivery next morning



Map 3 London to Continent Air Mail Service, August 1925

nations, but the U.S. POD decided to reduce the international rate to these latter nations to just 3¢/oz. if they received US domestic air service.

Figure 6 illustrates a cover postmarked Denver, Colorado, in September 1925. It is franked with three stamps, and each of these stamps perfectly matches the postage required for the three parts of its journey. Denver to New York was a two-zone air charge so the 16¢ airmail was applied to pay that fee. A 3¢ Lincoln paid the trans-Atlantic voyage to England, and a 6¢ Garfield paid the air surcharge from London to Germany.

Addressed to Stuttgart in southwestern Germany, the cover bears a Cologne (KÖLN) backstamp suggesting that perhaps the routing from England was not through Rotterdam as suggested in *table 1*, but by way of Brussels and Cologne. This latter route was certainly one of the earliest flown by Imperial Airways and appears on *map 1* quite prominently. The

fact that it was omitted from the routes listed by the US POD in the 1925 *Monthly Supplement* was quite possibly just an oversight.

Many early U. S. frankings intended to pay domestic, international surface and air surcharges from London to the continent are less clear cut. The registered cover shown in *figure 7* was postmarked November 10, 1925, at Station P in New York City. Addressed to Budapest, Hungary, it was endorsed "Airmail London to Continent". The cover bears a London registry mark dated November 18th and several Budapest arrival markings dated November 20th indicating a rather rapid delivery from London to the Hungarian capital.

The cover presents a puzzle. Franked with a 24¢ airmail (Scott's #C6), the stamps paid a 15¢ registry fee and a 5¢ international surface rate to London. That left a balance of four cents for London to the Continent surcharge. In 1925 Hungary was not listed as one of the nations eligible for air surcharge, so the cover was probably given air service to Cologne (then

in French-occupied Germany where the 4¢/oz. surcharge applied) and onward by train through Germany and Austria to Budapest. The interesting thing is that by summer 1927, Hungary was being listed as a nation to which London to the Continent air service was available. The surcharge was six cents per ounce and the transit time from London was listed as "delivery at Budapest the next evening with express" (see *table 3* below). So a second day delivery in Budapest from London by air and train in 1925 was equivalent to the service that was on offer two years later at a significantly increased rate, i.e., 6 cents air surcharge plus 12 cents additional for express service.

Three months after the initial announcement of London to Continent service, the US POD published a clarifying note stating that service on some of the routes described in August had been suspended. In fact, the only routes remaining in service at that time were the

Figure 6 Postmarked Denver, Colorado, September 19, 1925, the three stamps that frank this cover each paid postage on a specific leg of its journey. The 16¢ airmail paid for two air zones to New York. The 3¢ Lincoln paid trans-Atlantic surface rate and the 6¢ Garfield paid the air surcharge for London to Germany.



London-Paris route (Route A on map 3) and the Paris-Toulouse-Casablanca route (Route C on map 3). Although the November 1925 note did not mention it, air service on many continental routes was, and for several years continued to be, suspended during the winter months due the fragile nature of contemporary aircraft and the danger in operating them in harsh weather conditions.



Figure 7 Mailed in New York on November 10, 1925, the 24¢ airmail (Scott's #C6) paid a 15¢ registry fee and a 5¢ international surface rate to London with 4 cents left over to pay the London to Cologne air surcharge. Cologne was then in French-occupied Germany and the 4¢/oz. surcharge applied. Onward delivery to Budapest would have been by train.

1926: AIR RATE CONFUSION REIGNS

The next *Monthly Supplement* to contain information on the London to Continent airmail service was dated April 30, 1926, and appeared in the May 1926 edition. It reads in part:

Pursuant to recent advices from the postal administration of Great Britain, the air mail service mentioned in the notice of this office, dated January 6, 1926, is restated as follows:

TABLE 2 LONDON TO CONTINENT AIR MAIL SERVICE AS ANNOUNCED IN MAY 1926 BY U.S. POD

Country	Mail Closes at London GPO	Route	Air Fee (additional to ordinary postage)	Observations
Algeria (western)	6 PM (daily except Sunday) & 7 AM Sunday	Route F	5 cents per oz.	By air to Paris, train to Toulouse and onward by air to Casablanca thence by surface transport to Oran & Algiers with delivery on morning of 3rd day from London
Belgium	6:15 AM (daily except Sunday)	Route B	4 cents per oz.	Delivery in Brussels and Antwerp same afternoon or evening
Denmark	6:15 AM (daily except Sunday)	Route E	8 cents per oz.	Delivery in Copenhagen the same evening*
Estonia	6:15 AM (daily except Sunday)	Route C to Rotterdam, then by train to Berlin and by air from Berlin	12 cents per oz.	Delivery in Tallinn in morning of 2nd day after dispatch
France	11 AM (daily except Sunday)	Route A	4 cents per oz.	Paris same evening & rest of France next morning
Germany	6:15 AM (daily except Sunday)	Route B	6 cents per oz.	Cologne same afternoon
	6:15 AM (daily except Sunday)	Route C		Onward air transport from Rotterdam arriving Hanover & Berlin next afternoon
	6:15 AM (daily except Sunday)	Route E		Delivery at Hamburg the same evening
Italy	6:15 AM (daily except Sunday)	Route A and by train from Paris	6 cents per oz.	Delivery in Milan the morning after London departure
Latvia	6:15 AM (daily except Sunday)	Route C to Rotterdam, then by train to Berlin and by air from Berlin	12 cents per oz.	Delivery in Riga in evening of the day after dispatch from London
Lithuania	6:15 AM (daily except Sunday)	Route C to Rotterdam, then by train to Berlin and by air from Berlin	12 cents per oz.	Delivery in Lithuania in morning of 2nd day after dispatch
Memel	6:15 AM (daily except Sunday)	Route C to Rotterdam, then by train to Berlin and by air from Berlin	12 cents per oz.	Delivery in Riga in evening of the day after dispatch from London
Morocco	6 PM (daily except Sunday) & 7 AM Sunday	Route F	5 cents per oz.	By air to Paris, train to Toulouse and onward by air to Casablanca with delivery on evening of 2nd day from London
Netherlands	6:15 AM (daily except Sunday)	Route C	4 cents per oz.	Delivery in Rotterdam & Amsterdam same afternoon
Norway (east)	6:15 AM (daily except Sunday)	Route E	8 cents per oz.	Delivery in Oslo the next afternoon
Sweden	6:15 AM (daily except Sunday)	Route E	8 cents per oz.	Delivery in Stockholm the next morning
Switzerland	11 AM (daily except Sunday)	Route A by train from Paris	6 cents per oz.	Most of Switzerland first delivery next morning
U.S.S.R.	6:15 AM (daily except Sunday)	Route C to Rotterdam, then by train to Berlin and by Lufthansa air from Berlin to Moscow	16 cents per oz.	Delivery in Moscow on the morning of the 2nd day from London

The announcement then describes a significantly expanded scheme over that of the previous year providing airmail service to various nations in Europe and beyond. *Table 2* summarizes the details of the announcement concerning mail closing times, route designations, air fees additional to normal postage, and delivery times. The most significant additions to airmail routes listed in August 1925 are:

- 1) the inclusion of the London-Brussels-Cologne route that may have been omitted from the 1925 listing through error (now Route B); and,
- 2) Route D providing service to the Union of Socialistic Soviet Republics (Russia), Memel, Latvia, Estonia and Lithuania.

Inclusion of the Moscow route involved an Imperial Airways flight from London to Rotterdam and train transport onward to Berlin where a connection with the new *Deutsche Luft Hansa* (DLH) air service to Moscow was possible. DLH pioneered the Moscow service beginning May 1, 1926, with a night flight from Berlin to Danzig, Königsberg and on to Moscow. Bonfires were lit every thirty miles between Berlin and Königsberg in order to navigation assistance for the DLH pilots. The travel time between Berlin and Moscow was cut to just 15 hours by this service.

The May 1926 announcement concluded with the same instructions regarding endorsement and dispatch to the New York exchange office that had appeared in the August 1925 announcement, but added that:

Articles for Morocco and Western Algeria should, in addition be plainly marked immediately below the above-mentioned marking ("Air Mail—London to Continent") with the indication "Par avion de Toulouse" (by airship from Toulouse).

Air surcharge rates from London to nations on the continent remained unchanged between 1925 and 1926, although new rates were listed for several nations that did not appear on the 1925 sched-

ule. The major source of confusion over airmail rates—both domestic and international—arose when U.S. Contract Air Mail (CAM) routes began to operate in the United States on February 15, 1926.

Mail carried on a CAM route not exceeding 1,000 miles was set at 10¢/oz. with 5¢ per zone additional for each zone travelled over the transcontinental route. For example, a letter mailed from St. Louis to New York was charged 10¢ for the St. Louis to Chicago CAM flight and 5¢ for the Chicago to New York government zone. If the letter was mailed from St. Louis to Boston by air the total charge would be 25¢ (CAM St. Louis-Chicago @ 10¢, Chicago-New York @ 5¢ and CAM New York-Boston @ 10¢). Needless-to-say, this combination CAM-governmental zone rating scheme caused considerable confusion for both postal employees and the general public. It remained in effect for almost a year.

Figure 8 illustrates a cover postmarked at Los Angeles, Arcade Station on June 16, 1926. CAM 4—the Salt Lake City-Los Angeles Route began operations April 17, 1926, so this cover would have been carried to Salt Lake for a fee of 10¢. There were three government zones from Salt Lake to New York accounting for 15¢ additional air postage and leaving just three cents to pay trans-Atlantic steamer service to Belgium. London to Continent air service was not indicated and the 28 cent franking would not have permitted it.



Figure 8 Mailed from Los Angeles in July 1926 to Belgium, the 28 cent franking on this cover paid 10¢ for the LA-SLC CAM route, 15¢ for three government zones to NYC and 3 cents sea post to Belgium. The London to Continent air service was not requested and not paid. It is doubtful that there would have been any saving in delivery time to do so.

The August 1926 *Monthly Supplement* published a revised schedule of London to Continent rates and routes. Some of the changes were of a seasonal nature such as the resumption of air service from Paris to Basle, but there were two new major additions.

One new route—designated Route C in the August Supplement—was daily except Sunday morning service to southern France and Switzerland. It offered delivery the same afternoon or evening in Lyons with onward transmission by express service with same evening delivery in Marseilles or Geneva.

The second new route was due to an extension of *Lignes Aeriennes Latecoere* airline from Toulouse to Casablanca south to Dakar, Senegal. The London dispatch left at 6 PM each Wednesday and 6PM each Thursday for Paris with train connection to Toulouse and air onward. Delivery in Dakar was given at four days from the time of the Wednesday dispatch. The air surcharge was 24 cents per ounce.

1927: DOMESTIC UNIFORMITY BUT CONFUSION STILL REIGNS

The year 1927 would mark the adoption of major changes to the U.S. domestic air rate schedule, but the year began with a continuation of the confusing three-zone government arrangement with a growing number of Contract Air Mail routes offering feeder service.

Figure 9 illustrates a cover postmarked at Arcade Station, Los Angeles, on January 11, 1927—less than a month before the confusing CAM-government air rate schedule was abandoned. Franked with a pair of the 16-cent airmail (Scott's #C5), the cover was originally addressed to a recipient at "Cite Pigalle, Paris, France." It was endorsed "London to Continent" in red ink. Los Angeles was on the West Coast CAM route, as well as the CAM route to Salt Lake City, and would have been subject to a CAM fee of 10¢ for transport to SLC or San Francisco⁶. The three government zones from San Francisco to New York would account for an additional 15 cents, and the remaining seven cents would have paid the three cents surface voyage to London plus the four cents air surcharge to



Figure 9 Los Angeles to Paris and redirected to Budapest in January 1927. Two 16¢ airmails paid the CAM route fee of 10¢ to San Francisco or Salt Lake, 15¢ for three government zones to NYC, 3¢ sea post to London and 4¢ air surcharge to Paris.

Paris. At Paris delivery was redirect to the "Parisian Grill in Budapest, Hungary" and the cover finally arrived in Budapest on January 31st.

On February 1, 1927, the POD announced that henceforth domestic airmail would be carried over all routes—government and CAM—for a uniform fee of 10 cents per half ounce, regardless of the distance involved. One can almost hear the great sighs of relief that must have emanated from thousands of beleaguered postal employees and patrons around the country.

An announcement appeared in the February *Monthly Supplement* stating that postage on letters addressed to foreign countries intended to be carried within the U.S. by airmail would be 10 cents per half ounce for nations such as the United Kingdom where US domestic rates applied and 13 cents for the first half ounce for nations where the international letter rate was normally 5 cents. The 13 cents represented 10¢ domestic plus 5¢ international letter rate less 2¢ the domestic letter rate. Rate computations became more complicated with weights greater than one-half ounce, but we will refer readers to Wawrukiewicz and Beecher (1996) for further elucidation.

Despite the simplification of domestic airmail rates, there was still a great deal of confusion over the proper rates required to dispatch U.S. mails via the London



Figure 10 Postmarked San Francisco on February 1, 1927, the 21 cents postage paid the new 10¢ trans-continental air rate, but the remaining 11 cents overpaid surface mail to Moscow by eight cents and was only sufficient to pay an air surcharge to to Yugoslavia, Rumania or Turkey.

to Continent service. No doubt the rapid expansion in such service coupled with surcharges varying from nation to nation had a lot to do with the confusion.

Figure 10 illustrates a cover postmarked in San Francisco on February 1, 1927—the first day of the 10¢ uniform domestic air rate. Addressed to Moscow, the letter was mailed in a new red, white & blue Air Mail envelope. The 21 cents postage applied did not match any existing rate. The rate required for domestic air-mail plus surface transport to the USSR would have been 13 cents. The rate required for air post to New York plus sea post to London and London to Continent air service would have been 29 cents to the USSR. The 21 cent franking would have been correct for London air service to Yugoslavia, Rumania or Turkey. In any case the cover received a New York backstamp of February 2nd and a Moscow arrival marking of 18.2.27 indicating a total transit time of 18 days for the 7,500-mile journey.

Figure 11 shows a registered airmail cover mailed February 16, 1927, in New York City. Addressed to Oudjda, French Morocco, the cover is endorsed “London-Paris-Casablanca.” Backstamps include a London capped transit mark of February 26th, an Oran transit handstamp of March 3rd and

an Oudjda arrival marking of March 4th. The pair of 15¢ Map airmails paid 15¢ registration, 5¢ surface transport to London and the 7¢ air surcharge to Morocco with a 3¢ overpayment.

Figure 12 depicts yet another incorrectly rated cover. Postmarked Los Angeles on August 29, 1927, the cover bears handstamps indicating transmission by airmail and is addressed to Germany. The total postage applied equals 32 cents. A correct payment would have been 13¢ airmail in US plus sea post to Europe, or 19¢ for US airmail, sea post to UK and air surcharge London to Germany for a letter weighing ½ ounce or less. A letter weighing ½-1 ounce would have



Figure 11 Postmarked New York City February 16, 1927, the pair of 15¢ Map airmails paid 15¢ registration, 5¢ surface transport to London and the 7¢ air surcharge to Morocco with a 3¢ overpayment. London and Moroccan backstamps trace the cover's progress.



Figure 12 Postmarked Los Angeles on August 29, 1927, the total postage applied equals 32 cents. A correct payment would have been 13¢ airmail in US plus sea post to Europe, or 19¢ for US airmail, sea post to UK and air surcharge London to Germany for a letter weighing ½ ounce or less. A double weight letter overpaid by 3 cents is a possible explanation, but confusion over the old transcontinental zone air rates is also possible.

required 29 cents postage. The logical explanation is probably a double-weight letter overpaid by 3 cents, but the selection of stamps might argue for the 3¢, 8¢ and 11¢ 4th Bureaus paying the old transcontinental airmail fee with 10 cents left over to move the letter to England and on to Germany.

Other interpretations are certainly possible. For example, the 10¢ Map air could have been intended to pay the old CAM airmail fee to Salt Lake City with three transcontinental zones of government air service accounting for an additional 15 cents and the remaining seven cents paying surface to London and an air surcharge of 4¢ to transport the cover to Berlin. Unfortunately for that theory, the air surcharge to Germany on the date the cover was postmarked was still 6 cents although it was changed to four cents on September 2, 1927, while this cover was still in transit. There is also no indication that the sender intended London to Continent air service.

The February *Monthly Supplement* also included a note identified as Change No. 123 to the 1926 U.S. Official Postal Guide modifying the information appearing under the item "Mesopotamia (Iraq) in the Foreign Mails section.

The Cairo, Egypt-Bagdad airmail service has been extended so as to reach Basra, Iraq, and a further extension to Karachi will be made later. The following facilities are made available:

The airmail leaving London every second Thursday will be due to reach Bagdad late in the afternoon of the following Thursday (7 days from London), and Basra on Friday morning (7½ days from London). At Basra this mail will be due to connect with the fast Saturday mail steamer due at Karachi on the second Thursday (14 days from London) and also with the service for various Persian Gulf ports leaving Basra on alternate Sundays. Thus, in the week of dispatch, the airmail will offer, in comparison with transmission by the desert motor route, or by sea route, a saving in time of transit of about 2 and 17 days, respectively, to Bagdad, about 3 and 13 days, respectively, to Basra, approximately 7 days to Bushire and other Persian Gulf posts, and about 2 days to Karachi and Northwest India.

The airmail rates have been increased from 6 to 7 cents per ounce, in addition to the international rate of postage of 5 cents for the first ounce and 3 cents for each additional ounce.

The cover illustrated in *figure 13* was postmarked in Teheran in late November 1929. Endorsed "Air Mail Basrah-London", it was given surface transport to Basrah in southern Iraq and then carried by the Imperial Airways service to Cairo. The cover bears backstamps of Basrah dated November 27th and Cairo dated November 29th. The international postage required to mail a letter from Teheran to the USA at the time was 15 shahis (Ch), and, since this cover bears

Figure 13 Endorsed "Air Mail Basrah-London", this cover was carried by the Imperial Airways service to Cairo. The international postage required to mail a letter from Teheran to the USA at the time was 15 shahis (Ch), and, since this cover bears 40 Ch in stamps, it appears the air surcharge to carry it from Basrah to Cairo was 25 shahis.



40 Ch in stamps, it appears reasonable to assume that the air surcharge to carry it from Basrah to Cairo was 25 shahis.

The June *Supplement* announced the reopening of summer airmail routes from London to the Continent.

The nations served by these routes, the London closings times, the air surcharges to each and observations concerning delivery times are detailed in table 3.

The November 1927 *Supplement* announced a suspension of certain of the weather-dependent air routes in Europe as had been the case in previous years. The new four cent per ounce air surcharge for Germany was also mentioned, and it was noted that service to Gambia, French Guinea, Sierra Leone and Belgian Congo was available through Dakar at an air surcharge rate of 24 cents per ounce.

Figure 14 illustrates a cover postmarked in Oakland, California, in October 1927 to be carried by transcontinental air-mail, sea post to the U.K., and London to Continent air ser-

vice. Egypt was not a country that was listed by the U.S. POD in 1927 to which accelerated air service was available, but the sender apparently believed that service could be advanced perhaps by air to Paris, train to Marseilles and steamer to Egypt.



Figure 14 Weighing between $\frac{1}{2}$ and 1 ounce, this October 1927 cover from Oakland to Egypt paid double the 10¢ transcontinental air rate plus the 3¢ sea post to London plus the 4¢ per ounce air surcharge to France where it probably caught a train to Marseilles and another steamer to Port Said.

TABLE 3 LONDON TO CONTINENT AIR MAIL SERVICE AS ANNOUNCED IN JUNE 1927 BY U.S. POD

Country	Mail Closes at London GPO	Route	Air Fee (additional to ordinary postage)	Observations
Algeria (western)	6 AM & 6 PM (daily except Sunday)	Route I	7 cents per oz.	By air to Paris, train to Toulouse and onward by air to Casablanca thence by surface transport to Oran & Algiers with delivery on morning of 3rd day from London
Austria	2:45 PM daily except Saturday & Sunday	Route C	6 cents per oz.	Delivery at Vienna the next afternoon with Express
Belgium	6 AM (daily except Sunday)	Route D	4 cents per oz.	Delivery in Brussels and Antwerp same afternoon or evening
Czechoslovakia	2:45 PM daily except Saturday & Sunday	Route C	6 cents per oz.	Delivery at Prague the next afternoon with Express
Denmark	6 AM (daily except Sunday)	Route F	8 cents per oz.	Delivery in Copenhagen same evening with Express
France	6 AM (daily except Sunday)	Route A	4 cents per oz.	Paris same afternoon
	11 AM (daily exc. Sunday)	Route B	4 cents per oz.	Paris same evening
Germany	6 AM (daily except Sunday)	Route D	6 cents per oz.	Cologne same afternoon
	6 AM (daily except Sunday)	Route G		Delivery in Hanover & Berlin same evening with express
	6 AM (daily except Sunday)	Route F		Delivery in Hamburg the same evening
	2:45 PM daily except Saturday & Sunday	Route C		Delivery at Nuremburg the next morning with Express
Hungary	2:45 PM daily except Saturday & Sunday	Route C	6 cents per oz.	Delivery at Budapest the next evening with Express
Lithuania	6 AM (daily except Sunday)	Route D to Rotterdam, then by train to Berlin and by air from Berlin	12 cents per oz.	Delivery in Lithuania the next day
Morocco	6 AM & 6 PM (daily except Sunday)	Route I	7 cents per oz.	By air to Paris, train to Toulouse and onward by air to Casablanca with delivery on evening of 2nd day from London
Netherlands	6 AM (daily except Sunday)	Route E	4 cents per oz.	Delivery in Rotterdam & Amsterdam same afternoon
Rumania	2:45 PM daily except Saturday & Sunday	Route C	8 cents per oz.	Delivery at Bucharest the 2nd day with Express
Senegal	6 PM each Wednesday & each Thursday at 6 AM	Route J	24 cents per oz.	Delivery at Dakar four days from Wednesday dispatch
Sweden	6 AM (daily except Sunday)	Route F	8 cents per oz.	Delivery in Malmo the same evening with Express
Switzerland	6 AM (daily except Sunday)	Route A by train from Paris	6 cents per oz.	Delivery in Basle & Zürich same evening with Express
U.S.S.R.	6 AM (daily except Sunday)	Route D to Rotterdam, then by train to Berlin and by Lufthansa air from Berlin to Moscow	16 cents per oz.	Delivery in Moscow on the morning of the 2nd day from London
Yugoslavia	2:45 PM daily except Saturday & Sunday	Route C	8 cents per oz.	Delivery at Belgrade the 2nd day with Express

The 20¢ Map air paid double the 10¢/oz. transcontinental rate and the 7¢ McKinley paid 3¢ sea post to England and the 4¢ air surcharge to France.

NEXT TIME: 1928 & Paris Becomes A New US Air-mail Gateway

Endnotes:

1 Jones, A.D., *Aerial Mail Service*, 1993, page 23.

2 http://www.imperial-airways.com/History_page_1.html

3 http://www.centennialofflight.gov/essay/Commercial_Aviation/germany/Tran19.htm

4 The term “accelerated delivery” refers to mail that was transported for at least part of its journey through air service. It was originally used by

the US POD in the August 1925 announcement in the *Monthly Supplement*.

5 http://www.centennialofflight.gov/essay/Commercial_Aviation/germany/Tran19.htm.

6 Technically the West Coast CAM—Seattle to Los Angeles—exceeded 1,000 miles by 99 miles and was therefore subject to a 15 cent rate, but existing evidence suggests that in practice patrons using this CAM almost always paid 10 cents per ounce.

References

Jones, A.D., *Aerial Mail Service*, Mineola, NY: The American Air Mail Society, 1993.

Wawrukiewicz, Anthony S. and Beecher, Henry W., *U.S. International Postal Rates, 1872-1996*, Portland, OR: Cama Publishing Co., 1996.

“What’s it worth to you?”

By Richard D. Martorelli

In popular depictions of psychics in the news and entertainment, the gifted person will hold an artifact and make a “reading” of the emanations that they felt. I did that with the item shown in *figure 1*, and saw frigid cold, loneliness, a basic fight for survival, capitalism at work and the triumph of mankind. Of course, I also read the tag, and noted it was sent from Savoonga, Alaska, one of only two settlements on St. Lawrence Island located in the Bering Sea. This island is only a few miles away from the International Date Line and closer to the landmass of Siberia than to Alaska. The tag paid for postage and insurance for the shipment of 6 white fox pelts to a fur exchange in Seattle, Washington in December 1944. Because of its content (animal furs) and weight (over 1 pound), it was not eligible for 2nd class or 3rd class mail. Airmail would have been very expensive, at \$6.40 for postage, as would 1st class at \$2.40. Both of these mail classes were eligible for registration, which would have cost an additional \$0.55 for \$200 indemnity. The only remaining option was Parcel Post, which was eligible to use the insurance system but not the registration system. The \$0.86 in Prexie postage paid the 8th zone parcel post rate for 5 pounds (\$0.15/1st lb, \$0.11 each addt'l lb), postal insurance of \$200 (\$0.25), and the 3% Parcel Post Surcharge (\$0.02) made effective in March 1944. This surcharge, akin to the one established in December 1917 for WWI, was part of a package of war revenue raises on postal services that included an increase in domestic airmail from \$0.06/oz to \$0.08/oz, a doubling of fees for insurance service, and service fee increases for registration, return receipts, restricted delivery and COD.

