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Publisher's Page

Relying on the Kindness of Strangers

Every once in a while, we receive a letter, note or email message that simply makes our day. Last week—when I opened our digital mailbox—I found the following:

Dear Cath and Bill,

Just wanted to take a couple of minutes to let you know how honored and pleased I am to be a part of the April-May issue of *La Posta*. It has a wonderful selection of articles; very interesting pieces full of covers, maps, documents and many photographs of the **people** who lived these stories... It's excellent! Even though I'm taking my time reading the entire issue, I'm compelled to read every word as the articles promise to present captivatingly diverse subject-matter. Glad to be a part of it. Congratulations.

At the moment, I'm also subscribed to two other well-known, widely distributed stamp related publications and, let me assure you, *La Posta* is in all respects superior to either one. I feel *La Posta*'s editorial style is very personal, each issue is created by "us"—collectors and scholars of all types who diligently assume the responsibility to share their research with the rest of the community, the *La Posta* community.

It takes me about 15 minutes to go through each of the other publications as they are mostly fluff. *La Posta* should definitely have a larger audience, based only on the fact that postal history, as a field of study, is far richer than philately as it stretches into different aspects of society and its interaction with the postal system.

You can count on me to keep writing for *La Posta* if it helps to broaden the scope and even attract new readers along the way. I'm convinced the Latin American perspective I could offer opens a small window into a different aspect of American postal history.

Keep on doing such a fine job. If there's anything else I can do to strengthen your already wonderful publication, please don't hesitate to ask.

Best,

Jorge Vega-Rivera

You can bet your boots that Jorge's message absolutely brightened my morning. I passed it along to Cath immediately, and both of us basked in the glow of Jorge's positive thoughts from 10,000 miles away. Rewards such as this

have value far beyond money. I have learned that they come only infrequently and, when they do, they should be savoured as one of life's unexpected pleasures.

After nearly four decades of publishing *La Posta*, you can well imagine that I've received quite a few comments from both sides of the ledger. They have all helped in some way to shape the content and quality of the endeavour. Publishing a journal such as *La Posta* is obviously a creative process. As Jorge points out, each issue is created by you—our readers—who choose to share your thoughts and research with the broader community through our pages. The content, style and perspective of each issue derives exclusively from our authors.

All of this leads me conveniently to a plea for increased assistance of authorship support for the months to come. The past few numbers have seen my name cropping up more than I wish on the list of contributors. Please don't misunderstand, I dearly love to write postal history research articles and after all these years, I still get a kick out of seeing my work in print. But there are two problems with too much Helbock in *La Posta*.

Problem One involves balance. We strive to offer a variety of content that is as broad as the interests of our readership. To comprehend the breadth of our readers' interests we need only scan the "Postal Historians on Line" listings published in each issue. Given the dictates of time and space, achieving such breadth of coverage is an impossible goal. But that doesn't mean we should not attempt it. Most authors write articles on subjects that they know. Too much reliance on any one author is bound to limit the variety of content.

Problem Two is more personal. In 1998 I published *United States Post Offices, Volume 1 The West* and over the ensuing years—with major assistance from James Lee—I have published six additional volumes in the series. Now it has come down to publishing *Volume 8 The Southeast*. This volume contains the states of South Carolina, Florida, Georgia and Alabama. Complete post office listings of the latter two states have never been published, and that means that it will be necessary to go back to the original source—"Records of Appointments of Postmasters"—in order to wrap up the nationwide series.

I don't know how many of you have worked with "Records of Appointments", but they are pretty ugly. Fortunately, most of the records have been preserved by the National Archives on 35mm microfilm, but the records themselves appear in the original handwriting of the clerks who made them between about 1830 and 1971. Handwriting varies greatly from clear to undecipherable. Errors and corrections abound. Some of the ledger pages have been damaged by wear and smoke and are impossible to read in their entirety.

County boundaries changed over the decades making assignment of post office locations to their current counties a fairly tricky task. All in all, extraction of the post office records is time-consuming and requires frequent checking against a second set of references—the *United States Official Postal Guides*. Fortunately, I probably have the most complete set of *US Postal Guides* in the southern hemisphere, but it is slow tedious work.

The point is that, if I am going to be able to complete the *US Post Offices* series within the decade I had allotted to it, I'm going to need to cut back on writing *La Posta* articles for the next several months. I do plan to keep up the accelerated airmail series, but beyond that I will have very limited time to write for *La Posta* until the book is finished.

And so dear readers, in the immortal words of Blanche DuBois, "I have always depended on the kindness of strangers," and I must once again ask that you look within your own interests in our hobby to see if you might be able to contribute your ideas, talents and research to our pages in the months to come. While we offer no financial incentive, we will do everything we can to publish your work in such a way to make you proud of your contribution to the postal history community.

Richard W. Helbock

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- John Hotchner** [20th c aux, Xmas seals tied; Spec deliv; wreck&crash mail; some FDCs] — jmhstamp@ix.netcom.com
- B. Clyde Hutchinson** [US 1861 issue; CA postal history] — bch@llclp.com
- Elliott Idoff** [County & Postmaster pms – West, South, Fancy Killers, postmaster initials etc. *clear strikes only*] — postalhistory184@aol.com
- Stan Jameson** [dealer] — empire65@tampabay.rr.com
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- Gerald Johnson** [3c 1851; auxiliary markings] — johnson66@charter.net
- William H. Johnson** [Florida p.history] — whjdds@aol.com
- Charles A. Jones** [CO & Prexy postal history] — cgjones3614@bresnan.net
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- Rodney Juell** [Series of 1922] — rajuell@lycos.com
- Barton D. Kamp** [Massachusetts postal history] — bartdk@verizon.net
- Gordon Katz** [Maryland & DE postal history, postal history on postcards] — g.e.katz@att.net
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- Dick Keiser** [Dealer-military/censored covers, revenues] — dickkeiser.com
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- Ron Klimley** [FL WWII & FL machine cnls] — rklimley@tampabay.rr.com
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- Kent Kobersteen** [US Scott CII, unusual commercial usages, unusual off-cover stamps] — kobersteen@gmail.com
- William Kolodrubetz** [classic US post office seals] — djp_wjk@verizon.net
- Konigsberg, Paul** [Museum of Postal History, NYC] — pkonigsb@email.usps.gov
- Van Koppersmith** [Alabama & Mississippi p.h.] — cleave3@aol.com
- Jim Kotanchik** [Franklin Co., MA & PO Seals] — jimkot@verizon.net
- George Kramer** [U.S. west; western Europe, telegraph] — gjkk@optonline.net
- Ken Kreager** [CO postal history; series 1851-1857 3c + 1c + 10c, Columbian & Pan Am Covers, German states] — stampman@buffalopeak.com
- Jon E. Krupnick** [Pacific Flights 1936-46 & US Pacific Possessions] — jonpac@aol.com
- George Kubal** [Dealer] — geokubal@aol.com
- Alfred Kugel** [20th Cent. Military Mail, US Possessions & Offices Abroad] — afkugel@hotmail.com
- Rick Kunz** [RPO, AGT, RR postmarks] — rkunz@eskimo.com (see also Mobile Post Office Society)
- William O. Kvale** [MN p.h.: Territorial, Civil War patriotics, early Statehood] — flo3wil@aol.com
- Charles LaBlonde** [WWII mail to & from Switzerland & Red Cross] — clablond@aol.com
- Walter LaForce** [US Doanes & NY RFD & Co/PM cancels]. — vlwl@rochester.rr.com
- Gary Laing** [VA: Shenendoah, Warren, Wythe Co] — laing@naxs.com
- Dick Laird** [U.S. Doanes and Indiana Postal History] — d.laird@insightbb.com
- Lawrence Laliberte** [Poughkeepsie, NY p.h.; Transport Airs on cover] — largin1@verizon.net
- Eliot A. Landau** — [U.S. Registry, U.S. w/ Lincoln Stamps] — elandau@aol.com
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- Howard Lee** [U.S. 4th Bureau Issue 6c, 7c, 8c, 11c, 12c, 13c, 14c, 17c] — gimpo@adnc.com
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- Ron Lessard** — ronlessard@att.net
- Gilbert Levere** [used US Postal 1905-1925, machine cnls to 1925] — TOBGJL@aol.com
- Brian R. Levy** [New Hampshire for Sale] — bellobl@aol.com
- Matthew Liebson** [Ohio PH; Licking Co., Doanes, stampless] — paperhistory@mindspring.com
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- Robert L. Markovits** [#C24 30¢ Globe airs & Tonga stickon 1971-92 covers] — RLMarkovits@aol.com
- Peter Martin** — pmartin2020@aol.com
- Richard Martorelli** [Military, Postage Due] — martorel@pobox.upenn.edu
- Richard Matta** [MD: Montgomery Cty & PA: McKesport] — rkm@groom.com
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- Robert McAlpine** — rmc Alpine63@comcast.net
- Larry McBride** [U.S. town & DPO cancels] — lgmcbride@yahoo.com
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- Bob McKain** [Pittsburgh, Alaska Hiway & AK APOs] — 57-vette@adelphia.net
- Michael E. Mead** [Britannia Enterprises – dealer] — meadbritannia@aol.com
- Jim Mehrer** — [Dealer. Collects expo's, Navy ships] — mehrer@postal-history.com & website http://www.postal-history.com
- Steve Merchant** [Stampless letters] — smerchant@adelphia.net
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- Charlie Merrill** [US postal history] — cwm04@sbcglobal.net
- Robert G. Metcalf** ["Coal" on cover/St.Louis/so.Illinois] — jax@mum.net
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- Jewell Meyer** [Arizona - CA] — jlmeyer_2000@yahoo.com

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- Minneman, Lynn** [Portland, Oregon area] — lminnema@msn.com
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- John Moore** [US Exposition/World's Fair postal history] — anne.moore@comcast.net
- Steve Morehead** [Colorado postal history] — steveasc@ix.netcom.com
- Alan Moser** [Iowa postal history] — amoser1537@comcast.net
- Darren Mueller** [WI-Fond du Lac Co p.history] — darren.mueller@juno.com
- Roberta Muelling** [Looney tunes, animation, women, WI] — mrspeel@alltel.net
- John G. Mullen** [WA; flags; Ntl Air Mail Week; Snohomish, Skagit, Island County] — longjohn.wa007@netzero.com
- Neill D. Mullen** [WA: Whatcom Co; Wash State Admission Day (Nov 11) covers from 1889 to present] — nmullen12@comcast.net
- Jim Myerson** [US Navy & pioneer airmail, WA-Franklin] — jpm_ww@yahoo.com
- Larry Neal** [Holmes & Coshocton Counties, Ohio] — larryln@valkyrie.net
- Burnham Neill** [FL-Miami/Dade DPOs on PPCs; some MS, MO] — mbneill@bellsouth.net
- Bruce Nelson** [Illus. pioneer postcards (1870-1898): govt postals & private] — landmarkpc@aol.com
- Howard Ness** — hbness@hotmail.com
- Ray Newburn** [CO pre-wwI Pan Am Pacific Div; 4th & 5th Bureaus (all rates)] — newburn@mindspring.com
- Robert Nichols** [Pony Express cancelled stamps, CA counties: San Diego, San Bernardino, Orange, Alpine, Inyo, & Mono] — dinic@earthlink.net
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- Bill Nix** [OR & WA DPOs; Skamania Co., WA] — wanix@gorge.net
- Jim Noll** — [computer postage] jenca@pacbell.net
- Joe Odziana** — drjoeo@earthlink.net
- James Oliver** [VT, Canada] — jkoliver@together.net
- Larry Oliver** [Advertising covers, medical-related] — oliver.lawrence@mayo.edu
- Douglas Olson** [E.S. Curtis postcards, Ballard, WA, Perry (anniversary) machine cancels] — gettyandole@msn.com
- Robert Omberg** [Idaho p.h.] — hsbebay@aol.com
- Kevin O'Reilly** [NWT, Yukon & Labrador; US APOs in Canada] — kor@theedge.ca
- Cathleen Osborne** [Bells: Town names, advertising, pictorial] — rickcath@olypen.com
- Steve Pacetti** [1861 1c, Hawaii, Prexies, CO postal history] — sbp57@comcast.net
- Dennis Pack** [Sub-station postmarks; Utah ph, USCG] — packd@hbc.com
- Ray Palmer** [OR: Yamhill, Polk Counties] — rpalmer@onlinemac.com
- Dr. Everett L. Parker** [Pitcairn, Canada, Maine] — eparker@midmaine.com
- Alan Parsons** [US, UN, NY: Steuben, Schuyler & Chemung counties] — alatholleyrd@aol.com
- Norman Pence** [OK & Indian Territory] — norpen@hotmail.com
- Randy Pence** [Yangtze River Patrol; WWI medical] — catclan@earthlink.net
- Richard Pesot** [ID, Mauritius, Tibet, U.S. 1869, Classic U.S.] — rpesot@ajlewiscorp.com
- Paul E. Petosky** [MI; US & Can p.o.s on pcs] — paul_petosky@yahoo.com
Website: <http://postmarks.grandmaraismichigan.com/>
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- Elwood Poore** [DPOs, Auxiliary Markings] — woody-poore@msn.com
- Stephen Prigozy** [Telegraph & electrical covers] — prigozys@aol.com
- Robert Quintero** [Detroit Mail Boat/Detroit River Sta 1895-Current] — qover@comcast.net
- Peter Rathwell** [AZ pre-1890; 1869 US or Can lg Queens] — prathwell@swlaw.com
- Robert D. Rawlins** [naval covers] — rawlins@sonic.net
- Mark Reasoner** [Ohio] — mreasone@columbus.rr.com
- Norval L. Rasmussen** [VA; Tunisia, Algeria] — nrasmu@digitalconnections.net
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- Thomas Richards** [Movie star mail] — thomasr1@ohiodominican.edu
- Martin Richardson** [OH & IL ph, off sealed, Local posts] — martinR362@aol.com
- Thomas Richardson** [North Carolina P.H., APOs] — stamps@northstate.net
- Harold Richow** [WWI & Civilian Conservation Corp covers] — harr8@verizon.net
- Al Ring** [Arizona postal history] — ringal@msn.com
- Norm Ritchie** [CO, UT, AZ & NM p.history + all US/Canada postmarks] — mnp123@comcast.net
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- Allan Schefer** [U.S. foreign mails 1861-1870; fancy cancels, 3c US 1861, Bicycle ad cvrs & pcs, France 1871-75 ceres issue, prex] — schef21n@netscape.net
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Nicholas Zevos [Postal history of Northern New York] — zevosn@potsdam.edu
POSTAL HISTORY SOCIETIES (Listed by request)
(For a Listing of ALL U.S. State Postal History Societies see the Empire State Postal History Society) — http://www.esphs.org/usphsoc.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

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For More Information Contact:
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Early U.S. Post Office Efforts to Accelerate Mail Delivery to Europe and Locations Beyond Using Overseas Airmail Services

By Richard W. Helbock

Part 3: 1929 - The European Airmail Gateways Open Up to Asia

Imperial Airways to India, 1929

The British Empire was near its peak of economic power and colonial dominance in the late 1920s. Ahead in the immediate future loomed a worldwide Depression, turmoil in central Europe leading to the Second World War, and eventually the end of Britain's role as a dominant imperial power. But in March 1929 the future appeared bright, and Imperial Airways launched its London to Karachi airmail service. In so doing, the British became the first of the major European powers to strengthen the communication links with their far-flung Asian colonies. The new air mail and passenger route was seen as "buckling the belt of Empire."

Americans were able to benefit from the new service when the July 1929 *Monthly Supplement* announced that postal patrons could direct their mail to London and receive onward air transport for a additional fee of just 12 cents per half ounce—"a gain of 7½ days for Karachi".

India was widely recognized as the "jewel in the crown" of the British Empire. The colony was an important source of tea, spices, cotton, and other raw materials for the English manufacturing system. Britains—from aristocrats to the lower classes—viewed India as a place where they might make a fortune and live in princely splendor. In a sense, India provided Britons with the same romantic ideal of geographic escape that 'the West' offered Americans throughout the 19th and early 20th centuries.



Figure 26 The de Havilland D.H.66 Hercules "City of Cairo" over Egypt's Pyramids. The DH66 was Imperial Airways' workhorse on the London to Karachi air route in its early days. (Illustrated by Shigeo Koike at www.ne.jp/asahi/airplane/museum/cl-pln8/DH66.html)

Thousands of young men moved to India, married local women and opted to make a permanent life in the subcontinent. There were an estimated 300,000 persons of Anglo-Indian ancestry living in India in 1947 when the Raj ended.

Perhaps most importantly of all to the geopolitical well-being of the UK, the vast Indian population represented an important source of military manpower. This manpower enabled the small European island nation to control potential unrest across its vast colonial empire and repel attempts by other powers to gnaw away at the wealth.

ACCELERATED MAIL TO AND FROM INDIA

The first effort to accelerate mail transmission between Great Britain and India was inaugurated by the Royal Air Force in June 1921. The Desert Air Mail service linking Cairo and Baghdad was discussed in Part 1 of this series. Imperial Airways (IA) assumed control of the Desert Air Mail Service in January 1927 and extended the eastern terminus to Basra. Imperial's intention at the time was to extend the Cairo-Basra mail route through to Karachi using aircraft with greater range, but the plans were delayed when the Persian government refused permission for regular services to overfly and land in their territory. Two years of diplomatic negotiations finally resulted in an agree-

ment that allowed the British landing rights at a limited number of Persian Gulf locations and an extension of airmail service to Karachi was inaugurated.

The February 1927 *Monthly Supplement* announced the first details of how American postal patrons could accelerate mail delivery to Karachi and Northwest India by using the British Cairo to Basra air service. The text of the announcement was reproduced in Part 1 of this series, and the surcharge for carriage of mail on the air route was given as seven cents per ounce in addition to the standard international postage of five cents per ounce. An announcement in the May 10, 1927, *Postal Bulletin* 14380 anticipated the extension of the IA route to Karachi by stating that the airmail surcharge would be 15 cents per ounce, but no flights were ever made in 1927 or 1928 and there was no service at this rate.

The air surcharge for Cairo to Basra service listed as 7 cents in January 1927 may have in fact been an error. When the British RAF was flying the mail from Cairo to Baghdad, the air surcharge was initially established as one shilling per ounce. That amount was reduced to six pence per ounce in December 1921 and then three pence per ounce in November 1923. When Imperial Airways took over the route in 1927 the air surcharge was once again raised to six pence per ounce.

The prevailing exchange rate between pound sterling and the US dollar was two US cents for each British penny. A seven cent surcharge would have been equivalent to 3½ pence—rather close to the three pence rate in effect before the IA takeover in 1927—but well short of the six pence the British were required to pay. Interestingly, US *Postal Bulletin* 14561 of December 12, 1927, announced that the air surcharge for mail from the US was raised to 12 cents per ounce. US covers displaying the surcharge for Cairo-Basra air service addressed to India in the 1927-1929 period are believed to be quite scarce.

It was also possible to accelerate mail destined for India by paying an additional four cents per ounce for air service from London to Marseilles. The re-

sultant total air surcharge for both links would have been 16 cents per ounce. Air accelerated mail from India to the US in the 1927-1929 period would have required 3 annas for the Basra-Cairo service and another 3 annas for the summer-only Marseilles to London service in addition to the normal surface rate of 3 annas. Since the time saved by using the Basra-Cairo service would have been up to a week, one would expect that some mail may have survived demonstrating that franking. Time saved by the Marseilles to London air service was only about one day.¹

Figure 27 illustrates a cover mailed from a stamp dealer in Bombay to Switzerland. Endorsed “Via Basra-Cairo Air Mail Service”, the cover was posted at the “Printed Matter” rate of ½ anna (6 pies) and an additional three annas was affixed to pay the air surcharge for the Basra-Cairo service.



Figure 27 Mailed in Bombay on September 4, 1927, this cover travelled by sea to Basrah--arriving Sept. 19th. It was held for the next west bound flight (Service W 31) and reached Cairo September 25th before onward surface transport to Switzerland.

The initial flight on Imperial Airways' London – Karachi service took place over a 7-day period starting March 30, 1929. The route included a flight from London to Basle, Switzerland, followed by rail service to Genoa, Italy. Mail was then loaded onboard a *Short Calcutta* flying boat and carried south along the Italian peninsula and across the Mediterranean to Alexandria, Egypt.



The route from Alexandria to Karachi proceeded by way of a DH66 Hercules

first to Gaza and then on across the desert to Baghdad and Basra. Stops in Persia were all along the Gulf coast before turning east at Jask and flying over the desolate Baluchistan coast to Karachi (map 7). The first mail carried on the route arrived at Karachi on April 6, 1929. Service was planned to be weekly. Numerous changes were made to the route over ensuing years. In November 1929, for example, the Italian Government objected to British flights over Italy and so the London-Athens section was changed to Cologne, Vienna, Budapest, Belgrade, Skopje, and Salonica before Athens. Severe winter weather forced additional changes and often part of the route through Europe was carried by train

Map 7 The original 1929 route of Imperial Airways' London to Karachi service. Note that the mail was carried by train from Basle, Switzerland, to Genoa, Italy.

An airmail surcharge of six pence was added to the normal 1½ pence surface rate for a half ounce letter mailed from Britain to India. American postal patrons were invited to send mail addressed to India via the London – Karachi air service in *Postal Bulletin 15032* dated June 29, 1929. The surcharge rate was 12 cents for air service to Karachi. Forwarding beyond that point was by surface transport.

The air surcharge on mail from Karachi to London was set at 6 annas in addition to the 2 annas regular surface rate to the UK. The cover shown in figure 28 was postmarked in Bombay on February 15, 1930. Addressed to New York, it was franked with 3 and 6 annas denominations of India's first air post series depicting a De Havilland Hercules flying over a lake. The nine annas franking represents 6 annas air surcharge plus the normal rate from India to the US of 3 annas.

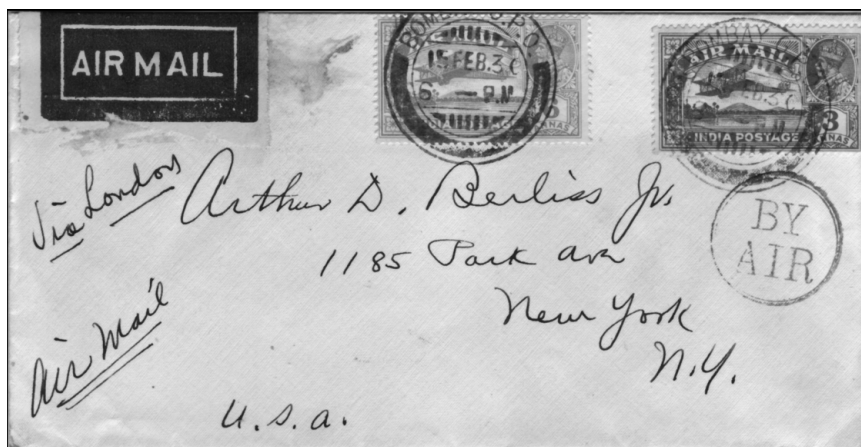


Figure 28 Postmarked Bombay on February 15, 1930, and endorsed "Via London" and "Air mail" this New York-bound cover was franked with a 3 anna air to pay the ordinary rate to the USA and a 6 anna air to pay the Karachi-London air service.

Imperial Airways extended its India service from Karachi to Delhi on December 21, 1929, and *Postal Bulletin 15315* dated June 5, 1930, announced that the air surcharge on mail from the US to Karachi was reduced to 10 cents per half ounce and that mail could be carried by air from London to Delhi for an air surcharge of 14 cents per half ounce. This dual rated surcharge scheme lasted for a bit over a year when it was replaced on July



Figure 29 New York to Delhi, India, in November 1933. The cover is franked with 22 cents paying the air surcharge from London and the five cents per ounce ordinary rate. The journey took 19 days.

10, 1931, with a single surcharge of 15 cents per half ounce for air service to either Karachi or Delhi.

The first domestic airline in India—Tata Air Lines—was organized in 1932. A second—India National Airways (INA)—followed a year later. Both of these fledgling companies operated a limited number of routes until the late 1930s, but their advent apparently convinced Imperial to revise its air surcharge structure. *Postal Bulletin 16048* dated November 23, 1932, announced that henceforth the charge to US postal patrons would be 21 cents per half ounce for mail service from London to “beyond Delhi.” This was revised on March 3, 1933, to apply to mail from London to Karachi and “air within India.” The 21 cent surcharge for this service was increased to 22 cents on October 17, 1933. *Figure 29* illustrates a cover postmarked Hudson terminal Annex Station of New York dated November 16, 1933, addressed

to Delhi. It bears the 22 cent air-mail surcharge plus five cents regular surface rate to India.

Some mail addressed to British colonies beyond India is known to have been carried on the earliest London-Karachi flights, but it was not until the flight of August 31, 1929, that the British Post Office officially announced that mail could be flown from the UK to Karachi and then forwarded by surface on to Singapore, Australia, Hong Kong and other far-flung outposts of the Empire.

BEYOND INDIA

Acceptance of Karachi-London air-mail addressed to the UK from the colonies beyond India was even slower. The first Australian mails to be accepted were flown from Karachi on December 30, 1929, and reached London January 9th. Mail from New Zealand was not accepted until July 1930. Additional details concerning mail to and from Australasia will be considered in a

future instalment of this series.

Figure 30 illustrates a cover postmarked Rangoon on October 20, 1931, addressed to New York. Burma was still politically part of India at the time and we see the same 6 annas (air surcharge) plus 3 annas (interna-

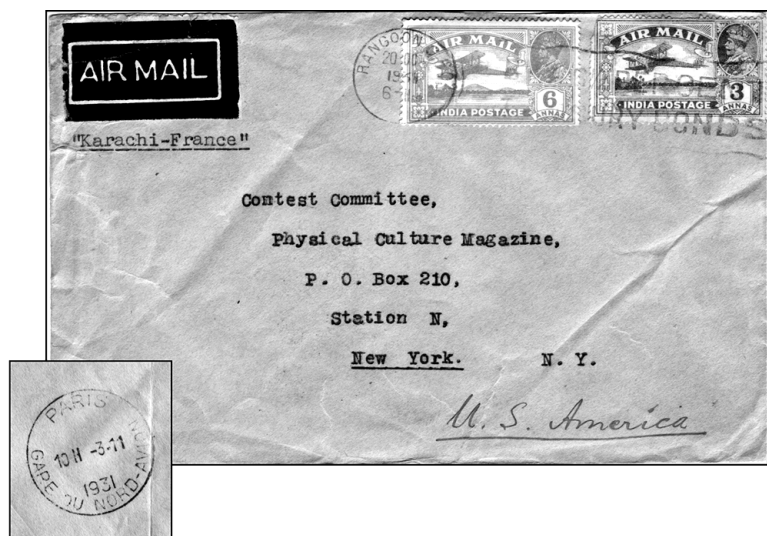


Figure 30 Rangoon, Burma, October 20, 1931, to New York via Paris. Burma was politically part of British India at the time.

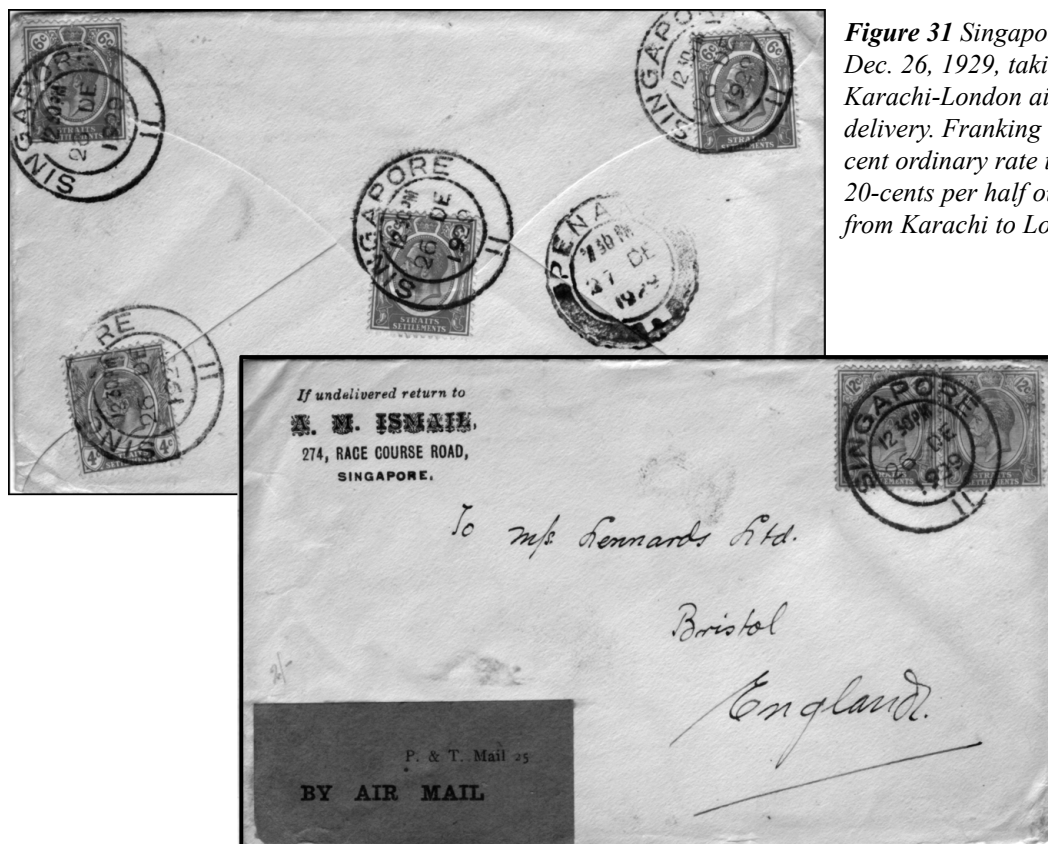


Figure 31 Singapore to Bristol, England, Dec. 26, 1929, taking advantage of the Karachi-London air service to accelerate delivery. Franking of 46 cents pays the 6-cent ordinary rate to UK plus twice the 20-cents per half ounce air surcharge from Karachi to London.

tional surface rate to US) franking that was used on the cover from Bombay in *figure 28*. The typed endorsement of Karachi-France indicates an awareness by the sender that time could be saved by routing through Paris, and a Paris Gap-du-Nord Avion backstamp of November 3rd indicates that the cover reached the French capital in just six days.

The cover shown in *figure 31* was mailed in Singapore on Boxing Day, December 26, 1929, and addressed to Bristol, England. In order to take advantage of the accelerated delivery promised by Karachi-London air service, it was franked with 46 cents representing the normal 6 cent surface charge for up to one ounce and twice the 20 cents per half ounce surcharge for the Karachi-London air service. As indicated by the Penang backstamp, the cover was carried north to that Indian Ocean port before being dispatched by ship to Karachi.

Airmail connecting the US to and from non-Empire countries that could be accelerated by the London-Karachi air service represents another fascinating possibility. Afghanistan was listed in the June 29, 1929, US *Postal Bulletin* announcement listing countries that could benefit from delivery accelerated by the London-Karachi air service. The surcharge fee applicable to letters mailed from the US was 12 cents per half ounce—the same as it was for Karachi.

There was no direct airmail service to Kabul or other locations in Afghanistan until well after World War II. Even to this day, there are very few surface connections between what is now Pakistan and Afghanistan. The most heavily used connection is by way of the Khyber Pass—a long tortuous winding road over the border mountains west of the city of Peshawar (*figure 32*). The cover illustrated in *figure 33* bears



Figure 32 Khyber Pass with Peshawar in the distance.

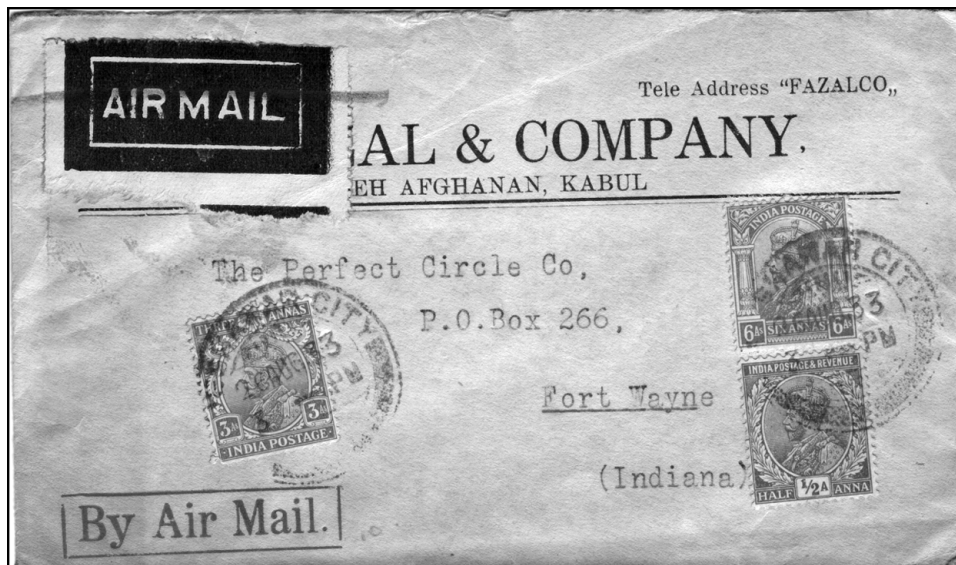


Figure 33 This cover bears the printed return address of a Kabul, Afghanistan, company. It was common practice for Afghans to post mail through the Peshawar, Pakistan, post office to take advantage of the lower postal rates and the availability of air service.

the corner card of Fazal & Company of Kabul. It was undoubtedly carried by road—probably truck, but quite possibly camel caravan—from Kabul through the Khyber Pass to Peshawar where it entered the Indian mails and was postmarked on August 26, 1933. Addressed to Fort Wayne, Indiana, the cover would have been carried on the excellent Indian railway system south to Karachi for an Imperial flight to London. The airmail etiquette was then lined through and the cover was carried across the Atlantic by ship.

France to Syria, 1929

The October 1929 *Monthly Supplement* contained an announcement of a new air mail service from France to Syria and stated that the service would be available to American postal patrons desiring to accelerate mail by air to addresses in Italy, Greece, the islands of Corfu and Castelrosso, and in Syria.

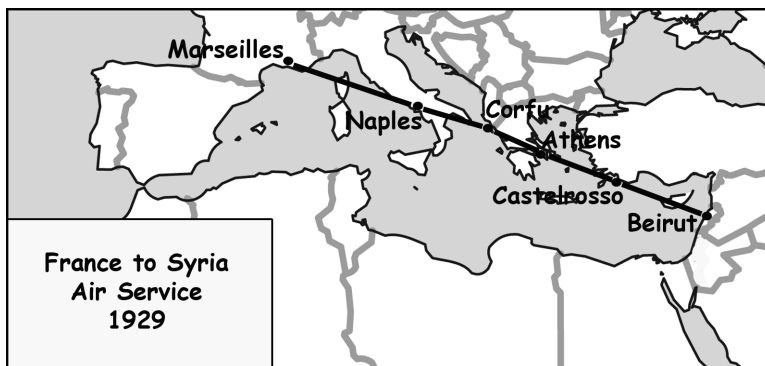
Since Lebanon had recently gained limited autonomy from Syria and was still organized as a French mandated territory, this new air service was not only im-

portant to France but to the large numbers of Lebanese who had migrated to the United States and still maintained commercial and personal ties in the area.

The new air route was designated Number 29 (*map 8*). It offered weekly service from Marseille departing every Saturday with the following scheduled itinerary:

Destination	Distance from Marseilles (km)	Flying Time in hours	Air mail Surcharge (US cents)
Naples	854	7¼	5
Corfu	1,539	12¼	11
Athens	1,974	16¼	11
Castelrosso	2,599	21¼	33
Beyrouth	3,254	27¼	33

Competition from the Dutch service flying KLM to Aleppo forced the French to drastically reduce air surcharges for American postal patrons using the Marseilles-Beirut service to just 12 cents per half ounce in June 1930. However, once KLM transferred its eastern Mediterranean service connection from Aleppo to Cairo in early 1931, the Marseilles-Beirut air surcharge was increased again to 15 cents per half ounce in July 1931. The arrival of KLM as a competitor to both the French and British long-range air mail services will be discussed in some detail in the following installment of this series.



Map 8 Marseilles, France, to Beirut, Lebanon (then Syria) began accepting US mail for accelerated service in September 1929.

Figure 34 illustrates a cover postmarked in Beirut April 15, 1932. Addressed to a recipient in Massachusetts, it has been endorsed “Par Avion Beyrouth-Marseille” and franked with two 7.50 piasters plus an

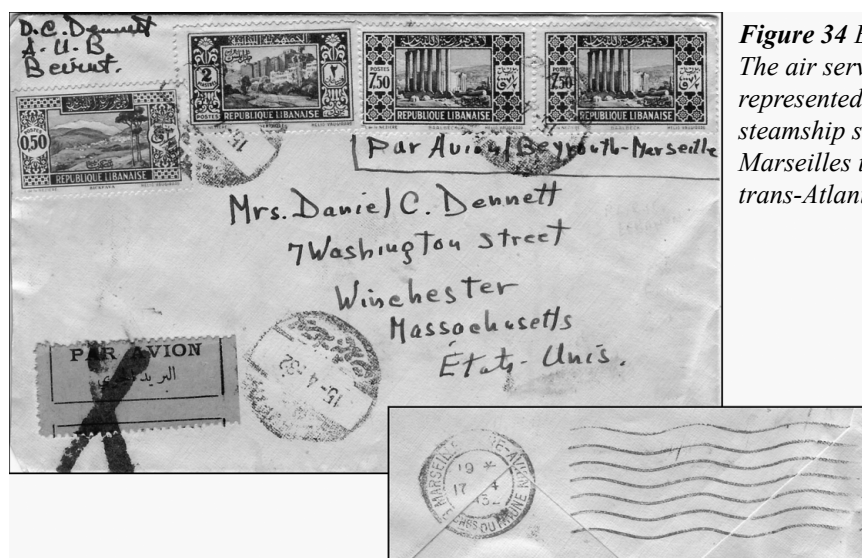


Figure 34 Beirut to Massachusetts in April 1932. The air service from Beirut to Marseilles represented a time saving of about 4½ days over steamship service on the Mediterranean Sea. From Marseilles the letter would have been carried by trans-Atlantic steamer to New York or Boston.

additional 2.50 piasters for a total postage of 17.50 piasters. Since the regular international surface postage from Lebanon to the US was then 7.50 piasters, it would appear reasonable to assume that the surcharge for air post to Marseille from Beirut was 10 piasters (equivalent to about 12 cents US).

Early Domestic Services in Asia & Africa

In 1929 there were several countries and colonies in Asia and Africa that had begun developing their own rudimentary domestic airline networks. Some of these had come to the attention of the US Post Office Department and that agency had published notices informing the American public that accelerated mail delivery was available within these countries for an additional fee.

AUSTRALIA: ADELAIDE TO PERTH, MAY 17, 1929

An announcement entitled “Air Mail route—Adelaide to Perth, Australia” appeared in the June 1929 *Monthly Supplement*. It read in part:

Effective with the flight from Adelaide on Sunday, June 2, the weekly air mail service between Adelaide (South Australia) and Perth (Western Australia) will be available for the dispatch of articles in the regular mails, ordinary and registered, posted in this country for delivery in Western Australia. The service will be of the greatest utility when the steamers conveying the articles to Australia arrive in Sydney either on Thursdays or Fridays as the planes leave Adelaide on Sunday morning immediately after the arrival of the mail from Melbourne and arrive at Perth on Monday.

The announcement went on to specify that the fee for Americans to take advantage of this service was to be 6 cents per half ounce or fraction prepaid in US stamps in addition to the regular international postage of five cents.

The six cents per half ounce air surcharge was increased to nine cents in July 1931 and remained at that level until October 1935 when it was reduced to five cents per half ounce. The surcharge for air carriage within Australia remained 5 US cents per half ounce through World War II.

Mail from the United States to Western Australia is not frequently seen from the late 1920s and early 1930s. The population of the state was only about 430 thousand in 1930, and the Great Depression had a severe impact there as elsewhere. The primary importance of the Adelaide-Perth air route had less to do with increasing the speed of mail delivery to Western Australia than it did to fashioning a speedier communications link between Australia and Europe—particularly the United Kingdom.

In 1929 the fastest mail service connecting Australia and the UK was by steamship from Freemantle, Western Australia, northwest across the Indian Ocean to the Suez Canal and through the Mediterranean and Atlantic to Southampton. *Figure 35* shows a May 9, 1929 London cover taking full advantage of the “cutting edge” transport technology to send a letter to the Swiss Consulate in Melbourne. Next to the air mail etiquette the endorsement reads “Till Marseilles and again in Australia” indicating that the sender intended that the cover should be carried on both those air



Figure 35 London to Melbourne in May 1929 taking advantage of both the London-Marseilles and Perth-Adelaide air services to accelerate delivery. The surcharge for each air link was 3 pence per half ounce.

routes. The franking included the normal 1½ pence surface rate to Australia plus two 3 pence stamps each paying a separate air surcharge.

The August 1931 *Monthly Supplement* expanded the range of domestic air services within Australia. A total of six different Australian domestic routes were listed along with frequency of service, distance traversed and the savings in delivery time for a particular region of the country. *Table 8* summarizes the details of these routes, and *map 9* shows their locations within Australia. The announcement stipulated that “the air mail fee, in addition to the regular postage,

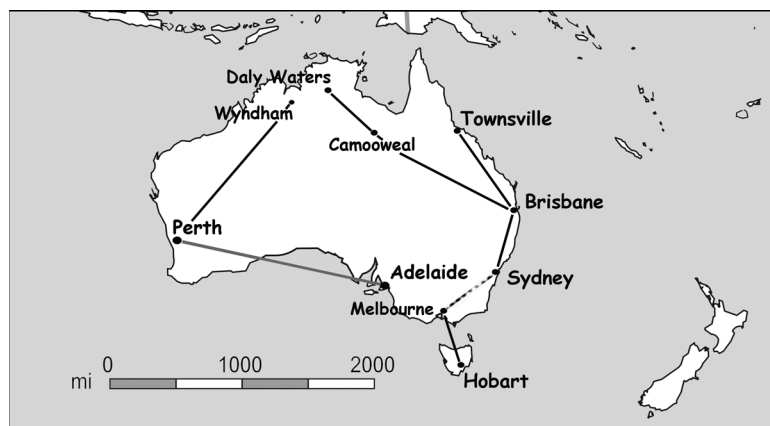
applicable for dispatch by the Australian air mail service, irrespective of the number of routes to be traversed, is 9 cents for each half-ounce or fraction.” The announcement also contained a note stating that “the route from Sydney (N.S.W.) to Melbourne (Victoria) has been omitted from the above (route listing) as it affords no advantage to mail from the United States.

Most of us are severely challenged when it comes to knowledge of geography beyond our immediate surroundings. That is particularly true when it comes to the geography of other countries half way across the world.

Figure 36 illustrates a cover posted in Lynn, Massachusetts, on September 2, 1935. Addressed to Carnegie, Victoria, Australia, the cover bears 19 cents postage. Originally inscribed “Special Delivery Airmail” it was handstamped “Not in The Special Delivery Mail” and the words “in Australia” were added after Airmail. The cover was handstamped with a large “AIR MAIL” and off it went on its 10,000 mile journey.

Route	Intermediate Stops	Distance (miles)	Frequency	Time Savings from US
Sydney to Brisbane		500	daily	1 day for Queensland
Brisbane to Townsville	Maryborough, Rockhampton, Mackay	728	twice weekly	2-6 days for central & north Queensland
Brisbane to Camooweal	Toowoomba, Roma, Charleville, Tambo, Blackall, Lonreach, Winton, Mackinlay, Cloncurry, Mount Isa, Normanton	1,484	weekly	2-6 days for central & northwest Queensland
Camooweal to Daly Waters	Newcastle Waters	475	weekly	2-5 days for Darwin & north Australia
Melbourne to Hobart	Launceston	350	daily	1-3 days for southern Tasmania
Adelaide to Perth	Ceduna, Forrest, Kalgoorlie	1,453	weekly	5 days for Western Australia*
Perth to Wyndham		2,067	weekly	4-12 days for north-western Australia
*when mail arrives at Sydney on Thursday; otherwise no advantage				

Table 8 Domestic Australian air services that are able to accelerate delivery times on mail from the United states. August 1931



Map 9 Domestic Air Mail routes (simplified) in Australia, August 1931

The franking was certainly adequate to pay the 4 cent air surcharge within the US plus the 5 cent regular sea post rate to Australia and the 9 cent per half ounce air surcharge for carriage in Australia. In fact, there was a one cent over payment. When the cover arrived in Sydney on October 5th, it was given an AIR MAIL backstamp and may well have been loaded on a plane bound for Melbourne. But the odds are quite high that the Sydney-Melbourne air carriage contributed little or nothing in accelerating delivery time.

BELGIAN CONGO: BOMA TO ELIZABETHVILLE, JULY 1929

SABENA (*Societe Autonome Belge d'Exploitation de la Navigation Aerienne*) was formed in 1923 and funded in part by Belgians living in the Congo colony. Only a year earlier they had lost their air service—an experimental passenger and cargo company (L.A.R.A.) that operated along the Congo River between Kinshasa and Stanleyville (see Part 1 of this series). The Belgian Congo colonialists expected the new Belgian national airline to fill this gap.

While LARA had flown the Congo River route using planes capable of water landings, SABENA chose to use landplanes for the Congo operation and a pro-

gram of aerodrome construction was begun in the Congo. Most of the airfields were finished in 1926 and SABENA immediately began flights within the Congo over dense jungle along a 1,422-mile route from Boma-Leopoldville-Elizabethville (*map 10*). The earliest flights were made with De Havilland (DH50) aircraft but these were soon replaced with the larger Hadley Page W8f airliners that had three engines and ten seats.

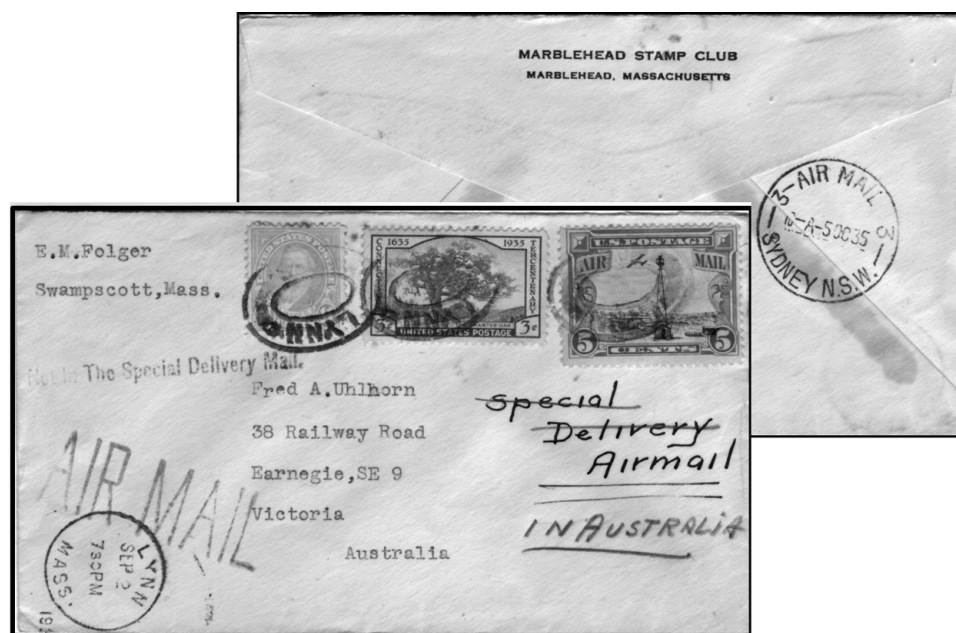
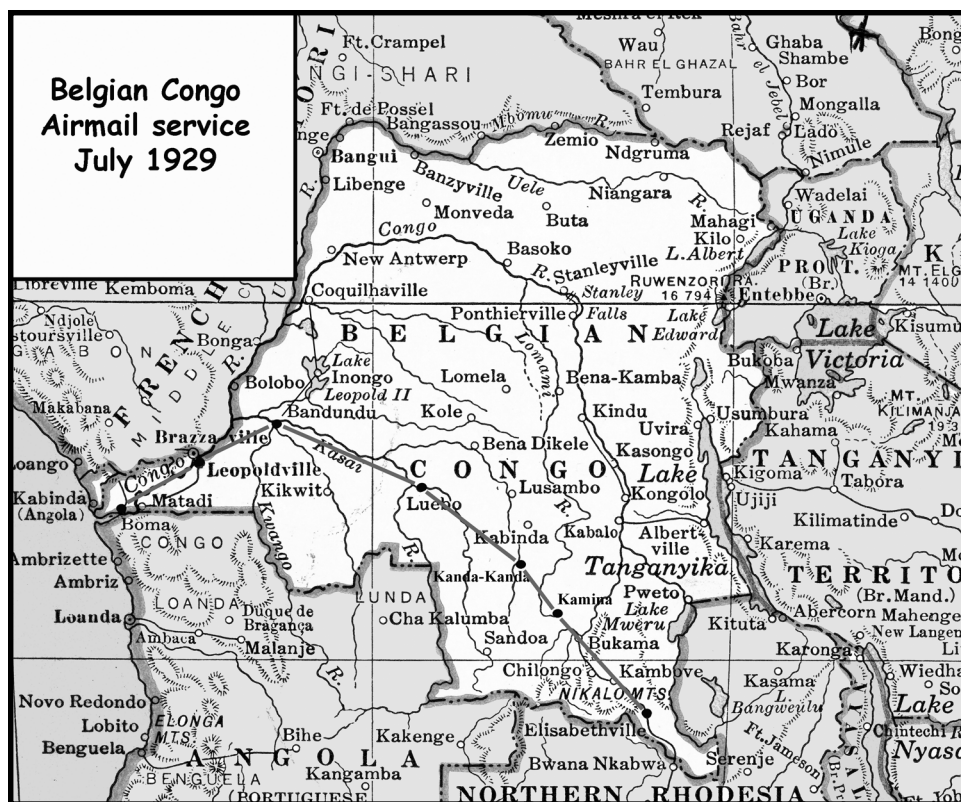


Figure 36 Lynn, Massachusetts, to a small town in Victoria. The franking overpays by one cent the domestic US air surcharge, seapost to Australia and the 9 cents per half ounce air surcharge for transport in Australia, but it is unlikely that Australian air service improved delivery time.

The US Post Office Department announced in its August 1929 *Monthly Supplement* that postal patrons could take advantage of the new SABENA air service within the Congo and that it “may be used to advantage the dispatch of correspondence for Leopoldville and all places beyond in the Belgian Congo, and for Brazzaville and places beyond in French Equatorial Africa.”

The announcement detailed the points along the SABENA air route and indicated that patrons desiring to make use of the service should frank their mail with an additional 6 cents (US) postage per ounce or fraction, affix a blue “Par avion (by air mail)” label,



Map 10 SABENA's 1929 trunk air route ran from Boma on the coast—a distance of 1,422 miles inland to Elizabethville.

and endorse their envelope “by air from Boma only”. Such mail was to be sent to New York and carried to Antwerp for dispatch by steamship to Boma.

No examples of this service from the US to Belgian Congo have been seen by the author, but *figure 37* illustrates a cover mailed from Luebo June 2, 1929, to Knoxville, Tennessee. The ordinary surface rate

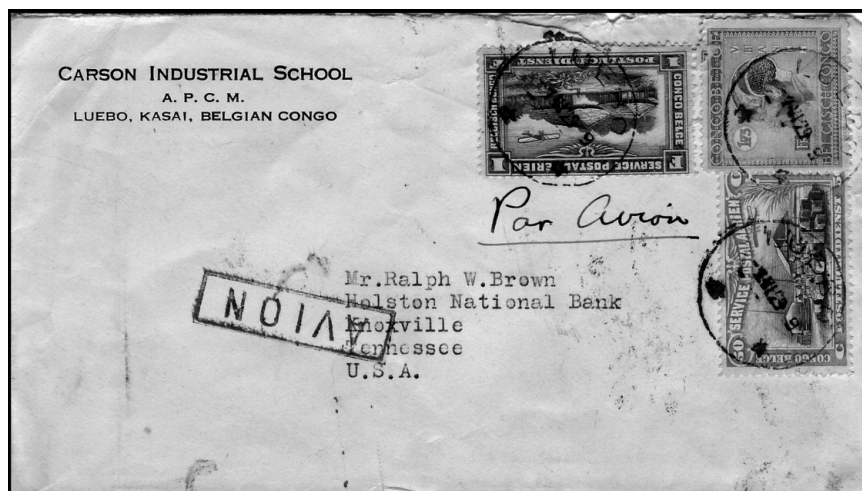


Figure 37 Luebo, Belgian Congo, to Knoxville, Tennessee, in June 1929.

from the Belgian Congo was 1.75 francs and this envelope was franked with an additional 1.50 francs to pay the airmail surcharge for service to Boma.

SABENA began long-haul flights from Belgium to the Congo on February 23, 1935. The flight took five and a half days. More advanced aircraft were added to the route in 1936 that allowed the trip to be reduced to only four days. An agreement with France's *Air Afrique* saw SABENA offering service on alternate weeks in cooperation with Air Afrique who flew the every other week.

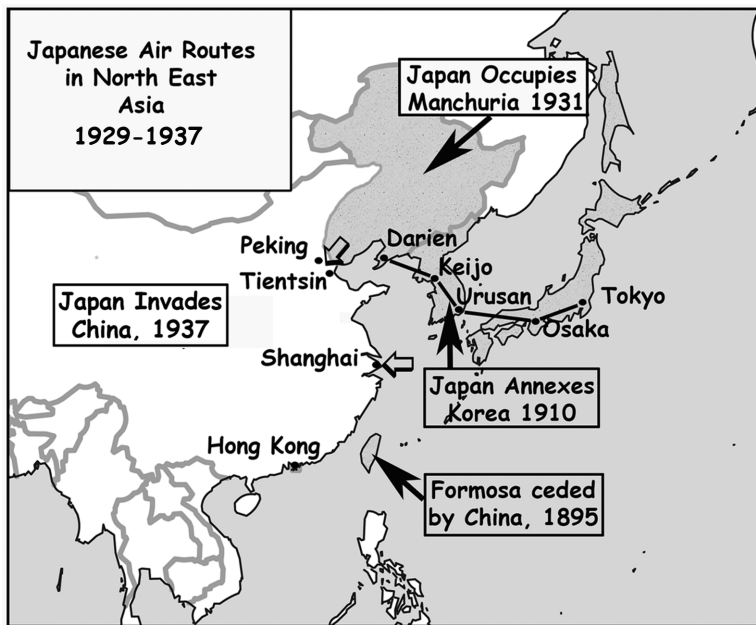
JAPAN: TOKYO TO DAIREN, SEP 7, 1929

The first announcement of domestic air mail service within east Asia was published in the October 1929 *Monthly Supplement*. Details of the service were initially published in *Postal Bulletin 15090* dated September 7th. Under a heading of “Air Mail Service, Tokyo-Dairen”, the *Monthly Supplement* stated:

The Tokyo-Osaka-Hakata-Keijo (Chosen)-Dairen (Japanese leased territory of Kwantung) air mail route

is now available for the dispatch of unregistered articles in the regular mails (except reply-paid post cards) mailed in this country for delivery in Japan, Chosen, and Kwantung.

Frequency of service included 12 round trips between Tokyo and Osaka, nine round trips between Osaka and Hakata, and three round trips between Hakata and Dairen. The air surcharge for US patrons choosing to use this service were given as 6 cents for each ounce of fraction for air transport within Japan and 12 cents per ounce or fraction for transport from Japan to Chosen and Kwantung. Blue “Par



Map 11 Japan's Dai Nippon extended an air mail route from Tokyo to Darien in 1929 that was publicized by the US POD. After the invasion of China in 1937, Dai Nippon to Tsingtao and Tientsin.

avion (by air mail)" labels and an appropriate endorsement such as "From Tokyo to Keijo, Chosen" were recommended. *Map 11* depicts the geography of this service.

The air surcharge was increased to 8 cents per half ounce August 1, 1931. Service of mail destined for Japan became available via US China Clipper service in 1937 for an overall fee of 70 cents per half ounce. But some who mailed letters from Japanese controlled

areas in China still chose to use a combination of Japan's Dai Nippon air service combined with steamship service from Japan to the US.

Dai Nippon made its first flight from Tokyo to Peking via Fukuoka, Tsingtao and Tientsin on October 11, 1938. *Figure 38* illustrates a cover postmarked in Japanese-occupied Tientsin probably in 1939. Franked with 85¢ postage and addressed to Columbia University, New York, it bears the endorsement "By Aero to Japan & Pacific". The ordinary surface rate from China to the US in 1939 was 25¢ of a piaster for 20 grams with each additional weight unit adding 15¢. The air surcharge from Japan to China in the same year was 30 sen (Boyle, page 810), and the Chinese cent was identical in exchange value to the Japanese sen, i.e., 25¢ of a piaster = 25 sen = 25 centimes = 5 US cents.

If we assume that the cover in *figure 38* was double weight—as the size of the envelope suggests, surface postage to the US would be 40¢ of a piaster leaving 45¢ for air surcharge to Japan (quite likely 30¢ for the first 20 grams and 15¢ for the overweight).

SOUTH AFRICA: CAPE TOWN TO DURBAN, NOV 19, 1929

An experimental airmail service was inaugurated March 2nd 1925 by the South African Air Force with a flight from Cape Town to Durban. Flights were timed

to coincide with the arrival and departure of steamships of the British "Castle" line. The return flight to Cape Town was made three days later. A 3 pence air surcharge was applied to accelerated domestic mail and a 6 pence air surcharge was required for mail addressed to overseas destinations. Air surcharges for postcards carried by this service were 1 penny and 3 pence respectively.

The experimental airmail service was conducted for just 15 weeks carrying over 27 thousands letters from South Africa to Great Britain during that period. Unfortunately, the service received little support from the British Postal Office, which refused to allow par-

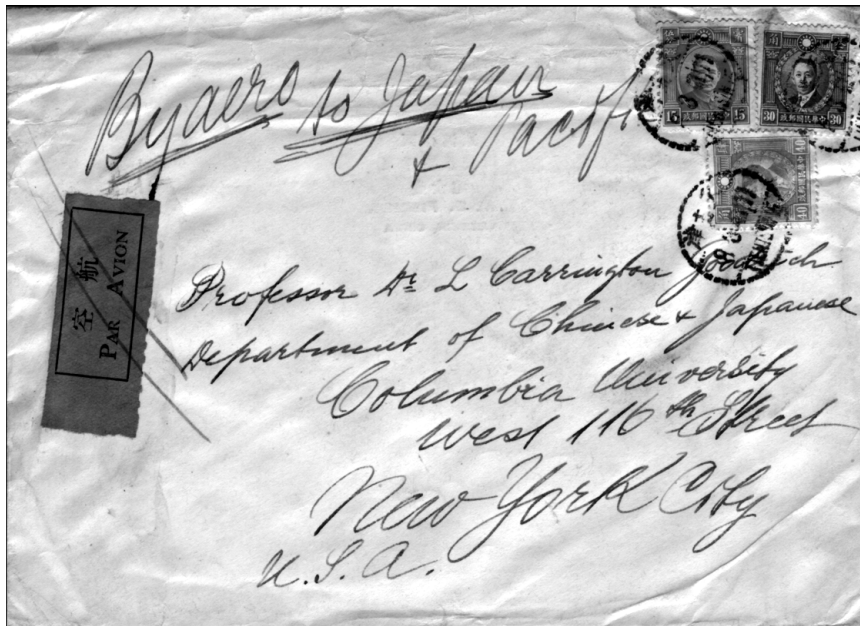


Figure 38 An air accelerated delivery cover mailed from Japanese-occupied Tientsin about 1939. It travelled by Dai Nippon to Japan and then by Pacific steamship to the USA.