Briefly, the difference between the USPOD/PS insurance service and the registration service is that insured mail is handled as ordinary mail by the post office, while registered mail is subject to a system of internal checks and signatures documenting the chain of custody to prevent tampering, pilfering or loss. From the inception of the service in 1855, 1st class

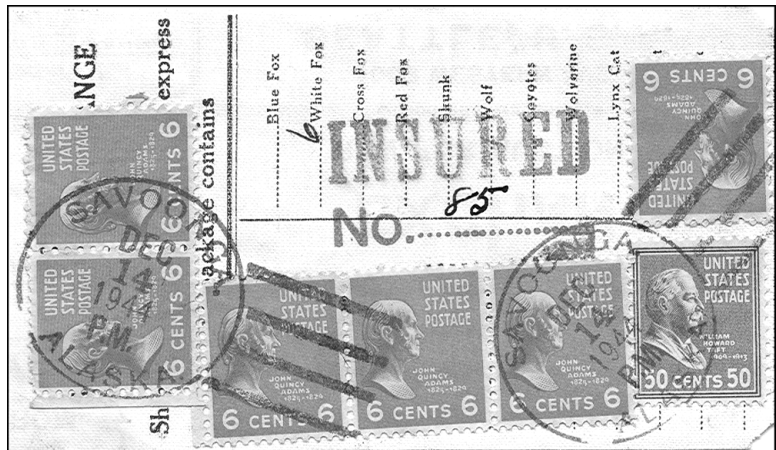


Figure 1 is a parcel tag paying parcel post, the wartime surcharge and insurance fee for the shipment of pelts to a fur exchange from Alaska to Seattle in December 1944.

mail has always been eligible for registration. It was extended to 3rd class mail in 1878 and 2nd class mail in 1923, and still applies to these three mail classes today. When the 4th class mail category was created in 1879 as a “catch-all” for everything not 1st, 2nd or 3rd class mail, it was also made eligible for registration. In January 1913, with the revision of the 4th class category and the creation of the Parcel Post service, the insurance service system was created to provide indemnification for loss or damage to mail being conveyed using the parcel post or Collect on Delivery (COD) services. The amount of internal tracking by the USPOD/PS for insured mail is minimal. Depending on the amount of insurance purchased, and the historical time period, basically only a numbered customer receipt would be issued showing proof of purchase of a level of indemnification. The original level of insurance provided in January 1913 was up to \$50, at a cost of \$0.10; this was soon modified, in July of that year, to \$25 for \$0.05 and \$50 for \$0.10. From 1915 thru 1956, the minimum level of insurance was \$5, rising eventually to the current \$50 level in 1988. From 1915 to 1929, the maximum level was \$100, then \$200 until 1978, and increased to the current \$5,000 limit in 1997.

As noted, the Post Office documentation for insured mail is minimal, reflecting the level of security and tracking of this service compared to registered mail. Form 3813, and it’s expansion Form 3813-P (currently used to provide a label number for items insured in excess of the \$50 minimum), is a multipart form used to record and show proof of payment and, when ap-

Figure 2 is the original insured mail parcel tag that had a detachable customer receipt, Form 3813. Tags gave way to handstamps, brown paper to green, and finally to the blue labels green and self-stick Form 3813-P.

propriate, the reference number of the article. This originally consisted of a parcel address tag (see figure 2) and a customer receipt. The receipt was completed with the value of the item and the mailing address. The mailing postmaster would number and postmark the tag and dispatch the package by ordinary (non-registered) mail. A numbered and postmarked receipt would also be given to the sender, but nothing would be kept at the mailing post office. When the package was received at its destination, the postmaster there would postmark the tag, obtain a receiving signature on it, and keep the tag on file. After the insurance service was expanded to 3rd class matter and

airmail items in 1924, the customer receipt was modified. As shown in figure 3, this receipt was printed in 1925, and included the fee table and claim information, as well as spaces for the mailing postmark, receipt number, mailing class, postage and insurance costs and payment of other fees.

On the figure 3 receipt, under the line labeled "postage" is the wording "Includes 2 cents service charge on 4th class parcels except those collected on rural routes." This provision was in effect from April 15, 1925 to June 30, 1928. The top item pictured in figure 4 is a postal stationary envelope, Scott U436; from the gummed brown paper tape markings on its edges, this was used as an address label on a package and noted "Mailed on Rural Route" enabling it to receive the parcel post discount. The minimum insurance fee would have been \$0.05 for \$5, exceeding the PSE value, and lending support to the conclusion that this

is only a part of the package wrapping. From the address, we can tell that it would have been Parcel Post Zone 4 item, but have no idea of its weight and total postage and fees cost.

The middle item in figure 4 is another example of an envelope being used as a package label. Mailed in August 1924 from Florida to Massachusetts, this item shows glue stains on the back of the envelope. Also, it is franked with a 13¢ precanceled Franklin stamp, and has a manuscript addition of "8 + 5 = 13". This provides us clues as to the separate insurance and par-

Domestic, Canada, and Newfoundland	
FEES	INDemnITY
5c	Value up to \$5
8c	Value up to \$25
10c	Value up to \$50
25c	Value up to \$100

Apply at post office window for information concerning fees and indemnity applicable to insured mail for foreign countries other than Canada and Newfoundland.

Accepting employee will place his initials in spaces applicable to indicate indorsements and insert the fees paid.

Fragile	Fees paid for return receipt	cts.
Perishable	Special delivery fee	cts.
Eggs	Special handling charge	cts.

CLAIMS MUST BE FILED WITH POSTMASTER WITHIN SIX MONTHS FROM DATE OF MAILING.

POSTMASTER, By *R. E. U.*

Figure 3 is a customer receipt printed in 1925, which included the insurance fee table and claim information, as well as other information on postage and of other fees.



Figure 4 illustrates three examples of postal stationary envelopes used as address labels on packages. These items can be challenging to determine the rates and usage, since it is not always clear if the parcel label is complete and shows all stamps and markings.

cel post rates. First, based on the addresses, this was a Zone 5 mailing, at \$0.08 for the first pound; this matches the first part of the manuscript note. We also know that the minimum insurance fee at this time was \$0.05 for \$5; this matches the other part of the rate. In this case, we are reasonably assured that this is a complete usage.

The last item in this series is pictured at the bottom of *figure 4*. This label bears \$0.32 postage for a package sent from Maryland to New York, NY in January 1926. Based on the distance, this Parcel Post item was rated for Zone 3 delivery, at \$0.08 for the first pound and \$0.02 for each additional pound. The insurance fees at this time were \$0.05, \$0.08, \$0.10 or \$0.25, depending on the indemnity level. The \$0.25 fee seems unlikely, as that would have only left \$0.06 for postage, less than the Zone 3 rate. While this would have been enough for the discounted Rural Route rate, there is no other

handstamp or manuscript marking to support this usage. The rest of the analysis process is summarized as follows:

Insurance Level→	\$5	\$25	\$50
Total postage	\$0.32	\$0.32	\$0.32
Less insurance fee	(\$0.05)	(\$0.08)	(\$0.10)
Postage balance	\$0.27	\$0.24	\$0.22
Less Zone 3, 1 st lb	(\$0.08)	(\$0.08)	(\$0.08)
Balance Remaining	\$0.19	\$0.16	\$0.14
Divided by Add'l lb	\$0.02	\$0.02	\$0.02
Additional pounds	9 ½	8	7

Since the “additional pounds” calculation does not come out even for the \$5 insurance level, I advance the theory that this package either weighed 9 pounds and was insured for \$25, or weighed 8 pounds and was insured for \$50. As always, an assumption has to be made as to whether the complete label or wrapping with postage is at hand.

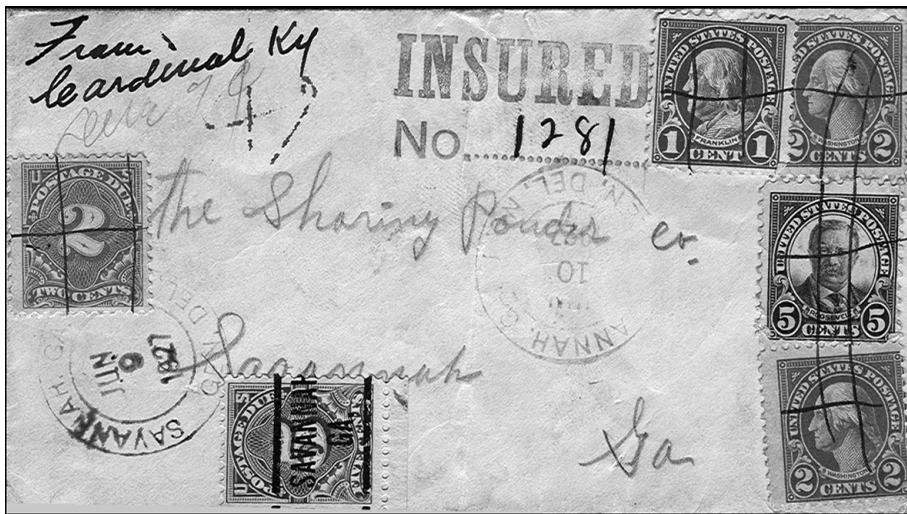


Figure 5 is a small insured envelope, surcharged with 7 cents postage due. There are several alternative explanations as to how this item was treated and why the postage due was necessary.

Most items of postal material that have been sent with special services usually have originated from being handed in at a post office, as opposed to being dropped in a collection box. This would include insured mail items. It seems unusual, then, to find these same items with evidence of postage due. Wouldn't the originating mail clerk have noted any deficiencies and had them remedied at the time of mailing? The envelope in *figure 5* is one such item. It is a small envelope, sealed and slit open at the left side; it is not reduced in any way nor shows any signs of being attached to a package or used as a label. The back flap has a pencil written, "After 10 days return to" the sender in Cardinal, KY, about 20 miles from the intersection of Kentucky, Virginia and Tennessee. This cover is franked with \$0.10 of pen-cancelled postage, and has a numbered "Insured" auxiliary mark. The envelope is addressed to a business in Savannah, GA, about 470 miles away, where it was stamped on two successive days with a double circle General Delivery date stamp in June 1927. Lastly, it bears \$0.07 in postage due stamps and a pencil manuscript "Due 7c". Why is it that postage due was charged?

The simplest answer is not really very simple. First, because this envelope was insured, it had to contain 3rd or 4th class matter. Because of its size and presumed less than 1 pound weight, and the lack of indications of it being used as a parcel label (adhesive or tape markings, etc), this was a 3rd class mail item. In April 1925, all non-1st or non-2nd class mail matter less than or equal to 8 ounces was defined as 3rd class matter and that greater than 8 ounces was defined as

Parcel Post. At this same time, the special \$0.01/oz parcel post rate for parcels of 4 ounces or less was eliminated. Second, since it was 3rd class mail, the envelope would have had to be either unsealed or carry an endorsement authorizing that the mail was open for inspection. In this case, however, the envelope was sealed and did not carry an inspection endorsement. As often happens, referencing postal practices and the physical state of the actual cover, at least two different scenarios can be constructed in trying to

determine the original reason for the \$0.10 postage affixed, including the variable of the insurance service fee. In the first alternative, this envelope originally contained what was believed at its origin to be 2 ounces of 3rd class matter that was insured for \$25. The 3rd class postage was 1½ cent for 2 ounces, and the insurance fee was 8 cents for a total due of 9½ cents. The \$0.10 franking represented a convenience overpayment of ½ cent. When the letter was received, it was observed that it was sealed and not endorsed for inspection, thereby making it 1st class mail. In addition, it was determined that it contained more than 2 but less than 3 ounces. The effect of these two items was a total postage of \$0.17 (1st class, 3 ounces x \$0.02/oz as well as 3rd class, 3 ounces x \$0.01/oz, plus the insurance fee of \$0.08), less the franking of \$0.10, resulting in postage due of \$0.07. The second alternative is that the envelope originally contained 6 ounces of 3rd class matter that was insured for \$5. The 3rd class postage was 4½ cents (6 ounces x 1½ cent/2 ounces), and the insurance fee was 5 cents for a total due of 9½ cents. The \$0.10 franking again represented a convenience overpayment of ½ cent. When the letter was received, it was observed that it was sealed and not endorsed for inspection, thereby making it 1st class mail. The postage rate was upgraded to \$0.17 (1st class, 6 ounces x \$0.02/oz plus the insurance fee of \$0.05), less the franking of \$0.10, again resulting in postage due of \$0.07.

The package label in *figure 6*, however, is charged postage due for a totally different reason. This item was part of a Parcel Post package mailed in June 1947



Figure 6 was charged postage due for a returned package and its endorsement "Return Postage Guaranteed" including postage of \$0.17 for parcel post and the \$0.01 WWII surcharge.

from Vermont to Indiana. The \$0.21 Prexie covers postage of a rounded \$0.17 for a 2 pound, Zone 5 mailing (\$0.11/1st pound, \$0.053 each additional pound), \$0.01 for the 3% "war tax" surcharge of 1944-1948, and \$0.03 fee for the minimum \$5 insurance noted by the oval handstamp. What is different about this item is that the sender endorsed the package "Return Postage Guaranteed". When the addressee was not found in Indiana, the package was marked with the familiar "Return to sender" pointing hand and assessed \$0.18 postage due, collected by the affixed stamps when delivered back to Vermont. This was for the promised/guaranteed return postage of \$0.17 Parcel Post and the \$0.01 surcharge. No addi-

tional fee was charged for the insurance, as forwarded or returned mail was still covered by the original fee payment.

Most postal history items with fee paid services (certified, insured, registered, etc) come into the market place without their contents, and it makes one wonder what was contained. Sometimes the return address, such as this one from Tatham Stamp & Coin (publisher of the famous TASCO booklets), will provide a clue. The upper envelope shown in *figure 7* is franked with \$0.11 ½ cents postage, for 2 ounces of 3rd class mail, and indemnity of \$25. Note that the 2-line "Insured" marking includes a specific number, as opposed to the *figure 8* envelopes for which, as noted in the handstamp, only the "minimum fee" was paid. Prior to July 1945, all insured mail items were given a numbered receipt, no matter what the level of fee paid, as seen in the previous illustrations. After July 1, 1945, only items insured above the minimum level were given a number receipt. This continues today, with the latest version of the numbered blue label USPS Form 3813-P, Insured Mail Receipt,

no matter what the level of fee paid, as seen in the previous illustrations. After July 1, 1945, only items insured above the minimum level were given a number receipt. This continues today, with the latest version of the numbered blue label USPS Form 3813-P, Insured Mail Receipt,

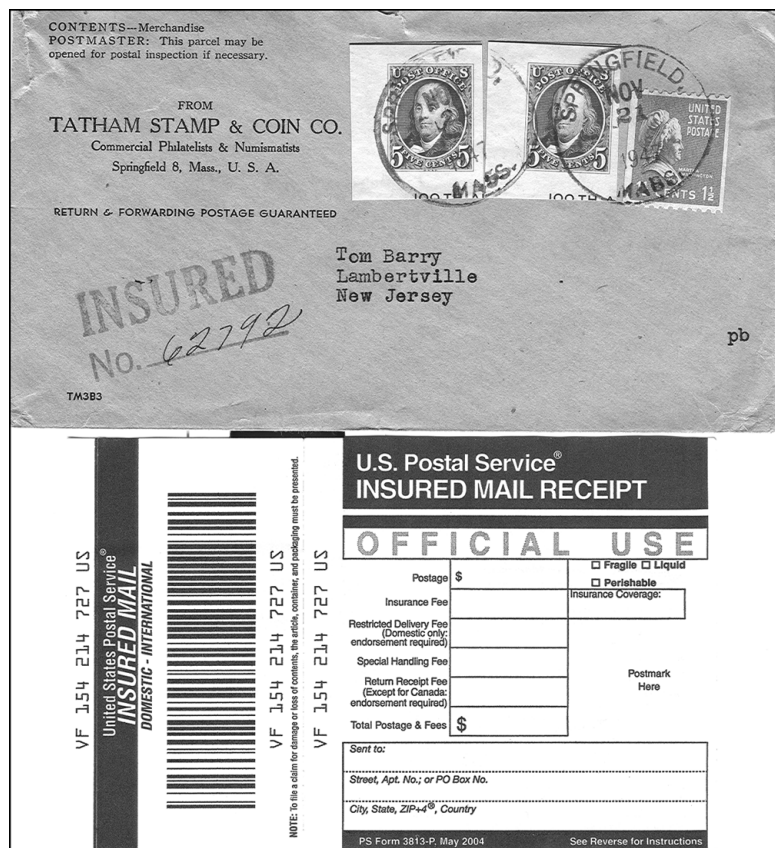


Figure 7 is a 1947 envelope from a Tatham Stamp & Coin Co. mailing with an "Insured" marking including a specific number. Prior to July 1945, all insured mail items were given a numbered receipt, no matter what the level of fee paid, as seen in the previous illustrations. Since then, only items insured above the minimum level were given a number receipt, the latest version that is shown at the bottom.

shown in the bottom of *figure 7*. All items for which only the minimum fee was paid are marked with an oval handstamp, such as pictured in *figure 6*, reading "Insured/ Minimum Fee" The envelopes in *figure 8* show Post Office and private variations on this marking, including an example sent from the United Nations post office in New York, NY and delivered by the US postal system.

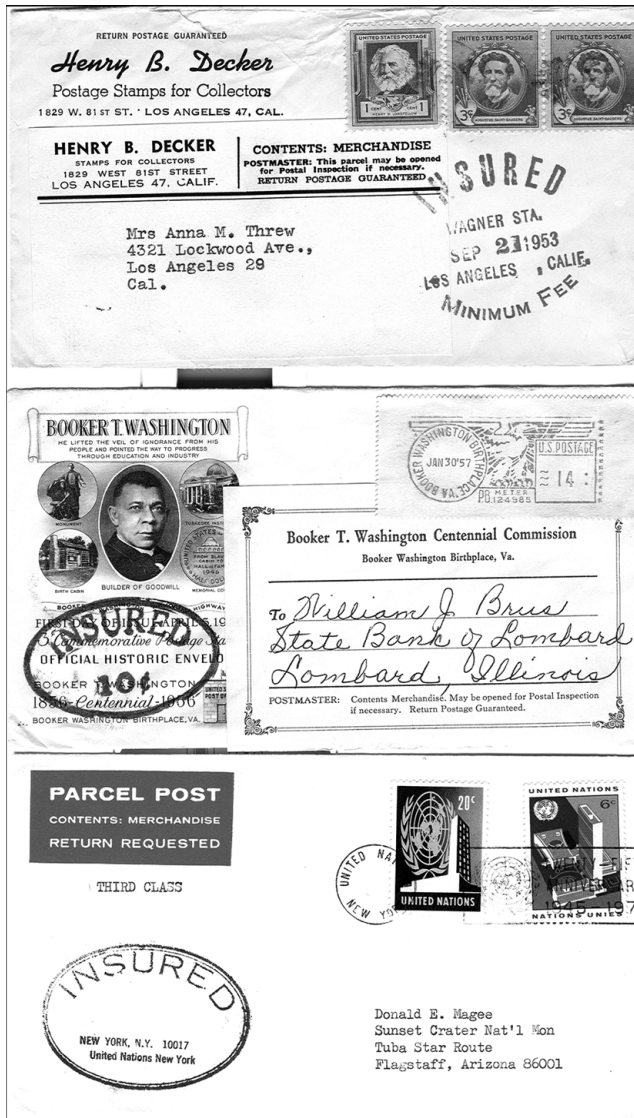


Figure 8 shows Post Office and private variations on the "minimum fee" marking in use for the last 50 years.

Another case of a return address clue is the tag at the top of *figure 9*. Bearing postage and markings on both sides, it was mailed from Holy Cross College, Worcester MA to a private residence in New Haven CT in December 1953 and appears to be addressed to the sender. The Prexie postage covers Zone 1&2 Parcel Post delivery of 11-12 pound package, and the insur-

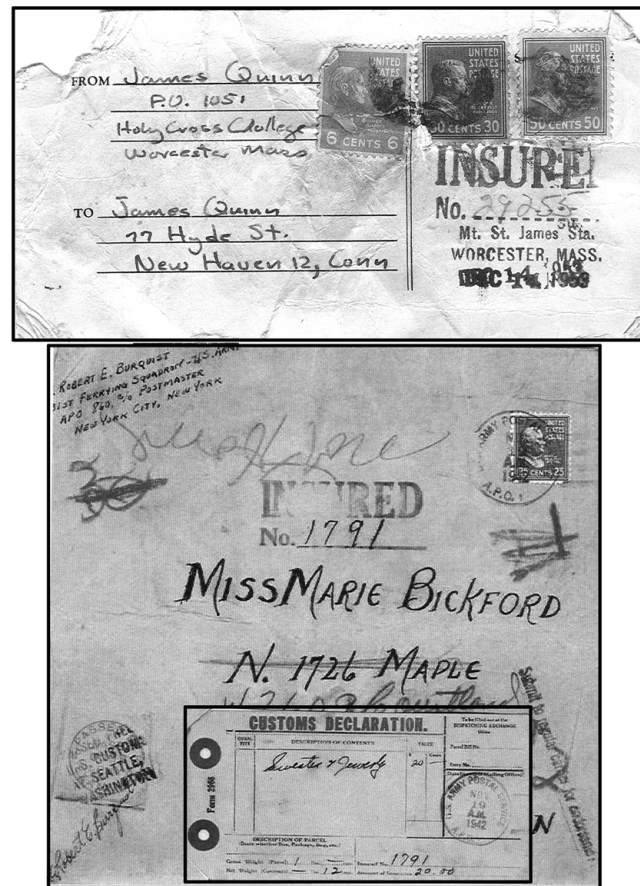


Figure 9 shows cases where the return address on a mailing tag or other enclosed documents can provide clues to the services provided.

ance fee for a \$50 indemnity. The best explanation is that the college student sender used this tag to mail laundry home for washing. There were special laminated cardboard mailing boxes with reinforced corners sold for this purpose. The stereotype of the student coming home to get clothes washed was sometime circumvented by the convenience and low rates of the Parcel Post system. Other times, there is some accompanying documentation that provides information. The partial wrapping and tag in the bottom of *figure 9* are from a package mailed from overseas in 1942. The "Customs Declaration" tag for this gift of a sweater and jewelry indicates that is valued at \$20 for insurance, at a fee of \$0.10. The remaining \$0.15 of postage covers the 1-pound (as indicated) rate for this Zone 8 parcel. For zone assignment purposes, all mailings from APOs outside the continental US to locations within the continental US were calculated as originating at the military sender's port of embarkation (New York in this case) shown in the return address.

Mailed items that involve an additional fee for a premium service may also be eligible for insurance coverage, again depending on the nature of the enclosed items. Originally, and thru its existence as a separate rate class, airmail transportation of letters and packages was a premium service. While originally items of 1st class mail were not eligible, items sent by airmail were insurable as far back as 1924. The illustrated items in *figure 10* show a variety of uses, starting with the top cover. It is an envelope mailed in April 1954, with 6 cents postage for 1oz airmail and 5 cents for the minimum \$5 insurance. The middle item, from October 1963 is misleading. While it is labeled "air parcel post", it is not; the item would have to have weighed 1 pound or greater in order to fit in that rate category. The \$0.48 postage provides 8 cents for 1oz airmail and 40 cents for \$200 of insurance. The last item, however, provided a reminder of what mail classes were supposed to be covered by the insurance system. This item was posted in July 1969, and has a total of \$0.70 in stamps affixed on the front and back. This provided postage for 2oz airmail at the then-current rate of 10 cents/ounce and 50 cents for insurance, or alternatively 10 cents for 1oz airmail and 60 cents insurance. Again, this item was rated as postage due, even though it's marking show that it was mailed from a post office, not simply dropped in a letterbox. The 6 cents postage due was to pay the minimum 3rd class postage for the contents, irrespective of the postage being paid for the premium airmail service.

Another premium service that could be used with insured mail was special delivery. *Figure 11* shows part of an undated parcel wrapper with (from a rate history vantage point, providential) postal clerk notations

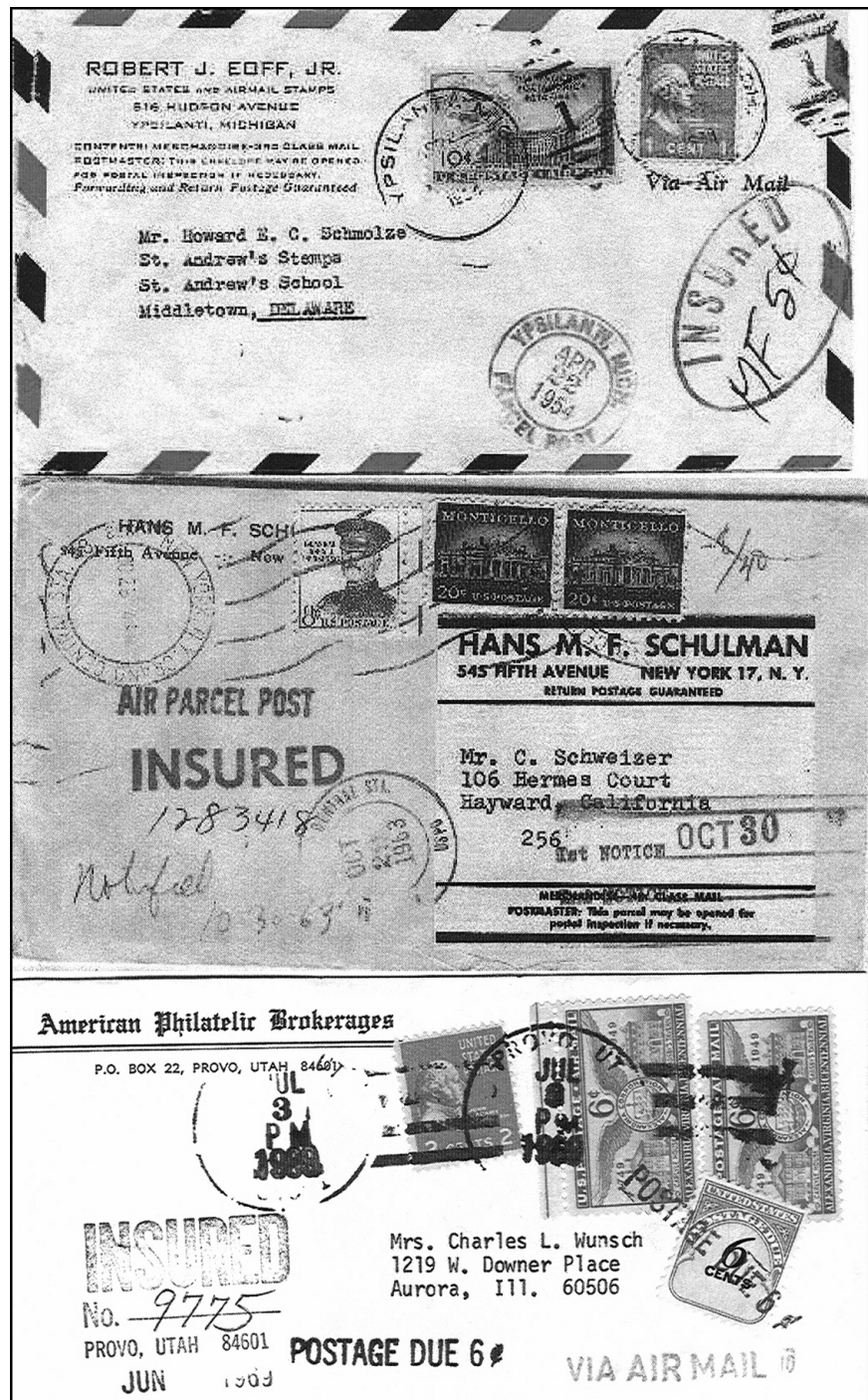


Figure 10 illustrates several items sent by airmail, which could be insured starting in 1924, as opposed to first class mail, which was not insurable until 1999

and handstamps. Based on the total postage paid of \$0.89, this wrapper was used between January 1952 and June 1957. The clerk's jottings support the charges for the three services provided. First, 45 cents was paid for special delivery of a non-1st class, <2lbs package, supported by the related handstamp. Next, 15 cents was paid for \$25 insurance, supported by the