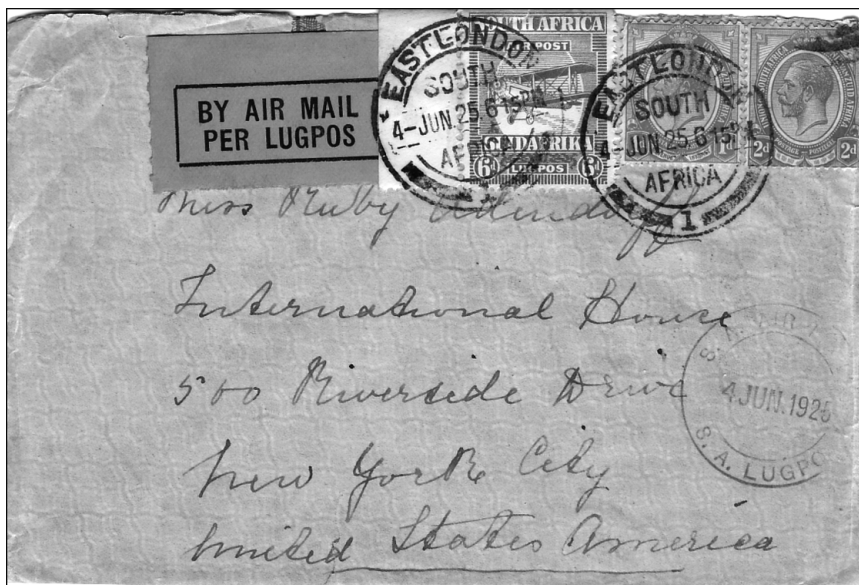


Figure 39 East London, South Africa, to New York in June 1925. This cover was given accelerated delivery over the South African Air Force's experimental 15-week air service to connect with steamships at Cape Town.

cels to be carried. The total amount mail from Britain to South Africa taking advantage of the air service was about 2,400 pieces.²

While no announcement of this experimental service appeared in US POD publications, examples of air accelerated mail from South Africa to destinations in the US are known. *Figure 39* shows a cover postmarked in East London on June 4, 1925 addressed to a correspondent in New York City. The cover bears an orange BY AIR MAIL / PER LUGPOST labels and was franked with the required 3 pence postage for ordinary mail service to the US plus a 6 pence airmail stamp paying air service from East London to Cape Town.

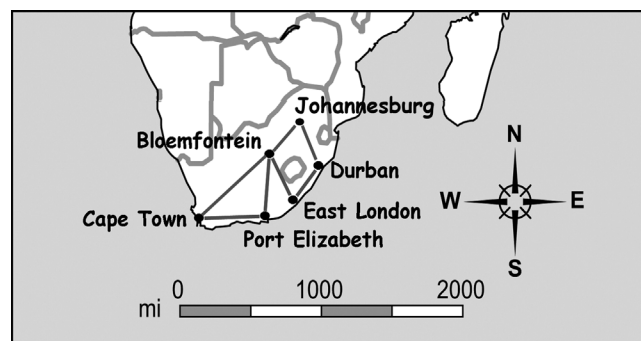
The South African Government was not ready to support a second attempt at domestic airmail service until 1929. This time, it was a private company—Union Airways Party Ltd.—that proposed the service, and this time the organizers managed to win the support of the British Post Office before launching the service. An airmail and passenger service was begun on August 26th with flights from both Durban and Johannesburg to Cape Town in order to connect with the departure of the steamer Carnarvon Castle.

The new air service proved quite popular. In addition to Durban, Johannesburg and Cape Town, the air service also made stops at Port Elizabeth, East London and Bloemfontein (*map 12*). Publicity by the British Post Office resulted in nearly 3,800 pieces of mail carried on the first day flights to Cape Town—compared with the 2,400 carried during the entire 15-week period of the 1925 experimental service.

The United States POD carried an announcement of the South African air service in *PB 15152* dated November 19, 1929. US postal patrons were advised that they could take advantage of the new service by adding US stamps in the amount of 8¢ per half ounce on mail bearing the 5¢ per ounce ordinary surface postage to South Africa. The air surcharge was reduced to 6¢ per half ounce in 1931.

The December *Monthly Supplement* listed the South African route as Route 26 on the London-to-Continent service and observed that mail from the United States taking advantage of the service could expect:

1 day's gain for Port Elizabeth, Bloemfontein, Johannesburg, and Pretoria; up to 2 days' gain for East London and Durban.



Map 12 South African Domestic Air routes, 1929

The February 1930 *Monthly Supplement* amended this announcement by noting that “route No. 26 leaves Cape Town every Monday, via Port Elizabeth, East London, Durban, and Bloemfontein for Johannesburg, effecting a saving of 36 hours to Durban and approximately 24 hours to other places.”

The South African domestic air service was continued as a separate entity until 1933 at which time it became a stage in the new Imperial Airways London to Cape Town route.

Endnotes:

1 Newall, Alexander S. (1996), p. 274.

2 *ibid.*, p. 254

NEXT TIME: 1930 – The Dutch Offer Competition Carrying Mail & Passengers to Asia

POSTMASTERS GENERAL OF THE UNITED STATES

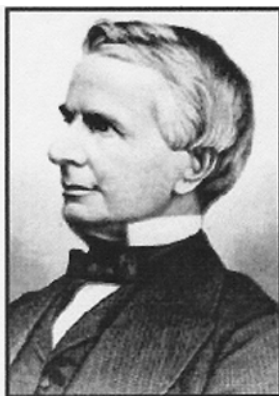
XXX. Timothy O. Howe, 1881-1882

by Daniel Y. Meschter

The Stalwarts were a conservative faction of the Republican Party during the 1870s and 1880s, succeeding the Radical Republicans in the Reconstruction era following the Civil War. Their accepted leader was Roscoe Conkling of New York who persuaded Garfield to accept Stalwart loyalist, Chester Arthur of New York as his vice presidential candidate in the 1880 election. Garfield, however, succeeded in fending off Conkling's attempts to take control of his administration by packing his cabinet with Stalwarts, except for Thomas L. James for Postmaster General from whom he extracted a renunciation of Stalwart policies. Among others, Conkling proposed Timothy Otis Howe of Wisconsin for Treasury after Garfield rejected Conkling's New York candidate¹. To placate Conkling more than Howe, Garfield appointed Howe delegate to the International Monetary Conference in Paris later in 1881².

Arthur attempted to retain as much of Garfield's cabinet as he could upon taking office after Garfield's assassination, but only Robert Lincoln completed his term of office as Secretary of War. Arthur did in fact pack his cabinet with Stalwart replacements with whom he was more comfortable. He was especially fond of Timothy Howe and grieved deeply when Howe died in office.

Howe was born in Livermore, Maine in February 1816, the son of a doctor. He was educated in public schools and graduated from Maine Wesleyan Seminary, now Kent Hill School, about 1835. He then studied law and was admitted to the bar in 1839. He opened a practice in Readfield, Maine where he was postmaster, briefly, and elected to the Maine legislature in 1845³. He removed to Green Bay, Wisconsin Territory later that year. Some say it was for his health; but a movement for Wisconsin statehood in the 1840s offered attractive career opportunities for doctors, lawyers, businessmen, and investors in the new state. Whichever was the case, moving west was to Howe's benefit. He lived a full life and achieved success in both his law practice and as a U.S. senator.



Timothy Otis Howe

Howe ran unsuccessfully for the House of Representatives in 1848. He was elected to the circuit court in 1850 which also put him on the State Supreme Court. He resigned from the court in 1855 to return to his law practice. Meanwhile, he joined the new Republican Party in 1854; but failed in his campaign for the U.S. Senate in 1856 because while unsympathetic to slavery, he opposed efforts by abolitionists to nullify the federal Fugitive Slave Act by means of an act of the state legislature. Nevertheless, he was elected to the first of three terms in the Senate in 1861, during which time he served on nearly every important committee. On the whole he was an active leader introducing a wide range of legislation. He was a steadfast supporter of Lincoln and his war policies. He supported emancipation, black suffrage, and the Freeman's Bureau. However, he went over to the Radical Republicans in opposition to Andrew

Johnson's reconstruction policies and voted to convict Johnson in his impeachment trial in the Senate. Lincoln considered him for appointment to the Supreme Court and he declined a similar appointment by U.S. Grant because Wisconsin's government was now solidly democratic and he preferred continuing in office as a Republican senator rather than allowing the Wisconsin governor, a Democrat, opportunity to appoint a Democrat to succeed him.

Howe affiliated himself with the Stalwarts during his last term and developed useful connections with Roscoe Conkling and his lieutenants after he left office. The most important of the Stalwart policies to Howe was the continuation of patronage to fill public offices on the theory that senators appointed office holders and office holders elected senators. Clearly, he had no commitment to civil service reform.

The first vacancy in Arthur's cabinet was Treasury when Secretary Windom resigned in October 1881. It has not been found whether Arthur considered Howe for this post before he satisfied Conkling by appointing Charles F. Folger, another Stalwart from New York. Howe was Arthur's first choice to succeed Wayne MacVeagh as Attorney General for which he was well qualified until it was revealed that Howe's son-in-law was an attorney for the defense in the star route fraud trials which prompted even Arthur to turn

to Benjamin Brewster instead⁴. A better opportunity arose when Thomas James resigned as Postmaster General on December 12th and even Howe realized that the star route fraud trials had passed out of the Postmaster's General hands. He pleaded ignorance when, upon accepting Arthur's appointment, he told reporters he had not followed the newspaper accounts of the star route frauds, that he was unfamiliar with the cases, and that Post Offices and Post Roads was one of the few important committees on which he had not served during his eighteen years in the Senate⁵. Howe was confirmed by the Senate and took office on January 5, 1882.

Howe proved to be an unexpectedly competent administrator for someone who had never held an administrative post before. He much simplified his only annual report compared to his predecessors by referencing the supporting reports of his Assistant Postmasters General attached as exhibits for details in routine matters. For himself he concentrated on the issues he considered important⁶. He escaped having to deal with the civil service reform provisions of the Pendleton Act affecting the Post Office Department, which he had no occasion to support, because it was not enacted until the next fiscal year and his fate intervened⁷.

Although he could not claim full credit for it, having served only about half the fiscal year, he justifiably bragged of the Post Office's first surplus in thirty-one years, he said, of \$1,394,000. Even after modifying the figures to adjust for "real" costs and revenues, he reported a surplus of \$330,000. For this surplus he had no explanation except perhaps, that revenues from growing business and commercial mail were increasing faster, proportionately, than expenditures.

Otherwise, he focused on four issues to which he devoted more than half his report. He adopted the first two dealing with postmaster salaries and allowances and transportation of the mails by railroad in large measure from James's 1881 report. He limited his discussion of postal rates to second class mail, probably because James's recommendation to reduce the first class rate to two cents was already working its way through Congress. He stood alone in urging the establishment of a postal telegraph system emulating near universal practice in Europe.

The issue of postmaster salaries was based on the report of First Assistant Postmaster General Frank Hatton who called the Postmaster's General attention to the difficulty his office was having adjusting the salaries

of postmasters of the first three classes and making allowances for such things as rent, heat, office supplies, etc. of postmasters of the first two classes. Hatton was an aggressive Stalwart Arthur appointed in October 1881 after removing James Tyner on suspicion of involvement in the star route frauds/ In the case of small, fourth class post offices Hatton reported having a problem recruiting capable people at the pittance in salary paid. Howe concluded that the law establishing salaries in general was unjust and the allocation of allowances arbitrary. He took five printed pages to prove his points and ended up commending "a thorough inquiry, prosecuted by a judicious committee, under legislative authority" to the consideration of Congress⁸.

Howe was an enthusiastic supporter of the Railway Mail Service. He was proud that its expansion in FY 1882, he said, was greater than in any one previous year with important new connections to California and Mexico. He regretted to report he found the appropriation for mail transportation by rail inadequate to organize faster mails between New York and San Francisco and New England and New Orleans, the two great trunk lines that served many branches leading into all corners of the nation. He also could have said these two lines were equally vital to American business and commerce.

It is generally accepted that the first Railway Post Office (RPO) was a mail car equipped by George B. Armstrong, Chicago assistant postmaster, and staffed by clerks from the Chicago post office to sort and distribute mail on the line from Chicago to Clinton, Iowa starting on August 28, 1864. It was the beginning of the end of Joseph Habersham's mail distribution scheme put in operation in 1800. Armstrong was rewarded by promotion to Special Agent with his headquarters in Washington, D.C.⁹.

Armstrong's experiment was an immediate success and "traveling post offices," as they sometimes were called, were added on important lines as cars became available and clerks could be trained until Alexander Randall began reporting the number of RPOs in operation in his annual reports starting with eighteen as of June 30, 1867. This number doubled to 37 by June 30, 1869 by which time Armstrong was ready with a plan of organization for the formal inauguration of the Railway Mail Service (RMS). Postmaster General John Creswell named Armstrong the first General Superintendent of the RMS followed by George S. Bangs, 1873; Theodore N. Vail, 1877; and William B. Thomp-

son, 1879. Thompson made an important adjustment effective July 1, 1882 apparently by subdividing longer routes into shorter segments in addition to continued increase in the number of routes so that the number of RPOs jumped from 69 in 1880 averaging 292 miles to 769 in 1882 averaging 114 miles occupying 342 Post Office Department mail cars and “apartments” in 1,462 cars shared with railroad express and baggage departments and employing 3,570 postal clerks¹⁰.

While Howe probably deferred most matters relating to the Railway Mail Service to the Second Assistant Postmaster General, it was at his recommendations that Congress reorganized the Railway Mail Service by reclassifying the postal clerks, route agents, local agents, and route messengers who operated the system¹¹. All were designated “railway postal clerks” and divided into five classes for which the maximum allowable pay ranged from \$800 per annum for the first class to \$1,400 for the fifth class. The General Superintendent anticipated entry level clerks in the first class would advance rapidly as they demonstrated their abilities and would be encouraged to view the RMS as a career opportunity.

On the issue of postal rates Howe limited himself to proposing that all second class mail †newspapers and periodicals †be carried postage free. His argument was that 27% of second class mail was entered at just one post office, New York City, and 50% at only four, New York City, Chicago, Boston, and Philadelphia. He asserted that the bulk of this mail by law was delivered to subscribers free within the county of publication. While Howe did not venture to present any revenue figures, his successor, Walter Gresham, calculated the second class postage collected in 1882 was \$1,565,000, a sum far more than what the Post Office would willingly abandon. Nothing more was heard of this proposal. Meanwhile, Thomas James’s proposal to reduce first class postage was successful when Congress reduced the letter rate from three to two cents per half ounce effective October 1, 1883¹².

Timothy Howe unquestionably was personally familiar with the legislation that authorized, but did not require, the United States to purchase the telegraph system any time after July 1871 at its appraised value¹³. Howe was a member of the Thirty-ninth Congress that enacted that legislation in 1866 and no doubt voted for it. Now that for the first time he was in a position in the Executive Branch to urge the President to initiate the acquisition of the telegraph system under this authority, he was prepared with all the arguments brought

forward over the past sixteen years for doing so. What he didn’t seem to realize, perhaps influenced by his eighteen years in the Senate, was that purchase of the telegraph system was a dead issue. America in the 1880s had a vibrant, growing economy. Railroad construction was at its height pushing into almost every corner of the nation and where the tracks went, telegraph wires went. Virtually every railroad station had its telegraph office and telegrapher on duty, usually day and night. Industry was not about to expose their communications to the curious eyes of government telegraphers. No President was prepared to spend the vast sums required to buy this spider web of lines, offices, equipment, and properties spanning an area three thousand miles wide and fifteen hundred miles high with a value many times what Congress visualized when it enacted the 1866 authorization. And finally, no local government was any more willing to give up its property tax revenue from the telegraph companies than from the railroads.

At 65 when he took office, Timothy Howe was regarded as “aging” even in his own time. Whether he had any physical infirmity left over from his youth when he left Maine for Wisconsin for his health cannot be said. He died in Kenosha, Wisconsin on March 25, 1883, perhaps on his way home to Green Bay on vacation after the 47th Congress adjourned on March 3rd, the second Postmaster General to die in office after Aaron Brown.

(Endnotes)

Portrait of Timothy O. Howe courtesy National Archives

1 Reeves, Thomas C. *Gentleman Boss: The life of Chester Alan Arthur*, 1975, p. 218P.

2 See Vexler, *National Cyclopedia, Biographical Directory*, and especially Schlup, Leonard, “Howe, Timothy Otis,” article in *American National Biography* for biographical sketches of Timothy Howe..

3 Schlup, *op cit*.

4 Reeves, *op cit*, p. 258.

5 *Id*.

6 Annual Report of the Postmaster General, November 18, 1882, Serial 2098.

7 Act of January 16, 1883, 22 Stat 403/

8 1882 Report, pp. XI – XV.

9 James, Thomas L. “The Railway Mail Service, *Scribner’s Magazine*, Vol. V, No. 3, March 1889, pp. 259-277; Dennis, William J., “*The Traveling Post Office. History and incidents of the Railway Mail Service*, Des Moines, 1916, Chkap. III.

10 Reports of the General Superintendent of the Railway Mail Service attached to the Annual Reports of the Postmaster General, 1880, 1882.

11 Act of July 31, 1882.

12 Act of March 3, 1883, 22 Stat 455.

13 Act of July 24, 1866, 15, Stat 221.

If I ever get out of here

By Richard D. Martorelli

"If I ever get out of here, I'm going to Katmandu. If I ever get out of here, that's what I'm gonna do."

From "Katmandu" by Bob Seger, 1975.

During the World War II period (1941-1946), millions of people around the world were placed in situations where they had restricted freedom related to the function of war. Movement and travel, association, speech, even daily activities of living were organized, regulated and sometimes denied. This article will describe and illustrate mail, primarily from US sources, from different categories of people personally caught up, both voluntarily and involuntarily, in the events playing out on the world stage.

The first category described is truly the best one, and that is induction into the armed forces of the United States. Millions of men and women volunteered their service and their lives to join in the fight against tyranny and oppression, and

continue to do so today, and for that we should always be thankful. In addition, Congress had passed the Selective Training and Service Act in 1940, and the first peacetime draft occurred in October 1940. Originally, the act applied to men aged 21 to 35, and required 12 months of service. After the start of the war in December 1941, the parameters were changed to between 18 and 45 years of age, and service for the duration plus six months. This made the draft a fact of daily life for all males.

Figure 1 is a "free" envelope sent from a Marine at Parris Island, SC in March 1943. This was, and is, one of two US Marine Corps training bases; it trains

all recruits from east of the Mississippi River, while those west of the river are trained at San Diego, CA. The Marine Corps and Navy are the only branches of the military whose basic training is officially called "boot camp". The Marine Corps program is the longest of all military branches at 12 weeks of actual training, and 1 week of "Receiving" for a total of 13 weeks. It is also only in the Marine Corps that each recruit is required to qualify on the rifle range; this requirement was also applied to the Women Reservists when they were admitted to service starting in 1943. Stress is constantly applied by drill instructors; recruits are yelled at constantly, given increased physical endurance training and forced to do simple tasks over and over again. The entire program culminates in the "Crucible", a 54 hour strategy, tactics & endurance exercise. All of these activities are designed to instill team-

work and leadership traits, to teach recruits how to work under pressure, and to give them the conditioning to survive under combat situations.

Having survived basic training, the servicemen and women moved on to either additional specialist training or assignment to where they were needed. According to US Census Bureau data, approximately

73% of those in the armed forces served outside of the United States for an average time period of 16 months. In total, casualties were approximately 292,000 battle deaths and 671,000 wounded. Improvements in the evacuation chain and medical care allowed for most wounded soldiers to survive. Figure 2 is an envelope mailed in August of 1944 from a wounded soldier ("Detachment of Patients") in a US Army hospital in England. It was mailed to London, and most likely contained a thank-you note for either a letter or the opportunity for a hospital furlough. It is franked with British stamps for the then-current letter rate of 2½ pence. Although it was mailed by an active duty soldier through the US Army Postal Ser-

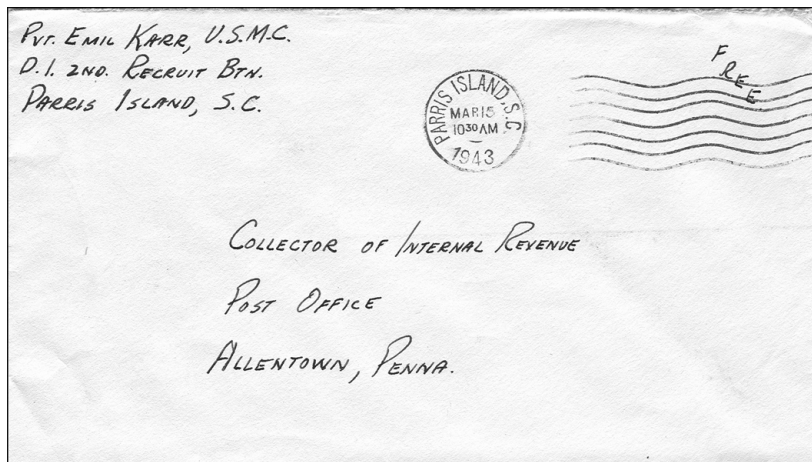


Figure 1 illustrates a free mail envelope sent from Marine boot camp showing that nothing stops the IRS.



Figure 2 depicts a letter from a grateful soldier mailed within England using the APO system and British postage.

vice, locally addressed letters had to be prepaid with the stamps of the host country to avoid significant postal revenue loss for that country. *Figure 3* is a “free” postcard mailed in August 1945 from a soldier at Woodrow Wilson General Hospital in Virginia. This was one of 62 domestic US Army military general hospitals built in 1941-1943 and was specifically for war injured service personnel. The message expresses the man’s desire – “wishing I were getting out of here”, and wondering how long it would be. For many wounded servicemen, hospitals such as this were the last stop before being discharged.

While in the armed forces, personnel are held accountable for their behavior under the military justice system as enforced by the military police system. In general, military police are concerned with law enforcement, including criminal investigations, on military property and concerning military personnel, management of prisoners of war as well as military prisons, seeking out AWOLs and deserters, as well as traffic control and related functions. In 1941, the US Army officially created the Corps of Military Police as a permanent organizational unit. In the US Navy, the

Shore Patrol is charged with keeping order among military personnel in leave or liberty status while in the US or at overseas ports, in addition to the other policing activities. *Figure 4* shows two free-franked envelopes from these types of personnel used in both the US and overseas. The WWII military free surface mail provision had no limitation on point of origin, in contrast to the airmail concession rate, which could only be used for mail from non-continental US locations.

When there is a breach in the law by a member of the military, there is an investigation by the military police. The investigating officer then sends his/her report with recommendations to the appropriate commanding officer specifically authorized to convene a court-martial. There are three levels of courts-martial, depending on the severity of the offense: summary (for minor infractions), special (more important infractions) and general (felonies). The commanding officer may also decide on actions other than court-martial, including dismissal or disposal at a lower level,

such as administrative reprimands or other non-judicial punishment. The Judge Advocate General (JAG) Corps is the military’s lawyers, who represent the government and defend the accused. *Figure 5* illustrates a much-traveled penalty envelope sent from the JAG office for the North African Theater in September 1944 to a prisoner at a Disciplinary Training Center in Algeria. This was an overseas Army correctional facility used during wartime as a place for rehabilitation of prisoners to return to duty or as a temporary holding area for more serious offenders. In this case, the addressee appears to have been court-martialed and returned to the United States.

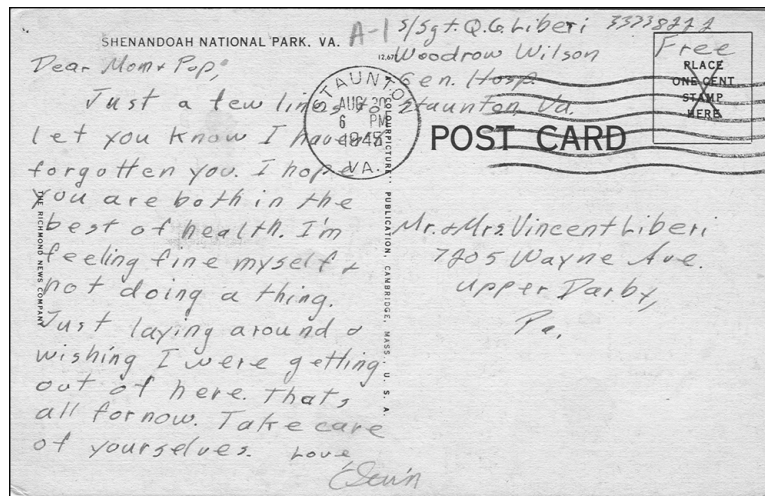


Figure 3 shows a postcard mailed by a US soldier in hospital recovering from battle injuries, and wanting to go home.

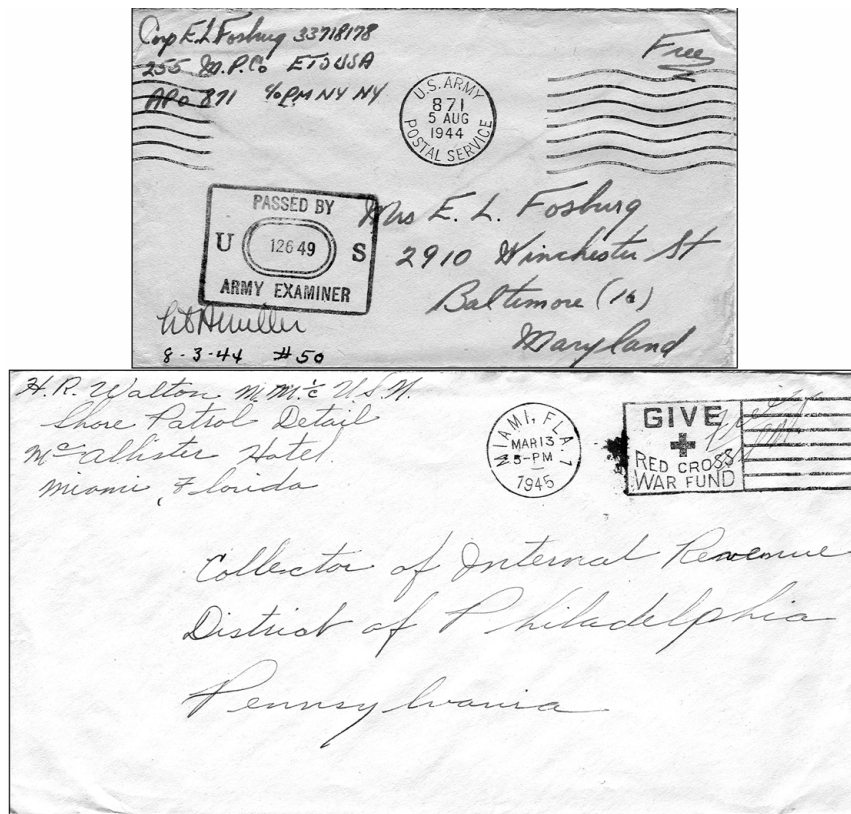


Figure 4 shows two envelopes from overseas and US military police

If the soldier had been discharged from the military, one likely destination was a federal prison, such as the civilian maximum-security institution such as the US Penitentiary, Lewisburg, Pennsylvania.

Figure 6 is a penalty envelope from the staff JAG of the 8th Armored Division then located in Czechoslovakia to the Commandant of that facility. The

official business envelope may have contained information about a prisoner's court-martial or discharge, or other pertinent matters. On the other hand, if the prisoner was still in the military, he may have been sent to the military high security prison at the US Disciplinary Barracks at Fort Leavenworth, Kansas. An alternative destination, depending on the prisoner's

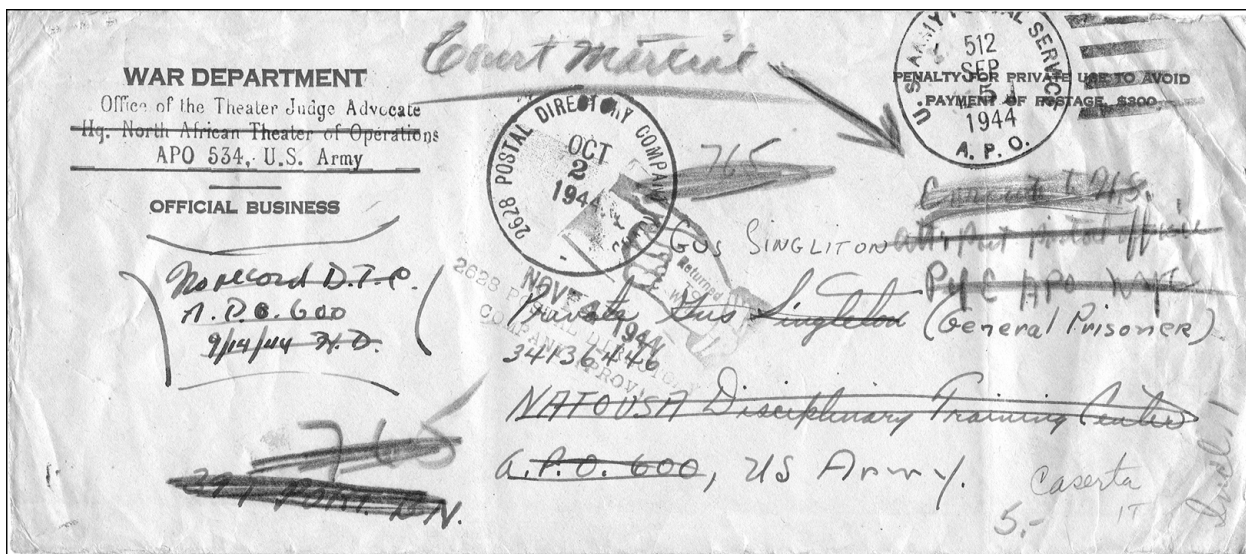


Figure 5 illustrates a letter sent from the Theater JAG Corps to a soldier who had been court-martialed under the military justice system.