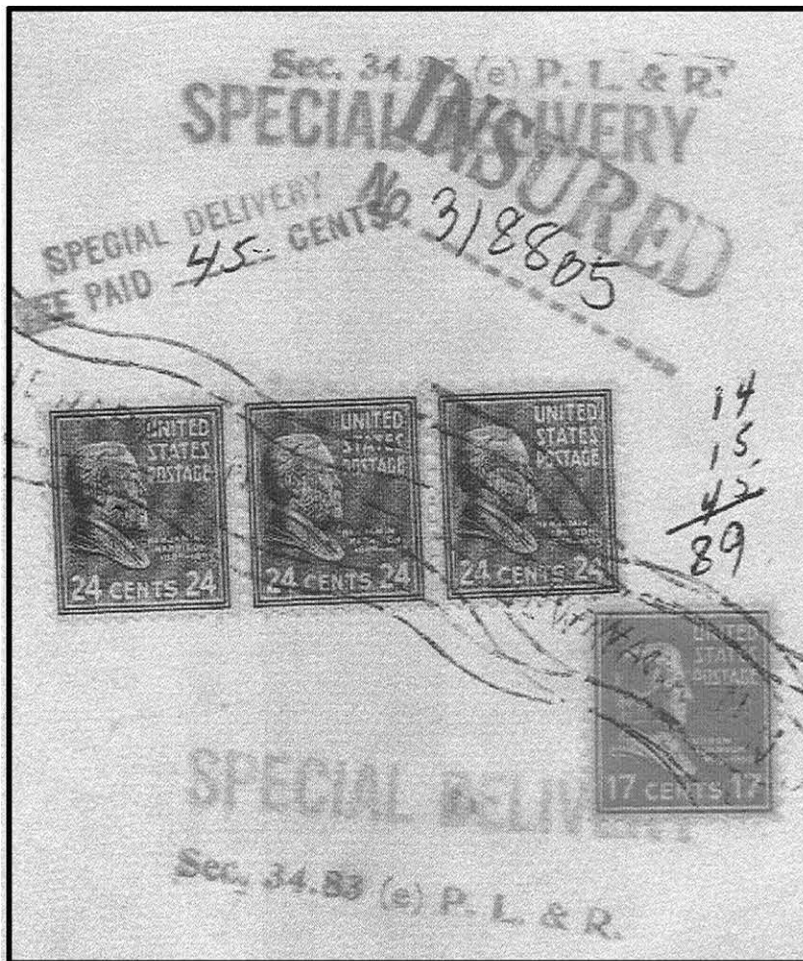
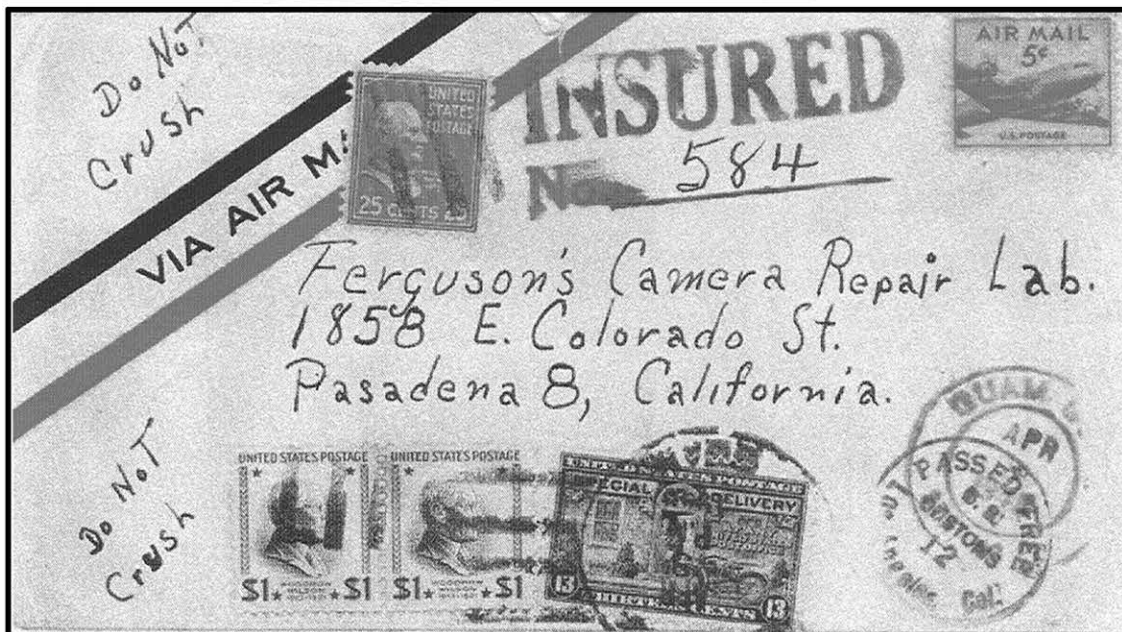


Figure 11 shows examples of special delivery, another premium service that could be used with insured mail.



numbered handstamp. The remaining 14 cents was paid for 3rd class postage of 14 ounces (2 cents for 1st 2 ounces, and 1 cent for each additional ounce). Since the package was less than 16 ounces, it was not clas-

sified as Parcel Post. The calculations for the other example shown at the bottom of this illustration, however, are far less clear.

This envelope was mailed from Guam to California in April 1948, and bears a mix of regular, airmail and special delivery postage stamps totaling \$2.43. It also has markings indicating both insured and airmail services. Based on this data, several combinations of weight and services can be theorized, but none of them are completely satisfactory. The following table compares the options:

Special Delivery	1 st class <= 2 lbs = 13 cents	1 st class > 2 lbs = 20 cents	Non1 st class <= 2 lbs = 17 cents	Non1 st class > 2 lbs = 25 cents
Insurance	\$200 max = 25 cents	\$200 max = 25 cents	\$200 max = 25 cents	\$200 max = 25 cents
Airmail Postage	\$2.05 by 5 cents = 41 oz or 2.56 lbs	\$1.98 by 5 cents = 39.6 oz or 2.48 lbs	\$2.01 by 5 cents = 40.2 oz or 2.51 lbs	\$1.93 by 5 cents = 38.6 oz or 2.41 lbs
Comments	Most likely combination; error by clerk in application of SD rate	Uneven ounces of weight	Uneven ounces of weight	Uneven ounces of weight

I consider the first combination to be the most likely explanation in light of several points. First, the usage of a 13-cent special delivery stamp makes it most likely that the special delivery fee was \$0.13. If the cost were other than that, then additional or higher denomination stamps would have been used. Also, at this time, the Post Office was touchy about using “service inscribed” stamps to pay basic postage charges. So, despite the lack of other markings, at least this level of special delivery service was provided. Next, the alternative combinations shown (and other insurance/special delivery airings not shown) all require the airmail postage cost to account for partial ounces of weight. Postage is charged based on the nearest number of rounded-up whole ounces, i.e. 39.6 ounces is charged for 40 ounces. The math just doesn’t add up if only whole ounces are used in these scenarios. This also is true even if one assumes that the Air Parcel Post rate inaugurated in September 1948 was used well in advance of that date. Lastly, assuming that nothing is missing from the cover, I can construct no other combination that meets the service delivery circumstances and that postage ending in 3 cents.

In today’s world, the premium and speed of special delivery has been replaced by two different services—Express Mail and Priority Mail. Express Mail is the higher priced

service, guaranteeing delivery in one or two days, depending on the option chosen. The basic rate for Express Mail includes indemnification insurance up to \$500. Additional coverage can be purchased to a maximum of \$5,000 as with other types of mail. Priority Mail, developed out of the Air Parcel Post category, has a delivery standard of 2-3 days, but is not guaranteed. With this service, indemnification insurance is

always an additional cost. *Figure 12* illustrates two examples. The first Priority Mail piece is dated August 1989. The \$3.10 of postage pays \$2.40 for the basic Priority Mail rate and 70 cents for \$50 minimum insurance, as noted by the unnumbered “Insured” oval. The other piece shown was mailed in October 2004, with \$9.35 of postage. Of this, \$7.15 paid for 3lbs, Priority Mail Zone 6, and \$2.20 paid for \$100 insurance, noted by the numbered “Insured Mail” label.

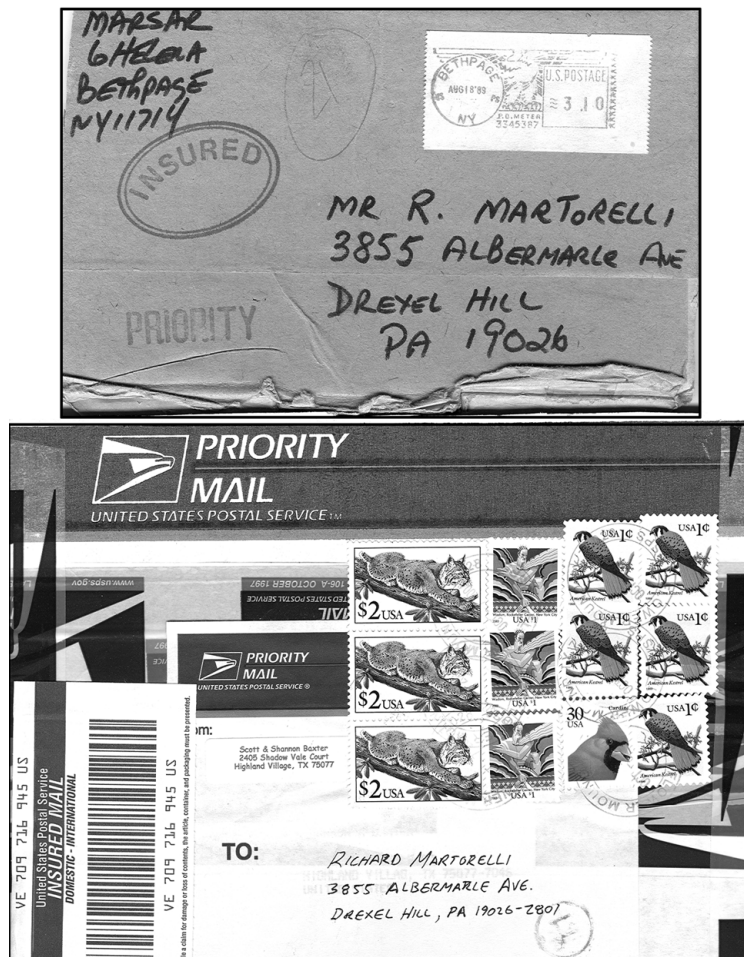


Figure 12 illustrates two examples of insured Priority Mail, one of the successor services of the premium price and speed of special delivery.

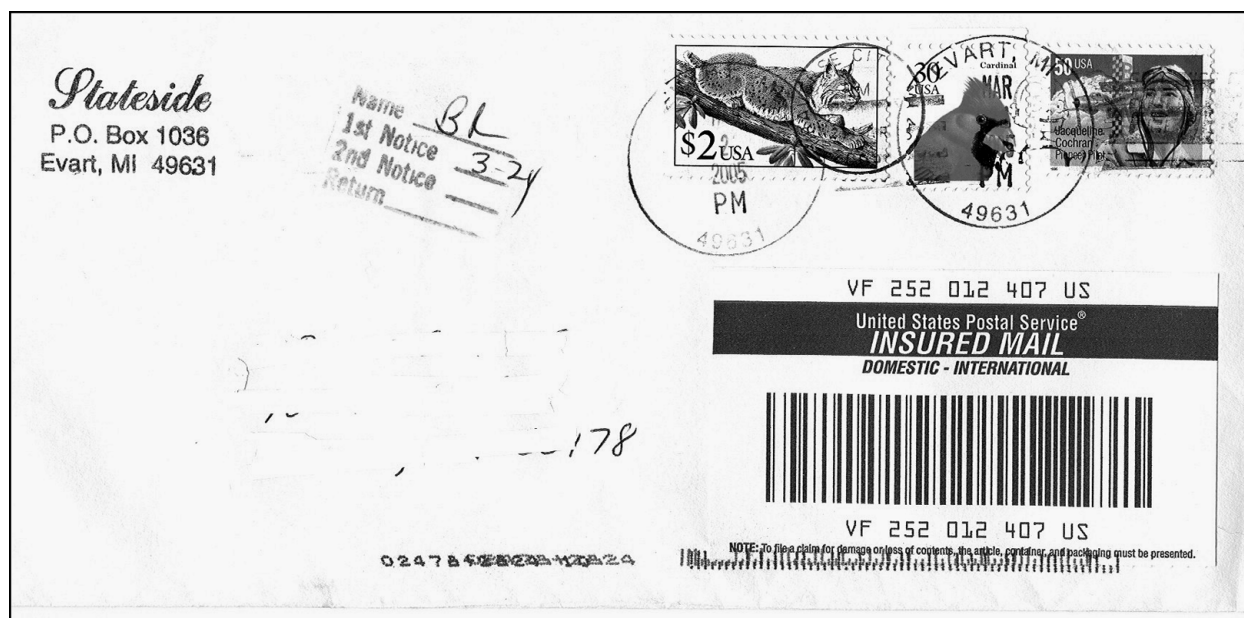


Figure 13 is a 2005 mailing from a stamp dealer that illustrates a USPS September 2002 ruling that philatelic mail, including stamps and covers, was eligible to be mailed as “package services”. This means that they could also be mailed as 1st class matter, and be able to be insured.

What types of items can or were sent by 3rd class or parcel post that would need insurance? First, the contents could not be intrinsically valuable; gold, stocks and bonds, currency, etc had to be sent by registered mail. Also the contents could only be items that were not required to be mailed as 1st class mail. Traditionally, items required to be mailed as 1st class matter included personal information or letters, bills or statements of account, or other writing (handwritten, typewritten or computer generated) that has the character of personal correspondence. What about philatelic stamps and covers?

Originally, as illustrated in *figures 7 and 8*, philatelic material was frequently sent by 3rd class mail. With the elimination of the 3rd class single piece rate in January 1999, collectors only had the choice of registering their mail or sending it uninsured. As part of the “Standard Mail” classifications, the Postal Service adopted a rule that material may be mailed under “package services” rates if it was not required to be mailed as 1st class mail matter as described above. Additionally, “package services” items could be mailed as 1st class matter, and be able to be insured, even though as a general rule 1st class mail is not insurable. Starting in 2002, some individual post offices had refused to insure letter-size philatelic mail being sent as 1st class matter because of this prohibition. In a September 2002 ruling, the Postal Service determined that philatelic mail, including stamps and covers, was eli-

gible to be mailed as “package services” material. Such mailing could contain an invoice under the Domestic Mail Manual (DMM) rules, but any other 1st class matter would have to be excluded in order for the mailing to be insured. *Figure 13* illustrates a 2005 mailing from a stamp dealer, with \$2.80 in postage. This is divided between \$0.60 cents for 2 ounces of 1st class mail and \$2.20 for \$100 of insurance.

Other matter that could be sent at non-1st class rates and insured includes books, photographs, and films or negatives. Prior to January 1999, and after January 2001, a separate 4th class rate for library mail existed for books, recordings and educational materials which were sent to or from libraries, schools, museums and like institutions, or between such institutions and individuals with no financial interest in the materials being mailed. In the interim 1999-2001 period, the more general “media mail” (including books, films, printed music, video & sound recordings, among others) 4th class rate category was used for these materials. *Figure 14* shows part of a parcel label for books received from the American Philatelic Research Library (APRL) in May 2002. The \$3.69 in postage paid \$2.00 for \$100 insurance and \$1.69 for two pounds of books (\$1.26/1st lb, \$0.43/additional lbs up to 7). The return mailing of the same items to the APRL was done at a total cost of \$3.78. The 9 cents difference is because the return mailing was not considered eligible for the library rate, and so had to pay the

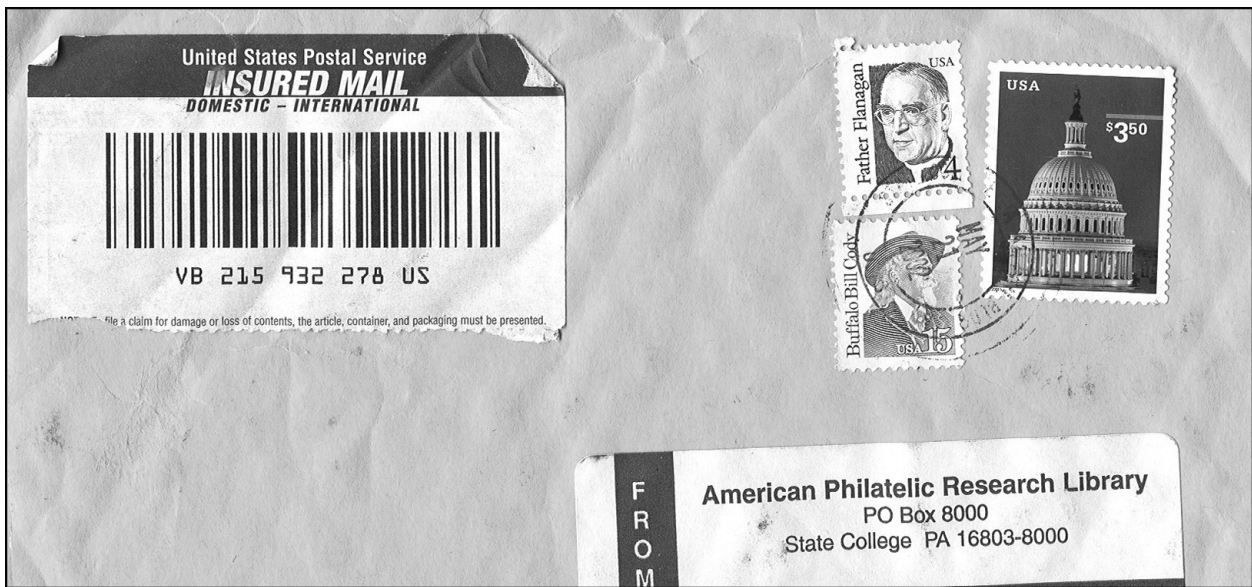


Figure 14 shows part of a parcel label for books received from the American Philatelic Research Library (APRL). Other matter that can be sent at non-1st class rates and insured includes books, photographs, and films or negatives.

media mail rate of \$1.78 (\$1.33/1st lb, \$0.45/additional lbs up to 7) in addition to the insurance charge of \$2.00. The personal experience of the writer is that the postal clerks routinely do not interpret the applicable DMM section describing library mail as including items being returned by a patron using the mail system, despite the language that it applies to mail “between such institution ... and an individual who has no financial interest” (DMM Section 183.3.3).

Since 1st class mail by itself was originally not eligible for insurance, what happened when material that has the character of personal correspondence was contained within a 3rd class or 4th class/parcel post mailing? The most frequent course of action was to indicate the absence or presence of this material at the time of mailing, particularly because the 3rd class envelopes could always “be opened for postal inspection if necessary”. The top cover in *figure 15* was mailed in February 1946, with postage of \$0.06 ½. This paid 3 ½ cents for 5 ounces at 3rd class rates, plus 3 cents for insurance. The postal clerk noted by handstamp that the “Sender claims no writing inclosed” (sic).

The bottom cover shown, on the other hand, made it clear that there was a “1st CLASS LETTER ENCLOSED/ADDITIONAL

POSTAGE PAID”. This cover, postmarked January 7 1963, is an interesting one. The postage paid of \$0.30,



Figure 15 are examples of what happened when material that has the “character of personal correspondence” or 1st class mail was contained within a 3rd class or 4th class/parcel post mailing.

including a convenience overpayment of ½ cent, comes from a mixed application of rates. First, 4½ cents was paid for 3 ounces of 3rd class matter, on the last day of the old 3rd class rates. Then, 5 cents was paid for the 1-ounce of the 1st class letter, on the first day of the new 1st class rate. Finally, 20 cents was paid for \$50 insurance, noted by the printed insurance label with a manuscript number.

So far, our discussion and examples have been of only domestic US mail. Generally speaking, since 1924, parcel post has been the only type of international mail that could be insured. Smaller items would be sent by airmail, with registry service. The notable exception, as in many other cases because of a special postal treaty, is Canada. US domestic insurance fees applied to mail to Canada (and later Newfoundland and Labrador), including 3rd class, printed matter, and airmail articles. *Figure 16* illustrates two envelopes con-

taining stamps sent from the US to Canada and shows how they were handled. The first item was mailed in February of the year 193X and was franked with \$0.09. The envelope has two auxiliary marks—a straight line “POSTAGE STAMPS ONLY” and a circular “DUTY FREE”, as well as a rubber-stamped “Insured” marking. The first impression of it as a 3rd class package with insurance is partially correct. After consulting the rate tables, and noting 5 cents for minimum insurance, there remains 4 cents for 3rd class mail. The problem is that this did not pay a US 3rd class rate for this time period, no matter what year of the 1930’s decade was considered. The answer lies in the fact that the parcel was sent to Canada. From April 1925 thru June 1932, the minimum insurance fee was 5 cents; the next level of indemnification (\$25) cost 8 cents, leaving 1 cent for postage. A close reading of text and tables in Wawrukiewicz and Beecher’s “International Rates” identified that in the period February 1926 thru March

1932, the US to Canada rate for merchandise equivalent to 3rd class mail and < 8 ounces was \$0.01 per 2 ounces. This rate, combined with the insurance rate equaled the \$0.09 postage. It also helped to date the mailing as being between 1930 and 1932.

The second cover was mailed in May 1976 and stamped with \$0.70 postage. This paid 17 cents for 1 oz of airmail, 13 cents for 1 oz 1st class due to the straight line handstamp “FIRST CLASS MAIL ENCLOSED” and 40 cents for up to \$50 insurance, noted by the numbered dark blue “Insured” label. This insurance rate was the same as the US domestic rate, and the shortest lived (90 days) of US insurance rates, going into effect April 18 and then increasing on July 18, 1976 along with registered, certified, special delivery, return receipt and COD services. This cover also marks a late use of US domestic airmail rates, again by special postal treaty applying to mail sent to Canada. In October 1975, all separate domestic airmail service ended, and all 1st class mail

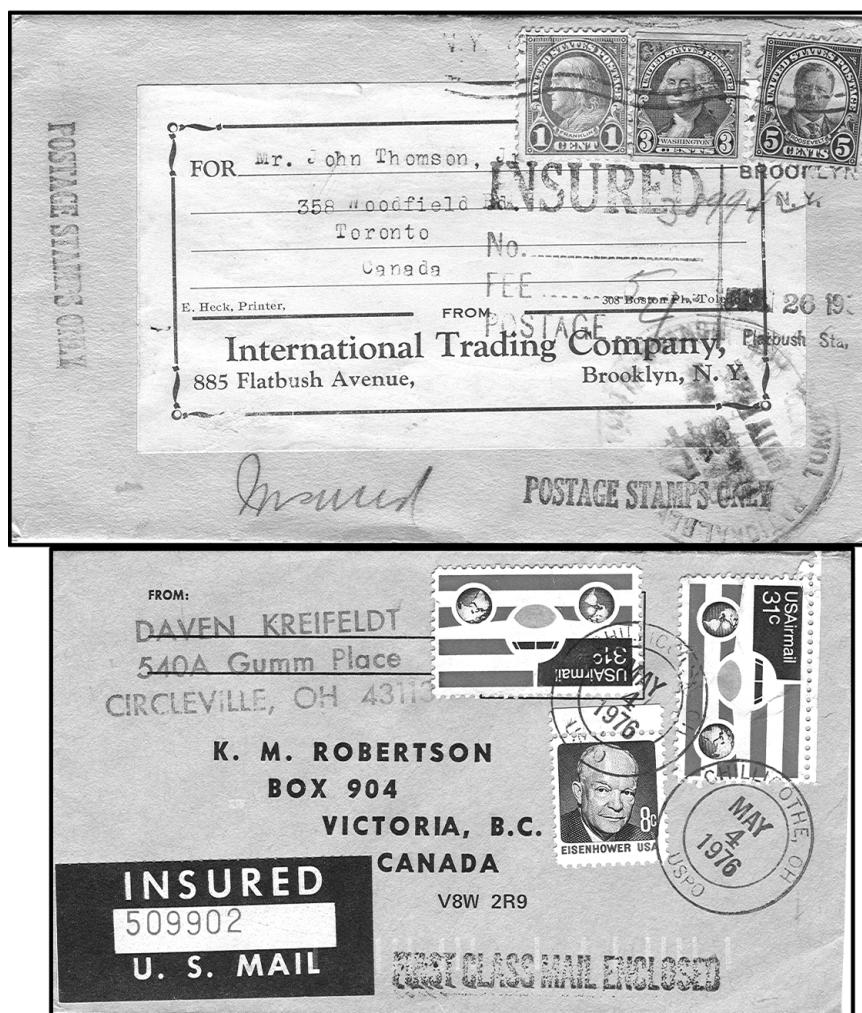


Figure 16 illustrates two insured mailings containing stamps sent from the US to Canada and shows how they were handled under special treaties with Canada.