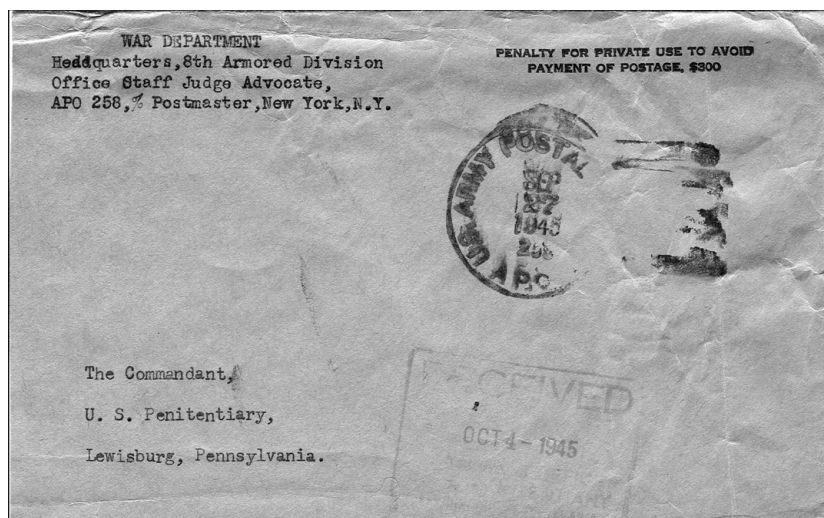


Figure 6 shows official mail sent from the legal staff of a field division to the authorities at a federal prison.

offense, could have been a lower level of security confinement such as a Disciplinary Barracks. This is a military correctional treatment facility for confinement, retraining, and restoration of prisoners to honorable duty status or return to civil life. *Figure 7* is an envelope sent by a sailor who is being held in a Disciplinary Barracks at San Pedro, CA to man with the same family name who is incarcerated at the US Penitentiary, Lewisburg. Even though the sender was in jail, as a member of the active military at this time he was still entitled to the 1st class free mail privilege. The San Pedro facility was also used for the processing of Latin American civilians of German, Italian or Japanese ethnicity who were deported from their homes in Central and South America to be interned in “enemy alien” internment camps in the U.S. It was at centers like these that Latin Americans internees were charged with illegal entry into the country, which allowed the U.S. to detain them indefinitely or repatriate them. 4,058 Germans, 2,264 Japanese and 287 Italians were deported to the United States with their families. The U.S. policies were motivated by three concerns—national and hemispheric security, economic rivalry for Latin American markets, and gathering foreign national civilians to use for trade with Axis countries holding American prisoners.

The United States government also exercised its authority and power of detention over civilians during this time period. According to the Alien Enemy Act of 1798, the US may apprehend or intern “alien en-

emies” upon declaration of war or actual, attempted or threatened invasion by a foreign nation. In December 1941 under this law, Presidential Proclamations were issued that labeled German, Italian and Japanese nationals as enemy aliens, making them allowable to be interned. Because only “alien enemies”, not civilians could be interned, another Presidential order was issued in February 1942. This was the infamous Executive Order No. 9066, which allowed for designation of military areas from which anyone, including civilians and particularly “alien enemies”, could be excluded. The most notable example of this “military zone exclusion” was

its application to 120,000 Japanese resident alien and Japanese Americans citizens. The coastal areas of western states were designated “military zones”, forcing the relocation of the Japanese Americans. They were interned in ten different camps that had below average living conditions and were located in isolated, usually inhospitable locations in seven western states. *Figure 8* illustrates two envelopes mailed from camp residents, one bearing 1st class postage and one airmail. Despite their forced relocation, loss of significant amounts of personal property and virtual incarceration, the Japanese Americans were not considered “civilian internees” as they were US citizens and US-resident aliens. Accordingly, they were allowed the privilege of paying the current postage rates. Cen-

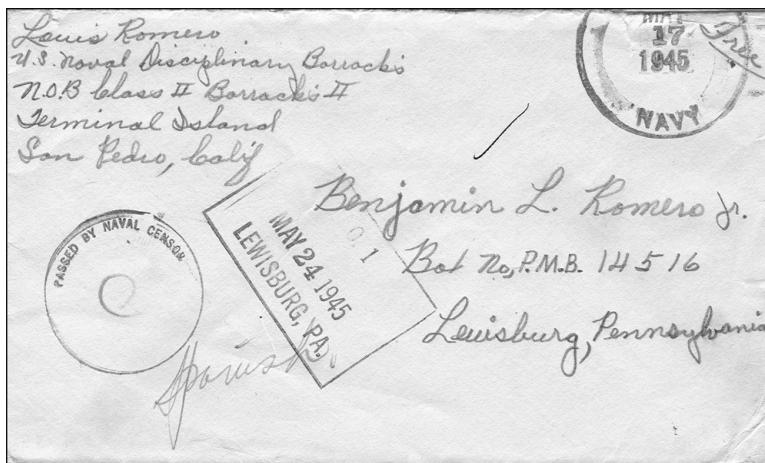


Figure 7 depicts free mail sent from a military legal system prisoner to a civilian legal system prisoner.

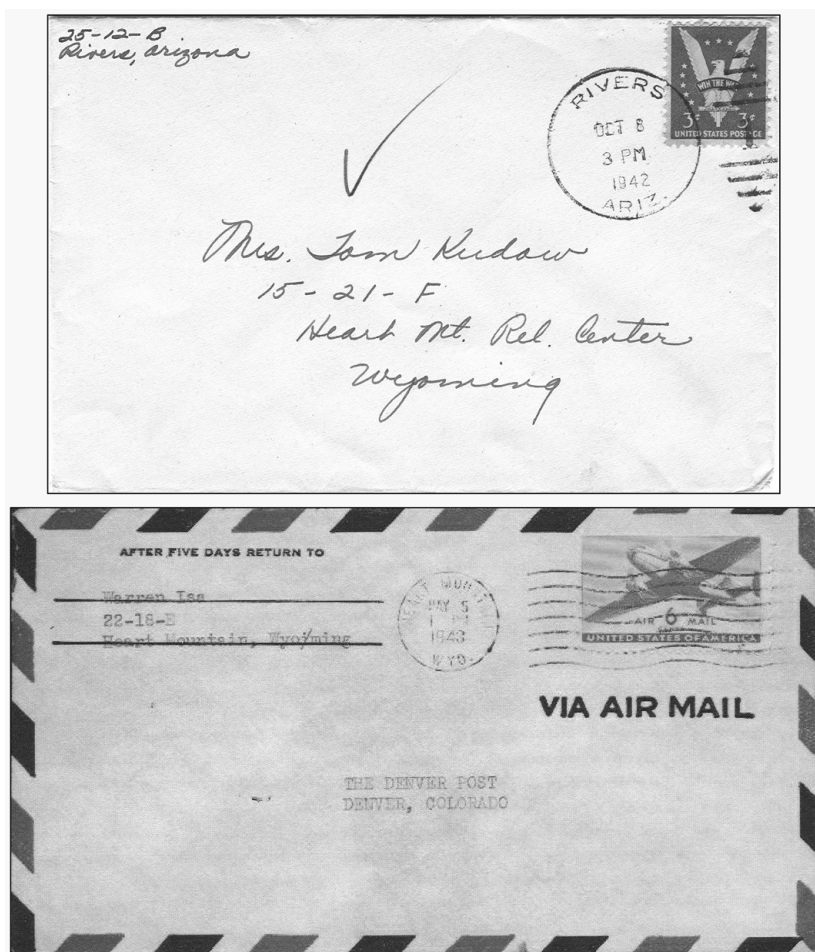


Figure 8 shows both 1st class and domestic airmail usages from Japanese-American internment camps with postage paid by the sender.

sors, at different times from the Immigration and Naturalization Service (INS), the US Army, and the Office of Censorship, read outgoing as well as incoming mail.

After the attack on Pearl Harbor, there was tremendous (and misplaced) mistrust regarding the loyalty of the Japanese-Americans. Initially, eligible age Japanese men were classified as 4-F (unfit for military service) or 4-C (enemy aliens), and all men of Japanese descent already in the armed forces were discharged. Eventually, by the winter of 1942-43, military and political leaders overcame their initial suspicions and prejudices. In February 1943, President Roosevelt announced the formation of an all Japanese-American military unit, composed of volunteers from Hawaii and the mainland, to be desig-

nated the 442nd Regimental Combat Team. Approximately 2,600 young men, from Hawaii and 800 from the mainland relocation centers, most of them Nisei (second generation Japanese-Americans), were accepted for service. *Figure 9* shows an envelope mailed from one of the relocation center volunteers while in training shortly before the 442nd was sent to Italy in June 1944. The 442nd RCT was amalgamated with the 100th Infantry Battalion, which was composed of pre-Pearl Harbor servicemen of Japanese descent who were Hawaiian residents. The digits of the WWII Army Serial Number (ASN) were coded to identify what section of the US was the origin of the serviceman. In this case, both the second digit of the ASN and the destination of the letter to the Hunt, Idaho camp are supporting indicators that this man joined directly from the internment camp.

The experiences of other US resident aliens have not been as well publicized. During World War II, the U.S. government and many Americans viewed German Americans and others of “enemy ancestry” as potentially dangerous, particularly immigrants. As noted above, the Presidential Proclamations authorized internment of people so classified in camps administered by the military and the INS (on behalf of the Department of Justice), which were established throughout the coun-

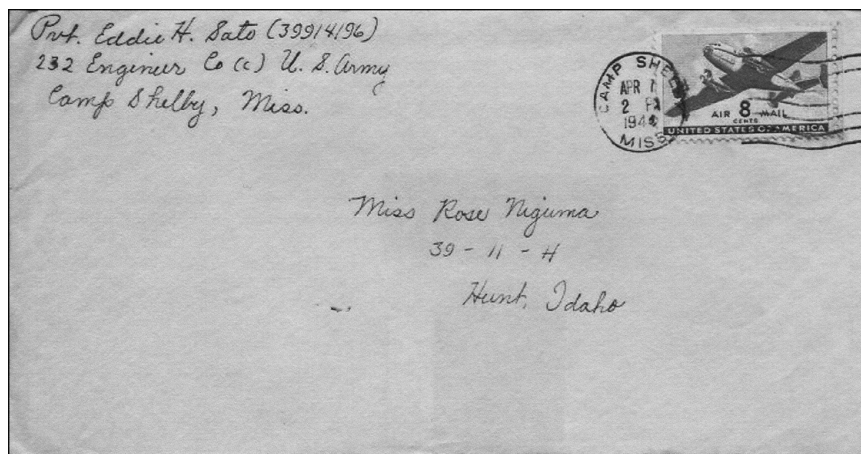


Figure 9 shows a domestic airmail usage from a soldier of the 442nd RCT who most likely joined the military from an internment camp.

try, as well as travel and property ownership restrictions. *Figure 10* shows envelopes mailed to or from German American internees. The Ellis Island, NY INS station served several purposes. It was used as a detention center to hold alien enemies who were awaiting hearings, served as a way station for those being transferred to and from other internment camps and for those awaiting deportation, repatriation, or expatriation. The top envelope addressed to Ellis Island in September 1942 shows the distinctive INS censor stamp. Within one week of war being declared in December 1941, approximately 1,000 German Americans had been arrested as "enemy aliens"; arrests were still being made in the spring of 1945, deportations or forced repatriations continued into the fall of 1946 at INS station detention facilities and the final release of internees was not completed until 1948. The bottom envelope was sent free of postage from a German internee at Ellis Island in June 1945 for personal correspondence. *Figure 11* shows a pair of envelopes sent from the Gloucester City, NJ INS detention facility. The top cover, dated November 1945, was sent free of postage from a German internee to the US office of the International Red Cross (IRC), which acted as the "protecting power" for the German and Italian governments. It was not until 1949 that the Geneva Conventions were amended to include protections for civilian detainees and intern-

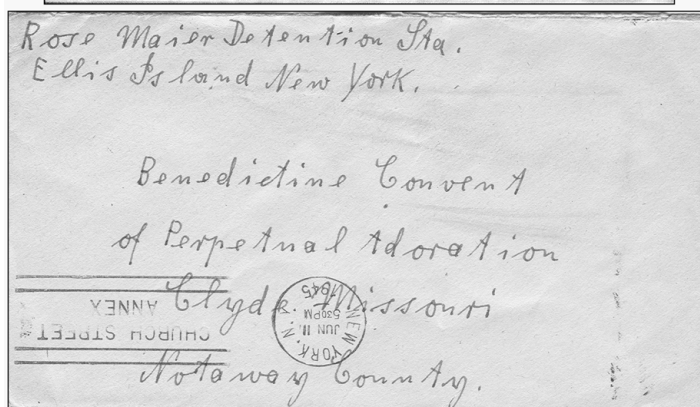
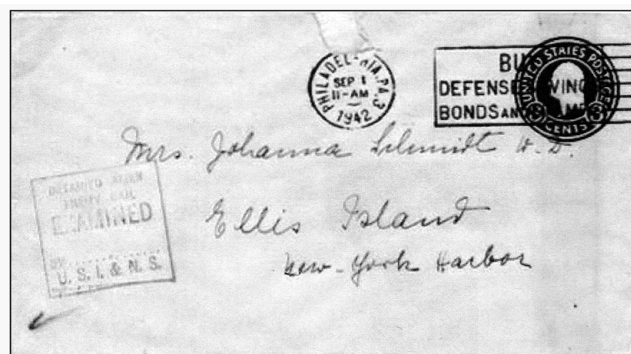


Figure 10 illustrates mail to and from German-American internees held at the Ellis Island Detention Center.

ees, but the Axis governments eventually did agree to a 1942 US proposal that interned civilians should be accorded the same protections given to prisoners of war in accordance with the 1929 Geneva Convention. The bottom cover is an official business penalty en-

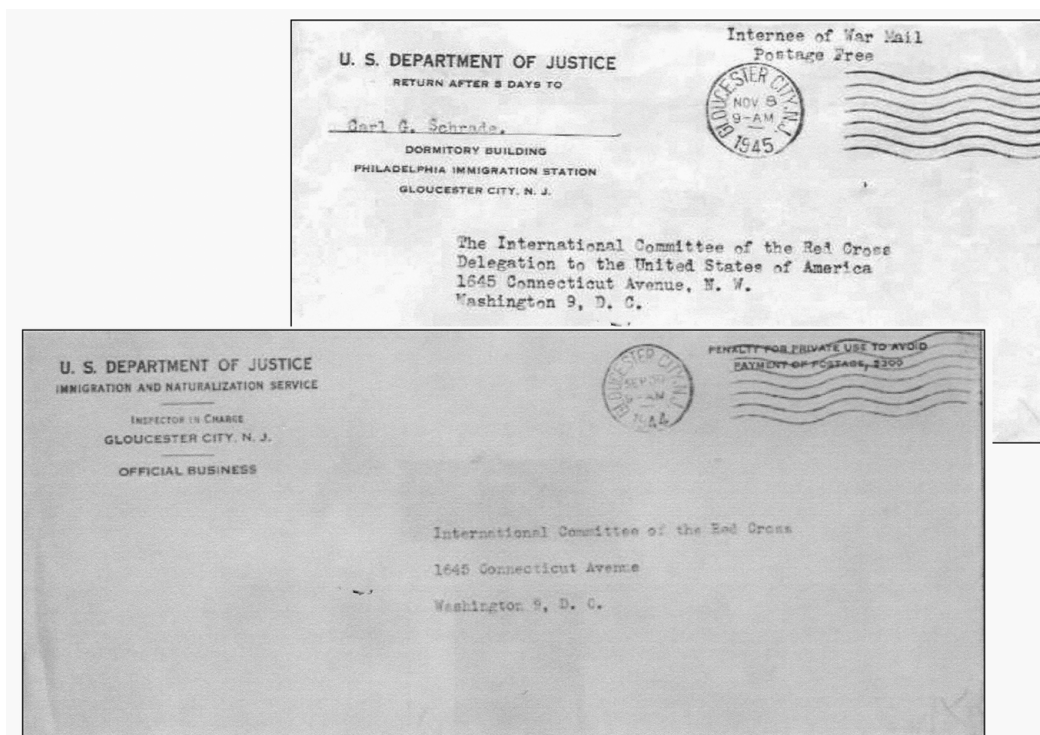


Figure 11 shows two covers to the International Red Cross from the Gloucester City, NJ INS Detention Center. The top one is from a German-American detainee and the bottom one is from the camp administration.

velope sent from the same camp to the IRC by the INS and likely contained a report on the inmates and the camp's compliance with the guidelines of the Geneva Convention.

Similar to the above, Italian Americans were also subjected to the "enemy alien" classification and the effect of the "military exclusion" zones order in both the west and the east. Personal histories have been published in the last twenty years that tell about arrests and confinement of many, including fishermen, merchants and farmers operating out of the San Francisco Bay area. Wartime restrictions applied to Joe DiMaggio's (the great New York Yankees player) father who was a fisherman. DiMaggio senior was prohibited as an enemy alien from working his trade and his boat was seized. Because of a travel restriction (aliens were not allowed to travel five miles from their homes without police permission), he was not even allowed to visit his famous son's waterside restaurant in San Francisco. Italian resident aliens in New York City had to carry bright pink enemy alien passbooks, with their photo ID and fingerprint, and to produce the passbook upon demand of a government agent. The Federal government officially discouraged the speaking of the Italian language in public places. Altogether, approximately 600,000 Italian-American resident aliens were subjected to this treatment; 1,500 were arrested and confined for varying time periods, and 10,000 were forced to move out of the exclusion zones. According to the terms of the December 1941 proclamations, items such as flashlights, cameras and short-wave radios were forbidden, subjected to seizure and the owner subject to arrest, nor could any of the Italian, 316,000 German or 47,000 Japanese resident aliens fly in any type of airplane or balloon without express permission from the authorities. In October 1942, the Department of Justice removed Italians nationals from the classification of "enemy aliens".

There was one group of Italian civilians in the United States, however, that remained interned for the entire WWII period. They were merchant mariners and entertainers from 28 Italian-flagged ships, including some luxury passenger liners, which were caught in US territorial waters and detained. In addition to the approximately 900 seamen, there were 70 former employees

of the Italian Pavilion at the 1939-1940 New York World's Fair, which closed in October 1940. With an official declared state of war existing between Germany and Italy and themselves, Great Britain refused to grant safe passage in international waters for men going to Italy who could become combatants against Great Britain. Accordingly, these men, and a few women, remained in the United States. Initially, and ironically, they were first interned at Ellis Island, NY, and then moved to a former army post at Fort Missoula, Montana. In a pair of articles in the *Military Postal Society Bulletin*, Hoffman and Richards illustrate three envelopes from these detainees. All three have civilian Missoula, MT postmarks, and two of them have 1st class postage. Hoffman and Richards ask two questions, which will attempted to be answered here. The first is whether "Box 1539" in the return address on the two covers from 1943 is a general box number, or a particular section. From reviewing two other covers, including *figure 12*, it appears that this was a general return address for the camp. The second question is whether postage was free, and when. One December 1942 and one February 1943 cover have 1st class postage, while a March 1943 one is marked "Free". As noted above, in 1942 the US proposed that all civilian internees be given the same protections and privileges as Prisoners of War under the Geneva Convention of 1929. In a 2001 article by Lous Fiset entitled "Return to Sender: US Censorship of Enemy Alien Mail in World War II", he references this US proposal, footnotes a US government publication on diplomatic papers and foreign relations, and states, "In time, all the warring nations agreed to the proposal." While there is no definitive link to



Figure 12 is an international airmail letter from an interned Italian merchant mariner to family in Italy. Interned civilians were required to pay the cost of international airmail, although surface mail could be sent free.

cite, it seems reasonable that the time to communicate, reach and publish this agreement could have been a year, marking the difference between the February and the March 1943 domestic envelopes. It is certain, however, that mail sent to Italy via airmail service did require the current US rate of \$0.30/ ½ ounce. In addition, as shown in *figure 12*, in contrast to the domestic US envelopes, the overseas mail was censored by the New York POW mail branch of the Office of Censorship, and postmarked from that location.

The initial aggressive military actions of WWII were the Japanese invasion of China in 1937 and the German invasion of Poland in 1939. In the next several years, the war expanded across the globe. Germany invaded France, the Low and the Nordic countries in 1940 and then Russia in 1941 and with Italy controlled the Mediterranean Sea and North Africa. The Japanese invaded all of Indochina, Southeast Asia and the Philippines in 1941. These actions resulted in the military conquest and occupation of countries with millions of civilians who remained involuntary and unwilling captives. As part of the 1929 Geneva Convention, it had been agreed that a neutral government or an international organization would be appointed as a "Protecting Power" by a belligerent to look after it's interests in enemy territory until the normal restoration of diplomatic relations. The Swiss government and the International Red Cross (IRC) filled this role for almost all of the warring nations. The only exceptions were Japan and Russia, neither of which had signed the 1929 agreement, and did not accept or support the activities of either the Swiss or the IRC.

The passage of mail was not exempt from the interruption of normal peacetime commercial relations. Consequently, communication between civilians under control of opposing countries was very difficult. Mail to or from neutral countries was the most successful in being delivered to residents of the warring countries. With the goal of establishing at least some relatively reliable and functioning written communication system, the IRC created their "message scheme". A standard message form was created and distributed by a host country's branch of the Red Cross. The multi-lingual form was completed by the "Enquirer", and could contain a message of up to 25 words to the "Addressee". The form was then read and approved by the originating country's Censorship agency and sent by the local Red Cross to the International Red Cross in Switzerland. Next, the IRC sent the form to the belligerent who was in control of

RED CROSS MESSAGE BUREAU,
362
18, BLINHEIM TERRACE,
WOODHOUSE LANE,
LEEDS, 2.

From :
WAR ORGANISATION OF THE BRITISH RED CROSS
AND ORDER OF ST. JOHN

To :
Comité International
de la Croix Rouge
Genève

ENQUIRER
Fragesteller

Name PUGH
Christian name MRS WAKEHAM
Vornamen
Address

Relationship of Enquirer to Addressee FRIEND
Wie ist Fragesteller mit Empfänger verwandt?

The Enquirer desires news of the Addressee and asks that the following message should be transmitted to him.
Der Fragesteller verlangt Auskunft über den Empfänger. Bitte um Weiterbeförderung dieser Meldung.

DEAR AMELIA. WE ARE ALL
OK. HOPE YOU ARE SAME. IS
FRANK STILL HOME. PLEASE
REPLY AS ANXIOUS.
LOVE. BILL. LILY.

Date 6.8.41

ADDRESSEE
Empfänger

Name WAKEHAM
Christian name MRS AMELIA
Vornamen
Address 30, PERYN STREET
ST PETER PORT
GUERNSEY.

1421

The Addressee's reply to be written overleaf.
Empfänger schreibe Antwort auf Rückseite.

AUG 1941

Figure 13 is a letter form developed by the International Red Cross for use in communications between civilians controlled by opposite warring nations.

the destination country. After being censored again, the message was delivered to the Red Cross organization supporting the destination country, and then finally delivered to the "Addressee". Replies would be written on the same form, and followed the reverse path. *Figure 13* illustrates such a letterform sent from England to Guernsey in the Channel Islands. These islands had been occupied by German troops since June 1940, who remained in control of them until the German surrender in May 1945. The Germans forbade the residents to communicate outside the islands except by means of these censored Red Cross messages. The Germans went so far as to announce that the death penalty could be imposed for anyone found keeping pigeons, which could be used to send messages off and on the island. The illustrated form originated at Leeds in August 1941, and was received in St. Peter Port in November. The reply was sent in



Figure 14 is an envelope sent to the International Red Cross with a Figure 13 letterform, and an enclosed International Reply Coupon for reposting of the letter form.

the same month, and received back in Leeds in February 1942, taking six months to complete the round trip.

While the Red Cross is a humanitarian organization, and not organized to make a profit from its activities, it nonetheless required funds to carry out its work. In the operation of the “message scheme”, a one-way letter required two separate postal journeys—one from the originating country’s Red Cross to the IRC in Switzerland, and one from the IRC to the destination country’s Red Cross. To pay postage for forwarding by the IRC, an “Enquirer” was required to send an International Reply Coupon; the International Red Cross redeemed the coupon for stamps to mail the letterforms to the destination. *Figure 14* shows a typical envelope addressed to the IRC in Geneva. Mailed in May 1942 from the island of Malta, the envelope was censored by both the British and the Germans, but its contents of a letter and a “Coupon-Reponse” made it to Switzerland and beyond, and carried a small sized but very large impact message.

As a result of the Japanese attack on Pearl Harbor, the United States entered the war against Japan, and then Germany and Italy in December 1941. The first actions in which American troops were captured were at Wake Island and Guam in December 1941. US forces started becoming involved in offensive actions in 1942, including the Battle of Midway in June, Eighth Air Force bombing missions over Europe in July and the Operation Torch landings in November. Significant numbers of American forces were now at risk of injury, death or capture. *Figure 15* shows examples of the two most common cases where ser-

vicemen became prisoners of war (POW). The top envelope was mailed to a B-17 bomber navigator operating out of Wellingborough, England, about 60 miles north of London in early January 1944. This particular airplane was shot down over Germany on January 29, 1944; the 10-man crew survived and became POW’s. Note that the envelope was mailed from New York, NY to APO 634, New York, NY. Thinking that this was a “local” letter, the sender affixed the appropriate 2 cents postage. Despite the New York to New York post office travel, this was considered a 1st class regular letter, and postage due of 1 cent was assessed. Under the Post Office general

operating practices at the time, the penny would have likely not been collected from the airman had he received this letter. As it was, the letter was returned to the sender at the end of February after it was confirmed that he was missing in action.



Figure 15 illustrates two examples of returned servicemen's mail where the addressees became prisoners of war of the Germans.

The bottom envelope in *figure 15* was addressed to a soldier who was a little closer to the point of the spear. This letter was mailed in November 1944 and franked with 6 cents for airmail service to the European Theater. The addressee was in the 423rd Infantry Regiment of the 106th Infantry Division. After being in France for less than 1 month, the unit was rotated into the front line on December 11 in the Schnee Eifel area of the German/Belgium border east of St. Vith, Belgium. The normal coverage for a Division on the front line was approximately five miles, whereas the 106th's positions extended for 21 miles, including a salient extending approximately 7 miles into Germany. The reason given for the extended coverage was that this was a "quiet" sector, good for orientating the new troops, and no enemy activity was expected. Unfortunately, no one shared these expectations with the German Army, who, on December 16, 1944 launched their Ardennes Offensive, which is more commonly known as the Battle of the Bulge. The regiments of the 106th Division were the first Allied troops in the path of three German armies. The 422nd and 423rd Regiments were completely surrounded, and after three days of hard fighting, 7,000 soldiers were forced to surrender, including novelist Kurt Vonnegut. Both of the illustrated covers also indicate the effect of the progression of the war on mail handling. The 1st class letter mailed in early 1944 was not delivered until after the airman's loss, for a transit time of at least 30 days. The airmail letter of late 1944 was not delivered until after the soldier's commitment to battle and capture, for a transit time of at least 43 days. As the supply lines lengthened, and the number of troops to support increased, transportation both across the Atlantic Ocean as well as on the continent became an issue. One successful solution was the Red Ball Express. Using a fleet of over 6,000 trucks and trailers, this was a long distance one-way, "loop-run" highway system that delivered over 500,000 tons of ammunition, food, fuel and other supplies to the Allied armies in Europe between August 25 and November 16, 1944.

Now that there were Americans who were prisoners of war, what treatment could they expect? The 1929 Geneva Convention determined the treatment of prisoners of war; including the standard movie favorite as being required give

only their true name and rank, but no other operational or military information. The treaty also covered more basic protections, including that prisoners could keep their personal possessions, that basic food, treatment and shelter should be equivalent to that given the enemy's soldiers, and that prisoners should be allowed to send and receive letters and parcels which could contain food, clothing and books, which may be censored. The treaty allowed for free surface postage for the POWs outgoing mail, as there was no practical transoceanic airmail when the Convention was signed (Charles Lindbergh had only made his flight 2 years before). Since it was a reality at the time of WWII, the warring powers allowed POWs to send airmail at the current international rates as long as the prisoner personally paid the postage. *Figure 16* displays two postcards sent as airmail by American prisoners in Germany. Both are prepaid at 40 Reichpfennigs, with postage paid on one by a stamp



Figure 16 shows postcards sent by American POW's from Germany. The airmail postage for the top one was paid for by the soldier in cash (Taxe Percue) and the bottom one was paid for by stamps.

and on the other by a more commonly seen hand stamp with the Universal Postal Union term "Taxe perçue" (i.e. Postage Paid). Both are censored by the German and American authorities, with a delay for German censorship increasing in time as the war progressed and the number of American prisoners increased, reaching almost 96,000 in German custody at the end of the war.

As noted, prisoners could also receive mail. The United States allowed for free surface postage for letters sent to POWs. In addition, civilian senders could also use the 6 cents military concession airmail rate for mail addressed to POWs starting in March 1944. The airmail rate is not seen on mail addressed to prisoners of the Japanese, as there were no airmail connections interchanging with the Japanese Empire during the war. The top cover in figure 17 is a free surface post letter that is docketed as having taken 16 months to reach the addressee. In contrast, the bottom cover sent to Germany shows an airmail franking, as there were airmail interchanges with Germany through neutral Spain, Portugal and Switzerland. As became standard later in the war, all mail going to POWs was sent unsealed in a transmittal envelope to a special unit of the Office of Censorship. After censoring, the letter would be sealed, put

into the mail system and postmarked. The POW unit was started in Chicago in May 1942, and moved to larger space in the New York office by the end of the year. All outgoing correspondence from civilian internees in army camps also had to go to the POW unit in New York before being sent to its destination. For mail sent to non-American service personnel, the current European airmail rate of \$0.30/ ½ ounce was applied.

With the increased availability of men and materials, as well as intelligence information and planning, the Allied offensives started resulting in military victories.

For example, the North African campaign, from November 1942 thru May 1943, resulted in the capture of 250,000 German and Italian prisoners. For both battlefield security and logistical support demands, it is always better to remove prisoners from the combat area. To this end, many of the military POW's held by the Allies were transported to the continental United States in 1943, and interred in camps. At the end of WWII there were 175 Branch Camps serving 511 Area Camps containing over 425,000 prisoners of war. The camps were located all over the US but were mostly in the South because of the expense of heating the barracks. Eventually, every state with the exception of Nevada, North Dakota, and Vermont had POW camps. The prisoners



Figure 17 are two pieces of mail sent to Americans who were POWs. The top cover was sent surface mail to Japan as there was no airmail interchange during the war. The bottom cover was sent to Germany using the 6c airmail concession rate for POW's.

in these camps were given the same mail privileges described above for American prisoners as proscribed by the Geneva Convention. *Figure 18* illustrates examples of mail coming from and going to the German POWs. The top cover was sent airmail from Germany for a prisoner held in Louisiana but routed thru a New York PO box to facilitate censorship. The bottom cover was sent from a camp in Kansas, and from docketing on the front and back, took a month between being handed in by the prisoner until it cleared New York censorship, and then another two months traveling as free surface mail until it was received in Germany. There was one different aspect to mail privileges that was experienced by some of the prisoners. Because of the great numbers of European immigrants to the United States, many POWs had family or other acquaintances residing here, and the prisoners wrote to them, in either German or English. As with the resident alien and other civilian detainees, they were accorded the free franking privilege for this type of 1st class mail but had to pay their own cost for domestic airmail, as shown by the covers in *figure 19*. In addition to being able to send personal 1st class mail within the US at no cost, the POW's elected camp spokesman was also allowed to communicate with the International Red Cross through its office in Washington, DC.