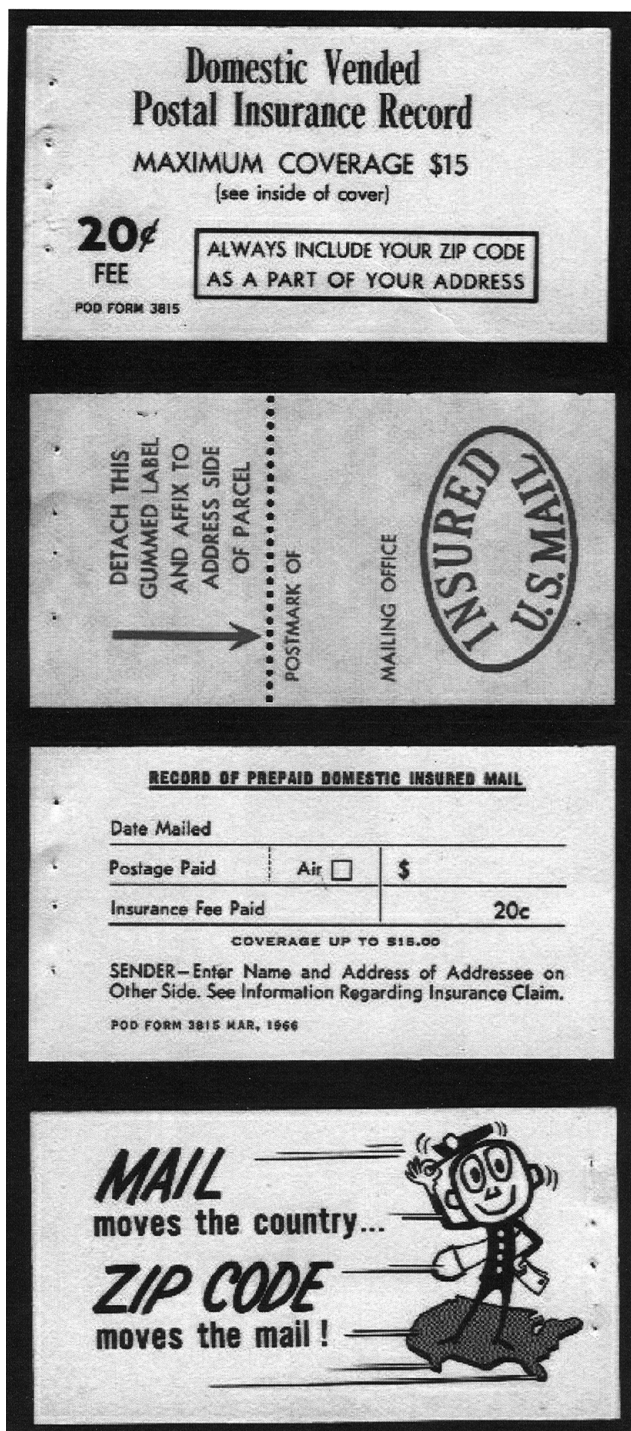


Figure 17 shows the components of the vending machine postal insurance booklets sold at the prevailing rate for the minimum insurance value.

was moved by the most expeditious transportation available. The primary use of the domestic airmail rate until its elimination in May 1977 was to allow for faster handling of insured mail matter which otherwise was treated as 3rd class mail. On a side note, the addressee of this letter created the “Juan De Fuca /Port Angeles

to Victoria (BC)/Despatch (sic) Service” local post as a response to Canadian postal strikes (five between 1968 and 1981), which interrupted mail service and disrupted business.

The last chapter of this story is the US Domestic Postal Insurance stamps/labels, identified as Q11-5 in *Scott's US Stamp Catalog*. These non-denominated gummed labels first became available in 1965, and were sold through vending machines in post office lobbies. They were part of the response by the POD to the public's request for self service postal centers. In this way, postal customers could use the various postal services at their convenience, as opposed to the time limits of the lobby windows. These stamps, as they had a value, were issued in a booklet of one and included a receipt form to be used in the event of the need to make a claim for indemnification, as shown in *figure 17*. The booklets were always sold at the prevailing rate for the minimum insurance value. After changes in the rates, existing stock of booklets were often locally re-valued by adding stamps to designate the higher fee. In total, the five different priced stamps were issued in 19 distinct booklet varieties. Initial usage was an average 250,000 per year for 1967 thru 1980, but then declined to about 120,000/year from 1981 thru 1985. The thought is that it was linked to the elimination of self-service post office units, which had current rate tables, vending machines and scales to weigh letters and parcels. In July 1985, the Postal Service removed the booklets from sale and discontinued this service.

Illustrated in *figure 18* are two used examples of these stamps. The top cover is an airmail letter from 1974, with \$0.26 postage paying for 2 ounces of airmail. The red label is Q12, issued in March 1966, and valued at \$0.20, paying the fee for the minimum insurance of \$15. The bottom cover is an envelope mailed in December 1982, and franked with \$0.20 postage. To all intents and purposes, this appears to be an ordinary 1st class letter. At this time, however, 1st class mail could not be insured. A comparison of rate classes, however, reveals that starting in 1981, the rates for 3rd class single piece mail up to 4 ounces in weight were the same as 1st class mail for the same weight. So, this 1982 mail piece was appropriately franked for 3rd class mail, and could be insured. The label (Scott#Q15) is printed in the same red color as Q12, the difference being in the additional wording in the label of “FEE PAID...” The sameness of the low weight single piece 3rd class and 1st class rates continued until the elimination of the 3rd class/Standard Mail “A” single piece

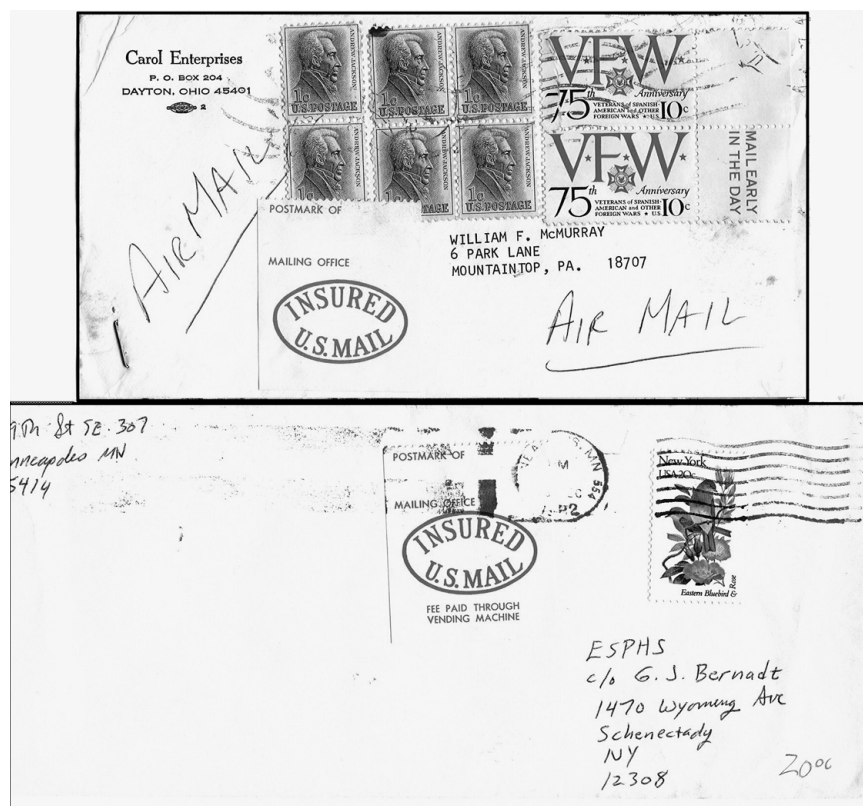


Figure 18 shows two examples of these labels properly used on mail from 1974 and 1982. Even though the labels are the same color, note the distinguishing wording at the bottom of the label.

rate in January 1999. The creation of this rate sameness is consistent with the late usage of domestic airmail rates for the faster handling of insured mail matter.

Insured mail remains a valuable and important option for the everyday transmission of goods thru the mail system. In the year October 1, 2005 through September 30, 2006, the USPS reports that it carried almost 100 million items of regular (1st class, Priority Mail and packages) mail. Of this total, 53 million were insured, as compared to 7 million registered items. The average consumer cost for insurance per item mailed was about \$2.60, almost 75% less than the average consumer cost for a piece of registered mail. As related above, there are many opportunities to research and learn about this type of mail to understand the rates and handling. That is, if you want to. One of the best things about our shared hobby is that you can get out of it as much as you choose, whether it is historical research, usage of a specific type of mail, or just a collection of covers that you enjoy!

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POSTMASTERS GENERAL OF THE UNITED STATES

XXVII. David M. Key, 1877-1880

by Daniel Y. Meschter

The cornerstone of Rutherford B. Hayes' bitterly contested election in 1876 was the end of the government's reconstruction policy in the South. To mollify southern Democrats who, with more than a little justification, charged that the Republicans had stolen the election from Samuel Tilden, Hayes pledged to end military occupation, support restoration of education and transportation facilities, and appoint a southern Democrat to his cabinet. Such an appointment, of course, was for the purpose of building up the Republican Party in the South as well as to demonstrate his sincerity toward southern causes. His first choice was the famous Confederate General Joseph E. Johnston for either the War or Interior Departments. Hayes had no doubt as to Johnston's character and ability, but felt that his close relationships to the former rebel leaders in Richmond had too strong potential to embarrass both Johnston and himself.

According to Davison, A.J. Kellar, editor of the Memphis *Avalanche*, suggested David Key for the southern seat as Postmaster General in a letter to W.H. Smith, a close friend and adviser of Hayes¹. Even if they may never have met, Key's prominence in Tennessee politics and presence in Washington where he was just now stepping down from a two-year term in the Senate would have attracted the attention of Hayes' transition team. The Ohio governor indicated in his diary that he knew of Key's service on the Senate Post Office Committee and recognized him "as a man who stood very high for his fidelity and integrity²." In a lengthy meeting with Hayes in Washington on March 6th, Key expressed himself ready to support Hayes' southern policies and to accept several unusual accommodations after which Hayes offered him and Key accepted appointment as Postmaster General effective March 12, 1877. Key was not only a southern Democrat as Hayes promised; but, but was a veteran of the Confederate Army who had taken up arms against the Union.



David McKendree Key as U.S. Senator

David McKendree Key was born in eastern Tennessee in 1824 to a Methodist clergyman who later was one of the founders of Hiwassee College from which David graduated in 1850 with a degree in law. He was admitted to the Tennessee bar almost immediately and established his practice in Chattanooga that he made his permanent home in 1853. He quickly became active in Democratic Party affairs, supporting the nominations of Buchanan in 1856 and Breckinridge in 1860

as well as candidates for local offices. Ignoring the warnings of his friend, Senator Andrew Johnson, he supported secession and enlisted in the Confederate Army. His regiment saw heavy action at Vicksburg where he was wounded and captured. Outraged by what he viewed was the Confederacy's abuse of individual liberties that he considered one of its fundamental principles, he swallowed his pride and applied for a pardon that was granted by his old friend and now President, Andrew Johnson that permitted him

to resume his law practice. He was a delegate to a convention to rewrite Tennessee's constitution in 1870. After an unsuccessful campaign for Congress in 1872, he was named U.S. Senator in 1875 to succeed Andrew Johnson who had just died in office³.

In spite of his pledge to the South, Hayes wasn't prepared to vest complete confidence in his unconventional choice for Postmaster General. To assure that northern Republicans would have no cause to complain about Key's patronage policies and, of course, to avoid any possible inroads on Republican influence in the North, Hayes appointed the incumbent Postmaster General, the experienced and knowledgeable James N. Tyner, to continue in office as the First Assistant with authority over northern appointments in addition to the First Assistant's usual responsibilities while Key exercised similar authority in the South. It was in effect a kind of co-Postmaster Generalship which actually suited Key's management style very well. In retrospect, Key's administration of the Post Office Department was weak in that he allowed his subordinates too much latitude in their management of affairs with which he was not personally aware. Again, Hayes remarked that while there was no question of his honesty, Key was inexperienced for such a high administrative post⁴.

Key's annual reports were comprehensive in discussing Post Office Department issues such as 4th class postmaster pay, railroad and international mail transportation, civil service, the Paris Postal Congress, and classification of mail matter. They also confirm that he seldom assumed a leadership role beyond the routine his office entailed⁵. However, he did not need to do more than he did with the support he received from Tyner and Thomas J. Brady, Grant's appointee as Second Assistant whom Hayes continued in office. Hayes had no doubt of Brady's competence in his management of the Post Office's transportation system. He wrote, "I had no relations with him. I found him in place when I became President, with a good reputation as a capable and faithful officer⁶. Besides, Brady was too powerful as a Republican Party functionary to displace without good reason.

Among the more sensitive matters that arose during Key's administration was the completion of the Report of the Special Commission on Railway Mail Transportation Congress authorized during Tyner's administration. It consisted of a minority report by Chairman Gardiner Hubbard and a majority report by Daniel M. Fox and George A. Bassett⁷. While both examined an enormous amount of data and summarized their findings in specific recommendations for Congress's consideration, it was all an exercise in futility. Neither Congress nor the Post Office Department took any action on it.

More productive was Key's recommendation Congress re-enact Section 15 of the Act of July 12, 1876 that, in setting a one-cent per two-ounce rate for second class transient matter and third class printed matter, made it difficult for postmasters to distinguish mail matter "designed primarily for advertising purposes" and third class printed matter from conventional newspapers and periodicals which were admitted to the mails at the privileged rate of two cents per pound (1877 Report, p. xxvi)⁸. Advertisers, of course, were eager for the lowest rate they could obtain. Key had already submitted the question to Assistant Attorney General A.H. Bissel who examined numerous examples of both classes of mail and paid particular attention to the subterfuges publishers were using to avoid payment of the "transient" rate. He proposed a system of inspection by which eligible publishers would receive a "certificate of registration" entitling them to the preferred rate⁹.

Congress went further than Bissel's proposal by repealing all legislation relating to the classification of mail matter. It then divided mail matter into four classes and set postal rates for each class¹⁰. The definition of first class mail remained the same and a new fourth class was established for books and merchandise, the forerunner of parcel post.. Second class mail included newspapers and periodicals entitled to the privileged rate and contained realistic guidelines for distinguishing eligible publications from transient and printed matter included in the third class. Key then used his inspection authority in the Act of 1879 to frame a regulation providing for the "entry" at the post office where mailed of any publication the postmaster determined to be of the second class "and the printing of a certificate of entry on each copy of the publication issued (1879 Annual Report, p. 34)." This established a practice that continued in effect until recent years.

Neither Key nor his short-term successor, Maynard, were aware of the frauds being perpetrated in the Department at just this time when they should have been; but of course, neither was Hayes. Meanwhile, the space he devoted to star route contract problems in his 1877 Report (p. xxvii) indicates that Key was not aware of the corruption within his own department and Hayes' reminiscences tend to support this view¹¹. He (Key) put his finger on one of the motives for the speculative bids his predecessors, John Creswell and Marshall Jewell, called "straw" bids by speculators who had no intention of providing the service the contract required. Their scheme was to underbid local contractors for routes, chiefly in rural areas in the southern and western states and territories where railroads and stage companies had not yet reached. With the advantage of the contract in hand, they could virtually force the previous contractor, usually a local liveryman, to subcontract the route at a ruinous price or risk losing his investment in stock and equipment. Worse, all too often the contractor would stop paying his subcontractor as long as he could before pocketing any payments due from the Post Office and walking away in the assurance few subcontractors could afford to pursue legal remedies. Legislation at the end of Creswell's tenure requiring bidders to post performance bonds with their proposals did much to ameliorate the problem of "straw" bids; but was inadequate to prevent the abuses in subcontracting. Key's recourse was to recommend legislation giving subcontractors a lien on the Post Office pay due contractors and referred to Brady's recommendations on this subject.

Two years later Key still didn't connect up specious contract bids with increased compensation for "extra services" on some star routes, again mainly in the south and west. He didn't view these increases "excessive" and readily explained them away as due to the dynamics of population increases along the routes. Because he did recognize that some of these increases violated the limitations in Sections 3960 and 3961 of the Revised Statutes, like a good lawyer he recommended Congress amend these sections to authorize the Postmaster General to re-advertise contracts where the increase in cost exceeded 50% of the original contract. The idea of fraud did not yet cross his mind.

Congress, however, was not so tolerant. Members not in sympathy with the Post Office's contractors expressed surprise at the reckless increases, they called them, in transportation costs due to increases in compensation allowed contractors for increases in speed and frequency of service. Brady, as Second Assistant Postmaster General with jurisdiction over mail transportation, of course, was ready with easy explanations such as Congress establishing 2,000 new star routes without commensurate appropriations to fund them (879 Annual Report)¹². In rebuttal, the *Times* cited the case of Route No. 39104, 197 miles once a week from Santa Fe to Fort Stanton let in March 1878 to J.R. Miner for \$1,738 per annum. Subsequently, two trips a week were added at an additional \$3,496 and the schedule reduced to 48 hours at another \$7,866 for a total of \$13,110 per annum a 750% increase above the original bid. In another more complex case, Brady's office allowed an increase in compensation from \$4,542 for twice-a-week service over Route No. 40,103, 190 miles from Prescott, Arizona to Washoe City in 48 hours to \$61,418 for daily service in 31 hours, a 1,350% increase¹³.

Clearly something was wrong, although far from new; but Key apparently couldn't see it. A few years later when the star route frauds that flourished during his administration were finally disclosed, Thomas Nast published a political cartoon that depicted the government as a lion, the perpetrators of the frauds as a fox, and David Key as a donkey peering out of a pit, watching the lion take the fox into custody¹⁴.

In addition to rumors of Post Office contract frauds floating around Washington business circles at the end of 1879, a two million dollar deficiency in the Post Office's appropriation attracted the House's attention, enough for it to direct the Appropriations Committee

to investigate the management of star service contracts¹⁵. Hayes later wrote in his diary that this was the first he heard of the matter and that when he called Key's and Tyner's attention to it, they reassured him that "all was correct on the face of it." As the matter developed, he continued: "The Star Route frauds still attracted attention. Brady denies corrupt practices. Nobody as yet accuses Tyner and all agree that Key was honest but inexperienced and too confiding. . . . When I took office the Post Office Department was believed to be well conducted with honesty and efficiency. Tyner was Postmaster General. He had had large experience and was capable and efficient. Brady at the head of a bureau had the same reputation. . . . The department was well managed before and after my term began, unless this "Star" business was dishonestly managed as now seems probable¹⁶. While the Appropriations Committee sustained Brady's position, Hayes was uncomfortable enough to order no new liabilities should be incurred or increased by contract without referral to the Postmaster General and reported by him to the Cabinet. He thought, in retrospect, "that this undoubtedly was sufficient to stop all crooked or even inconsiderate action by the head of the bureau (Brady)," but it wasn't enough for the suspicions to go away.

A letter Hayes wrote to Key on November 13, 1881 seems to put to rest any notion that Key resigned as of the first of June, 1880 under pressure from the White House¹⁷. However, it still remains possible that his appointment to a Federal judgeship gave him a way out of an uncomfortable situation while controversy continued to swirl around Thomas Brady and evidence that a cabal the *Times* called "the Star Route Ring," without yet naming any names, had unexpected power on the floor of the House to sustain Brady's allowances to a few favored contractors¹⁸. Key continued to serve until August 24th while his replacement, Horace Maynard, appointed on June 2nd could arrive in the United States from the Middle East where he had been minister to the Ottoman Empire in Constantinople for the past five years.

Hayes was not unappreciative of Key's contribution to his administration. He was aware that Key's political moderation had contributed to his personal appeal in the South and that there were many influential southerners who would have gladly supported the Republican Party if they dared confront a hostile public. As the fourth year of his term opened, Hayes continued to affirm the declaration he made when he ac-

cepted nomination for President that he would not seek a second term and began to look around for attractive positions to which he might appoint members of his administration who had served him well. He appointed David Key federal judge for the middle and eastern Tennessee districts on May 19, 1880 Key resigned effective June 1st, but remained in office until August 24th pending Maynard's return from the Orient.

As a Federal Judge, Key was able to apply the humanitarian principles he was taught as a child. Dunn reports that he often deferred the sentences of small farmers convicted of moonshining a common crime by which poor farmers increased the value of their crops until they could get their crops in to see their families through the winter. "Although sharing the racial prejudices of his age, he also bitterly denounced the inherent injustice of segregation, insisting time and again to hostile audiences that justice was color-blind and that the federal constitution mandated political equality for all." Dunn went on to describe him as "a large, jovial man of magnetic personality [who] was often able to maintain personal friendships with those who otherwise abhorred his political positions" Dunn quoted Abshire as viewing "Key's greatest tragedy [was] his inability to to apply all of his personal force and will to fulfilling his own vision for a progressive, prosperous South, free of racial antagonisms. Yet in the context of his own time and place,, even speaking out publicly about equal justice under the law for blacks and the necessity of reconciliation between North and South after the Civil War places Key in bold relief when contrasted to most of his contemporaries in Tennessee and the South¹⁹."


Key sat on the federal bench for almost fourteen years until 1894 when he retired to his home in Chattanooga. He died there on February 3, 19800 at the age of 76.

(Endnotes)

- 1 Davison, Kenneth E. *The Presidency of Rutherford B. Hayes*, Westport, CT. 1972, p. 99.
- 2 Williams, Charles Richard, ed. *The Diary and Letters of Rutherford B. Hayes*, Columbus, O, 1922, v. 4, Chapter 39, p. 11.
- 3 See Vexler; *National Cyclopedia*; *Biographical Directory*; and Dunn, Durwood, "David McKendree Key," article in *American National Biography* for biographical sketches of Key. Key is also the subject of David Abshire's biography, *The South Rejects a Prophet; The Life of Senator David M. Key, 1824-1900*, New York, 1967 referred to by Dunn.
- 4 Williams,, *op cit*, p.. 10.
- 5 .Annual Reports November 9, 1877, Serial 1799; November 9, 1878, S,erial 1849; and November 8, 1878, Serial 1909.
- 6 Williams, *op cit*,



- 7 April 1, 1878, Senate Misc. Doc. No. 14, Serial 1785/
- 8 19 Stat 82.
- 9 *Id.* pp. 242-251.
- 10 Act of July 12, 1879, 2 Stat 358.
- 11 Williams, *op cit* pp. 10, 11, 48, 50.
- 12 *New York Times*, November 9, 1860, p. 5.
- 13 *Id*, December 16, 1768, p. 1.
- 14 *Harper's Weekly*, March 25, 1882.
- 15 *New York Times*, January 9, 10, 13, 1880
- 16 Williams, *op cit* pp. 10, 11
- 17 *id*, p. 50.
- 18 *New York Times*, June 5, 1880
- 19 Dunn, *op. cit*, p. 639.

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The Tragedy of USS *MAINE* and John Matza

By Bob Rawlins

I was fortunate to acquire a collection of letters and covers which had been saved by the family of John Matza, a sailor whose short life was terminated along with that of USS *MAINE* on February 15, 1898 in the harbor of Havana, Cuba. The collection covered only a portion of his life but included some from family members and others after the tragedy. Together they provide a glimpse of the life of a young man from a poor family from the mid-west in the decade just before the turn of the 19th century. They are the only letters/covers known to be in collector's hands and thus are important USS *MAINE* artifacts.

The 1900 census and John Matza's obit provides the little we know about the family. Mother Anna was born in 1837 in Bohemia; it is not known when she emigrated to America or exactly when she married Mr Matza. John was born in Milwaukee, Wisconsin in 1867, his brother Emmanuel in 1868 and his sister Sophia in 1871. Later, the family moved to East St Louis where Mr Matza died some time before 1890.

That John was not well educated is clear from his occasional letters to his mother and brother. John appears to have completed secondary but not high school. A man "with a roving disposition" according to his obituary, John left home in 1890 to find his fortune. The first letter in the file is dated Chicago, Ill, May 7th 1890. Interestingly, John used a sheet with the St. Louis World's Fair 1892 rubber stamp logo. For this and subsequent letters, in the interest of accuracy, I have not corrected John's spelling or added punctuation which was mostly lacking. John writes:

Dear Mother. I am well and hope to see you the same I am working and they are all on A strike here at the Trade I am making tow (two) dollars A day heare Laboring when I got up heare it was very

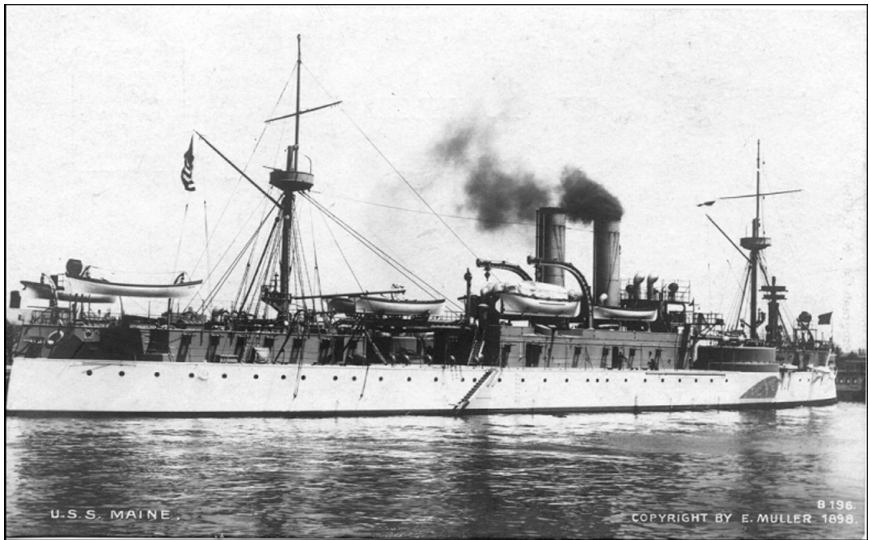


Figure 1 Armored cruiser *MAINE* displaced 6,682 tons and carried four 10" naval rifles in two twin turrets. Prior to commissioning, the ship's designation was changed to second class battleship. RPPC by E. Muller, 1898, The Rotograph Co, NY City publisher

cool and it is yet Things are booming heare and if you got a Letter from ant (aunt) Mary why Leave her. Now wher I am at this is all I got to say at present. Please answer soon.

Your Son Truley, John Matza Emerald st 6835.
Chicago Ill

John was not long in Chicago. On May 22, 1890, he writes his mother from Milwaukee, Wisconsin where the family had relatives:

I am well and hope to see you the same. I left Chicago and come up heare for I heard times were better up heare. I am going to work at the trade and I don't Intend to go around any of the Relations till I get some clothes. This is all I got to say.

Respectfully your Son, John Matza.
Address 3020 Forth St Milwaukee Wis.

John is back in Chicago in July and writes his mother on the 25th:

I take the Pleasure of writing you A few Lines I am well and hope to see the same. I am doing well. The weather is nice and cool and send me all my underwear, Handkerchies socks those Black pants and those comon Light Stripe pants and all my over Shirts and my white shirt collors and cuffs, buttons, and those old shoes. This is all I have to say and send them as soone as you get This Letter and This is all I got to say. your Son John Matza.

My Best regards to one and all and Spunders (suspenders?). Address. 1073 Blueisland, Chicago, Ill.

John apparently continued working in Chicago into 1893. But in May 1893, he is on the move. He writes his mother on stationery of Central Hotel (Rates \$1.50 per day) Du Quoin, Illinois on May 27, 1893:

I am Well and hope to find you the same. I am Working I havent muck news to tell. I think I will stay here about till 4 of July and then I will Come home and, if you ar Moved Leave me now (know).this is all I have to say.

Your Son, John Matza, Address Du Quoin Ill.
Answer soone

John evidently returned home to East St. Louis after that for there is a break of almost two years in the correspondence. On March 23, 1895, John purchased a metal trunk for \$2.00 from the firm of Fred Siekermann, 1918 -1920 N. Broadway in St. Louis and left shortly for St. Germain, Missouri. On Sept 21, 1895, he wrote his mother a short note on the reverse of the trunk invoice:

I take the pleasure of writing you a few lines stating that I am well and hope to find you the same. I am Working at the Government Works. I think I will stay till they will shut down. I think it is better than Loafing. This is all I have to say if there is any Mail there for me send it down.