For some prisoners, the journey ended sooner than for others. The MV *Gripsholm* was chartered by the U S Department of State from the Swedish American Line for repatriation trips between Japan Germany and the US. It had the Swedish flag and the words "Sverige" and "Diplomat" painted prominently on both sides, and traveled fully lighted at night with all its markings fully illuminated. From 1942 thru 1945, this ship made twelve round trips to various parts of the world and carried 27,712 passengers. In one trip of August-September 1944, the *Gripsholm* carried a number of German-American civilians who were being deported

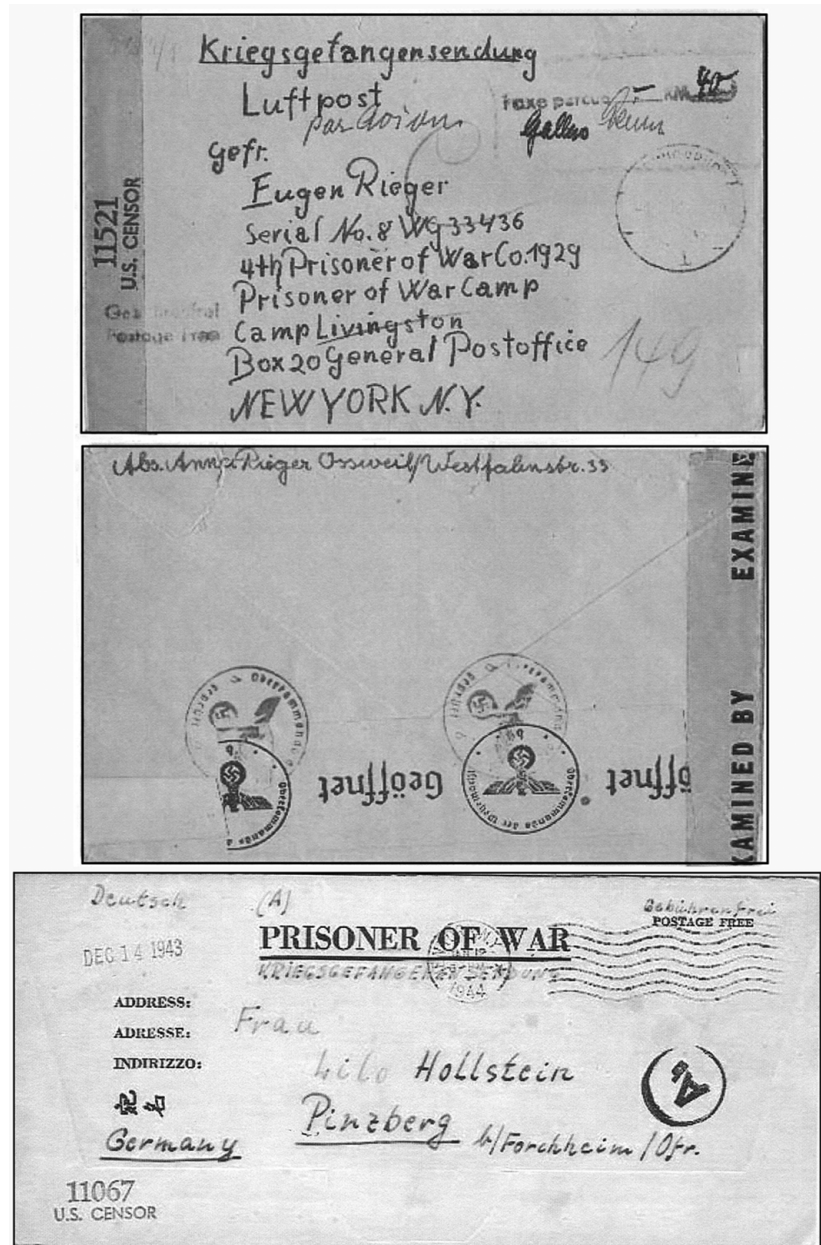


Figure 18 are examples of mail to and from German POWs held in America. The bottom envelope was sent by free surface post and took approximately 1 month in transit and censorship in the US and an additional two months in transit from the US to Germany, while the top cover took 1 month by airmail from Germany to the US.

and about 1,000 wounded German POWs to Sweden. There they were to be exchanged for about 2,000 wounded Allied POWs, including 234 Americans. Once the servicemen boarded this neutral vessel, they were no longer considered prisoners. *Figure 20* shows a *Gripsholm* envelope franked with 8c airmail postage that was mailed by a returning ex-POW. Now that he was once again a serviceman in the United States, he was required to pay the current airmail rate, as opposed to the reduced concession rate. On this re-

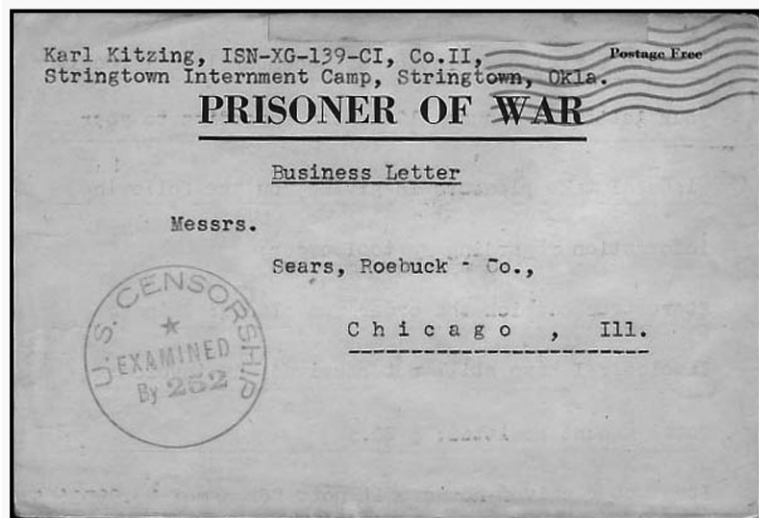


Figure 19 German POWs in the US also had the right under the Geneva Convention to free domestic 1st class postage but had to pay for domestic airmail themselves.

turn voyage, for the only time, the Germans violated the agreed-to protocol for the neutral exchange ship by forcing it into a Norwegian port and removing two crewmen (a Dane and an American) that were thought to be involved in espionage.

And then, mercifully, it was over, for those imprisoned or occupied as well as drafted. Finally caught between military advances from both the east and the west, the “1000 Year Reich” of Germany capitulated in May 1945. In August 1945, as a result of the devastation caused by the two atomic bombs, the Japanese Empire also surrendered.

Those who were POWs, particularly those held in Japanese control, looked forward to contacting their families and letting them know they were still alive. As noted before, the Japanese Empire

had not signed nor supported the Geneva Convention, and in most cases had not provided information, names or locations of their prisoners to the International Red Cross. At the top of *figure 21* is an envelope mailed in September 1945 from a civilian released from the Chapei Civil Assembly Center, a Japanese internment camp in Shanghai. The envelope has a hand stamp “Internee Mail free/ of postage/Shanghai P.O.” and was sent through the Army Postal System. In a link to the present, NASA astronaut Shannon Lucid was born in China to missionary parents. As an infant, in 1943 she was held captive along with her family by the Japanese Army in this same camp, and came to the United States in early 1944 on one of the MV *Gripsholm* exchange voyages.

With the end of the war, almost everyone in the military wanted to get out, to go back home and get on with their lives. In May 1945 the War Department had detailed the “discharge point system” which would govern the order for men to return home from the European Theater, and later the Pacific Theater. Points were assigned for each month in service, for each month overseas, for every theater of operations ribbon, and for each campaign star. This valuation of

military service caused a controversy because support organization troops, who had been through many of the same hardships and at the same locations as “front-

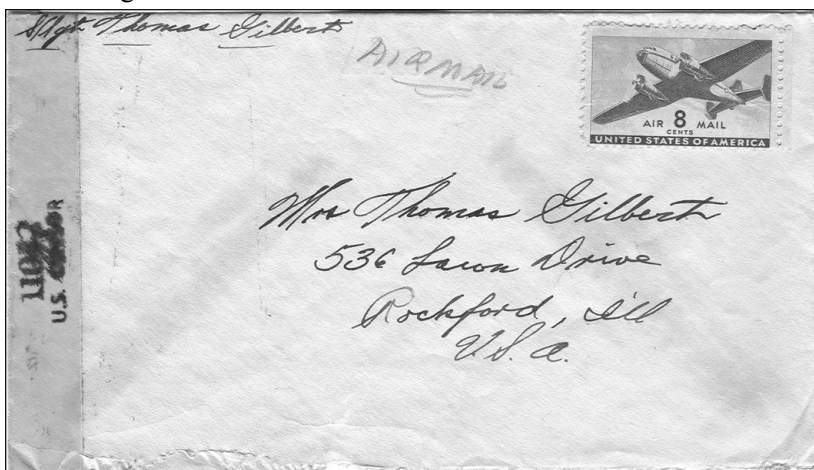


Figure 20 shows an envelope mailed in September 1944 at the domestic airmail rate by a repatriated POW who was exchanged between Germany and the US on one of the voyages of the MV “Gripsholm”.

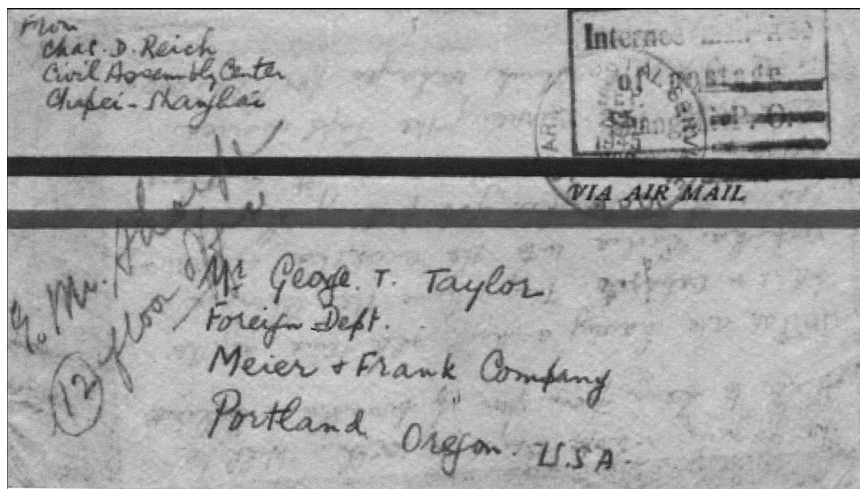


Figure 21 is a letter mailed from a recently released civilian who had been held by the Japanese at the Chapei Assembly Center in Shanghai, China. The envelope was specifically marked “Internee Mail/Free of Postage” and mailed thru the APO system.

line” combat units, often did not get “credit” for campaign participation per se. *Figure 22* (top) is a letter mailed in October 1945 between two soldiers, both from units that were part of Patton’s Third Army. The addressee, a doctor at an Evacuation Hospital in Wurzburg Germany, was already on the move, and this letter was returned to the sender in January 1946 marked “RETURNING TO US”. *Figure 22* (bottom) is a postcard mailed from Ft. Indiantown Gap, PA in January 1946 by an airman who had served with the 548th Night Fighter Squadron, Seventh Air Force. This organization served in the Pacific Theater from September 1944 through Aug 1945, flying the Northrop P-61 Black Widow. This radar-equipped aircraft proved to be an excellent night fighter. Working in close cooperation with ground based radar, the plane would be brought to within close proximity of the target, after which the onboard radar under the control of the radar operator would then be used to direct the pilot to close with. The US Army leased Fort Indiantown Gap in 1940 as a training facility, and during the war years it also served as a mobilization point, hospital area and an Enemy POW camp. It was designated as a Separation Center and Reception Station in July 1, 1945. Until its deactivation as a Separation Center in March 1946, approximately 450,000 troops spent their last days as a soldier at the Indiantown Gap Military Reservation. The message on this postcard says it all—“On my way at last”.

The last examples of prison related mail are from the Nuremberg War Crimes Trials of 1946. The question of how to deal with the leaders of Germany after their defeat started in 1944, when Treasury Secretary Henry Morgenthau submitted his suggestion to President Roosevelt. It was simple—he proposed shooting them upon capture. Calmer heads prevailed, and the decision was made to at Yalta in 1945 that there should be

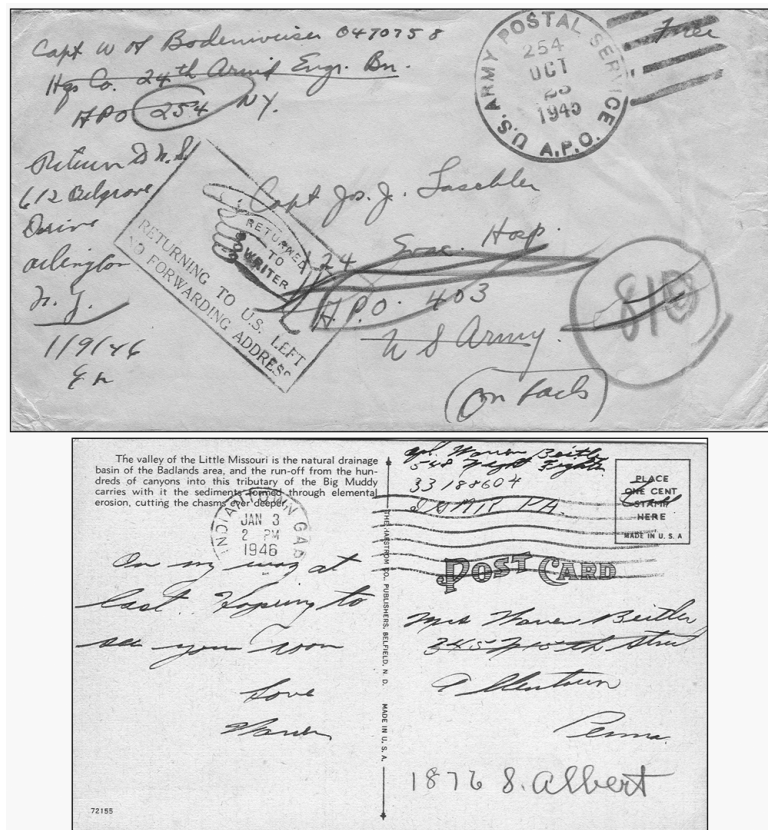


Figure 22 presents two examples of post-war mail from discharged servicemen. The top item was returned to sender because the address had already “Returned to US” and the bottom one was a postcard notice that the man was “On my way at last” after discharge processing.

a legal prosecution of the Axis leaders. The London Agreement, signed by the Allies in August 1945, created the Charter of the International Military Tribunal and four counts of the indictments. They were 1) Conspiracy to Wage Aggressive War; 2) Waging Aggressive War, aka "Crimes Against Peace"; 3) War Crimes; and 4) Crimes Against Humanity. The trial of 22 (one in absentia) major German military and civilian leaders started in late November in Nuremberg, Germany, and lasted until September 1946 when the case was given to the 4 judge tribunal for final verdicts. On October 1, 1946, the verdicts were handed down by the International Military Tribunal. Of the 22 defendants, 12 were sentenced to death, 7 to prison terms and 3 were acquitted. Ten men were executed on October 16, as Hermann Goering committed suicide the day before and Martin Bormann was not in custody. Depending on what source of information consulted, Bormann either died in May 1945 in Berlin (the official German Government conclusion in 1980) or he escaped to South America and lived until the 1990's (the official conspiracy theory).

Between December 1946 and April 1949, a series of eleven Military Tribunals tried 180 military and civilian personnel, including several industrialists. These trials resulted in a variety of acquittals and convictions, with subsequent punishments of prison terms and executions. Trials were also held between 1946 and 1948 in Japan and other parts of Asia for the Japanese military and civilian leaders. The top envelope in *figure 23* was mailed in December 1945 by a soldier of the 6850th Internal Security Detachment, which was specifically created for and assigned to the trials. This group consisted of 130 soldiers and officers who managed the trials and the prison. These soldiers guarded the German defendants, kept them under constant watch in their cells and maintained tight control over access to the prison and courtrooms. The bottom envelope was mailed in June 1946 by one of the US lawyers supporting the prosecution. Both envelopes were mailed at the 6 cent concession rate, which lasted until October 1, 1946.

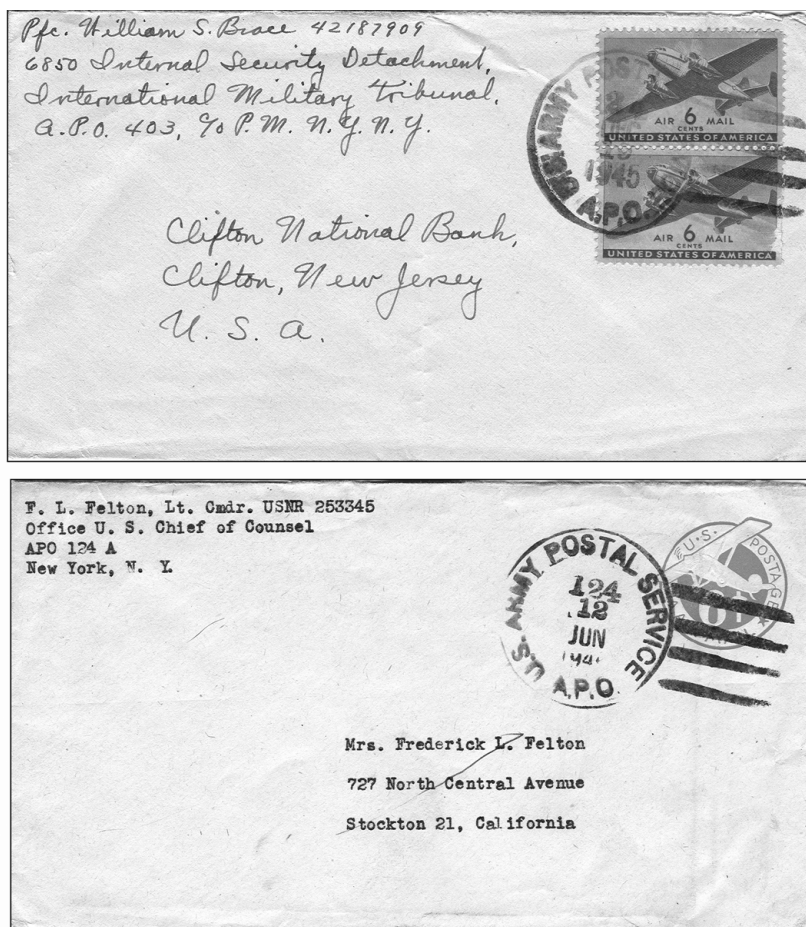


Figure 23 illustrates two letters from US military police and prosecutors at the initial Nuremberg War Crimes Trials of 1945-1946.

Prisoner of war or prisoner of justice, and sometimes of injustice, civilian detainee or occupied citizenry, or just the average person doing their duty to defend their country—all found themselves picking up a pen or pencil, and sending their thoughts to those who wanted to hear them, to those who wanted to hear from them, and know that they were well. "More than kisses, letters mingle souls" wrote the poet John Donne. And so we have and will write, and leave these records to the future generations of people and philatelists.

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http://home.att.net/~jbaugher1/p61_9.html

PRISONERS OF WAR

<http://en.wikipedia.org/wiki/POW>

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La Posta Backnumbers

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Sherry Straley
2214 Arden Way #199
Sacramento, CA 95825.

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To order backnumbers call Sherry at 916-359-1898, fax 916-359-1963 or send her an E-mail at collectibles@4agent.org.

Four Early Special Fancies and Mr. Howe

by Tom Clarke

Like most towns and cities, Philadelphia has had its share of homemade cancels. Virtually all markers before 1798 were locally produced, even when done under the auspices and at the request of postoffice officials, because it was a non-tech age. Then in 1798, the Post Office Department began to issue dial type markings to the largest towns. New York preferred its “clam shell” fancy rather than a dial, as did some other towns, in an effort to maintain its unique personality.

Philadelphia will take a stab at fanciness later with its octagonal ‘truncated rectangles’ during 1834-6, but will then quickly return to circular markings. They’ll stick with them, as will most other places, until today’s two- and three-line spray-on postmarks of 2005/6.

In the meantime, On the outskirts of Philadelphia, the larger of the surrounding, growing little towns were achieving their own postal status. By the mid-1830’s, after the inevitable manuscript marking introductory period, and as mail volume increased, the labor of handwriting became downright tedious. A handstamp and ink pad was more suitable and had to be procured.

Big Town Identity

What design would be the most suitable (assuming the postmaster were a creative sort and cared that much) and the most efficient, and which would best fit his or her workaday temperament, and locale?

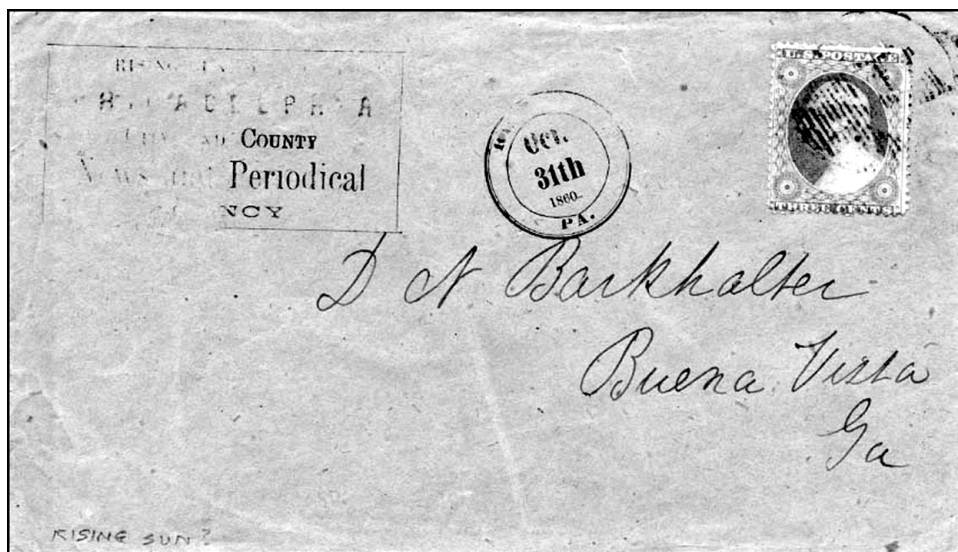


Figure 1 Discovery cover: the third known example of the Rising Sun ‘printed’ cancel. Though only lightly impressed, it is sufficient for comparisons and to help raise questions about the intent and method of imprinting it onto outgoing mail. Note the bizarre date error.

There were 39 such postal villages and towns, in Philadelphia County, beyond the City of Philadelphia before the Civil War. (A complete catalog of these was presented in the March and July 2005 issues of *La Posta*.)

Roughly with the introduction of postage stamps, the large county towns like Frankford, Germantown, Holmesburg, Kensington, Manayunk, and Port Richmond were sporting dial postmarks on their mail that were nearly identical in size and font to those of Philadelphia (the city and county of which they will become a part when merged in 1854).

Small Town Chutzpah

However, the smaller towns and villages of Philadelphia County apparently didn’t feel the same urge for prestige, or they didn’t want to waste their meager funds on federally produced markers. Instead, they



Figure 2 Standard Government Issue marker comparisons; the larger towns wanted to look like the largest cities.

continued the tradition of buying markers locally at the local print shop or from the town stationer (who only recently had begun to stock those new things called envelopes).

To these sources we can now add the type specimen catalogs (see discussion under Spring Garden) printed by highly competitive traditional printers and the new stereotype printers who were vying for business. Postmasters with the time might consult these catalogs at the nearest print or stationers shop, or possibly at Philadelphia's legendary public lending library, founded decades before by Ben Franklin.



Figure 3 Kingsessing linen marking cancel, commandeered for postal use for unknown reasons for two months in late 1861.

To traditional endeavors there are always exceptions. One Philadelphia township (not to forget the famous Upper Dublin PA linen marker cancel of adjoining Montgomery County PA) which sought the unusual was in the far southwest of Philadelphia County, the 11 square mile, swampy, scattered community of Kingsessing (it's where the airport and Navy Yard are located). In late 1861 postmaster (1861-63) Philip Whitesides used a linen marker for a temporary mail handstamp. This wonderfully fancy item was chronologically sandwiched between otherwise unremarkable 29mm and 27mm dials during his 30-month tenure.

The spread eagle and lower flourishes of the marker far outshone those dials, the few usages known to date are between Nov 12 and Dec 26, 1861. Perhaps Postmaster Whitesides was distracted over the birth of twins, the marker otherwise used to label separate stacks of diapers.

North of Spring Garden District was a small town post office that claimed visual notoriety with its fancy mail marker in 1833. The curved two-line **PENN:PA / TOWNSHIP** placed on folded letters only lasted just shy of two years (December 12, 1833 through October 6, 1835), but they trumped Philadelphia's anti-dial experimental octagons (or 'truncated rectangles') by a year.

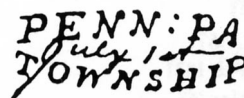


Figure 4 Suburban Philadelphia's Penn Township cancel may be hiding a small secret. Why was it so different from all others, and why was there no provision for a changeable date?

Two Special Cases

In addition there are two village post offices in particular that we should consider from a printer's perspective. The first is Rising Sun, which was located several miles north of the Philadelphia City line, and had a sparse rural based population. The second is Spring Garden, a district extending three fourths of the distance across and immediately bordering Philadelphia's City boundary, Vine Street. It contained about two square miles of land and a growing population.

Part 1: RISING SUN

Rising Sun began its postal existence with typical manuscript marking 'cancels' as early as 1832 (Feb 24), and Spring Garden did likewise beginning in 1834 (July 29). However, there the similarity ends.

Rising Sun for 25 years was content with her manuscripts. It was, after all, virtually a Hotel stop along stage lines, plus smatterings of ancient farm houses and small agrarian businesses. The post office was housed in the large hotel at the intersection of two major dirt highways, the Old York Road and Germantown Avenue.

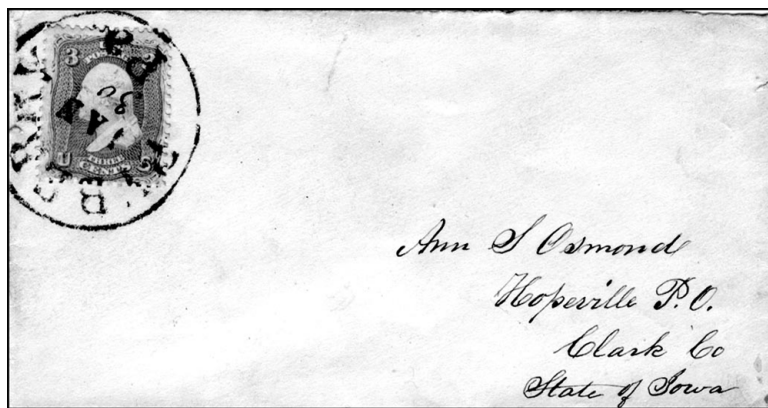


Figure 5 Like Rising Sun and Spring Garden, Byberry in the far northeast used an eye popping super balloon cancel. In the former two cases, odd handstamps briefly replaced the super balloons' usage. Perhaps we'll find that the case with Byberry too.

For lack of local clientele, the various Rising Sun postmasters sufficed with handwriting their postmarks for 25 years. As for the stage travelers, perhaps they didn't see the need to write then and there, but chose to wait till they reached bustling Philadelphia some five miles south. When the time came to transition to hand stamps, Rising Sun's would be a glorious departure.

Did a traveling salesman convince Postmaster (1852-61) Jacob Miller, the innkeeper, to purchase the large 36mm balloon sized **RISING SUN / Pa.**

(1857-63) marker? It definitely is an eye grabber. Our theoretical salesman must have been persuasive because he convinced others too, as there are several identical large balloon types in the general region and elsewhere. Or, were they advertised in a catchy newspaper ad or stationary or type catalog, and they couldn't say no?

The Rising Sun balloon is sometimes known associated with the football shaped McClellan Hospital handstamp cachet, inasmuch as this Civil War hospital was located in the new consolidated Philadelphia, at



Figure 7 One of the two already known examples of the Rising Sun 'printed' cancel, from the Norman Shachat collection.

Germantown Rd. and Cayuga Streets. This means that it was in fact several hundred feet distant from the Rising Sun Hotel.

A More Flamboyant Cancel

So far so good, but what persuaded Postmaster Miller to temporarily abandon this wonderful, flamboyant marking in the fall of 1860 for the peculiar and rare, fancy, double outer circle-inner circle printed dial? Whatever the reason or intent, the experiment lasted less than one whole week. Was it meant to have been the next style marker, a showy, technological advancement over hand markers? Did it's short life end when

the cancel device broke in two?

Until March 2007, the literature claimed only two examples of the Rising Sun 'printed' marking. One of them, mentioned by Wylie Flack (*Chronicle*, Feb. 1977, p. 11) is dated **Oct. 26th / 1860**, and is the earliest known use. The second specimen, **Oct. / 31st / 1860**, is in the Norman Shachat collection and is exhibited regularly. Sadly the early date's

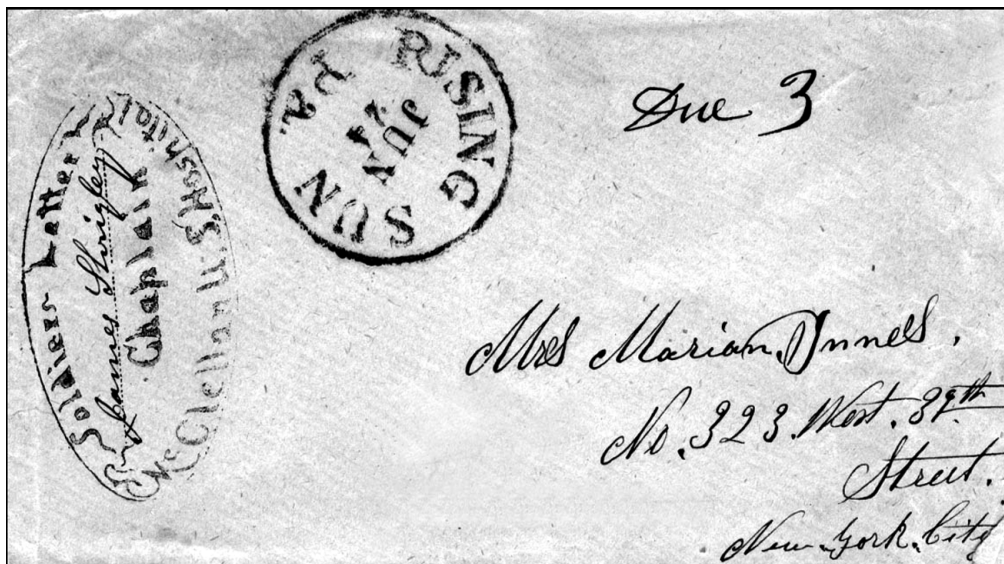


Figure 6 A McClellan Hospital Soldiers Letter cachet, along with a Rising Sun large balloon cancel of 1862 or 63. Please take note of the stereo view card at the end of the article.

whereabouts is unknown at present, and the writer and Norm Shachat would very much like to locate it for comparison.

Shachat's example clearly shows the large boxed corner card that reads:

RISING SUN DISTRICT.
PHILADELPHIA
CITY AND COUNTY
News and Periodical
AGENCY.

Discovery

By aligning the Shachat example with a new-found THIRD example purchased recently in a lot by the writer, it becomes obvious that the dial is *attached* to the corner card printing plate and was impressed *at one and the same time* onto envelopes.

Compare the Shachat example with the new found specimen (top of this article). They are identically spaced and angled. They must come from a single printer's plate of some sort. Norm Shachat commented that Carroll Chase "postulated [that it was] a printed postmark. I guess it could have been a duplex handstamp, but it certainly has a different appearance from the normal duplexes of the time."

The Rising Sun printed impression is probably not made from a stereotype plate (explained later). Are there clues as to how it was made? There are, but there are also conflicting indications also. For instance, notice that the dates are changeable, so it is difficult to conceive a molded plate (a "stereotype") that could accomodate independent date slugs.

Can We Learn?

Was the periodical agency located within the post office where the marking was applied? Was Miller an innkeeper, postmaster, AND printer or at least distributor? Would Postmaster Miller have stretched procedure to allow a printer to set type elsewhere and print his own envelopes for flyers, then bring them in bulk over several October days to the Rising Sun Hotel-Post Office to be entered into the mails to be sent far and wide?

Did Jacob Miller himself have a flair for setting type? Is this marking his personal creation? Did he have a printer friend who devised this typeset, very large, stylish, all-in-one corner card-dial handstamp for him to use? (Read further for the Jedediah Howe hypothesis.)

Note that the impression is not stretched or smudgy, thus is not a rubber stamp. Instead, it is sharp edged and precise, surely made from metal type. It leaves no reverse indentation in the envelope's interior like one would expect if the envelopes were pressure printed on an actual press.

But note too the unevenness of the impression. Were the contents already in the envelopes when they were printed, contents that were folded unevenly so as to create gaps in the impression? Or was the postal countertop wavy and uneven where they were hand stamped?

An Error Also

The newly discovered example is not only felicitous because of its rarity but because of the *error* found on it. What succession of miscues helped to create a dial with a date that says **Oct. / 31th / 1860**? Very odd.



The Shachat item correctly says **31st** and since the latter must have been the final product, his is the latest known usage. An fascinating point made by Shachat in an eMail concerning the new find: "How does one classify an error of a rarity?"

We can assume that the plate was left overnight with the **30th** intact, but the sleepy eyed printer or postmaster forgot to change the "th" when he exchanged the "0" for the next day's "1"?

The killer itself is not part of the tandem device, but is a definite, separate 28mm instrument. It contains 23 extremely fine tool lines within a thicker outer circle and shows the humanity of the postmaster in that he struck uneven blows on the two examples at hand.

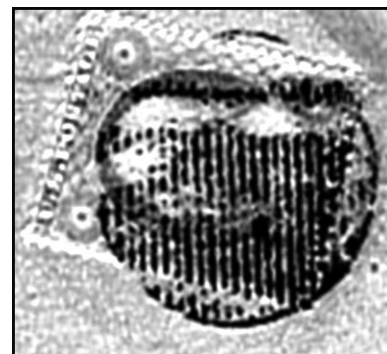




Figure 8 This 1842 Tanner map section shows about a third of the then Philadelphia, “C”, below the east-west boundary line (Vine Street). The large square, then four small parks, marks today’s gigantic City Hall. The “NL” and “SG” stand for Northern Liberties and Spring Garden, the vertical dividing line being Sixth Street. The asterisk marks Spring Garden’s post office, and the small square in the Liberties indicates the shop of Jedediah Howe, stereotype printer.

Does anyone else know of a tandem corner card-dial from any town at any period? Does anyone know where the October 26th example can be found so it can be scanned for study?

PART 2: SPRING GARDEN

Now we come to the Spring Garden Post Office, which had its own set of interesting postal circumstances. The ‘gardens’ grew from the early 1700s, named from William Penn’s mansion in London.

The Tanner map of 1842 no longer shows the long garden plots and disconnected lanes crossing the area, north of the regular, squared blocks decreed by Penn for his town in 1683. Spring Garden’s buildup began in the 1820s with overflow from Philadelphians moving north, people seeking a quiet suburban life. By the 1840s, at last the eastern portion, “SG” on the map,

is busy and as noisy as Philadelphia further south.

One of its main ways was Callowhill Street, running east west from the Delaware in the east to the Schuylkill River on the west. It had many beautiful homes in the early days and was one of the most pleasant of Philadelphia’s county suburbs. The district in 1827 was enlarged by adding part of Penn Township.

Spring Garden is an oddity. It almost immediately used a stamping device for letters, though manuscripts are found from the 1830s to 50s. This post office in the 1850s will also opt for the gargantuan 36mm balloon dial like Rising Sun. (And so too will the far

away little village of Byberry in ca. 1861/2, in the far northeast of Philadelphia county, several hour’s buggy ride away.)

Why are these three disparate township offices the only ones to choose this style? There were no common roads connecting all three at that time. And why only these three out of a total of 39 area offices?

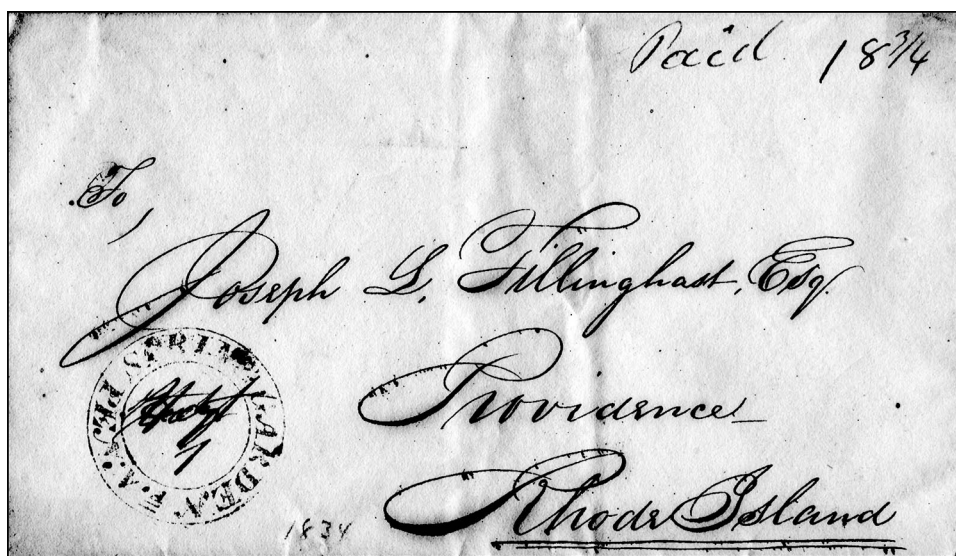


Figure 9 An 1834 ‘double circle italic’ cover from Spring Garden PA to Providence; these cancels are all very rare but possibly have a fascinating connection with the history of printing (BE Collection).

<i>Philadelphia Directory</i>	
lotte n Poplar lane	Hortz Peter, grocer 393 s 2d
ker Penn n Marsh	Hosier wid. Letitia, marketwoman 11 Sassa-
	fras alley
assafiras	Hoskins E. W. gent. 32 Ridge road
on Perry bet. Pine	Hoskins wid. Eleanor, gentlv. 180 Mulberry
	Hoskins J teacher 383 High
en N. J.	Hoskins John G. gent. 180 Mulberry
rygood store 152	Hoskin Thomas, conveyancer 36 s 5th, d. h.
	198 s 6th
w 12 Prune	Hoskins Wyatt, gent. 180 Mulberry
Prune	Hutz Daniel, victualler 235 Callowhill
12 Prune	Hough Benjamin, 49 Wood ad 10th
oks 83 s 5th	Hough Constant, sea captain, 17 Coates'
law 42 s 5th	Hough John, shop-k. 237 s Front
snut	Hough Wm. house carpenter Castle 4 doors
rding-h. 14 Filbert	bet 11th
ore 182 s 2d	Houghton Thos. s 9th 2 doors bet Lombard
p. 4 Starr alley	Hout Jacob, drygood store 190 s 2d
ist 290 High	Hout & Stevens, grocers 142 s 2d
carp. Filbert n	House of Industry, 5 Ranstead's court
	House William, mariner 131 Budd
12th	Householder Adam, looking-glass & picture
. Chesnut 1 door	frame m'r Poplar lane n 3d
	Houseman Daniel, victualler 26 Margaretta
g-h. 75 s 9th	Houseman James, boot & shoemaker s 13th
law 196 Chesnut	2 doors bet. Chesnut
Chesnut	Houser wid. Martha, shop-k. c. Fitzwater &
llor at law 196	Passunk road
	Houser wid Sarah, victualler Wood bet. Gar-
r 28 Elizabeth	den and 8th
rp. East alley	Houston wid. Ann, gentlv. 60 s 4th
store 33 Spruce	Houston Joseph, accountant 60 s 6th
c. 4th & Noble	Hout wid. Catharine, grocer 32 Coates's d.
ince	Howe James, house carpenter 129 s 4th
	Howe Jedediah, stereotype foundere. Crown
maker Perry bet.	and Callowhill, d. h. 220 s 5th
	Howe John, museum of art

Figure 10 Wilson's Philadelphia Directory and Stranger's Guide for 1825 lists Jedediah Howe on page 70, a resident for only two years at the time.

But the focus here is the markers that came before the balloon style. From 1833 to 1837 (though the *American Stampless Cover Catalog* claims it lasted until 1846), Spring Garden used an *italic* dial: *SPRING GARDEN / PENN^A* in a double circle. This is a unique style in the Philadelphia region and its origin may connect somehow with activity across the Canadian border.

An eMail was forwarded to the writer by a well known postal historian asking for information about a certain printing firm in Philadelphia. He related that another researcher had turned up a possible connection with Canadian handstamps and this printer. Suffice it to say this was a fascinating tidbit for a Philadelphia researcher.

The writer has a fairly complete set of *Philadelphia Directories* and *Stranger's Guides* (precursors to today's telephone directories) ranging from 1785

through 1860. They list all inhabitants by last name and give home and business addresses and occupations.

After searching several following a lead suggested by another researcher, I did find the firm of Howe & Company. There was a Jedediah listed at Callowhill and Crown Streets. Bingo! A slim lead but a few minutes yielded results.

I continued, considering how to investigate postal suppliers at that early juncture:

I can't imagine where such information could be obtained, nothing existed like the postal guides later in the century. I found Jedediah Howe's name in the 1825 and 1830 (not the 1836) *Philadelphia Directory/Strangers Guide* as "stereotype founder at the corner of Crown [between 4th and 5th Streets] and Callowhill, dwelling at 220 North 5th Street" (abbreviations have been expanded).

These addresses, by the way, are long since erased by the developers and heavy grading equipment, and all of the area lies beneath the Vine Street on- and off-ramps to Interstate 95 (compare the modern map with the Tanner segment).

To the eMail I added:

Since many of these early street guides had many pages of illustrated ads, perhaps (though I doubt it) one such ad mentions hand stamps as a spe-

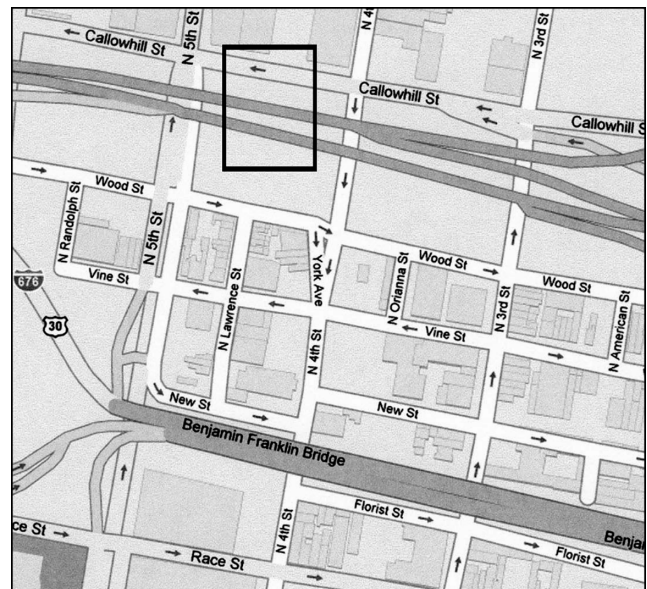


Figure 11 The modern map shows zero evidence of the structures from the early 19th century, all leveled in the last three generations for highways and general city renovation and beautification. The square again shows Howe's and later Fagan's home and business addresses

cialty of his. The penny newspapers of the day had similar ads but the chance of finding one of Howe's would seem to be a million to one. Equally so a letterhead of his to a post office offering his wares!

The only known italic double circle is the *SPRING GARDEN PENNA*= with ms date, known from 11/23 1833 to 1837 (my type C, #62b). I think that's as 'Canadian' as Philly PH gets. One or the other of Howe's two addresses was within or close to Spring Garden Township prior to city-county consolidation in 1854.

Callowhill Street was the main drag for the Spring Garden District, however Crown Street seemed to be in the Northern Liberties (the unincorporated area originally allowed as free land for those who'd already purchased lots in Philadelphia itself). Howe's home at 220 North 5th would be a stone's throw away. Of course, poor Northern Liberties was continually being sliced smaller and smaller at the expense of her growing neighbor townships, so maybe Howe was a Spring Gardenian after all.

Whether the Canadian gentleman would be able to tie Mr Howe to Canadian postal history we can only guess, but we wish him the best of luck. It would indeed be amazing to this writer to think that a small printing firm in suburban Philadelphia, in an area in the throes of childhood growth, would have had contacts with Canadian postal officials much less procure an international contract! But, when the book on Canadian double circle cancels, 1829-1877, appears, it will be a fascinating read for a variety of reasons!

So, we can reasonably assume that the double circle italic Spring Garden marking developed because an entrepreneur printer nearby had the imagination and good business savvy to, in all likelihood, produce a unique looking insignia for his growing area. Today, he would certainly deduct his labor as advertising expense.

If, indeed, the story goes deeper, and Howe already was involved in supplying a foreign government with handstamps, fantastic as that seems, then at least he had sufficient civic pride to want to share his skills with his own community too (more below).

This may finally explain why we have a single double circle cancel out of all Philadelphia's 39 county post offices, not to mention Philadelphia City itself, prior to the 1870-80's. Sad to know, though, that it is such a rare one.

Howe's New Technique

In 1815, Jedediah Howe of Connecticut, heard of the recent innovation of **stereotype printing**. (Anyone who has seen huge cylinder newspaper presses whipping out hundreds of pages per minute has an acquaintance with the curved form of stereotype plates. By keeping the plates publishers could engage in something popular today which utilizes computers, that is 'publishing on demand', without the need to completely reset all the type, one letter at a time. Famed early 19th century Philadelphia publisher Matthew Carey toyed with this idea, thanks to stereotype plates.)

Howe moved to New York to set up his own stereotype printing foundry. Keen competition in the new and cheaper technique followed in the next eight years, so Howe moved to Philadelphia in 1823, where only

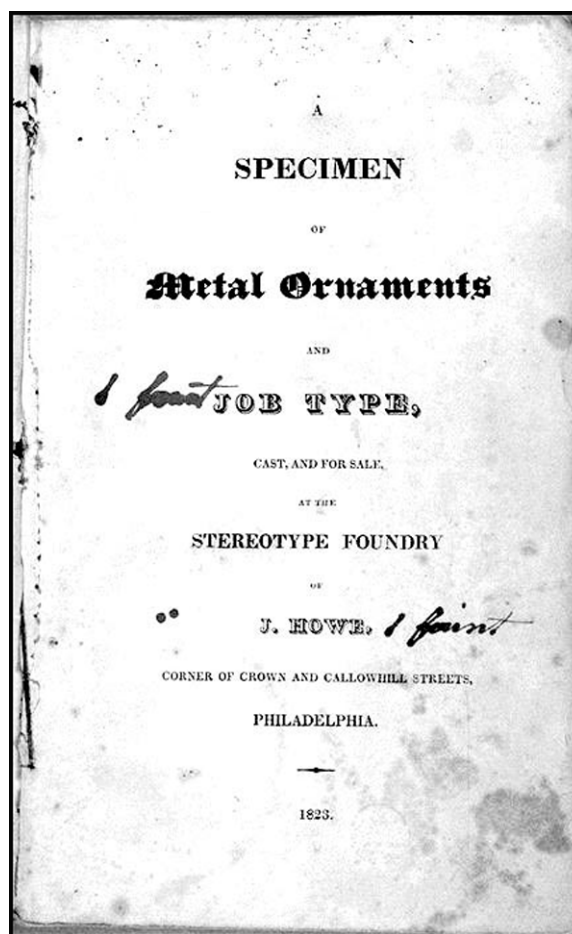


Figure 12 A Specimen of Metal Ornaments and Job Type, Cast, and for Sale, at the Stereotype Foundry of J. Howe, Corner of Crown and Callowhill Streets, Philadelphia (*Philadelphia: Jedediah Howe, 1823*). It was a feverish period for the printing industry: America's romantic writers developing, newspapers abounding, and, of course, new post offices were multiplying to serve a growing population.

one stereotype foundry (Lawrence Johnson's) existed, set up three years before. He immediately printed his own type catalog to broadcast his trade.

Because the enterprise didn't progress as quickly as he wished —book publishers were apparently quite conservative, it is reasonable to assume that Howe entered the postal marker business, in addition to as many other facets of the business as he could, wherever he could, to market his skills.

Bibles and school-books were the first to be stereotyped, and then gradually came books of great and continued popularity, including the English classics in prose and verse, and the books of popular authors like Washington Irving and James Fenimore Cooper. The slow and cautious manner, however, in which American publishers availed themselves of this new invention, was rather discouraging to the new beginners. Gradually, however, the booksellers were led into stereotyping, though at first not very profitably; for the first large work stereotyped by J. Howe, for the W. W. Woodward-Scott's Commentary on the Bible, in five quarto volumes, proved so heavy an undertaking that Mr. Woodward broke down under it, and left the plates in the hands of Mr. Howe.

—University of Delaware Library web site

The Spring Garden post office at Ridge Road near James Street (at least in 1835/6), would be a good place to start. But why is the Spring Garden italic device unique in the area, why didn't Howe sell to other postmasters locally? Why is his work (if it truly *is* his work) only ubiquitous in far away Canada and maybe even Great Britain?

When Howe died in 1834, one of his employees, John Fagan, purchased, enlarged, and continued the business, and eventually achieved the prosperity Howe had hoped for in an earlier day. (The *Directories* show he continued to occupy the same business address.)

Other Printer's Specimen Books

For completeness' sake, and to add more kindling to the 'who created the handstamps?' fire, we mention another eager Philadelphia (though non-stereotype) printer, James Ronaldson (1768-1842). In 1822, he issued his own illustrated type catalog with a typical, period title: *Specimen of Printing Type, from the Letter*

Foundry of James Ronaldson, Successor to Binny & Ronaldson; Cedar, Between Ninth and Tenth Streets, Philadelphia. Philadelphia: J. Ronaldson, 1822. Possibly, the appearance of this prompted Howe to issue his catalog the following year upon his arrival.

In Philadelphia, in 1796, Rolandson and a partner had established the Binny & Ronaldson type foundry, which issued the very first American type specimen book in 1812.

We add one or two more firms to spread the idea that the impact of these little known postal resources may loom large. There was Elihu White's New York Foundry, of which Rolandson's was a branch. In 1817 White sold out and in 1820 the firm became the Boston Type Foundry. After the stereotype printing method took hold in America, the Boston Type Foundry became a major producer of stereotype plates. Perhaps they also made a steady, if meager, stream of income by dealing with small town postmasters.



Figure 13 Philadelphia County's townships in the 1850's, with those mentioned here highlighted. The arrow marks the Howe Company address, in relation to the postal districts the company may have served.

These catalogs and firms are solid source evidence for beginning research into the origins of early handstamps. We're even giving a beginning date of 1812. Added to the well known ads found in the 1850's-1890's *Postal Laws & Regulations* volumes and *Postal Guides*, they may well help confirm many years further back our understanding of handstamp manufacture.

One day someone might be good enough to research these printer's catalogs, as our gentleman in Canada is doing for Canadian postal history, and add rich and interesting connective tissue for American postal historians, to ponder.

Hypothesis

Recall that the early Penn Township two-arc-dial handstamp had no date fonts, the day and month had to be written in manuscript. The same situation holds for the Spring Garden italic (and the single circle, non italic version for that matter). Can we conclude that both were delivered by Mr. Howe personally as his gift to both communities? We know that Penn Township was virtually a part of Spring Garden, and soon would be reduced in size with a large portion given to Spring Garden District. His business address in Northern Liberties is virtually on the border with Spring Garden, which was only then growing west and northwest. And Northern Liberties had no post office inasmuch as it was not an official town.

Just a few blocks away from the Howe-Fagan printery stood the Northern Liberties Reading Rooms, which as an assist to its patrons, shuttled mail to the post office, presumably gratis, as a favor. Can it be

that Mr. Fagan had no hand in this venture? Those are not runner handstamps, but imagine a nice stereotype plate made to order or as a gift, inexpensive either way but a nice sales technique. And to which office did the Rooms' courier travel? The Spring Garden postmaster was about as close as Philadelphia's.

25 years further on, a few miles up the Germantown Road to Rising Sun, can we not also see Mr. Howe, or rather his successor Mr. Fagan, as the source for the odd Rising Sun combination corner card-dial 'printed' marking? The only sticking point would be the changeable date slugs in the latter. But maybe it had become feasible to incorporate such, now that the heyday of stereotyping had long since been underway.

And what of the Kingsessing, and nearby Upper Dublin PA, linen markings? Not a printer's creation, or were they? Perhaps they were a simple stock item from off a milliner's shelf, the same as were used by clothiers and drapers who also employed ink.

But since ink is ink, might not the Howe-Fagan firm have supplied these too? Maybe, just maybe. .

Postscript

Serendipity struck when shortly after these lines were submitted, a Rising Sun cover appeared on eBay (compliments of seller "colonialscs"). It bears the super balloon cancel and virtually the same corner card as the 'printed dial' combination. Is this a "pre-combination" cancel version, printed before the concept of a duplex cancel evolved? Or is it post-combination style, developed after the dual impression idea had faded from the mind of the News and Periodical Agency owner (or the hotel owner-postmaster)? Since this cover is dated

The "News Rooms."
FREE ADMISSION.
No. 213, N. Third st. a few doors below Callowhill.
These Rooms, forming the most complete and extensive establishment of the kind in the World, is open for Visitors Daily from 6 A. M. till 10 P. M.
There are in the Rooms upwards of three hundred files of PAPERS, from all parts of the United States, Europe and Asia!
J. McMAKIN, Proprietor.
A Blank interleaved copy of the PHILADELPHIA DIRECTOR is placed in the Rooms for the purpose of entering Removals or making any corrections which may be necessary.

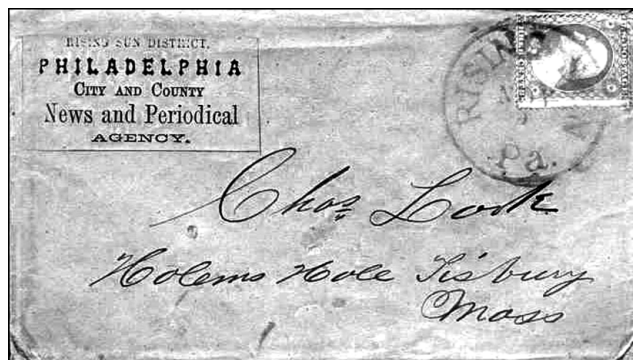


Figure 14 The Northern Liberties' Reading Room ad from the 1835/6 Directory, the very years of use of the "Sub Post Office" two styles of impression found on very rare letters. Newspapers and news by mail go hand in hand.

November 3 or 5, several days after the "Oct 31st" of the LKU printed dial type, it is tempting to adopt the post-1860 view, but that is fantasizing.



Figure 15 A rare McClellan Hospital stereo view card (not to be confused with stereotype printing!): The hospital was a Civil War construction of 400 beds built to treat Pennsylvania casualties. Four pot belly stoves for warmth and beds covered with quilts and blankets, suggest the many streamers are for New Year's rather than the Fourth. [Stare straight ahead at the scene till you see the 'middle' picture in 3-D.]

This corner card has a different tool line (compare lower right corner) and a distinct period after AGENCY, though the vagaries of printing ink sometimes, as with cancel dial punctuation, can create phantom commas or periods, entire missing letters, etc. So, is this the parent to the 'printed dial' combination, or the child? Only further examples will lead to an answer.

References

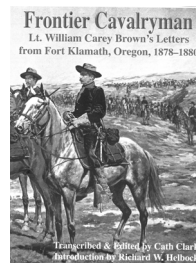
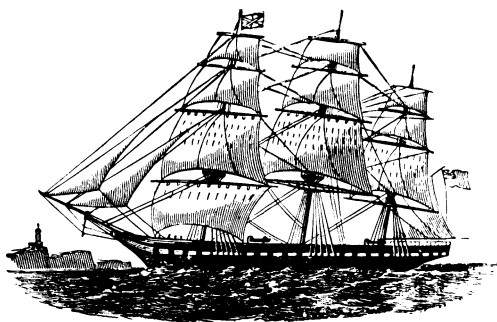
communication with Charlie Peterson and Norman Shachat.

Univ of Delaware Library, Printing, Publishing, and the Book Trades site: <http://www.lib.udel.edu/ud/spec/exhibits/tradecat/1print.htm>

Magill University, School of Computer sciences site: <http://cg.scs.carleton.ca/~luc/ext19.html>

Old And Sold Antiques Auction, Stereotyping in America site: <http://www.oldsold.com/articles09/stereotype-16.shtml>

American Surgical Antiques site: http://www.braceface.com/medical/Civil_War_Articles/Collecting_civil_war_surgeon's_stereo_images.htm



Lt. William Carey Brown's Letters from Fort Klamath, Oregon, 1878-1880.

This new coffee-table book gives a first-hand account of a young cavalry officer's experiences on the western frontier. Originally published in *La Posta*, it includes new maps, photos and a chronology of Brown's life up to the time he became a Brigadier General. Ed. by Cath Clark, intro by R.W. Helbock.

Soft-cover, \$14 w/ \$3.50 shipping from www.bookloftoregon.com

Credit card or check accepted. (541) 426-3351.

“Believed to be Alive” – Korean War POW Mail

By Bob Collins

The Korean War started on June 25, 1950, when the North Korean Army invaded South Korea. The war ended on July 27, 1953, but most all the troops stayed in place along the front lines through 1954 to see if the truce would hold, and it did.

Because of the United Nations involvement it was not called a war, although it was exactly that. It was referred to as a “Police Action”—a term that was hard to believe—especially if one was serving there. The United States made up the bulk of the UN troops although twenty other nations sent ground troops, ships, or hospital units. Germany sent a hospital unit to Korea after the hostilities ceased as they were bound by the treaty ending WWII. Other countries offered troops, Taiwan for instance, but because of politics they were turned down.

United Nation soldiers who were captured by the North Koreans were treated very badly and many were tortured, beaten, and shot with their hands tied behind their backs within hours after their capture. South Korean civilians were not treated any better by the invading North Korean Army as thousands were killed for various reasons, and many times for no reason at all. In a War Crimes study published in 1953 there are listings of many of the known killings of captured soldiers and civilians. It was found that the North Koreans committed 72 % of the known war crimes with the Communist Chinese being involved in 27.3% and the remaining 12.7% being unknown as to who had done the killing.

This situation changed a bit, especially for the POWs, after the Communist Chinese entered the conflict as they realized the prisoners had a propaganda value. The Chinese took over the running of the POW camps but many POWs were still treated with brutality. On the “Death Marches” to the camps, many died or were just killed along the way for no reason. Even after they reached the POW camps many died from lack of food and medical treatment, not to mention the below zero cold. The quality of food and the camp conditions were so bad many men just gave up and died from the condition called “give-up-itis.” This was especially true in the first winter of the war, 1950-1951.



Figure 1 Captain John W. Thornton, first helicopter pilot shot down in Korea

Figure 2 shows a Missing in Action handstamp on a letter to Pfc. Theodore P. Tracy. He was captured on 1 December 1950 and died in captivity at POW Camp #5 located at Pyoktong, North Korea, on 28 March 1951. Tracy had survived the death march north to a POW camp, but didn't live to see his release because of the deplorable conditions in the camp that first winter.

The book *Believed to be Alive* by Captain John W. Thornton, shown in *figure 1*, is a story about one man's capture and the time he spent in a POW Camp. It was on December 4, 1950 that Thornton received orders to report to Lakehurst, New Jersey, the following morning. He and several other Navy helicopter pilots would then fly to San Diego, California and board the aircraft carrier *Valley Forge* and sail for Korea (*figure 3*). The *Valley Forge* had launched the first carrier air strike against the North Koreans on July 3, 1950 and did four combat tours between July 1950 and June 25, 1953 winning four battle stars (awards given for combat operations or engagements of such intensity to justify recognition).