Your son, address John Matza, St. Genevieve Mo.

Apparently the government job shut down in 1896, for John's next letter, this one to his brother, is mailed from New York City on June 25, 1896. John gives his return address as 545 West 57th St, which is that of his sister Sophia and her husband John (Jack) Burke. Burke was born in England in 1868 and came to the United States when he was one year old. He and Sophia married in 1888; their first child of six, named John, was born in 1889. John Matza wrote:

Dear Brother, I received your letter and was glad to here from you we are all well and hope to find you the same Jack never got scalded very bad he is working again I am working and have a good Job and if you want to come there is a Job open for you any time I will send enough to pay mothers fare this place is out of sight and I know you and mother would like it here how is Crasey (crazy?) Punkey I was fishing here and I Caught 16 eals (eels). you can have all the fun fishing here you want you ask Georg why he don't write and tell him I have good news fore him this is all fore this time more next best regards from Sophie to Mother. Hoping to here from you soone.

Your Brother John Matza



Figure 2 Coal passer John Matza. At 6' 2", 190 pounds, he was a perfect specimen of manhood well able to perform his duties in the fire rooms of USS MAINE. He was 31 when he died.

Notwithstanding his good job, John apparently paid a visit to the Navy Recruiter in New York and enlisted in August 1896. His letter to his brother is datelined Brookklyn (sic), Navy Yard, NY:

I received your last letter and am glad to here from you. I am inlisted in the U.S.N. For 3 years and it is very nice. I am going to China about the 1 of Sep. I get 22 dollars a month for passing Coal. My best to one and all and hoping to here from you soone

your Brother John Matza, address
United States Navy Brooklin NY.

Coal passer was, without question, the hardest, dirtiest job on a ship and likely given to young, strong bodies with little education or promise. Coal passers helped load coal aboard and stow it in designated bunks. Underway, they shoveled coal into the ship's boilers in hot, pressurized fire rooms. The desertion

rate for coal passers was the highest of any rating group in the navy. John again writes Emmanuel on August 29, 1896:

I received your letter and was glad to here from you I havent no money to spare for I am in debth yet I am going to England I am on the U.S.S. Maine. She is a first Class Battle Ship the shells they use in there guns weight 1100 pounds and they Carry a distance of 12 miles my best regards to all hoping to here from you soone. Why don't you write to Sophie

Armored cruiser *MAINE* was laid down at the New York Navy Yard in 1888, launched in 1889 and commissioned September 17, 1895. She completed her trials in November and joined the Atlantic Squadron in December 1895. During 1896 and 1897, she operated along the Atlantic seaboard visiting ports from Maine to New Orleans.

John wrote his brother on September 6, 1896, date line Block Island, Long Island:

I received your letter and was glad to here from you I was at sea for 6 Days and it was a plesant trip I seen a Lot of sharks they follow the steamer they can swim as fast as the ship if you can send me one of those big fishing Hooks the bigist you can buy sent it in your next Letter we are Drilling on block island it is out from conectuck (Connecticut) it is in Long island sound it is a fine place for fishing I will have a pitchure taken in my man of war suit and you will be suprisd to see me this is all I have to say hoping to here from you soone your Brother John Matza

In October 1896, *MAINE* was back in Brooklyn and John wrote his brother on the 21st:

I reseived your letter and was glad to here that you are all well I am the same the weather here is nice yet I sent a letter to Chief Ganey (Chief of Police in East St. Louis) I thaught you dead for you didnt write so long I went to see Sophie Sunday they are all well how is mother geting along what kind of a Job have you got is it any good the times here in the East are very bad people are starving to deth Jack is luckey that he is got a Job my Job is good for three years and there is no danger of geting fired we wer down in Key West a few days it was very warm there it is a very nice place this is all fore this time hoping to here from you soone.

Yours Truley, John Matza

John's next letter to his brother was penned at Hampton Roads, Virginia, Dec 29, 1896 and reflected the tension that had developed between the United States and Spain over American sympathy for the resistance of Cubans against Spanish rule:

I received your letter and was glad to here from you we spent a poor Christmass we wer out at sea going to verging (Virginia) this is a fine place it is not very cold here our ship and about 20 more are here under seal Orders and are ready for war at any moment all we are doing is Clearing Ship for action we have here the venuges (VESUVIUS) the Dneamite (dynamite) Cruiser also about 4 torpedo Boats we may gow to Cuba at any Moment all ships are armed to the teeth and are ready for war at any moment I havent sean Sophie for tow weeks I ges she is to tiered to write they are all well and hoping you and Mother are the same when this letter reaches you.

My best Regards to Mother your Brother John Matza

did John Sperner get it in the neck with the rest I hope he did. Wishing you a Merry Christmass and happy New Year

MAINE, with four other ships of the North Atlantic Squadron departed Hampton Roads on February 4, 1897 for Charleston, South Carolina. The following day, the ships encountered increasingly stormy weather with winds building to gale force as the ships passed Cape Hatteras. *MAINE* occasionally rolled as much as 25 degrees. At 8 a.m. the following day, a heavy sea swept over the ship carrying a sailor over the side. In the subsequent attempt to rescue the man, two additional men were lost overboard with none of the three recovered.

After arrival at Charleston, John wrote his brother about the events of the voyage:

We lost 33 men off of all the Ships but 16 wer picked up buy a merchant vessel they will pull through all right from here we are going to Key West for coal and then gow to New Orleans. The Weather is nice and warm. I havent bin sea sick sinc I have bin aboard the ship some have bin at sea fore 10 years and they get sick they are surprised at me they say I am a sea dog this lif is out of sight I now waigh (weigh) 190 pounds I am going to trye to get a furlow and come home for a few days from New Orleans.

After visiting New Orleans, *MAINE* returned to Port Royal. On April 8th, John wrote his brother advising him that he had sent \$15 to their mother, asking that Emmanuel let him know if the money was received.

However, John had included a return receipt request with his letter to his mother that was postmarked April 2 in East St. Louis and returned to John.

MAINE was back in Norfolk in April and John wrote his brother a somewhat testy older bother type of letter. After the usual opening, John continued:

If you and mother want to come to New York I will send you tickets you can get something to do in N.Y. there aught to be lots of work in the west in one letter you are working and the next you are Destute (destitute). What do you do with your money I sopouse (suppose) you buy plenty of booze (booze) it is not for you I feal it is for mother at the job I got now I could suport mother to perfection this is all fore this time don't think hard of this letter fore what I say is right I havent drank anything sinc I am in the Navey I am now going on 9 months if you and mother want to come leave me know in your next letter. you say you never have time to write take time the same as I do I can write a letter in 5 minutes. We are going to perade (parade) in May the 27th of this month.

On May 14, 1897, Sophia wrote a letter to Emmanuel with news of brother John:

Dear Brother, I thought I would write a few lines and see how you and mother is getting along. I guess mother thought it strange because I dint write. John came to the house Saturday for the first time before Christmas and I made him take the shall (shawl) away and ship it because Jack never had time and when he had a little time he would take the children out so I want you to write and let me now (know) if you received the Shawl and a few other little things we sent.

We have another young son he will be one month old on wensday as soon as you receive this letter let me now wether you received the things or not. I dint want to write until I would send the things. The wether hear is very unpleasant it rains a good deal this month (son) John goes to school every day we are all well and hope to find you the same, best regards from one and all, your sister Sophie Burke

In August 1897, things did not seem to be going well at home. On the 25th John wrote his mother:

I will send you some money about the 4 of September and cant you get some of the Naibors (neighbors) to write you wont starve as long as there is blode (blood) in my veines I will be home about the 6th of October and I will sea that you will have a home.

On August 27th, the Chief of Police of East St. Louis wrote John in answer to an inquiry about mother Anna. Chief Hauss said "I went and seen her yesterday and she is badly in need for money. I would advise you to send her some."

On September 3rd, with *MAINE* in Yorktown, Virginia, John wrote Emmanuel who had moved from the family home:

I here that you have bin treating mother very badley you better stop or I will have the Chief of Police take care of you. You say you are working in one letter and in the next you are on the bum you better pay your rent and buy less buse (booze) they tell me you as bad as a barel (barrel) house Bum.

On September 5th, *MAINE* was back in Hampton Roads and John wrote his mother:

We wont get paid till Friday the 9 of this month and I will send it without fail I tried to borrow it but the boys have no money you will have it buy the 11th in time to pay the rent.

Later that month, on the 21st, John told his mother not to write since he would be home in 10 to 15 days.

John's next letter was written from Key West, Florida on December 16, 1897 to Emmanuel:

We have captured a Fillbuster (Gun runner) they had about tow (two) thousand rifles and about the same of amanation (ammunition) this is a grate place fore sponges and cigars we may stay here till march and is a very good place fore Sharks and they are the worst kind they are the tiger Shark and hamer (hammer) head Shark we shot one and he waied (weighed) 900 pounds and he had in him the hole (whole) head of a Cow with the horns there teeth work like a hair Clipper they can bite a man in tow (two) wit the grate ease.

In January 1898, *MAINE* was ordered to Havana, Cuba on what was purported to be a good will visit although the Spanish authorities would just as well not have had the visit occur. Arriving January 25th, *MAINE* anchored in the middle of the harbor in a previously unoccupied berth. Captain Sigsbee made his courtesy calls, but, ever vigilant, granted no shore leave for the crew.

John wrote his brother a letter date line Havana Cuba, Jan 25th 1898:

I take the pleasure of writing you a few lines stating that I am well and hope to find you the same we came here and expect trouble but we wer prepared we had every gun in the Ship redy for action

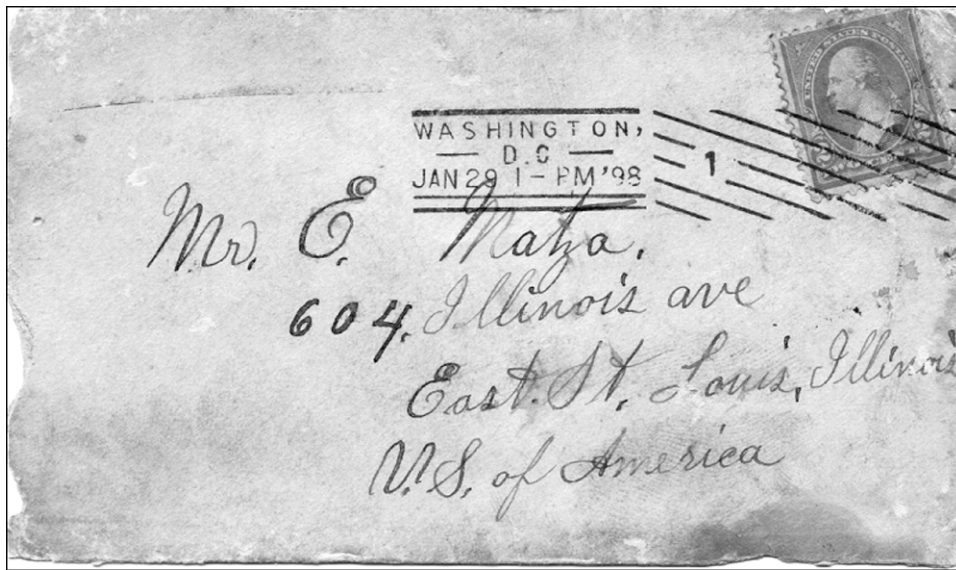


Figure 3 Cover containing a letter written January 25, 1898 by John Matza following arrival of *MAINE* at Havana. Mail was carried in a closed mail bag by navy dispatch vessel to Key West, thence to Washington, D.C. where it was placed in the mail stream on Jan 29, 1898. Back stamped East St Louis Jan 31.

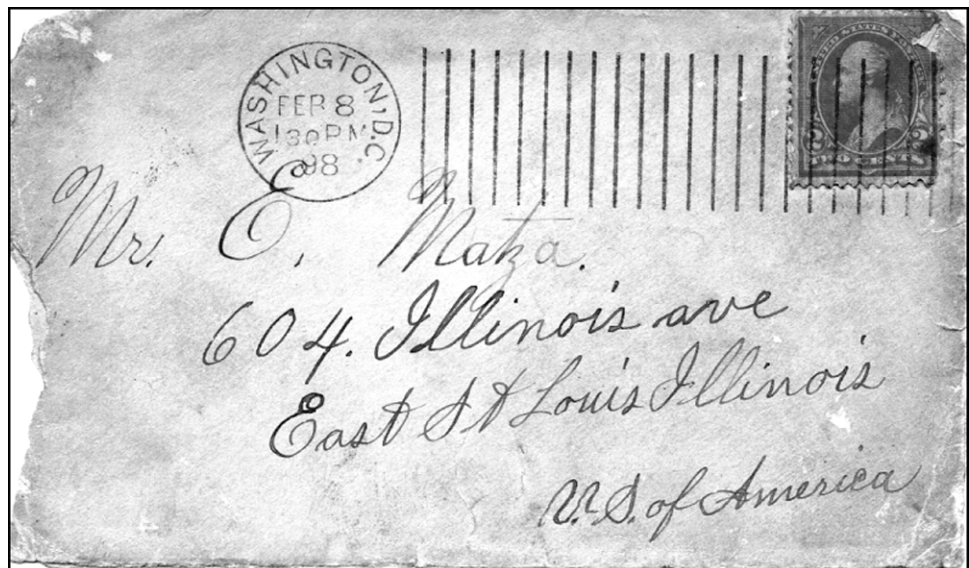
the place is hot and baren everything is idle and the people are Starving I have seene some men like Skel- etons we are living on flying Fish 3 times a day and if I stay here long I will be able to flie myself Every place you look you can see Spanish troops and they look to be half starved this is the finest island I ever seene it is very rich. That famous Castle it is Moreo (Morro) Castle it is a very fine Fort but the Navey can distroy it in a few hours. This is all for this time more next it is very hot here hoping to here from you soone.

The cover shown in *figure 3* bears a Washington, D.C. machine postmark of Jan 29 and a two cent carmine Washington issue of 1890 (Scott 220). *MAINE* had no post office at that time; mail was transported by naval dispatch vessel to Key West several time a week, thence to Washington. The envelope is back stamped East St Louis Jan 31.

John wrote one more letter to Emmanuel postmarked Feb 8, 1899 in Washington, D.C., received in East St. Louis Feb 9th (*figure 4*). Unfortunately, there is no letter with the cover. This is probably the last letter from John Matza to his family in East St Louis.

On February 15th, at 9:10 p.m. taps sounded aboard *MAINE*. The harbor was calm with a light breeze. Many of the crew had turned into their hammocks, others read or talked quietly with friends about the decks. Those on watch looked forward to being re- lieved in an hour or two. At 9:40 p.m. the harbor was rent with an explosion, first a sharp crack then a huge roar as the fore part of *MAINE* rose in the air then slowly sank beneath the water. Some men were killed outright, others were blown overboard or trapped be- low decks, many were injured. Rescue efforts began immediately and personnel were transferred to the

Figure 4 Cover from John Matza to his brother postmarked Washington, D.C. Feb 8, 1898. This is thought to be the last letter home sent by Matza before the destruction of *MAINE* one week later.



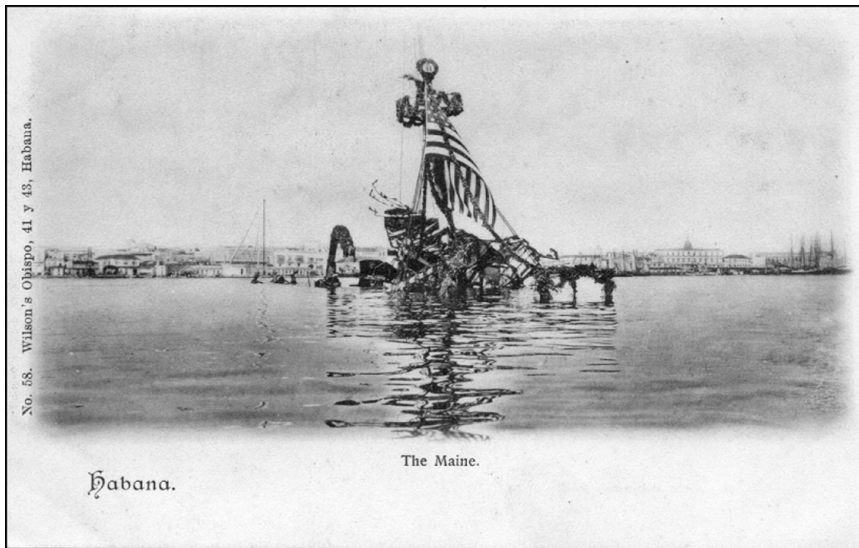


Figure 5 MAINE as she appeared in Havana Harbor from 1898 to 1910 when a cofferdam was constructed to raise her remains. The U.S. flag flew continuously from her mast. RPPC No 18, Wilson's Obispo, Havana

American steamer *City of Washington*. Captain Sigsbee, whose cabin was in the after part of the ship was urged by his Marine orderly to leave the sinking ship and was the last to do so. In all, 266 of the crew were lost in the explosion or died afterward as a result of injuries suffered.

The U.S. convened an official inquiry into the loss of the ship. After careful examination of many witnesses including divers who inspected the underwater body, the court concluded that MAINE had been destroyed by an underwater mine which then caused two or more forward magazines to explode.

Spain also convened an investigation. The Spanish court concluded the explosion was due to internal causes.

The American public would have none of Spain's official apology. The battle cry throughout the country was "Remember the Maine - to hell with Spain." On April 21, 1898 Congress passed a resolution declaring Cuba independent and, on April 25th formally declared that war existed as of April 21.

The "splendid little war" essentially ended on July 3rd with the destruction of the Spanish fleet off Santiago, Cuba. On December 10, 1898 Spain and the United States signed peace terms.

MAINE was forgotten for some ten years, but in 1910 petitions flooded into Congress and the Corps of Engineers was authorized to raise the ship. A cofferdam was constructed around MAINE and pumped dry in November. A second court of inquiry was established and the wreck photographed extensively. This court essentially confirmed the conclusions of the 1898 court.

The remains of an estimated sixty four men were found in the wreckage. The forward part of the ship was cut up, the after part sealed and, on February 10, 1912 MAINE was refloated.

On March 16th, the unburied remains in thirty four coffins were transferred to USS BIRMINGHAM and NORTH CAROLINA. The Navy tug OSCEOLA towed MAINE through the harbor and out to sea. Just outside the three mile limit in 600 fathoms of water, sea cocks and sluiceways in MAINE were opened and, twenty three minutes later, the gallant ship slid beneath the



Figure 6 Real photo post card of MAINE's last moments as she sank at approximately 4 miles from Havana Harbor. The card is annotated by a sailor in BIRMINGHAM who indicated his vessel on the left. NORTH CAROLINA is the ship on the right. The post card is postmarked April 8, 1912 at Lynnhaven Bay, Virginia where the ship anchored to transfer the caskets ashore.

waves. The coffins were transported to Arlington Cemetery where they were buried with the remains of their shipmates.

Epilog

The day following the loss of *MAINE*, Emmanuel wrote sister Sophia asking if she had any news of John. She replied in the negative on the 21st. On February 28, the naval cadet aide to Captain Sigsbee wrote Sophia to confirm that John was lost and his body not found.

The Battleship *MAINE* memorial fund sent checks of \$25 to Anna Matza on March 19th and September 3rd and a check for \$40 on February 7, 1899. Anna also received a check for \$35 from the New York *Morning Telegraph* newspaper from a benefit held at the Metropolitan Opera House for the families of sailors lost in *MAINE*. The file also contains a circular sent to Anna by Attorney and Solicitor of Claims H.E. Mullan of Washington, D.C. outlining pensions available to parents of those killed in battle. One hopes that Anna was somehow eligible for a pension since the mood of the country following the loss of *MAINE* was certainly one of generosity.

Although both U.S. investigative bodies had arrived at similar conclusions, the reason for the loss of *MAINE* continued to be open to question. In the 1970s, Admiral H.G. Rickover, USN became interested in the subject and convened a panel of experts to reexamine the subject using current techniques. In 1976 Rickover published his conclusion that the cause of the explosion was most likely due to heat generated by spontaneous combustion in coal a bunker which caused instability in powder in an adjacent ammunition storage space. Yet, later the *National Geographic* conducted a study using computer modeling which was inconclusive—the cause could be been external or internal. More recently, a computer simulation concluded that the cause of the accident was most likely internal.

Coal bunker fires were not unknown. Cruiser *CINCINNATI* had experienced one in 1896 while at Key West. *OREGON* discovered a bunker fire while in the vicinity of the equator in March 1898 during her dash



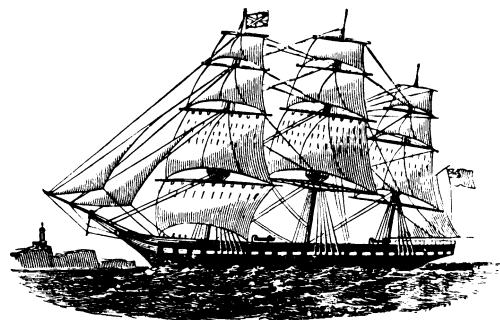
Figure 7 On March 16, 1912 sailors and marines lined the dock at Havana while coffins of the remains recovered from *MAINE* were transferred to USS NORTH CAROLINA and BIRMINGHAM for transport to Arlington Cemetery for reburial. RPPC 44-2 by Simon.

from San Francisco to Florida. In 1918, collier *CYCLOPS* mysteriously disappeared in the Atlantic and was never heard from again.

The sum and substance is that we will never know, for certain, the cause of the loss of USS *MAINE*. But it is difficult to believe that Spanish forces were somehow complicit in an act that they had to know would result in immediate serious and negative consequences to them.

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- Rickover, Hyman G. Adm, *How the Battleship Maine was Destroyed*, Navy Department, 1976
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The Post Offices of Bell County, Kentucky

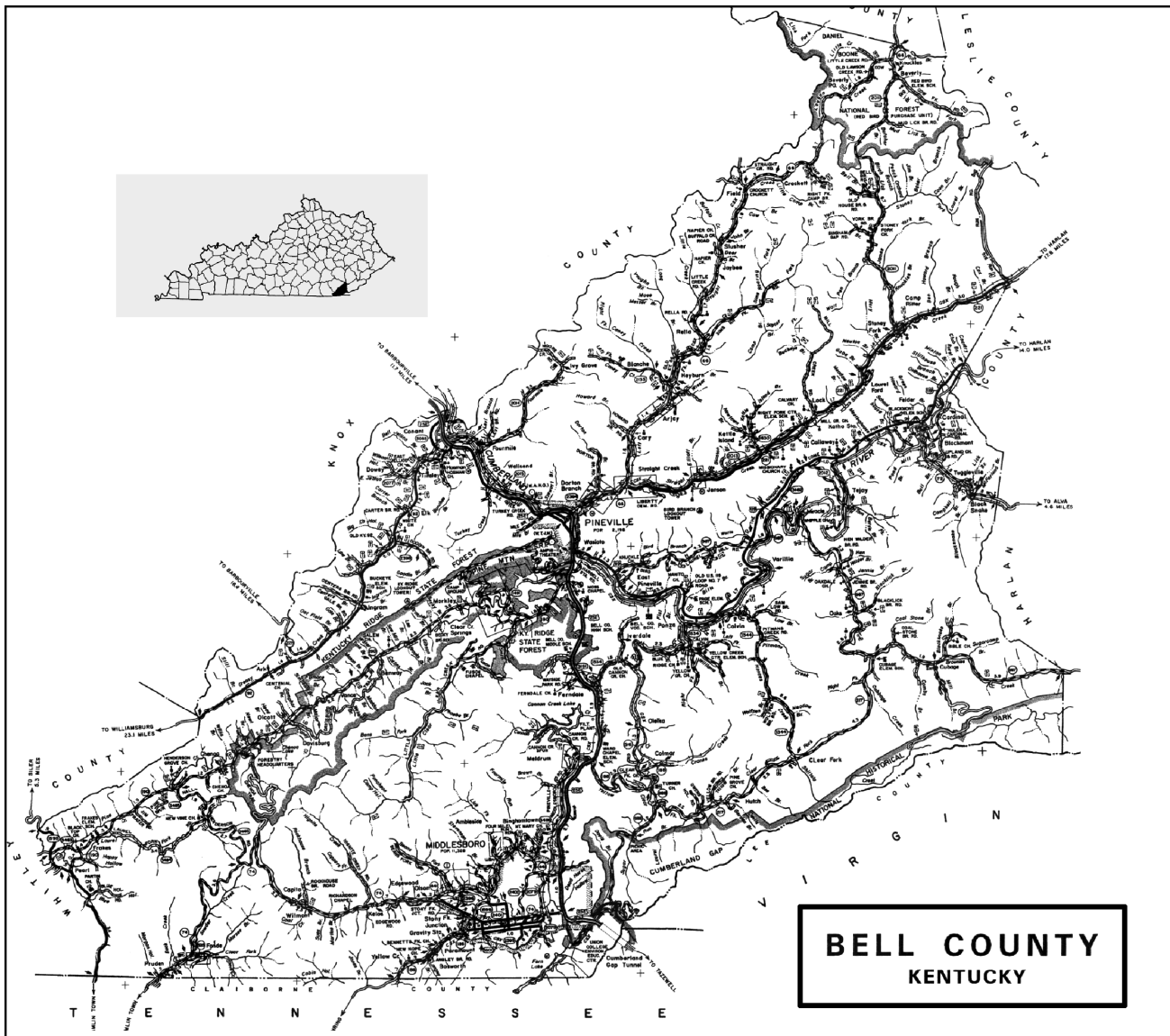
PART 1

By Robert M. Rennick

This 361 square mile county, Kentucky's 112th, was established by legislative act on February 28, 1867. A suggestion that it be named **Montano** for its mountainous terrain was rejected in favor of **Josh Bell** for Joshua Fry Bell (1811-1870), a Danville lawyer and one term U.S. Congressman (1845-1847).¹ As a Kentucky legislator (1864-1867) he had pushed for the formation of this new county from parts of Harlan and Knox which he considered too large. In January 1873 another legislative act shortened the name to simply **Bell**. In January 1871 a ten square mile area called **South America**

was added to the county from Whitley County. The county is home to some 30,000 residents counted in the 2000 Census.

Bell is one of Kentucky's hilliest counties. Nearly all of its settlement has been in the few areas of level land in the narrow bottoms of the Cumberland River and its several branches and the broader "alluviated valley of the Yellow Creek at Middlesboro," its largest town.² The 125 mile long Pine Mountain crosses northern Bell and is by far the county's most distinguishing geographic feature. Paralleling it to the south is the equally formidable Cumberland Mountain along whose crest extends the Virginia state line.



Among the county's pioneer families were the Callows, Colsons, Greens, Hendersons, Howards, Miracles, Partins, Pursifulls, Renfros, and Slushers who figured prominently in early settlement and post office history.