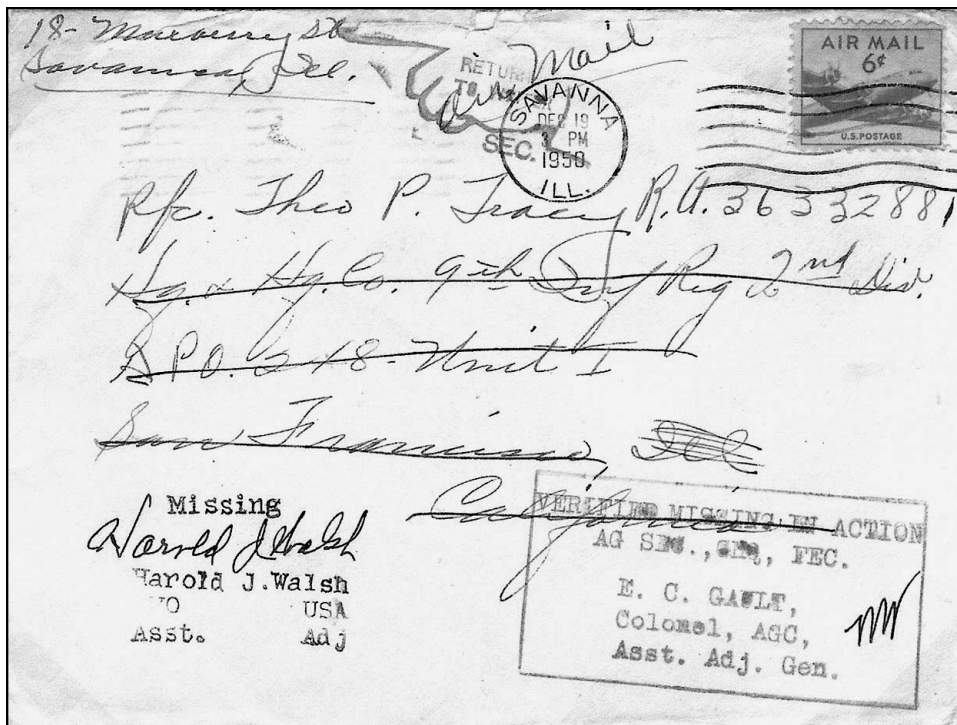


Figure 2 Missing in Action handstamp on letter to Pfc. Theodore Tracy postmarked Savanna, Illinois in December 19, 1950. Tracy was captured on December 1, 1950 and later died at POW Camp #5 (Pyoktong, North Korea).

Helicopter pilots were in short supply in 1950 and Thornton, who had been a fighter pilot in WWII, had been one of the first pilots who volunteered to switch to flying helicopters. At that time helicopters were a new “weapon” in the Navy arsenal and everything concerning them was done in secret. Thornton has the dubious distinction of being the first helicopter pilot to be shot down by hostile fire, something he would have gladly done without. He was on a rescue mission behind enemy lines when he was shot down and later captured. He was one of only 35 Navy personnel to wind up in a North Korean/Communist Chinese POW camp. Camp #2 housed officers and air crews and was set up at Pi-Chong-ni, North Korea, near the Yalu River, 70 miles northeast of Sinuiju.

fact the POWs had no place for storage of such items.

Of the six numbered POW camps in North Korea (not including the transient camps) the volume of mail from Camp #2 was the least of any of the regular POW camps. It was not until December 1951-January 1952 that the Chinese agreed to a mail exchange, but it was

Figure 4 shows a free-franked letter sent to John W. Thornton at POW Camp #2, with a handwritten “PRISONER OF WAR MAIL” notation at the upper right corner. The circled “OK Camp 2” marking shows Thornton’s name was on a list of known POWs in Camp #2. There is also a double circle backstamp in red that was placed on all incoming POW letters at Yokohama, Japan, the location of APO 100, the receiving and sending point for United States POW mail. Examples of POW mail that arrived in the camps are extremely scarce and rare because of the primitive conditions of the camps, as well as the

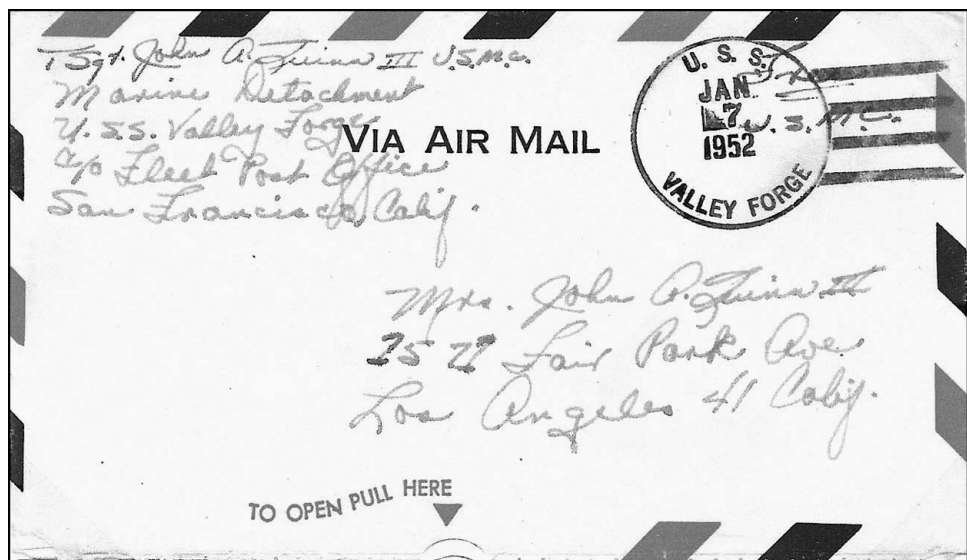


Figure 3 Cover from the aircraft carrier Valley Forge postmarked U.S.S. Valley Forge, Jan. 7, 1952.

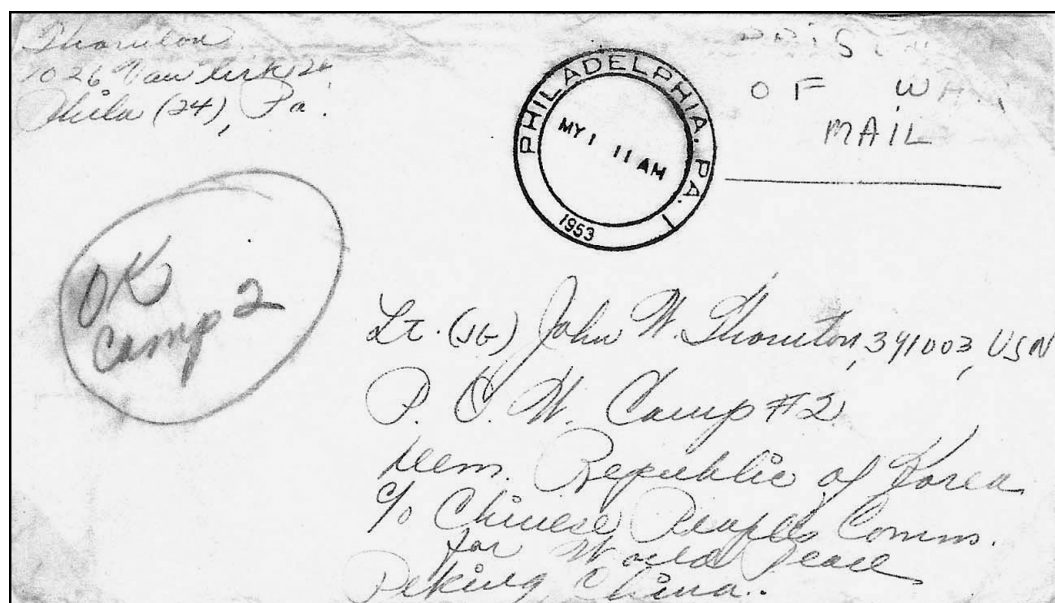


Figure 4 Letter sent to John Thornton at POW Camp #2 (Pi-Chong-ni, North Korea), postmarked Philadelphia, PA May 1 1953, with hand lettering "PRISONER OF WAR MAIL" at the upper right. Note the circled "OK Camp 2" marking, showing Thornton's name was on a list of known POWs in Camp #2.

means such as those taken out by visiting communist officials from different countries and organizations, but these were very few in number.

Figure 5 shows a letter sent by Thornton to Mrs. John W. Thornton of Philadelphia, but in sort of a round-about way. This is an example of the very scarce "early" letters sent from a

still apparently up to the camp commanders if any mail went in and out of the camp. A good example of this is one letter I have in my collection where on Christmas day the POWs were told they could write as many letters as they wanted. This letter writer wrote 27 letters but just one reached the United States. The mailing restrictions were loosened in 1953 shortly before the war ended and the food was also much better before the prisoners were exchanged. After their release, prisoners reported that they had found piles of their written, unsent mail, just dumped in the fields and woods while they were out of the POW camps on work details. This could be one of the reasons for the scarcity of Korean War POW mail, especially anything from the early time period of 1951-1952, with most letters found today being dated in 1953 shortly before the prisoner exchange. Prior to the mail agreement with the North Koreans and Chinese, a few letters got out by private

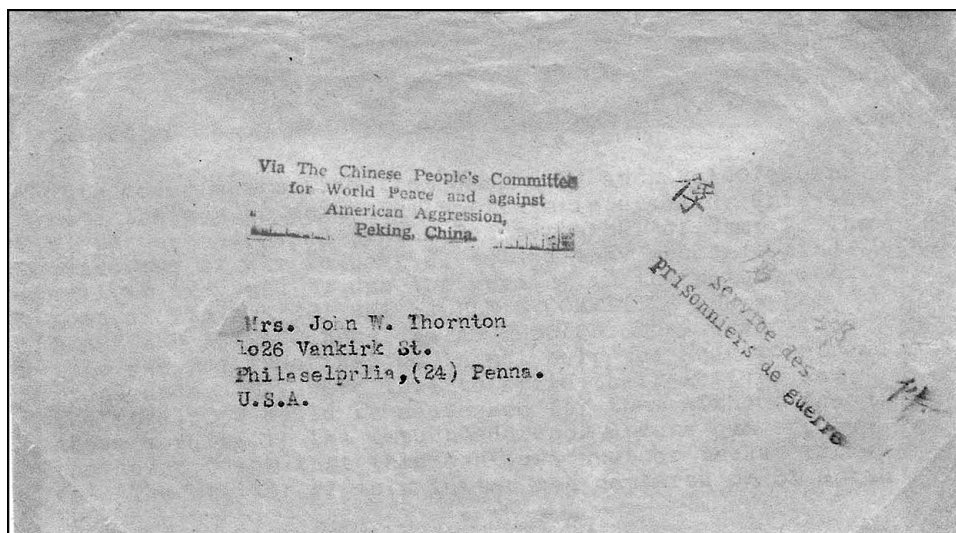
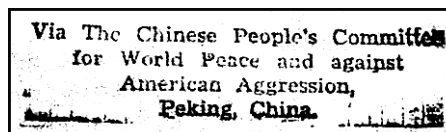
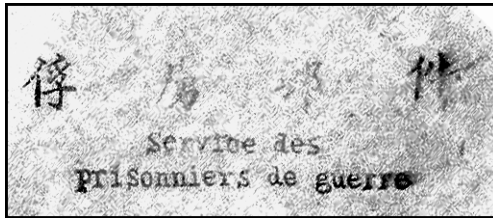


Figure 5 Letter sent by Thornton to Mrs. John W. Thornton of Philadelphia, showing a propaganda handstamp: "Via The Chinese People's Committee for World Peace and against American Aggression...Peking, China..." There is also a second purple handstamp with Chinese markings in addition to the words "Service des Prisonniers de guerre."

POW camp with the propaganda handstamp. It states in red type: "Via The Chinese People's Committee for World Peace and against American Aggression...Peking, China..." Besides the propa-



ganda handstamp, there is a second purple handstamp with four Chinese characters in addition to the words "Service des Prisonniers de guerre."



The Chinese told the POWs that to send a letter they had to use the phrase "Via the Chinese People's Committee for World Peace and Against American Aggression, Peking, China" in their return address along with their name and so forth. Almost all of the POWs refused to use the phrase "Against American Aggression" and Thornton was no exception. In fact, apparently he would not write any return address at all because the cover doesn't have a sender's name on front or back. Apparently the Chinese security personnel tried to type Thornton's home address on the envelope themselves and "fractured" the spelling of Philadelphia; then they added the two handstamps. A very unusual item and the only such example I have seen.

From *Believed to be Alive*, it was possible to glean much about camp conditions and the character of John Thornton. Ten days after his helicopter had crashed on a rescue mission as a result of small arms fire and lousy weather, Thornton was captured by the North Koreans. He had been badly beaten by civilians and was now in a POW compound where he was again beaten, constantly questioned, and tortured. He was slowly starving to death in the bitter cold wearing few clothes and sometimes not even those. But even with going through all that pain Thornton would not give in to his captors. Many times he was offered food, clothing and anything he wanted if he would broadcast propaganda messages over the radio. You might recall propaganda messages and newspaper articles back then in which several airmen admitted to dropping "Germ Warfare" bombs on North Korea. These were allegations that were purely fiction and were thought up by the Chinese Communists and

North Koreans (with help from their Russian allies) for propaganda purposes.

Thornton's POW nickname was "Rotorhead," but his Chinese interrogators had a less-flattering name for him. Thornton flatly refused to cooperate with his Chinese interrogators in any way. He spent hours trying to think up ways to aggravate his interrogators. One way was using the gas he was passing because of the condition of his internal organs and what little food he had eaten. After Thornton had passed so much gas during one interrogation his interrogator could stand it no longer and had him removed from the room stating "Thorn-ton, you are a gas maker."

Another means of retaliation came to Thornton while he had a bad cold and a throat full of phlegm. Not wanting to torment his interrogator brazenly, and to avoid another beating, Thornton used his finger to block off half his nose and blew to get rid of the phlegm like some kids did back in Philadelphia where he was born and raised. The interrogator could not stand the mess made on the table in front of Thornton and especially the piece of phlegm that clung to the wall where it had landed as he blew his nose with his finger. He became known to his interrogators as the dirty little old man of the camp. Due to his dysentery and his worsened physical condition and the body lice, the dirty old man reputation stuck.

When he was not being interrogated, time was spent by simply picking off the body lice and crushing them with a record of two hundred in one day alone picked off and killed. Even with all of this Thornton refused to buckle under to his captors. While reading his book,

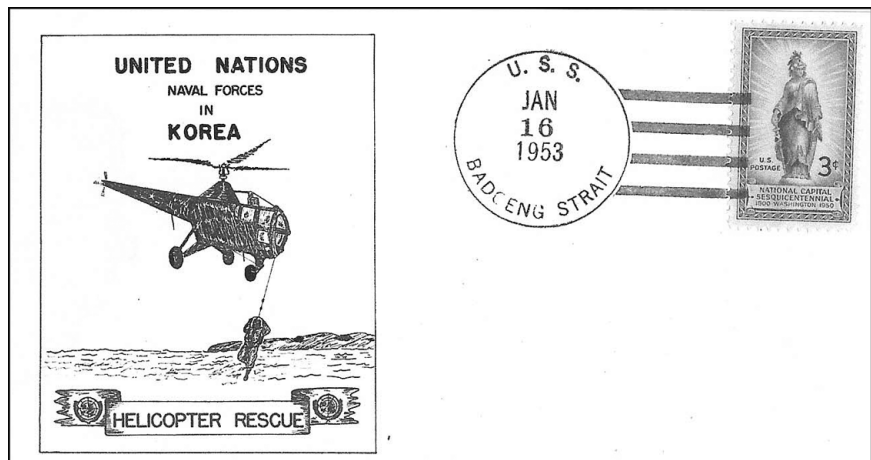


Figure 6 Philatelic cover with a UN Naval Forces Helicopter Rescue cachet, showing the type of helicopter Thornton flew in Korea. Postmarked U.S.S. Badoeng Strait, Jan 16, 1953.

one cannot help but chuckle and compliment him on his nerve to do so. He became known as someone who would not cooperate with his captors in any way and possibly because of that he was one of the last POWs to be released after the war ended and a prisoner exchange took place. He was released from POW Camp #2 on September 6, 1953.

Captain John W. Thornton's military career spanned three wars: WWII, Korea, and Vietnam. He was awarded the Navy Cross, Legion of Merit, DFC, Navy & Marine Corps Medal, Bronze Star, Air Medal, Purple Heart, and 22 other citations and campaign ribbons. When he was shot down, Thornton was a member of the 2nd Helicopter Squadron based on the ship LST 799. He was born on April 22, 1922 in Philadelphia, married his high school sweetheart, and had two children. When he retired from the Navy he moved to Florida. He passed away in January 2004, a passing of a real hero.

References

Extract of *Interim Historical Report, Korea War Crimes Div., Cumulative to 30 June 1953*. Booklet contains 87 pages of war crimes committed against United States and UN soldiers, as well as South Korean civilians, and is composed of very graphic pictures and text. Also contains charts with numbers of victims from UN military units in Korea and South Korean civilians.

Believed to be Alive by Captain John W. Thornton and John W. Thornton, Jr. Published in 1981 by Paul S. Eriksson, Middlebury, Vermont.

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

Randy Stehle Mail Bid No. 124

16 Iris Court, San Mateo, CA 94401

Phone: (650) 344-3080

Email: RSTEHLE@ix.netcom.com

CALIFORNIA

- 1 AGENDA, 1907 F 4-BAR ON STAINED PPC & O/S A BIT (96-07). \$50
- 2 ALCATRAZ, 1916 F COVER W/U.S. ARMY C/C. (74-63) EST. \$50
- 3 ALCATRAZ, 1938 G DPLX ON #10 COVER W/ PENITENTIARY C/C. \$20
- 4 ALCATRAZ, 1950 VG MISSENT TO ALCATRAZ ON CVR W/CREASE \$5
- 5 ALCATRAZ, 1963 LD ON GPC. (74-63). EST. \$8
- 6 ATHLONE, 1918 F 4-BAR ON PC W/VERY SMALL TEAR (14-37 PER) \$6
- 7 BAKERSFIELD, KERN BR., 1912 VG DOREMUS ON PPC. EST. \$5
- 8 BATES, 1887 VG CDS ON COVER (83-03). EST. \$120
- 9 BELVEDERE, 1909 VG 4-BAR ON PPC (97-56). EST. \$3
- 10 BODIE, 1911 G+ DUPLEX ON PPC (77-42). EST. \$6
- 11 BORDEN, 1887 VG SCALLOPED OVAL ON PSE (73/06). EST. \$100
- 12 BRADLEY, F 1938 KU-MOT-270 ON COVER. EST. \$5
- 13 BRADLEY, F 1939 VG 4-BAR ON COVER. EST. \$5
- 14 BRADLEY, F 1941 VG 4-BAR ON COVER. EST. \$5
- 15 BUCKS RANCH, 1888 F MS ON COVER W/CONTENTS (61/94). E. \$125
- 16 CALPELLA, 1909 VG BLUE DOANE ON PPC (60/1) EST. \$5
- 17 CARMEL, PARCEL POST, 1927 VG DC (NEW TYPE) ON PPC. EST. \$10
- 18 CAMP ELLIOT, 1942 VG MACHINE ON PPC (41-42 PER) EST. \$6
- 19 CAJON, 1908 F DOANE RECEIVED ON PPC 89/42). EST. \$6
- 20 CHAPPARRAL, 1894 VG CDS ON PSE (88-94). EST. \$275
- 21 CHINA FLAT, 1909 VG DOANE ON PPC (78-15). EST. \$12
- 22 CHUALAR, 1913 VG 4-BAR ON COVER. EST. \$5
- 23 CHUALAR, 1940 F 4-BAR ON COVER. EST. \$5
- 24 COAST, 1889 VG CDS ON COVER (89-05). EST. \$35
- 25 CLAIRVILLE, 1884 VG CDS ON COVER (25-87). EST. \$35
- 26 COLONY CENTER, 1906 VG LIGHT DOANE REC'D ON PC (005-06). \$50
- 27 CORDELLIA, 1918 VG 4-BAR ON PPC (69-43). EST. \$6
- 28 COSUMNE, 1918 VG CDS ON PPC (52-15). EST. \$20
- 29 COYOTE, 1940 VG 4-BAR ON COVER (82-75). EST. \$4
- 30 COZZENS, 1909 VG DUPLEX ON COVER (81-10). EST. \$35
- 31 CRANMORE, 1906 VG CDS ON PPC (86-28). EST. \$12
- 32 DALY CITY, 1915 G+ LIGHT 4-BAR REC'D ON PPC (13-17 PER). \$5
- 33 DAMASCUS, 1905 F DOANE ON REG'D PACKAGE RECEIPT (56/08) \$40
- 34 DANA, 1907 F CDS ON PPC (88-37). EST. \$4
- 35 DANBY, 1911 VG 4-BAR ON PPC (78/13). EST. \$40
- 36 DEDRICK, 1923 F 4-BAR ON COVER (41-41). EST. \$15
- 37 DEL MONTE, 1917 F DPLX AS FORWARDING MARK & DEL MONTE/REC'D 5
- 38 MIS-SENT TO DEL MONTE, 1902 VG AUXILIARY MARKING. EST. \$5
- 39 DEL PASO, 1902 F CDS ON PPC (98-06). EST. \$50
- 40 DEL PIEDRA, 1920 VG 4-BAR ON PPC (20-43) THIRD MO. EST. \$6
- 41 DEL SUR, 1907 VG DOANE REC'D ON PPC (90-25). EST. \$12
- 42 EGGLESTON, 1906 F 4-BAR ON PPC (08-10). EST. \$20
- 43 EDOM, 1939 VG 4-BAR ON COVER (13-39). EST. \$8
- 44 EEL ROCK, 1938 F 4-BAR ON COVER (15-60). EST. \$5
- 45 ENGLEMIN, 1930 G+ DUPLEX ON COVER (16-30). EST. \$12
- 46 EUGENE, ca1920 F 4-BAR ON PPC (94-30). EST. \$8
- 47 FAIRMONT, 1935 F 4-BAR ON COVER (88-39). EST. \$10
- 48 FAIRPORT, 1932 F 4-BAR ON COVER (12-24). EST. \$20
- 49 FARLEY, 1940 VG 4-BAR ON COVER (15-42). EST. \$10
- 50 FAWN LODGE, 1937 VG 4-BAR ON COVER (21-37). EST. \$20
- 51 FELIX, 1914 VG 4-BAR ON PPC (96-23). EST. \$12
- 52 FETTERS SPRINGS, 1938 F LD ON CVR W/IF FOR F. HOT SPGS. \$10
- 53 FIRMING, 1912 F 4-BAR ON PPC (11-12). EST. \$12
- 54 FISKS MILL, 1997 VG CDS ON GPC (17-94). EST. \$75
- 55 FITCHBURG, 1909 VG 4-BAR ON PPC (08-11). EST. \$20
- 56 FLORENCE, 1906 F ECU DOANE OPC (78-18). EST. \$6
- 57 FORT ORD, 1942 VG MACHINE FREE FRANKED ON PPC. EST. \$5
- 58 FREEPORT, 1910 F 4-BAR ON PPC (84-20). EST. \$12
- 59 FROMM, 1894 F CDS ON GPC W/CREASES & 1 CM TEAR (87-02). \$35
- 60 GARNET, 1939 F 4-BAR ON COVER (30-43). EST. \$15
- 61 GOL (DE)N GATE, 1899 F PARTIAL DUPLEX ON COVER (88-00). EST.
- 62 GONZALES, 1893 VG DC ON GPC. EST. \$15
- 63 GONZALES, 1891 VG DC ON PSE. EST. \$15
- 64 GONZALES, 1907 VG LKU MOT-860 ON PPC. EST. \$5
- 65 GONZALES, 1914 G+ DUPLEX ON PPC. EST. \$4
- 66 GONZALES, 1932 VG DUPLEX ON VINCENT HOTEL COVER. \$8
- 67 GOODYEAR, 1909 F 4-BAR REC'D & O/S ON PPC (07-12). EST. \$25
- 68 GRABNERS, 1931 VG 4-BAR ON COVER (14-33 PER) EST. \$6
- 69 GRAHAM STATION, 1916 F 4-BAR ON PPC (11-18). EST. \$12
- 70 GREENFIELD, 1908 VG DOANE ON PPC TO SOUTH AFRICA. EST. \$6
- 71 GREENFIELD, 1912 VG ECU MOT-860 ON GPC. EST. \$5
- 72 GREENFIELD, 1914 VG ECU MOT-860 ON GPC. EST. \$6
- 73 GREENFIELD, 1939 VG DUPLEX ON GPC. EST. \$4
- 74 GREEN VALLEY, 1908 VG CDS REC'D ON PPC (54/11). EST. \$20
- 75 GUBSERVILLE, 1886 VG CDS ON COVER (82-99). EST. \$85
- 76 GUERNSEY, 1910 F 4-BAR ON PPC (98-18). EST. \$20
- 77 HOLLISTER, SAN BENITO RS 1961 F 4-BAR ON 3x5 CARD. (59-68) 5
- 78 HUNTINGTON PARK, 1909 F 4-BAR ON PPC (06-14 PER). EST. \$6
- 79 KING CITY, 1897 G LIGHT MOT-1220 ON COVER. EST. \$4
- 80 KING CITY, 1905 F DOANE ON COVER. EST. \$5
- 81 KING CITY, 1907 G+ LKU MOT-1290 ON PPC. EST. \$5
- 82 KING CITY, 1910 G+ LKU MOT-1290 ON PPC. EST. \$5
- 83 KING CITY, 1943 VG DUPLEX ON PPC. EST. \$4
- 84 HARDWICK, 191X VG 4-BAR ON PPC (95/42). EST. \$6
- 85 HARBISON CANYON, 1929 VG 4-BAR ON COVER (27-36). EST. \$25
- 86 HARDY, 1911 VG 4-BAR ON PPC (02-15). EST. \$20

RAILWAY POST OFFICES (RPOs)

- 87 (ALBU)Q & MOJAVE, 1887 F PARTIAL (964-A-1) ON CVR W/TEAR. 40
- 88 CLOVIS & SAN FRANCISCO, 1888 VG LIGHT (985-O-1) ON COVER. \$50
- 89 DEM & LOS ANGELES, 1888 F (963-E-2) ON COVER W/BIG TEARS. \$20
- 90 GOSHEN & COALINGA, 1908 F (992-4-D-1) ON PPC. EST. \$20
- 91 RED & SACTO/AGT, 1890's VG (982-A-1) ON COVER. EST. \$30
- 92 REDLANDS & LOS ANGELES, 1909 G+ (994-2-D-1) ON PPC. EST. \$12
- 93 SAN FRAN & LOMPOC/T.R., 1899 F (980-G-1) ON COVER. EST. \$25
- 94 SAN RAMON & SAN FRAN, '06 VG (992-10-A-2) A BIT O/S ON PC.25

Minimum Bid \$3.00 please. Phone bids accepted.

CLOSING DATE: Aug. 15, 2007 (10 PM Pacific)

Census Report on World's Fair Station Marking

By Kenneth C. Wukasch

In the October – November 2006 issue of *La Posta*, I requested research assistance for scans or photocopies of three rare World's Fair Station postal markings. These markings included the: WORLD'S FAIR STATION "REC'D" (back stamp only), POINTING FINGER AND DUPLEX "1" hand stamp properly used during the operation of the World's Fair Station Post Office (May – December, 1893).



It was promised that in a future issue that a census would be reported of dates used and whether the marking was reported on cover or card. The result of the census for the WORLD'S FAIR STATION "REC'D" back stamp marking is reported below listing 22 examples. I would like to thank Doug Merenda, Richard Martorelli, John Moore, David Mayo and Steve Sheppard for their invaluable assistance in this census. Additional information was obtained from William Bomar's book, *Postal Markings Of United States Expositions* and Harvey Karlen's, *Chicago's Great White City*.

CENSUS OF WORLD'S FAIR STATION "REC'D" MARKINGS

MAY 27 (ERP), 7 30 AM, on cover – Boston, Mass. to Mr. Ruben Brooks, World's Fair Fisheries Department, Chicago, Ill.

MAY 28, 1 PM, on cover – New York to Mr. A.H. Jones, World's Fair Station, Chicago.

MAY 30, 7 30 AM, on S8 (UPSS) postal card – Chicago, Ill to Montana State Bldny, World's Fair

MAY 30, 10 AM, on cover – Cincinnati, Ohio to Ohio State Building, World's Fair Grounds, Chicago, Ill.

JUN 1, 12 30 PM, on cover – To Hon. A.J. Thrasher, Ohio Ex. (Maple), World's Fair P.O., Chicago, Ill.

JUN 9, 3 30 PM, on cover – Jerusalem (United States Consulate at Jerusalem) to Clinton Collier Esquire, Leather and Shoe Trades Building, Columbian Exposition, Chicago, Ills., U.S. America

JUN 12 on cover - Referenced in William Bomar's book, *Postal Markings of United States Expositions*, page 37.

JUN 25, 12 30 PM, on cover – Claridon, Ohio to Hon. A.J. Thrasher, Supt. Ohio Maple Exhibit, Agl Building, World's Fair Chicago Ill.

JUL 15, 12M, on MR1 (UPSS) domestic message-reply postal card – U.S. German Seapost to Mr. John Mueller, Chicago, World's Col. Expo, Machinery Hall, German Dept.

JUL 15, 12M on MR3 (UPSS) UPU message-reply postal card – U.S. German Seapost to Mr. John Mueller, Chicago, World's Col. Expo, Machinery Hall, German Dept.

JUL 21, 7 PM, on cover – Toulouse, France to Willie O. Campbell Esqr., c/o The Honable G. Benwick, Australian Department, Exposition, Chicago.

AUG 9, 9 AM, on cover – Sacramento, CA to Mr. Clark Alberti, California Building, Columbian Exposition, Chicago, Ill. (California Building is marked thru and Mining Bldg. is added in manuscript).

AUG 25, 7 30 AM, on cover – Naperville, Ill. To Mr. Samuel W. Allerton, Chairman, Room 14, Live Stock Pavilion, Jackson Park, Chicago, Ills.

SEP 6, 7 30 AM, on cover – Galesburg, Ill. To Hon Samuel Allerton, Room 14 Live Stock Pavillion, Jackson Park, Chicago, Ill.

SEP 14, 7 30 AM, on cover – To Mr. Charles Kurtz, Assistant, Chief Fine Arts Bldg., Jackson Park.

SEP 22, 12 M, on cover – Boston, Mass. To the Derby & Kilmer Desk Co., World's Fair P.O. Chicago, Ill.

SEP 25, 10 30 AM, on cover – A.J. Thrasher, Supt. Ohio Maple Exhibit, Agricultural Hall, World's Fair, Ills.

SEP 26 on cover – Referenced in William Bomar's *Postal Markings of United States Expositions*, page 37.

SEP 28, 2 30 PM, on cover – Philadelphia to J.A. Keppler, Puck Building, World's Fair, Chicago, Ills. Letter was not delivered and was returned to A. Warren Kelsey Esq. Chestnut Hill, Philadelphia, Pa.