Since the county's uneven terrain and unfertile soils have always hindered agricultural development, its economy, like those of its Appalachian neighbors, was mostly dependent on its timber and coal resources. But it was not until the arrival of the Cumberland Valley Division of the L&N in the late 1880s and the building of spur lines up the several creek valleys to reach coal and timber deposits that any real development occurred.

By 1900 several dozen coal companies—some locally owned and others from outside the county and region—had begun the systematic exploitation of Bell's coal resources. Exploitation is an apt word since in the 1920s a coal slump based on overproduction for a declining national market led to the closing of most of the county's mines and the dislocation of its work force. Recovery came only with the increased demands of World War II when again coal dominated the county's economy along with some industry-resource processing and the manufacturing of leather and steel goods, clothing, and plastics. With the opening of the Pine Mountain State Park, Kentucky's first, in 1926, and the development of other scenic attractions such as the 20,000 plus acre Cumberland Gap National Historical Park and the annual Mountain Laurel Festival, Bell also became a tourist Mecca.

This chapter will deal with the seventy-eight post offices that operated within the county's present limits. For our purposes Bell will be divided into several geographic areas. Beginning with those established before the county's creation, the offices will be grouped by major stream valleys—the Cumberland River's main channel (which extends for some twenty eight miles across Bell County in a southwestern, then western direction), its principal branches—Puckett, Brownies, Yellow, Clear, Straight, Four Mill, and Greasy Creeks, and the Clear Fork River (which joins the Cumberland near Williamsburg in Whitley County); and then the Red River, one of the head forks of the Kentucky River's South Fork which drains the northeast corner of the county. Within each valley the offices will be considered chronologically and located by road, stream, or rail miles from other offices in their respective valleys or by road miles from the court

house in downtown Pineville, the county seat. Pineville is 120 road miles SSE of downtown Lexington (via I 75 and US 25E) and thirteen miles north of Middlesboro, Bell's largest town.

Post Offices Established in the Area that was Still a Part of Knox County

Three post offices were established in Knox County and then included in Bell on its creation. A fourth, **Cumberland Gap**, began in Claiborne County, Tennessee in 1803, moved a short distance to then Knox County in September 1846, but in March 1851 was returned to Tennessee, and thus was never actually a Bell County office.

Pineville, a fourth class city with a 2000 population of about 2,100, is located at one of the few breaks in the all but impenetrable Pine Mountain, where the Wilderness Road (part of the present US 25E) crosses the Cumberland River. Here, at the mouth of Straight Creek and just west of what was to be the Knox-Harlan

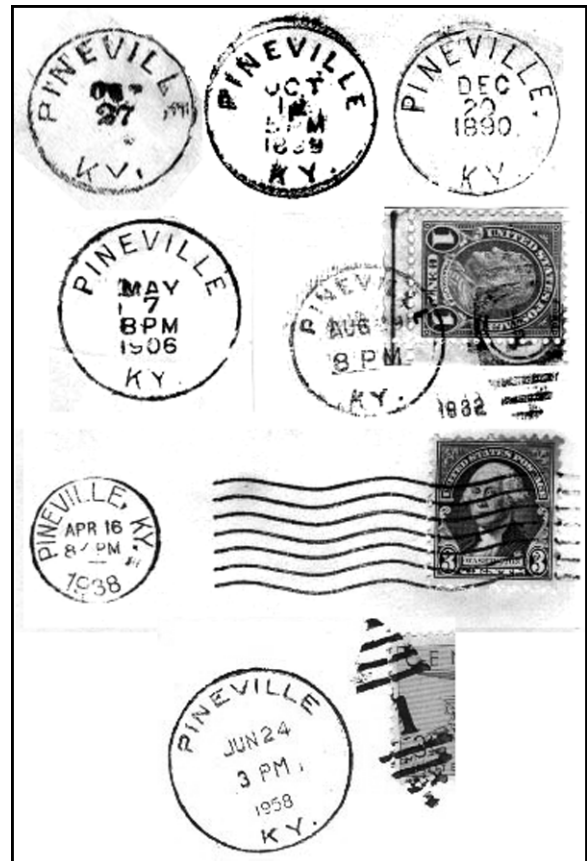


Figure 1 A selection of Pineville postmarks from 1880s to 1958. Courtesy of Postmark Collectors Club Margie Pfund Memorial Postmark Museum (PMCC).

County line, on land acquired by Isaac Shelby from Abraham Buford's Virginia patent, a settlement was started and aptly called **Cumberland Ford**. On March 31, 1818 the future county's first post office was opened here in this name, with Moses Dorton, its first postmaster.³

A mile above the Ford, just below the mouth of Clear Creek, the river flows through a 200 foot wide gorge between 1300 foot high cliffs. At this site, long known as **The Narrows**, the new Bell County seat was established and the town of **Pineville**, for the local trees, was laid out. On April 15, 1870 the **Cumberland Ford** post office which had closed a month before, was reopened here as **Pineville**, with Peter Hinkle, a hotel owner and storekeeper, as postmaster.

In anticipation of the arrival of the L&N in April 1888 and with plans to exploit the mineral resources of the upper Cumberland region, two land development companies—the Pine Mountain Iron and Coal Company and the Pineville Land and Lumber Company—purchased tracts in the Cumberland Ford vicinity from its then proprietors J.J. Gibson and Judge Henry Pursifull.

To their land, before the end of the 1880s, the county's seat, homes, and businesses were removed from **The Narrows**. In 1889 the new site was incorporated as **Pineville**, with The Narrows becoming, in effect, Old **Pineville**. Over time, the town has included both sites and, most recently, **West Pineville (Wallsend)**. Insufficient level land for expansion and its great flood susceptibility has long inhibited Pineville's growth and development. It never really recovered from its 1977 disastrous flood. Its economic base continues to be coal and some manufacturing, including explosives and oxygen products. The late county historian Henry H. Fuson once called **Pineville** "the queen city of the hills for its nice homes and clean and carefully maintained streets."⁴

The second Bell post office that began in Knox County was **Yellow Creek**, established on February 11, 1839 by Robert George somewhere near the upper end of this fifteen mile long stream. The creek, which heads at the confluence of its Stony and Bennett Forks, just west of Middlesboro, flows through that town, then extends roughly northeast to the Cumberland 5 ¾ river miles above (southeast of) Pineville. It was first noted by Dr. Thomas Walker (in 1750) as Flat Creek, referring to the large alluvial plain on which Middlesboro lies. By 1782, when it was first settled by John

Turner's Lee County, Virginians, it was identified as Yellow Creek for the perceived color of the water when the sun shown on it. Sometime before 1790s Turner's people had erected a blockhouse on Little Yellow Creek (now covered by Fern Lake.)⁵ Little is known of the **Yellow Creek** post office before the 1880s when Site Location Reports of its two sites then placed it five to 5 ½ miles northwest of Cumberland Gap and eleven miles southeast of Pineville. It then served at least two local stores run by the Colsons, a pioneer family of the Yellow Creek valley. It closed in January 1890.

Then there was the **Clear Creek** post office which J.A. and Anderson Partin operated intermittently somewhere on this fourteen mile long stream from July 6, 1855 to November 1867. The creek, which heads in Log Mountain in southwestern Bell and parallels Pine Mountain two miles north, joins the Cumberland just above the Narrows. Dr. Walker called it Clover Creek for the wild clover on its banks, but it was probably renamed for the clear perennial spring at its confluence with the four mile long Little Clear Creek. The spring, four miles southwest of Pineville, was a famed summer resort and medicinal spa, developed shortly after the Civil War by J.M.C. Davis, that by the late 1920s had become the **Clear Springs Camp**, a recreational and assembly center operated by several Pineville Baptist churches. I don't know, though, if the old post office was at this site.⁶

Post Offices Established in the Area that was a Part of Harlan County

The first of the two Harlan County post offices that became a part of Bell on its inception was established on January 14, 1831 as **Letcher**. Lewis Green was its first postmaster. It was named for then U.S. Congressman (and later Governor) Robert P. Letcher (1788-1861). On March 7, 1855 its name was changed to **Calloway** for the family of Charles J. Calloway (ne 1810) who served as postmaster from 1838 to 1875.⁷ Until the late 1880s the office was serving a settlement with one or more stores, a couple of mills, and some other businesses on the Cumberland, a mile



above the mouth of Pucketts Creek (across the river from future Blackmont-Hulen). By the 1890s the office may have been just above the mouth of Schoolhouse Branch (of Cumberland). In the spring of 1918 it was moved three fourths of a mile down the river to the mouth of Meetinghouse Branch to serve the LAN's **Luce Station** just across the river. Later that year it was moved another mile downstream to serve another station called **Mathel** and the Mathel and Tanyard Hill coal companies' camps in the area between the river and Pine Mountain. At this site, on the present US 119, twelve miles above (east of) Pineville, it remained till it closed on Dec. 27, 1983.

The inexplicably named **LaFontaine**, the other Harlan post office in Bell County, was on the north side of the river, half a mile above the mouth of Yellow Creek and six miles above (ESE of) Pineville. It was on land first settled by Mount Pursifull (1794-1890) and was established on June 30, 1846 with Mount's son John Mat Pursifull, postmaster, but closed in September 1861. It was reopened on February 21, 1866 by Mat's brother Mount (Jr.) and closed for good in April 1874.

Post Offices on the Cumberland River's Main Channel

The first Cumberland River post office established after the creation of Bell County was **Conant**. James M. Conant (ne January 1856), the first of its two postmasters, and its probable name source, established it on July 15, 1881 on the north side of the river, a mile above the mouth of Four Mile Creek and 2 ½ miles below (northwest of) Pineville.⁸ By 1888 the office is said to have been just south of the mouth of Four Mile and was thus the forerunner of the **Fourmile** post office (see below). It closed in July 1895.

Across the river from the mouth of Four Mile, on the present US 25, was the **Whitsett** post office. Named for its only postmaster David B. Whitsett, it served a coal mine and densely populated neighborhood for exactly one year from April 4, 1898.

Thomas Jefferson (called T.J.) Asher, son of Jackson Davis and Margaret Asher, was born on May 21, 1848 on the Red Bird River in Clay County. In 1870 he moved to the mouth of Pucketts Creek in Bell County where he farmed and logged, and married Varilla, the daughter of the area's leading settler Robert Howard. In 1881 he moved his new family to a site on the north side of the river, just above the mouth of Clear Creek (that had been first settled by W.M. Howard of North

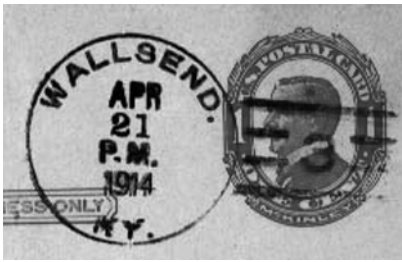


Carolina) where he continued to log. Here, in 1889, he acquired the Renneum and Slawson circular sawmill to which logs were being shipped down the river, started the T.J. Asher and Sons Lumber Company, and, on April 4, 1889 opened the **Wasioto** post office to which he gave the old Cherokee name for the break in Pine Mountain through which the river passes.⁹ By 1890 the railroad had arrived for product shipment to distant markets and Asher's mill was soon converted to a bandsaw operation.

By the early 1890s Asher's company had acquired some 25,000 acres of timber land, but after an evaluation of the coal resources on this land it decided to downplay its lumber operations and devote itself primarily to coal mining. As the now Asher Coal Mining Company, T.J. and his sons discovered or acquired and developed several mines further up the river and several of its branches. Unable, at the outset, to convince the L&N which, by 1907, had extended its line two miles above Wasioto to Harbel, to proceed any further, T.J. built his own railroad, which he called the Wasioto and Black Mountain, first to a station he named **Tejay**, thirteen (rail) miles above Harbell, and then two miles up Toms Creek to his Balkan mine and farther up the river to Burchfield. The line was acquired by the L&N in 1915 as its Kentucky and Virginia Railroad and was later extended into Harlan County. As merchant, entrepreneur, and, for a time, Bell County judge, Asher continued to live in Wasioto where his company, later converted from coal and lumber productions to land holding and leasing, continued to maintain its offices. Asher died in 1935 and the **Wasioto** post office was discontinued in 1951.

The county's first commercial coal mine was opened just below Cumberland Ford-Pineville in 1889 by an English-financed Kentucky firm calling itself the Wallsend Coal and Coke Company. To serve the firm's offices along with a village of nearly 400 residents and the newly opened **West Pineville** railroad station, 1 ½ miles below Pineville, a post office was established on May 10, 1890 also called **West Pineville**, with





*Late use of the
Wallsend Doane
postmark and
canceller.*

Wilkerson P. Durham, postmaster.¹⁰ This office closed in late October 1891 but was re-established on January 18, 1898, with Edmund A. Starling, postmaster, as **Wallsend** [wahlz/ehnd] for the company. The latter had taken its name from the English town, four miles ENE of Newcastle-upon-Tyne, from which the Newcastle coals were shipped. The English name, in turn, referred to its site at the eastern end of the famed Hadrian's Wall. By 1947 Bell County's **Wallsend** had become a part of Pineville and, in 1950, its post office was closed.

At the mouth of the 2.3 mile long Toms Creek (name derivation unknown), and just below (south of) **Tejay**, was the **Tomscreek** post office. This operated from March 31, 1898 through June 1907 with Martha E. and James A. Campbell, its first postmasters.

Nearly two miles up Toms Creek the Ashers, in 1912, developed their **Balkan** mine which for years was operated by the Southern Mining Company (a subsidiary of the Southern Coal and Coke Company). To serve this operation and the model company town, whose population peaked at over a thousand between the World Wars, the **Balkan** post office was established on December 20, 1912, with Edwin R. Roberts, its first postmaster. Its name is said to have honored some of the early miners of southern European descent. It closed in 1982.



The post office of **Hances**, at the mouth of the creek of this name, seven miles above (northeast of) Pineville, was established on January 16, 1908 with Dr. Ewing W. Miracle, its only postmaster. The first name proposed for it was **Needmore** for it would serve a village of that name with a population then of some 150. But it was given the name of the nearly five mile long creek that heads in a ridge with the same inexplicable name. The Ashers also had coal interests on this ridge by 1912. By the end of May 1913, though, the post office had closed.



On April 3, 1908, just weeks after the establishment of the Hances post office, J.A. Pursifull opened a post office on the north side of the river, half a mile below and across from the mouth of Hances Creek. This was just above the site of the old **LaFontaine** post office (see above). J.A.'s wife Belle (nee Creech) was its first postmaster. It was named **Calvin** for the local magistrate, the Rev. Henry Calvin Miracle (ca. 1865-1923), who lived on Hances Creek. In early 1917 it was moved across the river to serve the Kentucky and Virginia (L&N)'s new **Page Station**, very near to the site of the then recently closed **Hances** post office. Until 1966, when the U.S. Board on Geographic Names decided in favor of **Calvin** for the still active post office, the vicinity had been identified on federal maps as **Page**. **Page** was probably named for one or more area persons (perhaps for Joe who worked for the railroad, Joe N. (ne ca. 1870), a coal operator, or Robert E. (ne ca. 1876)).¹¹



In 1911 T.J. Asher's railroad reached a site 1/2 miles above (northeast of) the mouth of Hances Creek where he established a coal town he named **Varilla** for his wife (1848-1935). By April 2, 1912, when the **Varilla** post office was established (with James Thomas Morgan, postmaster), the town had reached a population of 350. For several years the local rail station was the inexplicable **Dorothy**, but by 1917 it too had taken **Varilla's** name. Here also was, for a number of years, the main generating plant for Kentucky Utilities. Little survived the closing of the post office in mid April 1930.

By 1911 the Wasioto and Black Mountain Railroad had also reached the mouth of Pickets Branch, 1 1/2 miles above (northeast of) the mouth of Pucketts Creek and half a mile below the Harlan County line. Here a station was built to serve a Black Mountain Coal Com-

pany town of some 200 residents with the name of mine owner William Burchfield. On February 24, 1912, with Harry E. Bullock, postmaster, the **Burchfield** post office opened. In 1918-19 the company was acquired by the J. Campbell Straus family and renamed the Kentucky Cardinal Coal Company. By 1920 the camp, station, and post office had become **Cardinal**. For years the post office was in the company-owned commissary. The company disbanded in 1960 and the post office closed four years later.



The residential hamlet of **East Pineville** on US 119 and the north side of the river, 2 ½ miles above (south-east of) Pineville, was served, from December 3, 1925 to 1934, by the post office of **Jayem** [dja/ehm]. It was named for John (Marshall) Robsion (1873-1948) of Barbourville who represented Kentucky's Ninth District in the U.S. Congress from 1919 to 1930 and 1935 to 1948.¹² Millard F. Broughton was the first postmaster. By the mid 1920s the Kentucky and Virginia (L&N) Railroad's **Harbel Station** (ostensibly named for the two counties) had been opened across the river.

Post Offices on Puckett Creek

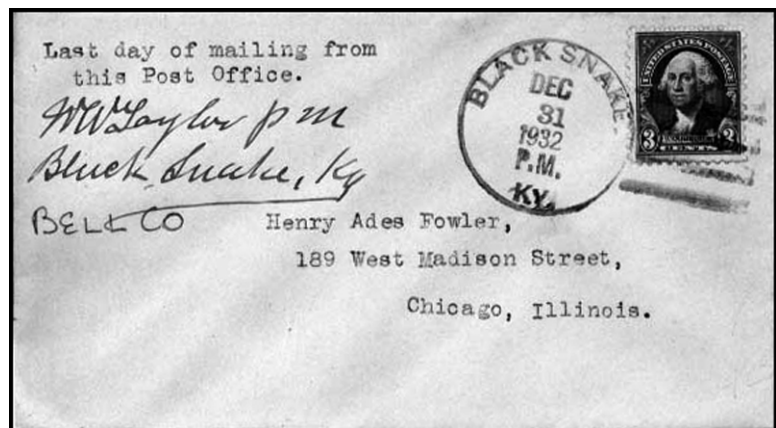
The 10 ½ mile long Puckett Creek heads in the Little Black Mountain in Harlan County, is paralleled by Ky 72, and joins the river just below Hulen (Blackmont), about seventeen miles above Pineville.

To serve the new rail station of **Hulen** some 300 yards below the mouth of Puckett, on the south side of the river, Joseph H. Saylor established the **Hulen** post of-



fice [hyu/luhn] on July 17, 1913. By the early 1920s the station had become **Felder**. In 1937 the office was moved half a mile up the river (and directly across from the old Letcher-Galloway post office site) to serve the new coal town and station of **Blackmont**. This name derived from the nearly Black Mountain or from the Black Mountain coal area that has extended from here into Harlan County, two miles away. In 1974 the U.S. Board on Geographic Names approved **Blackmont** for the community and its local school and church while limiting the still underived **Hulen** to the extant post office.

Some 2 ½ miles up Puckett and its Black Mountain railroad spur, at the mouth of Halfway Branch (given erroneously as McFarland Branch on current maps) and across from the 2 ¼ mile long Blacksnake Branch was the **Blacksnake Station** and storekeeper William Nelse Taylor's **Blacksnake** post office. The office, established on June 20, 1923, was soon serving a small Southern Mining Company camp and mine. By 1932, when the office closed and its papers were



sent to Harlan County's Insull post office, a mile east, the vicinity was called **Tuggle** (later **Tuggleville**) for a local man Ralph Tuggle.

Post Offices on Brownies Creek

Brownies Creek heads in Brush Mountain and extends for about fifteen miles to the river at Miracle, twelve miles above Pineville. Fuson, the county historian, spelled the name **Brownies**, attributing it to brown buffalo (called browneys) that roamed its banks in early settlement times.¹³ Ky 987 parallels the stream's entire course.

The still active **Miracle** [mah/ruh/kuhl] post office has occupied several sites on both sides of Brownies' river confluence since its establishment on May 16,



1912, with Willie A. Hoskins, its first postmaster. For many years it served the **Miracle** station on the Wasioto and Black Mountain (later the Kentucky and Virginia) Railroad. Most recently it's where Ky 987 crosses the river just above the confluence. The Miracles are still a large Cumberland valley family. On the creek itself were three nineteenth century established post offices—Horsemill, Cubage, and Oaks.

All that's known of **Horsemill** is that, from December 30, 1878 till mid November 1879, with Robert A. Miracle, its only postmaster, it served the **Brownies Creek** locality five miles north of Cubage's first site. A horse-powered mill can only be assumed.

The first site of the **Cubage** [kuhb/uhdj, kuhb/aydj] post office, however, has not been precisely located. It was most likely on the 3.7 mile long creek of this name that joins Brownies seven miles from the latter's river confluence. According to tradition, the first settlers found the words "cub bear killed here" carved on a beech tree on the creek, and thus Cubage may have been a corruption of Cub Beech, a possible early name for that stream. Historian Fuson also reported, but discounted, the contention that it was named for a Mr. Cubage (or Cubbage), one of a party of pioneer hunters, who remained on the creek until he could overcome a case of frostbitten feet. The office was established on May 17, 1879, with Andrew Wilder, a dealer in patent medicines, its first postmaster. Until it closed at the end of 1981, it occupied several sites on Brownies, including the mouth of Cubage; the mouth of Cowans Branch, a mile above; just below Sugarcamp Branch, another mile above; and, most recently, the mouth of Mill Branch (between Cowans and Sugarcamp).

The **Oaks** post office, likely named for the local trees, was established on May 26, 1897, probably at the mouth of Oaks Branch of Brownies or at the mouth of Jennies Branch, a short distance above, in the vicinity of the Oakdale Church. Ewing W. and Levi Miracle were its first postmasters. In 1902 it was



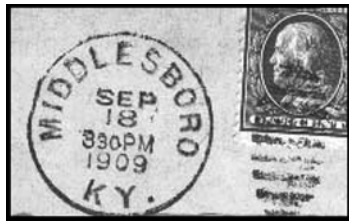
moved one mile down Brownies, and in 1907 it was moved half a mile back up Brownies, probably to the mouth of Hen Wilder Branch. In 1923 it was moved another mile up the creek to the mouth of Blacklick Branch, about four miles above the Miracle post office, where it closed in 1963.

Post Offices in the Yellow Creek Watershed

Seventeen post office served the Yellow Creek watershed, including its two head forks, Stony and Bennett.

Bell's largest city, the third class **Middlesborough**, centers just southeast of the Yellow Creek's head forks confluence, thirteen miles south of Pineville and a mile northwest of the Cumberland Gap and the Virginia, Tennessee, and Kentucky convergence. A pioneer Yellow Creek settlement made around 1810 by John Turner, et al. of Virginia, had become by the 1880s the scattered homesteads of Colsons, Partins, Marsees, Davises, Sowders, Wilsons, and other families.

About this time, Alexander Alan Arthur, a Scottish-born Canadian mining engineer and resource developer, envisioning the establishment of a great industrial city on the exploitation of what he thought were the area's extensive iron and limestone deposits, acquired tens of thousands of acres of Yellow Creek land. He organized the American Association, Ltd. and attracted investment capital from a number of English businessmen. By the late 1880s he had begun to build his city. Either from a list of names allegedly offered by his investors, or at the suggestion of a Mr. Watts, who had come from the English city of Middlesbrough (sic), he selected the name **Middlesborough**.¹⁴ The **Middlesborough** post office, three miles south of the earlier Yellow Creek post office, was established on September 14, 1888, with George C. Whitlock, postmaster. The L&N and Southern Railway arrived the following year, and by 1890 the new town had over 5,000 residents.



Then its bubble burst. The 1890 failure of London's Baring Bank (Arthur's principal English financier), the incipient U.S. depression, but mostly the underestimation of the area's iron deposits (its main attraction), coupled with the discovery of richer and cheaper deposits in Minnesota, led to the extensive pullout of capital, the closing of furnaces, stores, and other businesses, and the large scale exodus of its population. Recovery began slowly, some twenty years later, with the newly developed area coal mines as its resource base. Its economy was booming again by the First World War when its population reached some 15,000. By 2000, with some 10,400 residents, the city had become the trade center for the tri-state area, a manufacturing city (work clothes, meat processing, and tanning), and, with its proximity to the Cumberland Gap National Historical Park, dedicated in 1959, a tourist Mecca.

In 1960 the U.S. Board on Geographic Names ruled in favor of what was then the preferred local spelling of **Middlesboro** which the post office had assumed on March 14, 1894 and the railroad and a number of local businesses had used for years. Yet it was **Middlesborough** in the city's act of incorporation of March 14, 1890 and this remains its official spelling.

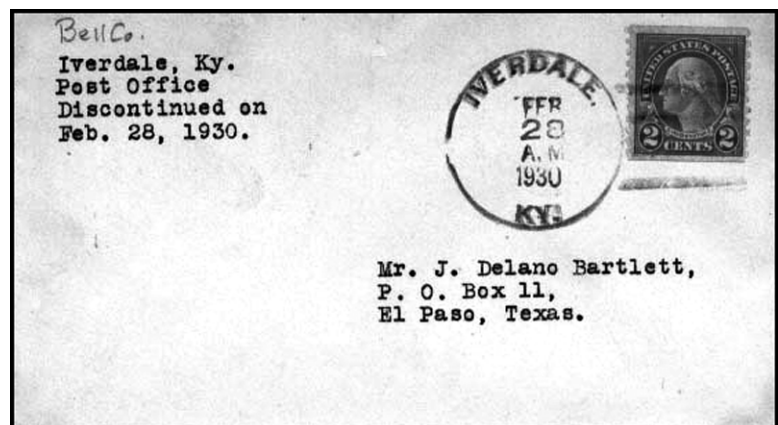
To serve the Excelsior Coal Company's mine on Yellow Creek, some four miles north of downtown Middlesboro, was the **Excelsior station** on the Cumberland Valley Division (L&N) and the **Excelsior** post office near the site of the present St. Mary Church (formerly the Yellow Hill Church), one mile south of the mine. The office operated from April 27, 1900 through March 1908 with William Pritchard, its first postmaster.

Two miles north of the Excelsior post office was the once coal town and rail station (now residential community) of **Meldrum** whose post office, established by Hiram H. Duncan, operated from December 27, 1912 through February 1926. Its name source is unknown.

One of the three post offices serving coal towns and stations on the eight mile long Yellow Creek branch of the L&N's Cumberland Valley line paralleling, since 1913, the lower 5 ½ miles of Yellow Creek, was **Oleika** [oh/la:/kuh]. From August 27, 1921, with Charles H. Jones, the first postmaster, to 1934 it served the Crane Creek Coal Company (and later the Wallins Creek Collieries) camp of **Cross**, four miles up from the river. **Cross** and Jones' first proposed name **LaCross** were named for a Bell County family but **Oleika** has not been name derived.¹⁵



Another station on the Yellow Creek line, **Calvin** (not to be confused with the Calvin post office) was one mile up from the river and served the Morgan Mining Company. It was, in turn, served by the also inexplicably named **Iverdale** post office (with Garrett Rice, its first postmaster) from April 21, 1922 through February 1930.



Post Offices on Cannon Creek (of Yellow Creek)

The six mile long Cannon Creek, whose name is said to have been corrupted from Canyon,¹⁶ heads in Log Mountain and extends east, north, and east to Yellow Creek at what was once called **Happy Valley**, 1½ miles below Ferndale. For two miles it's been flanked by the L&N's Cumberland Valley line. The two mile long Cannon Lake impoundment is a source of Pineville's drinking water.

Somewhere on the lower section of Cannon Creek, perhaps at the future site of the **Roost-Ferndale** post office, or at or just above the mouth of the creek, in the

Happy Valley Neighborhood, was the **Cannon** post office. Established on November 17, 1871 by James A. Green, it was discontinued in November 1875, re-established on March 2, 1877, with Miss Syntha A King, postmaster, and closed for good in November 1880. By then it was serving several stores, two wagonmakers, and some other businesses.

Among the names proposed for Cobb T. Berry's post office at the mouth of Little Cannon, 1 ½ miles above the Cannon-Yellow Creek confluence, was **Eagle Roost**. According to his Site Location Report, it would serve the **Cannon** locality, five miles south of Pineville, but as, simply, **Roost**. The office opened on February 2, 1883, but on February 29, 1904 then postmaster James A. Green (of the earlier Cannon post office) had its name changed to **Ferndale**, the name applied to the local L&N station by 1895. When the office closed in mid November 1926 it was half a mile south of its earlier site.



Other Yellow Creek Post Offices

Two post offices served the eight mile long Clear Fork valley. This stream, not to be confused with the Clear Fork River, extends west and north to Yellow Creek, ten miles south of Pineville.

The **Clear Fork** post office, established by James Johnson, first operated somewhere on the Fork between March 27, 1879 and mid January 1892. It was re-established on November 16, 1910 by William E. Turner one eighth of a mile up the stream, and closed there at the end of October 1913.

The **Hutch** post office was established on July 3, 1925, with John D. Hurst, postmaster, 3 ½ miles up the Fork. Could it have been named for a Bell County Hutchison family (e.g. Roy B. Hutcheson, a Middlesboro postmaster, ca. 1918)? When it closed in 1934, it was one fourth of a mile above the mouth of Yellow Branch, in the vicinity of the old Piney Grove School and the Piney Grove-Campbells Chapel-Hutch Baptist Church, three fourths of a mile east of its earlier site.



The third coal town on the Yellow Creek Spur was **Colmar** [Kahl/muhr] extending for over a mile up the three mile long Cranes Creek of Yellow Creek and serving one of southeastern Kentucky's largest coal operations. Could the name have come from the factory town now in northeastern France, or could it have been a combination of Colson and another personal name like Marsee, both of pioneer Yellow Creek families? About the time the railroad opened its **Colmar Station**, six rail miles up from the river, Julius E. Adair established the **Colmar** post office (on June 14, 1913, with Odin W. Adair, its first postmaster). The office was discontinued in 1953 about when the Southern Mining Company ended its local operation. The area has since been stripped.

TO BE CONTINUED

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U. S. Trans-Pacific Airmail during World War II

By Richard W. Helbock

Part 2

AIR TRANSPORT COMMAND, SOUTH PACIFIC WING

The Army Air Transport Command (ATC) was created effective July 1, 1942, and assigned the following responsibilities:

- 1) The ferrying of all aircraft within the United States and to destinations outside of the United States as directed by the Commanding General, Army Air Forces.
- 2) The transportation by air of personnel, materiel, and mail for all War Department agencies, except those served by Troop Carrier units charged with transporting parachute and glider units and providing local air transport services within the theatres of operation.
- 3) The control, operation, and maintenance of establishments and facilities on air routes outside of the United States which are, or which may be made, the responsibility of the Commanding General, Army Air Forces.³

On July 5th the five major field organizations of the ATC were named the North Atlantic, Caribbean, South Atlantic, Africa-Middle East, and South Pacific wings.

The ATC was formed from units that had previously operated under the Air Corps Ferrying Command (ACFC). This earlier organization was created in June 1941 and assigned the dual mission of moving aircraft from factories to "such terminals as may be designated by the Chief of the Air Corps" and "to maintain such special air ferry service as may be required to meet specific situations."⁴ In the thirteen months of its existence the ACFC had grown from an original staff of two officers and a civilian secretary to a force of over 11,000 officers and enlisted men plus the civilians employees of the agency and those working for the civilian carriers operating under ACFC jurisdiction. Over 13,595 aircraft had been delivered from factories to domestic destinations, and another 632 planes had been delivered to foreign destinations.

One of the most ambitious aircraft ferrying operations conducted by the ACFC was known as Project X. Planned during the month preceding the Pearl Harbor attack, Project X was an attempt to move 80 four-engine bombers from the U.S. to the Philippines by way of a roundabout series of air links through the Caribbean, South America's east coast, across Africa and on to India by way of the Middle East. From India the planes could be flown on to support General MacArthur's forces in the Philippines. The reality, of course, never quite achieved the grandeur and sweep of the plan, but a good effort was made and many lessons were learned along the way.

Project X was comprised of two separate echelons of heavy bombers. The first of these consisted of fifteen LB-30 aircraft—an export version of the B-24—that had originally been destined for shipment to Great Britain. Flown by crews from the 436th Bomb Squadron, 7th Bombardment Group, the echelon was to be staged through MacDill Field, Florida. But events were moving quickly in late 1941 and elements of the 7th Bombardment began moving across the Pacific from Hamilton Field, California, on December 6th (figure 21). Only six of the LB-30 aircraft actually went through MacDill Field with the balance flying on to Hawaii from California.

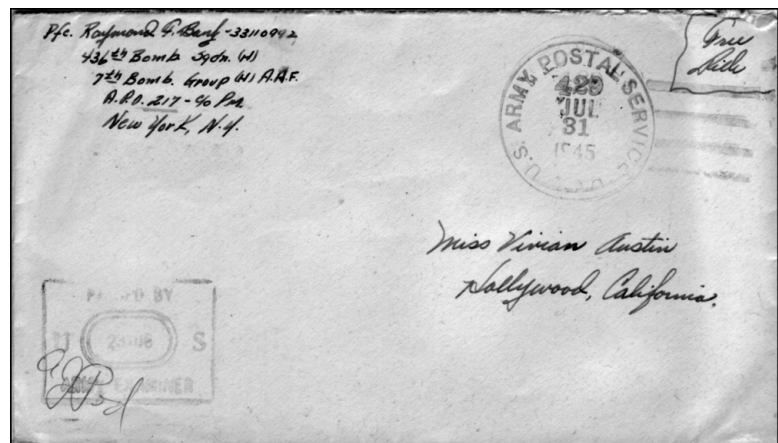
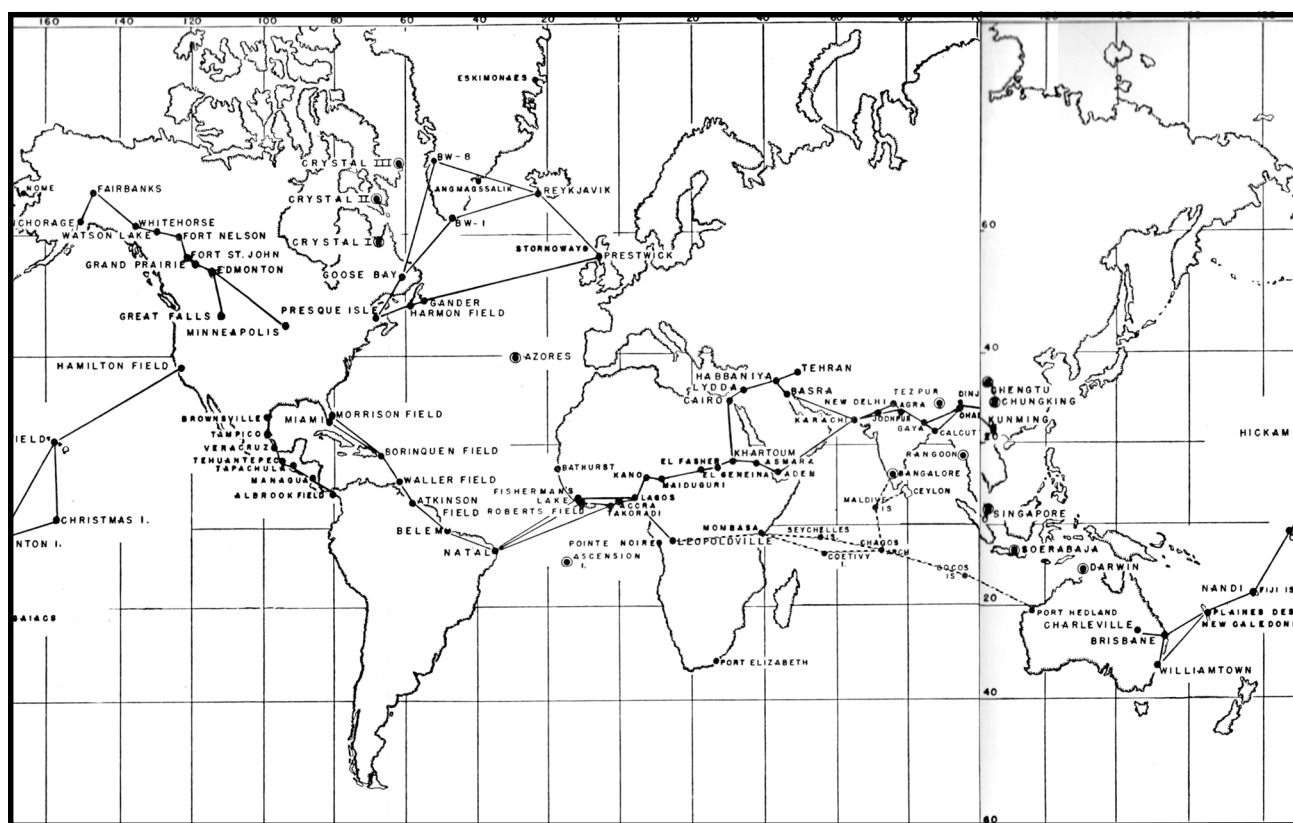


Figure 21 The 436th Bomb Squadron remained in the southwest Pacific until March 1942. It was then transferred to India for the duration of the war. This July 1945 cover was mailed through APO 217 at Tezgaon, India, by a PFC in the 436th.

The second echelon was to be made up of 65 new B-17 aircraft that were to be moved in small groups by way of MacDill Field as they became available from the factory and were made combat ready at the Sacra-



Map 2 Project X was an ambitious Air Corps plan to resupply the Philippines by way of South America, Africa and southwest Asia. A few aircraft were successfully delivered to India and Australia but not to the Philippines.

mento Air Depot. On December 23rd orders were issued for crews of both groups of bombers to proceed to the Philippines through MacDill Field along the route: Tampa-Trinidad-Belem-Natal-Accra-Khartoum-Cairo-Habbaniya-Karachi. At Karachi the aircraft were to come under control of the commanding general of the U.S. Army Forces in the Far East. But by early January it had become apparent that delivery of the bombers to the Philippines was a hopeless undertaking and the plans were changed to send them to Darwin, in northern Australia (*map 2*).

The logistical problems facing such a massive transfer of aircraft halfway around the globe are mind boggling. Most of the places selected as landing sites along the route had only recently been assigned American personnel and many were equipped with only minimal facilities. As Craven and Cates relate:

According to officers connected with the project, some 170 maps and charts and approximately 50 books and folders, comprising a mass of undigested, unwieldy information which served to confuse rather than inform, were furnished each crew.⁵

Staging of Project X aircraft and crews lasted about two months from late December 1941 into February 1942. A total of 58 of the projected 80 heavy bombers departed MacDill during that time while an additional eight travelled from Hamilton Field. Of the 66 that started the trip, a surprising 44 actually reached the Southwest Pacific by late February. Others were diverted to the Tenth Air Force in India after the Japanese captured Singapore and overran the Dutch East Indies thereby rendering the India-Australia route too dangerous.

War Department planners did give consideration to one additional air route to Australia by way of Africa in early 1942. Known as the Congo Route, this route roughly paralleled the equator and ran a few degrees to its south. The projected route crossed the Atlantic from Belem, Brazil, by way of Ascension Island to Pointe Noire in French Equatorial Africa. It then proceeded by way of the Belgian Congo and Tanganyika to Mombasa in Kenya and from there across the Indian Ocean by way of a series of stepping stones that included the Seychelles, Coetivy Island, the Chagos Archipelago and Cocos Island before reaching Port

Hedland in Western Australia. The plan was abandoned in early March when the Japanese began operating in the vicinity of Cocos Island.

Origin of the ATC in Australia

The Air Transport Command in Australia was authorized on January 28, 1942. Originally formed at Amberley Field in Queensland, the organization headquarters was soon moved to Archerfield at Brisbane. Captain Paul I. Gunn was designated as Commanding Officer.

Paul I. "Pappy" Gunn was an extraordinary character in the aviation history of the Pacific. He and his family had moved to Manila in 1939 after serving twenty years in the Navy. In early 1941 Gunn was employed as Operations Manager of The Philippines Airlines, a small privately owned company that operated scheduled domestic flights with six Beechcraft planes throughout the islands (*figure 22*). Upon learning of



Figure 22 The Beechcraft Model 18, or "Twin Beech", as it was better known, was a reliable small transport that saw wide use throughout WWII and later.

the Japanese invasion on December 8th, Gunn immediately volunteered to join the Army Air Corps. He brought with him the six Beechcraft transports and began operating them out of a makeshift runway in Grace Park at the northern edge of Manila.

By late December two of the six Beechcraft had been damaged by Japanese gunfire and the decision was made to fly the remaining four planes to Australia carrying key U.S. military personnel. Three of the four planes made the trip to Australia successfully, and the fourth—which had been badly damaged in an earlier Japanese raid—was able to make Java before breaking down.

Gunn, who had planned on returning to Manila to be with his family, was required to remain on duty in Australia. His family was interned by the Japanese for the duration of the war.

In early January 1942 Gunn flew numerous missions between northern Australia and the Netherlands Indies. On February 19th two of the three Beechcraft were destroyed in the Japanese raid on Darwin.

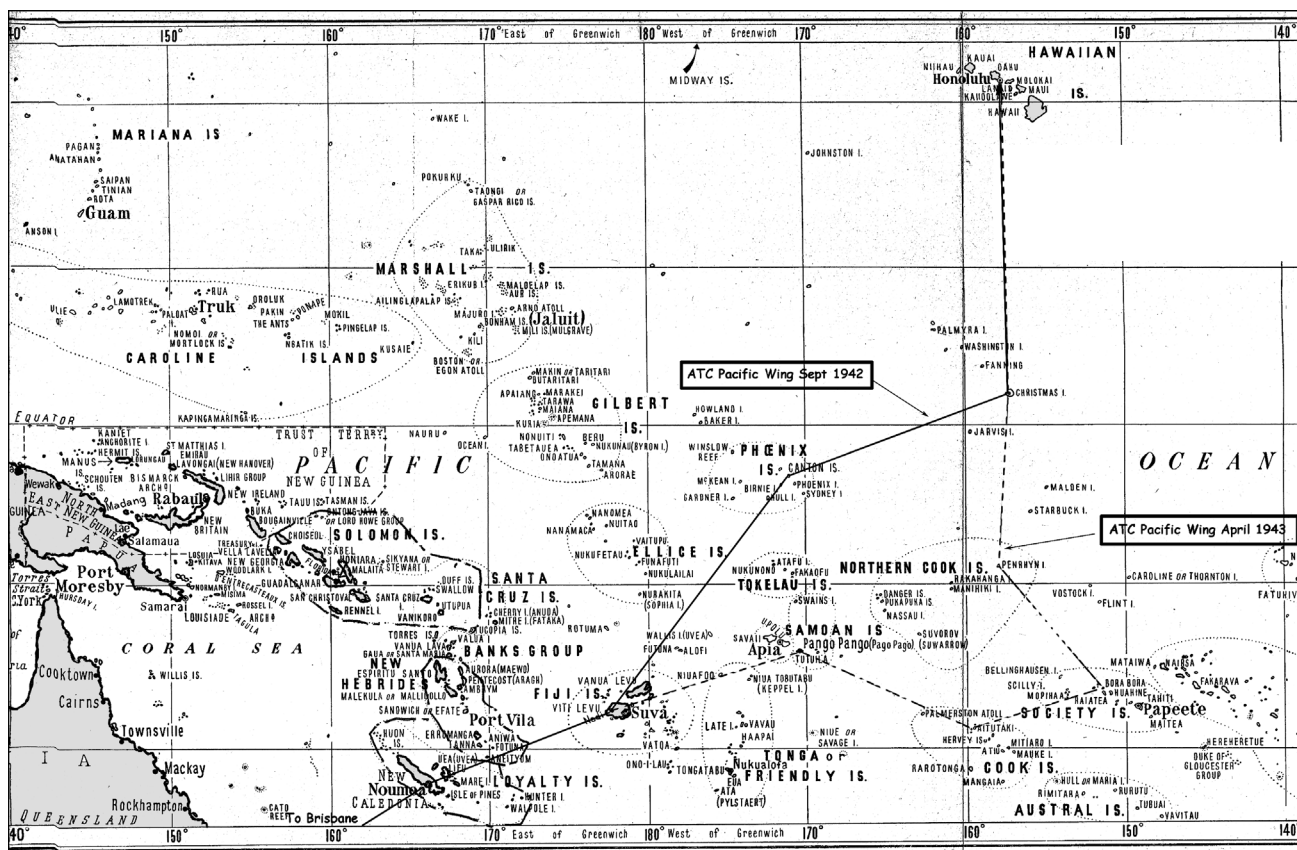
As originally constituted the ATC in Australia consisted of 19 officers and 14 enlisted men. None of the officers were thoroughly trained to operate transport aircraft. On February 8th an additional ten officers and ten enlisted men joined the organization after undergoing flight training with Australian national Airways. The original compliment of aircraft numbered only eight—five C-53s that had arrived on board the *President Polk* and *Mormacsun* in Brisbane in January, three planes that had escaped from the Philippines consisting of two B-18s and one C-39.⁶

Additional men and aircraft were added to the ATC during the spring including 11 Lockheed Lodestars purchased from the Royal Netherlands East Indies Air Force (RNEIAF) in March just before the Dutch colony surrendered to the Japanese. The ATC was reorganized as the 21st and 22d Transport Squadrons, ATC and these were based at Archerfield and Essendon Airdrome near Melbourne respectively.

Operations of the 21st and 22nd Squadrons, ATC, were conducted within Australia and to and from the Philippines and Netherlands East Indies—before their surrender—and later New Guinea. In other words, these were within the SWPA theater of operations, and on July 1, 1942, the unit designation was changed from Air Transport Command to Troop Carrier Command as described in the General Order cited above.

MAIL TRANSPORT BY THE SOUTH PACIFIC WING, ATC

The trans-Pacific route favored by the ATC varied slightly from that used by the Navy's NATS. Departing from Hamilton Field near San Raphael, California, the first ATC destination was Hickham Field on Oahu. The ATC route then proceeded south to Christmas Island—as opposed to Palmyra Island preferred by NATS, then Canton, Fiji and New Caledonia before proceeding west to Australia or South to New Zealand (*map3*). Army Post Offices were established at Christmas (APO 915), Canton (APO 914) and Nandi, Fiji (APO 913) in February 1942 to provide mail service for the U.S. Army personnel assigned to



Map 3 The South Pacific Wing of the ATC operated a trunk route from Hawaii to Australia and New Zealand from 1942 and a "milk run" to Bora Bora and the Cook Islands in 1943-1944.

maintain the landing fields at those points. Figure 23 illustrates a double weight airmail special delivery cover posted on Canton Island September 2, 1942. It was received in Detroit just five days later!

In April 1943 the South Pacific Wing added a "milk run" route to its trunk service in order to improve mail and supply deliveries to soldiers and sailors stationed at bases located east of the trunk. Flying Consolidated Aircraft C-87 Liberator Express planes—a transport version of the B-24—the route extended from Hickham to Christmas to Penrhyn to Bora Bora to Aitutaki to Tutuila before connecting with the trunk route in Nandi, Fiji (see map 3). This ATC service was replaced in August 1944 by a NATS shuttle service connecting Tutuila, Samoa, with Penrhyn, Bora Bora and Aitutaki.⁷

The South Pacific Wing of the ATC boasted a fleet of 29 transport aircraft flying a total of twenty round trips each week between Hickham and Amberley Field, Brisbane, Australia, by the end of 1943. This repre-

sented a level of air service unheard of in the pre-war days, but it was a service that civilians living in Aus-



Figure 23 An air special delivery cover postmarked APO 914 (Topham Field, Canton Island) on September 2, 1942, took only five days to reach Detroit

tralia and New Zealand were not permitted to enjoy. Interestingly, the prohibition against civilian use of ATC and NATS airmail service did not extend to residents of the South Pacific Islands. *Figure 24* depicts a cover posted in July 1943 to a company in New York City. It bears postage totalling 15 francs and both U.S. and French New Caledonian censor tapes. Although there are no arrival markings or docketing notations, it would appear likely that the cover was carried by either ATC or NATS eastward to the United States. According to Jones it was the policy of U.S. Army and Navy aviation operating from South Pacific bases to carry bagged mail from the local population on a space-available basis.⁸

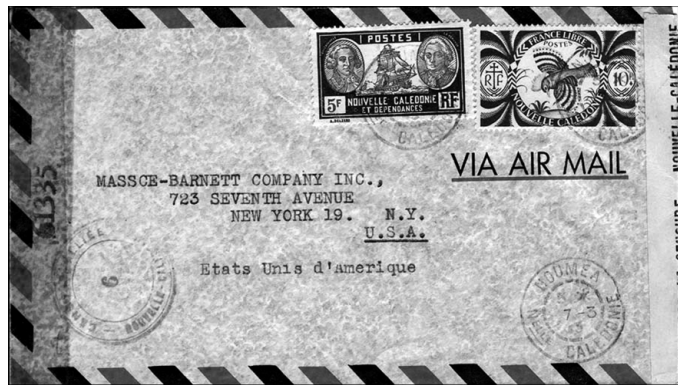


Figure 24 Bagged civilian airmail from residents of New Caledonia, Fiji and other Pacific Islands were carried by ATC and NATS aircraft on a space-available basis.

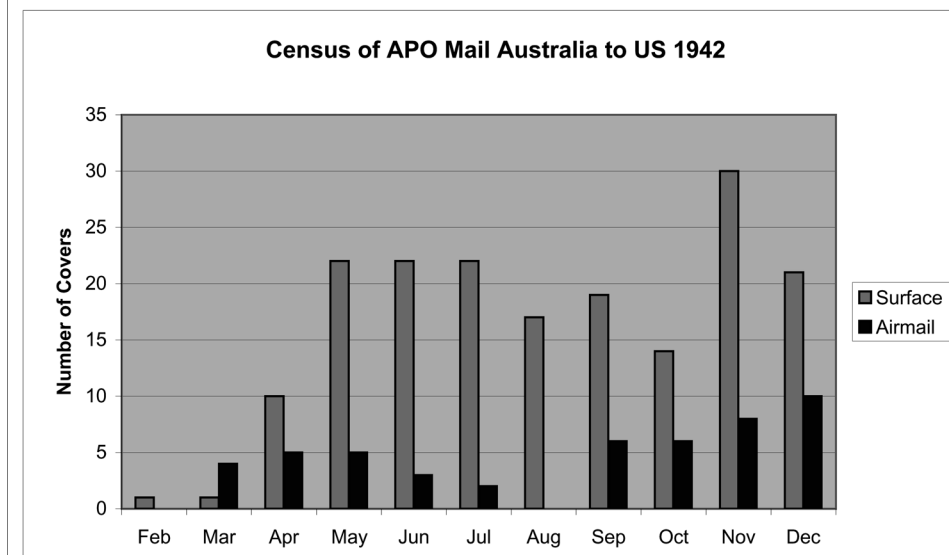
Identifying WWII Trans-Pacific Airmail

American military personnel stationed in Australia during the early months of 1942 were well aware of the immense distance separating them from their friends and families back in the States. Most had endured long, cramped sea voyages of two weeks or

more and that was on top of train trips of varying lengths in the U.S. It was—no doubt—common knowledge that there was no trans-Pacific airmail service available for them to send and receive letters back home. Most of the letter writers opted for the simple solution and took advantage of the free franking privilege that came into effect April 1, 1942.¹¹ Others did not.

Month	Surface Franking	Airmail Franking	Total Covers	Verified Airmail
Jan				
Feb	1		1	
Mar	1	4	5	
Apr	10	5	15	
May	22	5	27	
Jun	22	3	25	
Jul	22	2	24	
Aug	17		17	
Sep	19	6	25	1
Oct	14	6	20	1
Nov	30	8	38	1
Dec	21	10	31	2
Total	179	49	228	8

Table 3 A census of covers in the author's collection from US APOs in Australia and New Guinea postmarked from 1942. The table and accompanying chart displays the distribution of covers by month and the type of franking used.



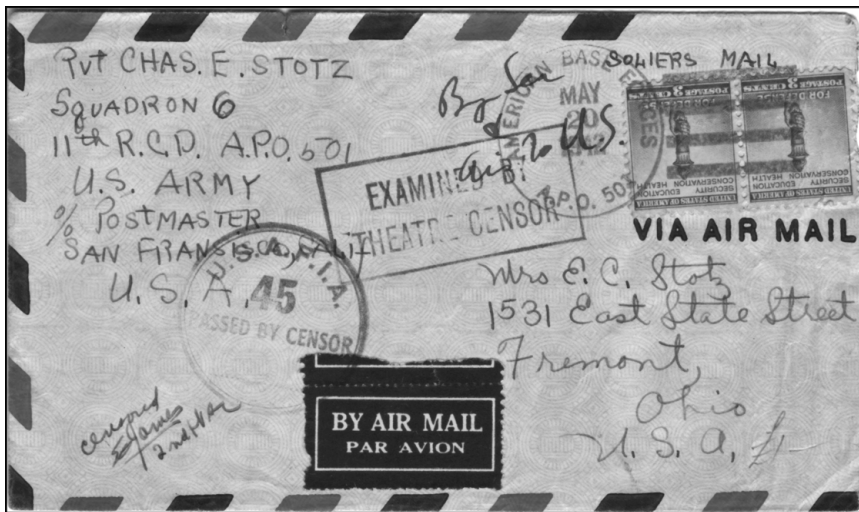


Figure 25 Some US service personnel franked their mail with six cents postage to pay airmail within the United States as indicated on this May cover.

Table 3 and the accompanying chart present the results of a census of 228 APO covers addressed to the persons in the U.S. that originated from U.S. soldiers stationed in Australia and New Guinea from February through December 1942. Although the sample is quite small, there are some observations that would appear justified regarding mail volumes and franking practices of American forces in Australia during 1942.

1) Mail postmarked prior to April is quite scarce. It was not until April 6th when the first major American military unit—the 41st Infantry Division—arrived in Australia. Prior to that time, the largest American units were a few Coast Artillery regiments and scattered Air Corps squadrons and logistical organizations.

2) Prior to April all mail required franking, and, while there are precious few examples upon which to base opinions in this census, it would appear that many letter writers opted for airmail franking in order to speed up their communications once

they reached U.S. shores (see figure 25 for example).

3) Monthly surface mail volumes beginning in May remained high and fairly constant—the 41st Infantry was joined by the 32nd Infantry Division in mid-May—but there appears to be a decline in the use of airmail franking.

4) Overall mail volumes decline slightly in the August-October period—the 32nd Infantry went into combat in Papua New Guinea in mid-September.

5) Airmail franking begins to increase in September with the availability of trans-Pacific air service via NATS and the ATC. Although not evident from the chart and graph, 6-cents Transport airmail stamps begin to appear in May and the 6-cent concession-rate stamped envelopes are seen more frequently after October.



Figure 26 Although not required by contemporary postal regulations, the Glen Raven, NC, postmaster backstamped this cover and provided us a record of delivery time.



Figure 27 This free franked cover postmarked APO 501 on April 27th required a month to reach Camp Upton, NY, before being redirected to the Federal Penitentiary at Lewisburg, PA. A month or more was typically required to carry surface mail from Australia to the U.S.

The rapid expansion of NATS and ATC airmail service between the continental U.S. and American soldiers, sailors and marines stationed on island bases throughout the South Pacific during the last quarter of 1942 means that virtually all surviving covers dated after September 1942—identified and franked as airmail—were probably carried by air over most, if not all, of their journey. Some covers franked and endorsed for airmail dating from the first nine months of 1942 also travelled by air, but most did not. To add to the confusion, evidence suggests that some free-franked covers were actually given air mail transport across the Pacific. The July 1942 cover shown in *figure 26* bears a backstamp from its destination in North Carolina less than two weeks after it was postmarked in Sydney.

This sets up an interesting challenge for those of us who enjoy a bit of uncertainty in our collecting specialties. What is the earliest postmark date from a South Pacific APO that we can find on a verifiable airmail cover? The challenge is made even more difficult when we consider that the population of American service men and women assigned to the South Pacific was almost zero at the beginning of 1942. That number climbed to about 57,000 during the first quarter and stood at over 210,000 by the end of the year.

Identifying a South Pacific APO cover that was actually transported by air is largely a matter of delivery time. Mail transported across the Pacific during WWII by sea typically required at least a month and some-



Figure 28 This registered airmail cover was postmarked at APO 923 (Brisbane) on May 13th. It reached New York on July 6 and its destination in Baltimore the following day after a seven week journey.



Figure 29 A registered airmail cover postmarked APO 301--the I Corps headquarters APO that was operating at Camp Cave near Rockhampton at the time. Delivery time to Media, PA, took just ten days.

times 6-8 weeks to reach a destination. *Figure 27* depicts a free franked cover from Australia to the States with a verified delivery time of just about a month.

Mail from Australia and the South Pacific islands transported by air across the Pacific and within the U.S. usually required ten days to two weeks. *Figure 28* illustrates a cover franked with a 6¢ Transport air and five plus ten cent Prexies paying the minimum registry fee postmarked APO 923 (Brisbane) on May 13, 1942. Addressed to Baltimore, the cover displays a New York Registry Division transit marking of July 6 and a Baltimore arrival marking of the same date. Total transit time equalled fifty-four days.

Contrast this with a similar cover shown in *figure 29*. This air registered cover was postmarked at APO 301—the I Corps APO then operating near Rockhampton, Queensland—

on December 7, 1942. Addressed to Media, Pennsylvania, it bears an arrival backstamp dated just ten days later—a clear indication that it travelled by air both across the Pacific and across the U.S.

VERIFYING DELIVERY TIME

Registered covers are obviously ideal when it comes to establishing delivery time, but unfortunately the number of surviving registered APO covers is quite limited. Jim Forte suggests that a premium of \$10—his highest amount—be applied to common APO covers that were registered.⁹ What other ways can we learn the delivery time of an APO cover from the South Pacific?

Docketing is one such way. As the term applies to postal history, docketing indicates “an identifying statement about a document placed on its outer surface or cover.”¹⁰

Quite often this identifying statement was merely a date that the letter was received, but occasionally it contained additional information such as number



Figure 30 This attractive patriotic cover was mailed via air from Noumea, New Caledonia, in December 1942. The docketing indicates that delivery time was just nine days.

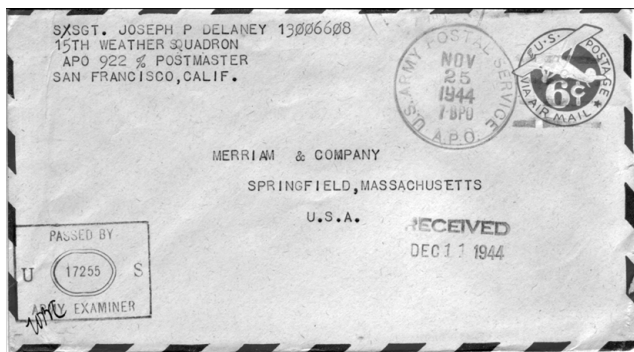


Figure 31 This cover was handstamped with a received marking by the company to which it was addressed.

of the letter in a sequence or the date the letter was answered. Docketing does not offer quite the same level of assurance regarding delivery time that a nice registry receiving mark provides, but it seems reasonable that most letter recipients that took the time to docket their mail would have a pretty good idea of the correct date.

Figure 30 shows a cover postmarked December 7, 1942 at APO 502 (Noumea, New Caledonia). Using an attractive Grandy patriotic envelope, PFC Berger was writing Winfred Milton Grandy (himself) in New Haven, Connecticut. Grandy docketed the cover "Recd 12-16-42" and "Answd 12-18-42." Thus the docket provides us with a pretty firm indication that the delivery time was just nine days from Noumea to New Haven. The practice of docketing mail with a date of arrival was not as common in World War II as it was in the 19th century, but it did occur often enough for us to

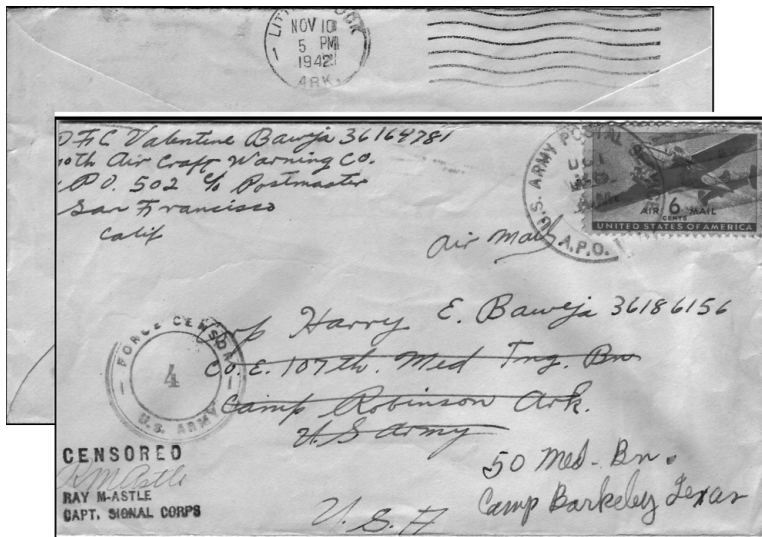


Figure 32 Redirected mail sometimes incurred an additional postmark from the forwarding office. This October 1942 cover from APO 502 (Noumea) bears a Little Rock machine cancel dated 13 days after it was posted in the South Pacific indicating that was indeed carried by air by ATC or NATS.

keep an eye out for those scrawled manuscript notations while we peruse a dealer's bourse box or those cover images posted on eBay—although often the docketing appears on a cover's reverse side and eBay sellers are not as apt to illustrate both sides of many of their postal history lots.

Docketing by commercial or public enterprises in the form of arrival handstamps is another way that delivery time can be verified. Figure 31 illustrates a 1944 cover with such a marking.

Redirected mail is another opportunity to discover the delivery time. Figure 32 illustrates another cover postmarked APO 502. Dated October 28th this cover was addressed to a soldier at Camp Robinson, Arkansas, but when it reached the camp the corporal had been reassigned to Camp Barkeley, Texas. The Little Rock post office ran the cover through its cancelling machine thus dating it November 10th before redirecting it on to Texas. This action provides us with a nice firm delivery time to Arkansas of 13 days, or perhaps 12 days depending upon how long it took to discover the soldier had been reassigned at Camp Robinson.

Sadly, the accountability for celerity that was once demonstrated by the US POD in the practice of stamping mail with arrival markings had already become a thing of the past in the 1940s. But once in a while for reasons unknown, a postal clerk or postmaster would still apply an arrival marking on WWII-era mail. Such a piece was illustrated as figure 16 in the first part of this article (Vol. 37, No. 6, page 66). The cover in question was postmarked Sept. 29, 1942, and received a backstamp arrival marking dated October 10th indicating a delivery time of eleven days from Townsville, in far north Queensland, to Radium Springs, North Carolina.

Mail sent special delivery air also provides us with verifiable delivery time as the cover illustrated in figure 23 above from APO 914 (Topham Field, Canton Island) shows. Unfortunately examples of special delivery mail from the South Pacific in 1942 are even more difficult to find than registered mail.

Returning to my earlier question about the earliest postmark date to be found on an APO cover that can be verified to have been carried by air across the Pacific, I must confess that a June 29th APO 501 "Soldier Mail" cover to Bakersfield, California (fig-

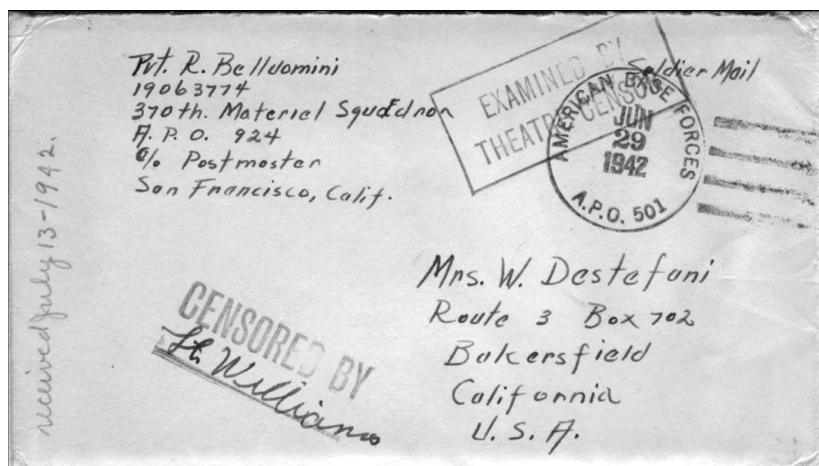
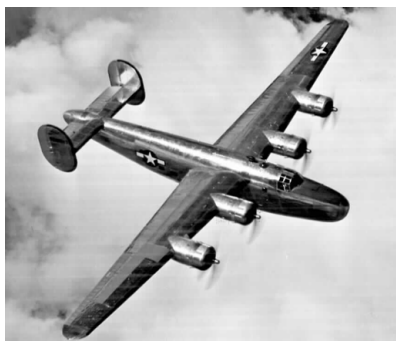


Figure 33 Postmarked APO 501 (HQ, USAFFE, Melbourne) on June 29th, this cover shows a docketing "received July 13-1942". The two-week delivery times supports a claim that it was carried by air across the Pacific by ATC or NATS. It is the earliest APO cover from Australia in the author's collection with evidence of trans-Pacific air transport.

ure 33) is probably the earliest piece in my collection. With a docketed arrival date of July 13th, it is extremely unlikely that this cover could have been carried by ship, but perhaps not impossible.

I would be willing to bet that the May 15th cover from Mrs. MacArthur (shown as figure 14 in the first part of this article) was given trans-Pacific air service, but unfortunately the Phoenix post office did not bother to handstamp the item before it was redirected on to Prescott so there is no verification of delivery date.

A search for verifiable trans-Pacific airmail covers dating before September 1942 is bound to turn up many more examples, but surviving examples are not apt to be plentiful. My advice is to examine all APO covers from Australia and the South Pacific with postmark dates earlier than September 1942 very carefully—front and back—with an eye toward discovering receiving postmarks or docketing. And I wish to all of you who follow my advice the very best hunting.



C-87 Liberator Express

Endnotes:

- 3 Craven & Cate, Vol. 1, page 362.
- 4 As quoted in Craven & Cate, page 316
- 5 *ibid.*, page 334
- 6 Kelly, page 317
- 7 Startup, page 55
- 8 Jones, Bryan A., *The Illustrated Aviation and Air Mail History of Fiji*, published by the Pacific Islands Study Circle (PISC), and available from the PISC, 73 Neville Road, Shirley, Solihull B90 2QN, U.K. or through the PISC website: <http://www.pisc.org.uk/>
- 9 Forte & Helbock, *A Price Guide to U.S. APO Cancels of the Second World War*, page 12.
- 10 Webster's Ninth New Collegiate Dictionary, page 371
- 11 *Postal Bulletin 18418* (April 1, 1942)

WANTED: CALIFORNIA

Postal History by County Pre-1920

California Counties:

**Alpine, Inyo, Mono, San Bernardino
Orange & San Diego**

Please write or call:

Bob Nichols

1423 N. 1st Ave.

Upland, CA 91786

(909) 982-9697

WANTED

Postal examples of LINTON, FLORIDA (now known as Delray Beach) open 1895 to 1898

Please write to:

Henry Higgins,

302 S. Irish St.,

Greeneville, TN 37743

E-mail: Henry@xtn.net

Randy Stehle Mail Bid No. 123

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080

Email: RSTEHLE@ix.netcom.com

CALIFORNIA

- 1 ALCATRAZ, 1939 VG DUPLEX ON COMM'L COVER (74-63). EST. \$12
- 2 ALDER SPRINGS, 1938 F 4-BAR ON COVER (17-40). EST. \$10
- 3 ALEXANDER VALLEY, '01 F PARTIAL CDS REC'D ON PC (92-03) 50
- 4 ALLENSWORTH, 1911 VG 4-BAR ON PPC (09-33). EST. \$15
- 5 ALVARADO, 1909 VG CDS W/STAR KILLER. EST. \$5
- 6 ANDRADE, 1939 G+ 4-BAR ON COVER (12-42 PER). EST. \$10
- 7 MISSENT TO ANGEL ISLAND, 1940 F SL ON COVER. EST. \$5
- 8 ARABELLA, 1896 VG CDS REC'D ON BACK OF CVR (88-20). \$10
- 9 ARCATA, ca1910 TYPE 11P RFD (CARRIER'S INITIALS) ON PPC. \$8
- 10 ARROWBEAR LAKE, 1943 VG 4-BAR ON COVER (27/64). \$6
- 11 AUBURN/STAA, 1924 VG DUPLEX ON PPC (19-64). EST. \$8
- 12 BAKERSFIELD/KERN BR, 1910 F DUPLEX ON PPC (08-24). \$6
- 13 BALLARAT, 1909 VG DOANE ON PPC (97-17). EST. \$65
- 14 BANNER, 1888 VG CDS ON COVER (73/07). EST. \$85
- 15 BARTLETT, 1938 G+ 4-BAR ON TONED COVER (26-64). EST. \$10
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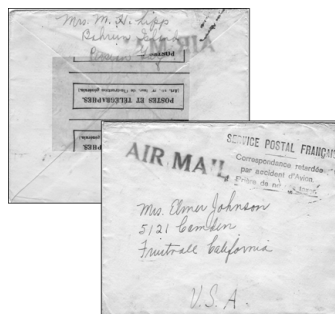
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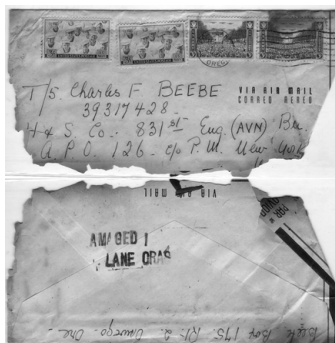
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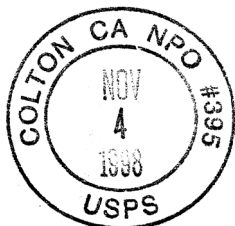
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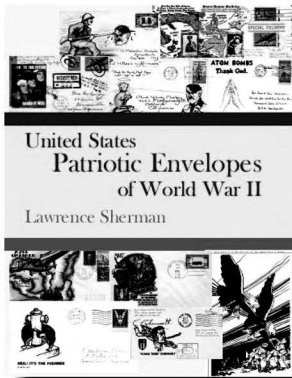


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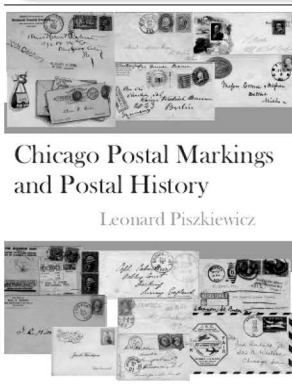
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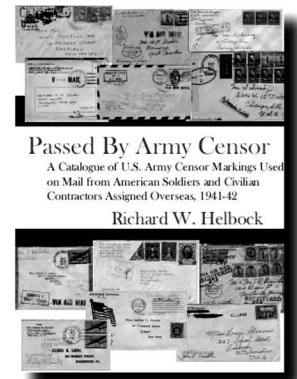
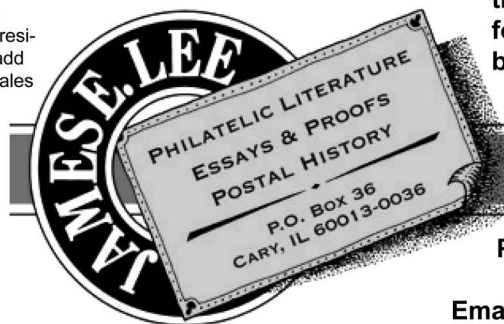
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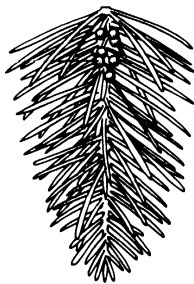
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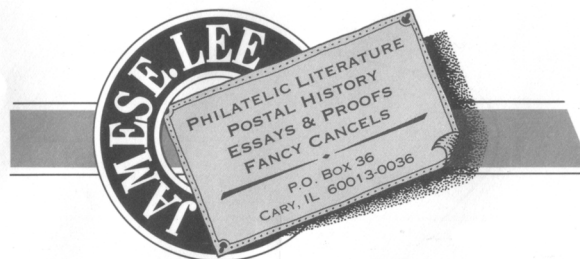
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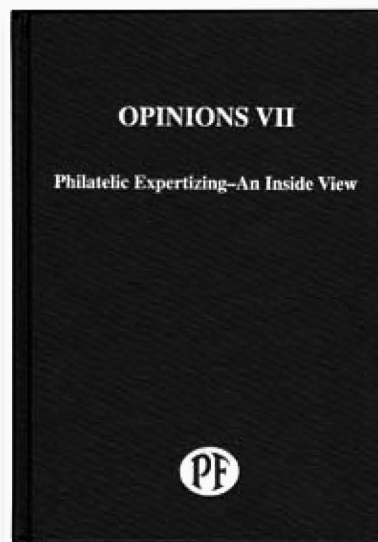
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TOWNS:WANTED

ALL STATES and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: mehrer@postal-history.com. Internet web site: <http://www.postal-history.com>. [38-3]

BUTLER COUNTY PENNSYLVANIA covers, real photo postcards, and fiscal paper ephemera wanted by second-generation collector. Send description, photocopies, or scans with prices to Janice Metkin, 1310 Crestline Drive, Coeur d'Alene, ID 83814-6027. metkin@mindspring.com [38-2]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [38-3]

TOWNS: WANTED

COLES COUNTY IL covers and post cards wanted, especially before 1920. List available. Michael Zolno, 2855 West Pratt, Chicago, IL 60645, email mzolno@aol.com [38-1]

IDAHO COVERS wanted. All kinds; all towns; all periods. Send description, photocopies, or scans with prices to Mark Metkin, 1310 Crestline Drive, Coeur d'Alene, ID 83814-6027. metkin@mindspring.com [38-2]

ILLINOIS: MERCER County covers wanted from these towns: Arpee, Bluff, Boden, Carbon, Cole Dale, Creamery, Griffin, Hazle Point, High Point, Mercer, Monroe, Petersville, Pope's Mills, Prince, Rivola, Suez, Sully, Sunbeam (Nettie A. Mulligan, PM), Unaville & Wanlock. Gary F. Morrow, 381 Wyldewoode Dr., McDonough, GA 30253 LM085@bell.south.net. Phone: 770-957-1268 [38-3]

MASSACHUSETTS: FRANKLIN County Postal History: stampless to modern. Especially need illustrated mail, usages with revenue stamps (checks, deeds, etc.) and pre-cancels. Send photocopies or scans with asking price. Request town list post free. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@spealeasy.net [38-2]

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 6000039, St. Paul, MN 55106 [38-1]

SPOKANE FALLS / SPOKANE, WA. 1872-date wanted: Territorial, registered, postage due, certified, commercial airmail, foreign destinations, unusual station cancels, usages, and postal markings. Send description or photocopies/scans to Larry Mann, 655 Washington PL SW, Mukilteo, WA 98275 Larrymann02@aol.com [38-1]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [38-1]

NOTE:

**EXPIRATION DATE SHOWN
AT END OF EACH AD, i.e.,
[37-6], MEANS AD WILL
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT
ISSUE:**

March 5, 2007

MILITARY: WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (57-vette@adelphia.net) [38-2]

ROYAL NAVY warship covers (names on backflaps) sent from/to North American port (19th Century). Priced photocopies to D. Mario, Box 342, Saskatoon, Sask. S7K 3L3 Canada [38-3]

WANTED ON APPROVAL: KOREAN WAR COVERS, 1950-1953 with U.S. MARINES return addresses & postmarks that read U.S. NAVY/12867 Br./Unit No., also 14009, 14011, 14012, 14021. Also, ship covers sent by Marines while on active Korean war duty; also collect stamped mail & Registered (not free-franked) from any service branch in Korea from June 27 1950 – Dec 31, 1950. Please send scans and prices to Cath Clark, lapostagal@hotmail.com

DOANE CANCELS: WANTED

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [38-1]

PREXIES: WANTED

URGENTLY NEED 4½¢ Prexies for collection. Looking for covers, proofs, printing varieties. Anything that fits into a specialized collection. Describe with asking price. Howard Lee, Box 2912, Delmar, CA 92014. Tel: 858-350-7462. Email: gimpo@adnc.com [38-2]

SUB-STATION POSTAL MARKINGS: WANTED

SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [38-3]

FOREIGN: WANTED

COMMERCIAL AIR air covers, 1945 or earlier, any intercontinental mail, i.e. Europe to Asia, North America to Africa, Australia to Europe, etc. Send scans or photocopies for my offer, or on approval to Richard Helbock, PO Box 100, Chatsworth Island, NSW 2469, Australia or helbock@la-posta.com

WANTED: MISCELANY

US & POSSESSIONS POST OFFICE SEALS: on/off cover, Scott listed and unlisted. Especially need Ryukyu and Philippine material. Also want worldwide official seals on cover. Send photocopies or scans with asking price. Jim Kotanchik, PO Box 684, West Acton, MA 01720-0684, email: jimko@speakeasy.net [38-2]

LITERATURE: FOR SALE

www.pacificpioneers.com - Check out this 700 page Book on Pan Am's flight covers in the Pacific - 1935 to 1946. I sell, trade or exchange information on new cover finds. Also want to purchase similar material. Jon E. Krupnick, 700 Southeast 3rd Ave., Ft. Lauderdale, FL 33316 [38-6]

COVERCRAZY2

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email: helbock@la-posta.com

We hope that you have enjoyed our journal and I wish to cordially invite you to become a subscriber.

LA POSTA is published six times a year and provides over 450 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just \$25 per year, most of our readers consider us to be the best bargain in postal history today.

In addition to the journal, *La Posta* conducts regular mail auctions of postal history material submitted by our subscribers. These Subscribers' Auctions typically feature over 500 lots per sale and are mailed as separate booklets. They have proven extremely popular as a way for collectors to acquire moderately priced cards and covers and to dispose of their duplicate or unwanted material.

I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of \$25, or pay via credit card at www.la-posta.com/journal.htm to begin your subscription with our next issue.

Sincerely yours,

Richard W. Helbock,

Publisher

La Posta Publications
33470 Chinook Plaza, #216
Scappoose, OR 97056

Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 38, Number 2 (April-May 2007) issue. Enclosed is my check in the amount of \$25.00.*

Name: _____

Address: _____

City, State, ZIP: _____

*or pay via credit card through Pay Pal at www.la-posta.com/journal.htm

ADVERTISING IN LA POSTA

DISPLAY ADS are available on a contract basis as shown below. Ad contents may be changed from issue-to-issue, provided changes are received by the posted deadlines.

INSIDE PAGES

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

INSIDE COVER*

(FULL-PAGE, BLACK & WHITE)

One Issue	\$175.00
Two issues	\$275.00
Four issues	\$580.00
Six issues	\$800.00

BACK COVER*

(1/2 PAGE, COLOR)

One Issues	\$250.00
Two issues	\$475.00
Four issues	\$800.00
Six issues	\$1,200.00

*We normally ask that back cover and inside cover ads be taken out for a minimum of two issues due to our advance printing schedule for covers.

All charges include Type setting & Layout

AD DEADLINES FOR INSIDE PAGES are as follows: Dec/Jan issue - **Nov 15**; Feb/Mar issue - **Jan 15**; Apr/May issue - **Mar 15**; Jun/Jul issue - **May 15**; Aug/Sep issue - **July 15**; Oct/Nov issue - **Sep 15**.

AD DEADLINES FOR **BACK COVER COLOR AD & INSIDE COVER ADS** are: Dec/Jan & Feb/Mar issue – **Oct 31**; Apr/May & Jun/July issue – **Feb 28**; Aug/Sep & Oct/Nov issue – **June 30**.

E-mail your ad to Cath Clark at: lapostagal@hotmail.com

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