SEP 29, 7 30 AM, on cover – Newark N.J. to Rev. Rankin, World's Fair Exhibition Post Office, Chicago, Ill. Forwarded to Lower House, Bethlehem, N.H.

OCT 23, 10 30 AM, on cover – Turkey with Paris, France transit, to Mr. T.E. Ul Khouri, 16 & 48 Turkish Village, World's Fair Midway Plaisance, Chicago, Ills.

NOV 1, 7 PM, on cover – To A.J. Thrasher Esq, Ohio Maple Syrup Exhibit, Agricultural Bldg, World's Fair, Chicago, Ill.

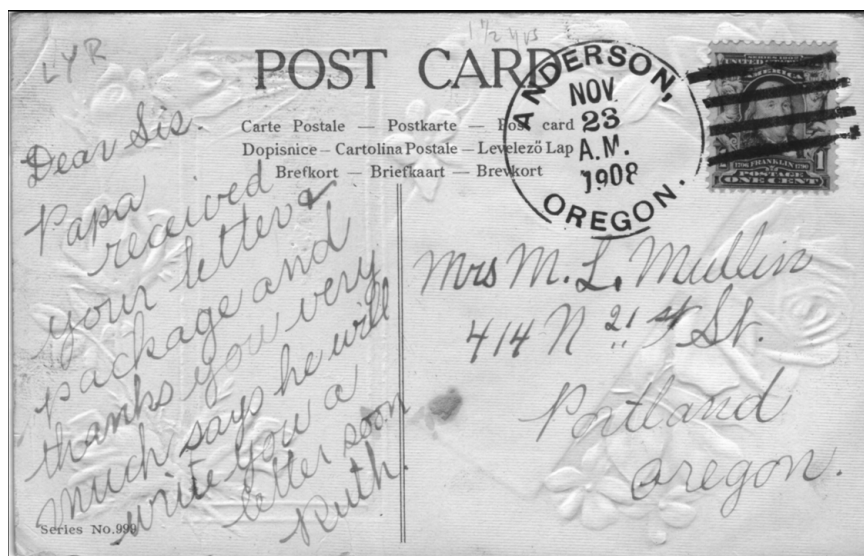


Figure 1 Anderson, Oregon, a well-struck 4-bar dated November 23, 1908 ties a copy of Scott's #300 on a post card to Portland. Anderson post office operated from August 1908 to January 1910 in Harney County. It has a S/I value of 7.

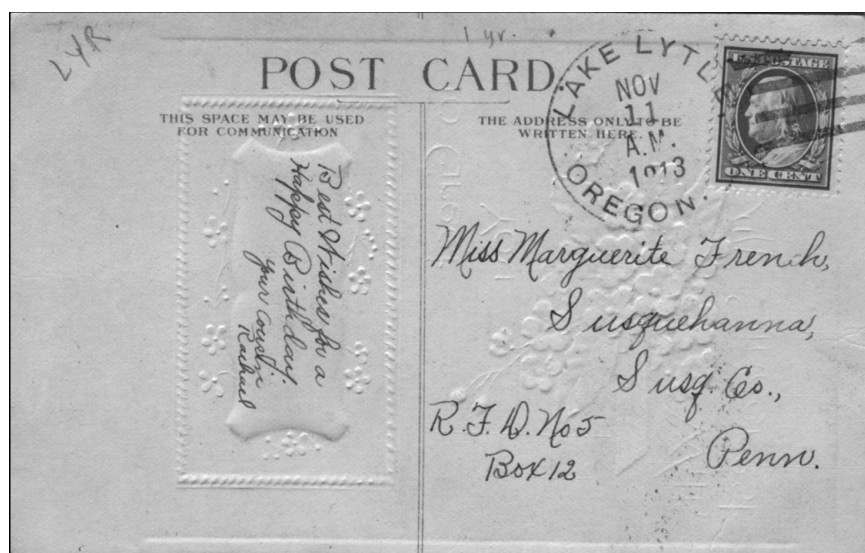
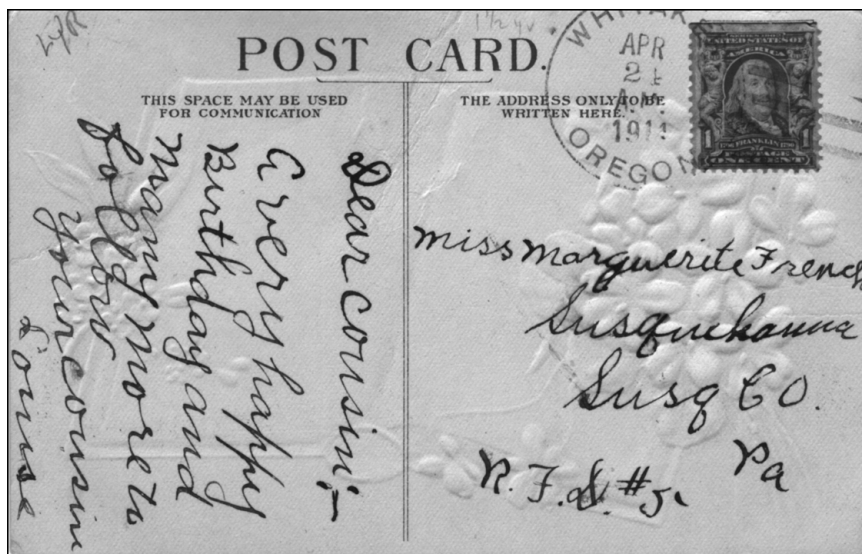


Figure 2 Lake Lytle, Oregon, a clear 4-bar ties a 1¢ green on a birthday greeting card to Susquehanna, Pennsylvania. Lake Lytle operated from July 9, 1913 to May 15, 1914 in Tillamook County. It has a S/I rating of 7.

Figure 3 Whitaker, Oregon, a 4-bar dated April 24, 1911, struck high on a post card to Susquehanna, PA ties Scott's #300. Whitaker was a short-lived Deschutes County post office that operated from March 28, 1911 to August 16, 1912. Postmarks from this office have an S/I rating of 7.



Caveat Emptor!

The Case of the Fake 20th Century Oregon Townmarks

By Richard W. Helbock

This is a story that has needed to be published for nearly three decades. It's not that the subject has been taboo in any way, and in fact the story was widely known and heatedly discussed among the group of Oregon postal history enthusiasts that met regularly at each others homes in the Portland area from the 1960s and into the 1990s. At one time in the late 1980s I chatted with Alex Gilbert, who had a particular interest in the items involved, about the possibility of sharing what he had learned about them in a *La Posta* article. Unfortunately, the article never eventuated although Alex did give me some of his notes before he died and they are an integral part of the information upon which this article is based.

Sadly, the generation of Oregon postal historians who were personally involved in the story has been heavily decimated by mortality over the past two decades. Since some of the artefacts that were involved still exist and seem likely to find their way onto the philatelic market, I feel strongly obliged to relate what I know of the story.

The story begins in the early 1970s in Portland when a group of postcards bearing postmarks from short-lived Oregon post offices started appearing in local auctions. I was living the professorial life in southern New Mexico in those days, but was a participant in the Oregon postal history market to the limited extent my budget allowed. There were, as I recollect, at least one and perhaps more Portland-based auctions during the 1972-74 period that contained lots consisting of postcards bearing early 20th century postmarks from very scarce Oregon post offices. This in itself was not at all unusual since the Portland-based auctions operated by Fred Wanderer and the McBrides—all respected members of the venerable Oregon Stamp Society—were fairly small affairs featuring US and worldwide stamps plus a smattering of mostly Pacific Northwest postal history. But the occurrence of a “batch” of postcards all bearing postmarks from previously unseen Oregon townmarks certainly must have started the juices bubbling among the Portland postal history community.

In order to understand this story in its proper perspective it's necessary to appreciate the context in which it unfolded. Thirty to forty years ago the majority of people who identified themselves as US postal history buffs collected postmarks on covers from towns in a particular geographic area—typically a state or region within a state. The *premium* collectibles—the stuff of award-winning exhibits and research articles in *Western Express*—for US postal historians interested in the West were western express covers and 19th fancy cancels. Manuscript postmarks on covers were only lightly regarded and townmarks on postcards were considered not very desirable and mainly to be used as a space-filler until a proper cover could be found. It was unusual to see a townmark on postcard sell for as much as \$25 in an auction in the early 1970s. Of course, \$25 in 1972 had a purchasing power equivalent to \$120 in today's money.

The postcards bearing scarce Oregon townmarks were eagerly purchased by collectors in Portland and elsewhere. Most people interested in Oregon postal history lived in and around Portland, but there were collectors in Salem, Eugene and a few scattered throughout southern, central and eastern Oregon. Obviously, there were even a few of us living beyond the borders of the Beaver State. Since the public auction(s) were held in Portland and the items were actively bid upon, most were sold locally.

Once the sales had taken place some of the winning bidders began to ask questions about the provenance. Just who had consigned these lots? Where were they discovered? How large was the horde from which they were drawn? This is the part of the story where my information lacks detail. It was explained to me that a number of the successful buyers got together after the sale(s) and began to examine and compare their purchases. Several surprising discoveries were made:

- 1) All of the postmarks came from post offices that operated for very short periods of 8 to 22 months between the years 1908 and 1914.
- 2) Most of the postcards had messages, but none of the messages contained an indication of date or place of mailing. This would not have been unusual if the cards were being mailed to local addresses, but the addresses on these cards were not local. Compare for example the messages

on the cards in *figures 2 and 3* that were addressed to the same recipient in Susquehanna, Pennsylvania. The Whitaker card wishes the recipient a "Happy Birthday" in April and the Lake Lytle card wishes the same person "Happy Birthday" in November.

- 3) All of the postmarks contained an indication that the postmark was applied in the "A.M.". There were no P.M. markings.
- 4) The day of the month was composed only of the four digits "1", "2", "3" and "4". In other words, there were no examples of dates containing the numerals 5-9.
- 5) The killer bars in all of the examples looked suspiciously similar with all four bars measuring about 25mm long and 15mm in width.

The person who concocted these fakes obviously knew something about Oregon post office history. He only created fakes from very short-lived post offices and was crafty enough to make sure that not all the impressions were perfectly well struck. In fact, most of the cards used were embossed greeting postcards that managed to add the appearance of reality to postmark impressions.

Given the fact that the faker was operating in the early 1970s, he had access to Robert Landis' *Post Offices of Oregon, Washington and Idaho* (1969) that provided him an alphabetical listing with dates of operation. Landis, for example, listed:

Henney Harney 8 Dec 08 31 Jan 09

He did not mention however that Henney was rescinded rather than discontinued. In POD terminology that means the office never actually operated.

The collectors took their questions to the auctioneer(s), and to make a long story short, they found no acceptable answers. I do not have details of who created the forgeries, nor do I know if all parties were given a refund on their purchases. It is my understanding that those who wished to receive a refund did so, but obviously not all the forgeries were returned because as I sit here writing this I am looking at four different examples of fakes from this group. I have no idea whether anyone was ever charged or prosecuted for conducting this hoax, but in the long run that doesn't matter anymore. What does matter is that there are at least a couple dozen examples of these fake Oregon townmarks still in existence and that the chances of

them being marketed again are not remote. I know where only four of them are and can assure you that I will brand them indelibly as fakes, but I have no idea where those that were in Alex Gilbert's collection have gone and there are most likely other survivors that he and I do not know of. Here, in the hope of avoiding future disappointed collectors, are the details of the fake Oregon townmarks that were known to Alex and me.

Early 4-bar Design

Four-bar handstamps replaced the Doane cancellation handstamps as standard postmarking/cancelling equipment in small post offices beginning about August 1906. This equipment was issued by the Post Office Department to all newly established offices as well as to offices where the postmaster had requested replacement equipment. What this means is that newly established post offices that began operations after August 1906 were issued equipment to postmark and cancel their out-going—and in-coming until 1907—first class mail with devices that made an impression of a uniform design. The design featured a circular postmark measuring 31-32 millimeters in diameter with four parallel horizontal bars to the right of the postmark to cancel the stamp (*figure 4*).

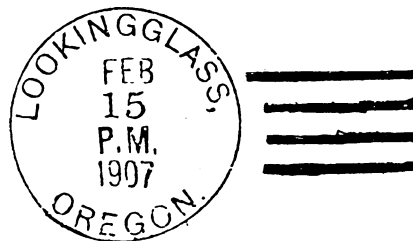


Figure 4 This Lookingglass, Oregon, four-bar is a classic example of the type of postmarker-canceller impression made by equipment that was distributed to small post offices by the US POD beginning in late 1906.

Four-bar postmarks underwent only a few minor design changes for the first two decades of the 20th century, but the most easily recognizable of those changes had to do with the vertical spacing of the killer bars. The 1906-1908 killer bars measured 14 millimeters from the top of the uppermost bar to the bottom of the lowest bar. Actual impressions varied plus or minus one millimetre due to differences in ink viscosity, dirty or worn handstamps and the angle at which the postmark was struck. These earliest four-bars are known by postal historians as type A 4-bars.

In late 1908 post offices began receiving 4-bar handstamp equipment with a slightly different design (figure 5). The lettering style was blockier than that used in the earlier dies and the killer bars tended to be slightly longer and even closer set with a total vertical span of 13 millimeters. Compare the shape of the “A” in Lookingglass (figure 4) with the “A” in Klickitat (figure 5) to see the blockier lettering style. This 1908 variety of the type A 4-bar was issued to post offices established throughout 1909 and into the first half of 1910.

In mid-1910 a distinctly different style of 4-bar began appearing as replacement equipment in older post offices and original equipment in new established of-

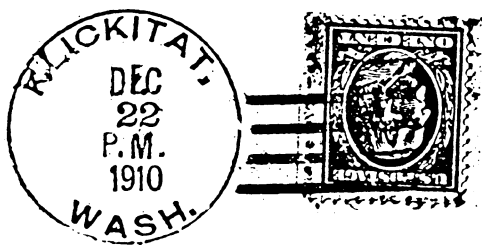


Figure 5 In late 1908 4-bar handstamps with slightly different design characteristics began appearing on mail from small US post offices. Letter shapes and killer bars spacing were the major differences.

fices. The most readily identifiable characteristic of these new handstamps—called type B 4-bars by collectors—is that the vertical span from top of highest

killer bar to bottom of lowest is 19 millimeters plus or minus one millimeter (figure 6). This design remained virtually unchanged until 1920.

The postmark design used by the person responsible for these Oregon fakes looks most like the type A 4-bar design that was issued between late 1908 and mid-1910. The diameter of the postmark dial is a little larger than it should be and—most obviously—the vertical

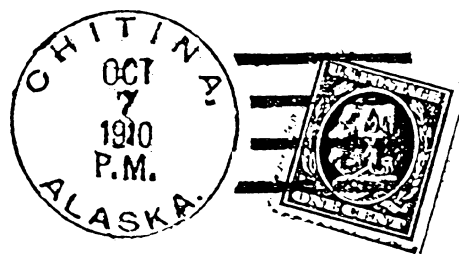


Figure 6 The type B (wide spaced) four-bars made their initial appearance about mid-1910 and remained the predominant postmark design for new offices for the next decade.

span of the killer bars is 16 millimeters rather than the 13-14 it should have been. The lettering style also just doesn't look quite right.

The main problem with these fakes—the thing that really gives them away—has to do with the fact their timing violates the history of postmark use. Table 1 lists and illustrates all the known examples of these fakes. It should be noted that only three of the ten

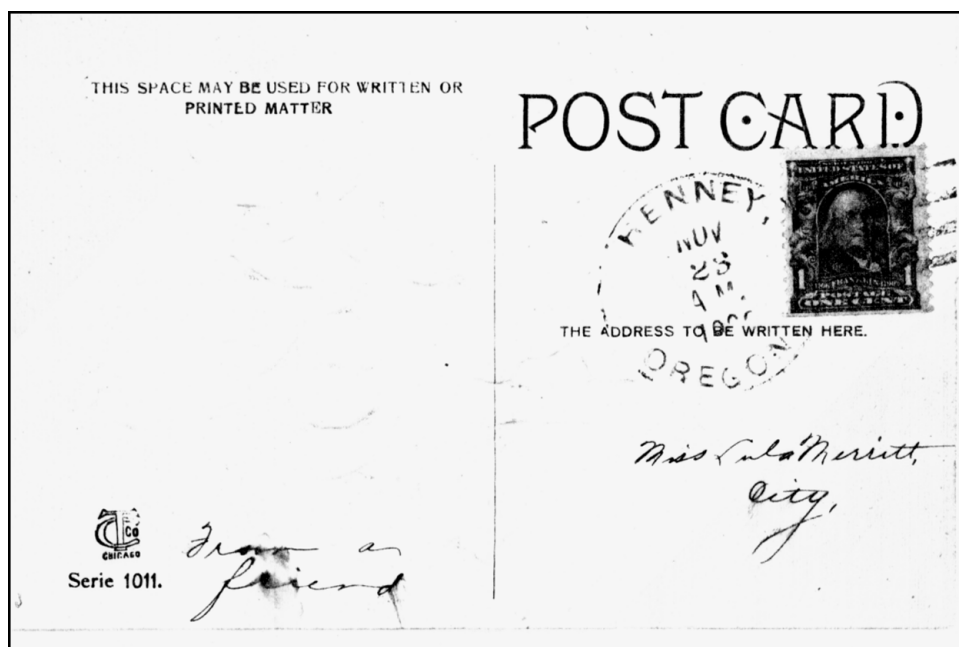


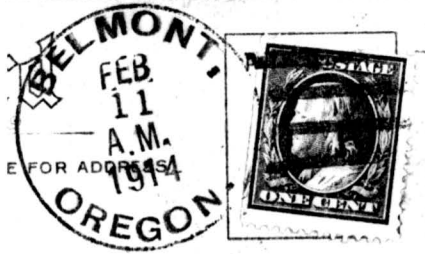

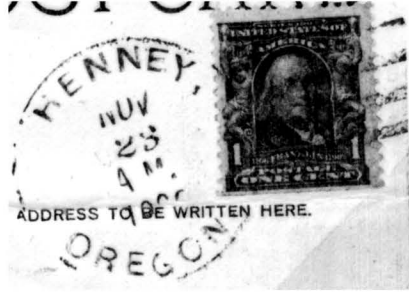


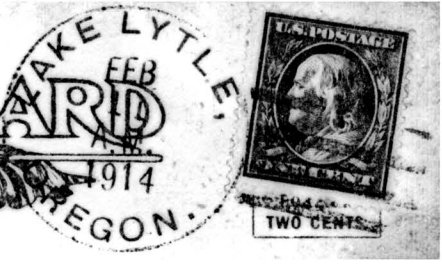

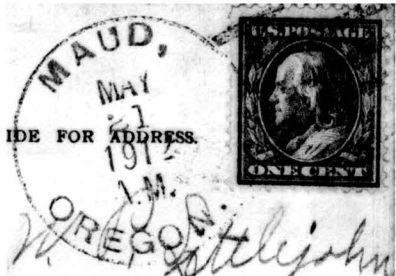



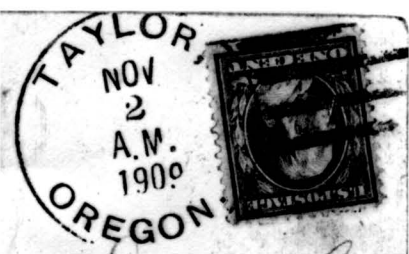
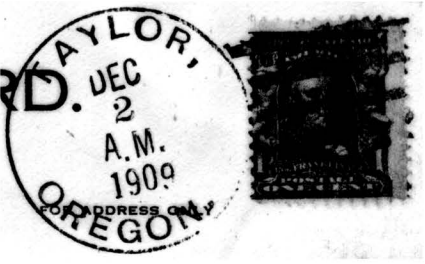





Figure 7 This post card illustrates a fake postmark from Henney, Oregon. The Henney post office was authorized by a postmaster appointment, but the appointment was rescinded before the office ever began operating.

Table 1 A Census of the Known Oregon Fake early 20th Century Postmarks on Post Cards

Post Office	Office Details	Four-bar Image	Addressed To	Notes
Anderson 1	Harney Co. Aug 14, 1908- Jan 31, 1910		Portland, Oreg	
Anderson 2			Portland, Oreg	
Belmont 1	Douglas Co. July 5, 1913 - Aug 15, 1914		Arleta, Oreg	Compare "FEB" with Lake Lytle
Ferry 1	Wasco Co. Oct 26, 1912- Apr 8, 1914		Beverly, Ill.	
Henney 1	Harney Co. June 4, 1908- Jan 31, 1909 Rescinded		"City"	

Post Office	Office Details	Four-bar Image	Addressed To	Notes
Lake Lytle 1	Tillamook Co. July 9, 1913-- May 15, 1914		Belvidere, Ill.	
Lake Lytle 2			Susquehanna, PA	
Lake Lytle 3			Houlton, Oreg	Compare "FEB" with Belmont
Loma 1	Harney Co. Jan 20, 1911- Jan 15, 1912		Lebanon, Oreg	Date Reads: DEC 14 A.M. 1911
Maud 1	Jefferson Co. May 9, 1912- Mar 31, 1914		Athena, Oreg	

Post Office	Office Details	Four-bar Image	Addressed To	Notes
Maud 2			Mitchell, Oreg	
Portola 1	Lane Co. Mar 19, 1912- Mar 29, 1913		Portland, Oreg	
Portola 2			Everett, Wash	
Taylor 1	Wasco Co. Aug 20, 1909- Sep 30, 1910		Eugene, Oreg	
Taylor 2			Portland, Oreg	

Post Office	Office Details	Four-bar Image	Addressed To	Notes
Whitaker 1	Deschutes Co. Mar 28, 1911- Aug 16, 1912		Batavia, NY	
Whitaker 2			Susquehanna, PA	
Whitaker 3			Susquehanna, PA	

post offices were established prior to 1910. One of the three—Henney—never really operated. The other seven offices—all established between 1911 and 1913—would have been issued the type B wide-spaced four-bars as their initial postmarking equipment. In other words, there is no way these seven short-lived Oregon post offices could have been postmarking mail with 4-bars of this design at the time indicated in their postmark dates.

So what are we to make of these 20th century Oregon postmark fakes? There may certainly be others lying around somewhere in Portland or elsewhere. To the best of my knowledge, the fakes in Alex Gilbert's collection are still in the possession of his heirs and have not been offered on the philatelic market. I have no idea whether or not Alex identified his examples as fakes so that their current owners—probably not collectors—are aware of their illegitimacy. The only message I can offer is *caveat emptor* when it comes to postmarks from short-lived early Oregon post offices from the 1908-1915 period. Of course, it's always a prudent mind set in buying collectibles.

WANTED: CALIFORNIA

Postal History by County Pre-1920

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Upland, CA 91786

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The Post Offices of Pulaski County, Kentucky

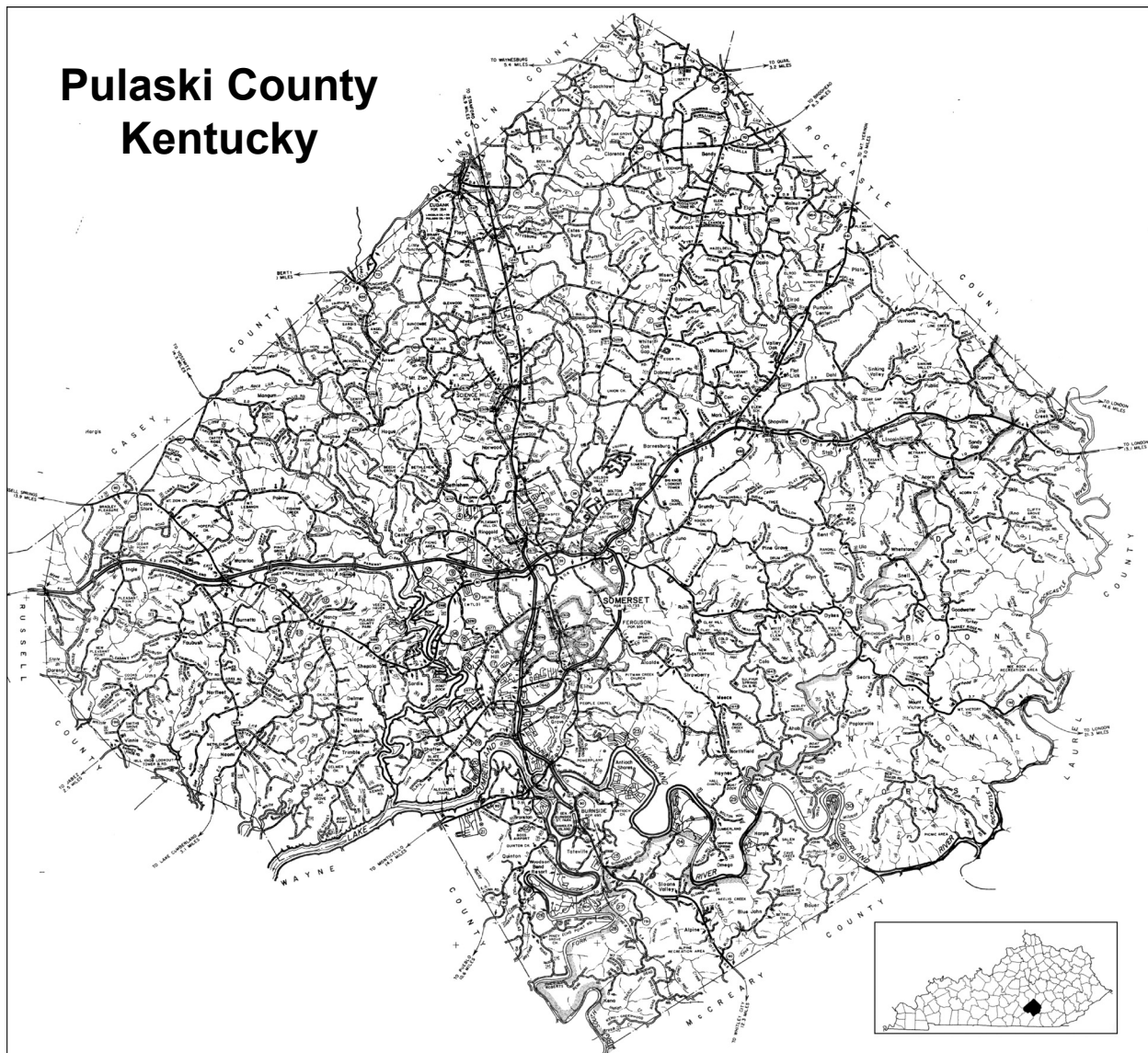
Part I

By Robert M. Rennick

Authorized by the Kentucky legislature on December 10, 1798, the state's twenty seventh county was taken from Lincoln and Green Counties and named for Count Kasmierz (or Casimir) Pulaski (1748-1779), the Polish patriot who gave his life in the American Revolutionary cause at the (October 7, 1779) Battle of Savannah.¹ From Pulaski's original 1,280 sq. mile area came parts of five other Kentucky counties.² Today Pulaski's 660 square mile area supports some 58,000 residents (an eighteen per cent increase over its 1990 population.)

As with much of the area south of the Bluegrass, Pulaski's terrain ranges from fairly rugged in the southeast, a section of knobs or small hills, to undulating farmland in the west. Much of the southeast and central part of the county is characterized by such subterranean drainage features as sinking creeks and springs and sinkholes reflected in several post office and settlement names.³

Pulaski has been one of Kentucky's best watered counties. Most of the eastern part of the county is drained by branches of the Rockcastle River (e.g. Bear, the Troublesomes, Beech, Turkey, Lick, Big and Little Clifty, and Line Creeks) which forms part of Pulaski's eastern boundary. The main branches of the Cumberland River, which crosses the southern part



of the county, are Buck (with its Whetstone, Flat Lick, Brushy, Briery, and Caney Creeks), the South Fork River, Pitman Creek, Fishing Creek (with its Coldweather, Pointer, the Cliftys, and [another] Rocklick Creeks), White Oak, Faubush, and Wolf Creeks. Each figures significantly in the county's settlement history, and several gave their names to communities, neighborhoods, and post offices. The 50,250 acre Lake Cumberland, created in 1952 by the river's impoundment and the construction of the Wolf Creek dam downstream, gave rise to tourism as a major industry for Pulaski and neighboring counties.

Pulaski County's first settlement was in the wooded area early called Flat Lick. Pioneer families of Adams, Burtons, Dicks, Goggins, Hansfords, Mayfields, Newells, Owens, Richardsons, Tarters, Trimble, and Weddles, many of them sired by Revolutionary War veterans, still populate the county.

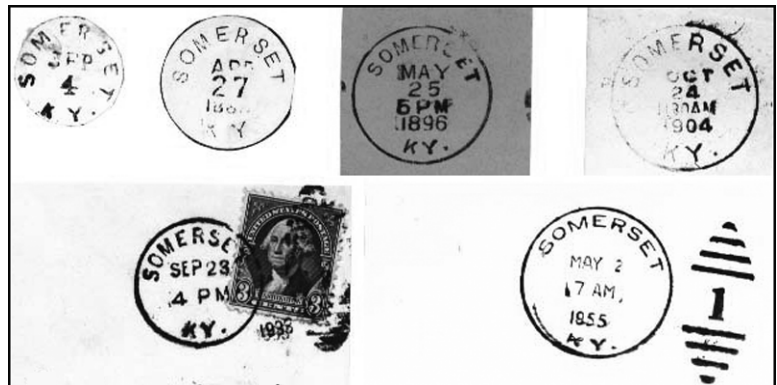
Until the arrival of the Cincinnati Southern Railway (later called the Queen and Crescent, and now a part of the Norfolk Southern System) in 1876, the county's economic base was primarily subsistence farming, livestock raising, and some coal mining. Shortly after the Civil War, coal from several outlets in the eastern part of the county was being barged down the Cumberland to Nashville. This pretty much ended with the sinking of several barges in the treacherous Smith Shoals above Burnside. The Cincinnati Southern (then owned by the city of Cincinnati) crossed the county north to south, spurring the growth of towns in its right-of-way and providing freight service to Chattanooga by the spring of 1880.⁴

With successful coal, logging, and sawmill operations, the county's population peaked in 1920, then began a decline with outmigration. But in 1960 this was reversed with economic diversification, especially the rise of small business producing clothing, mobile homes, houseboats, air conditioner compressors, fiberglass satellite dishes, auto headlight lenses, and wooden pallets. Much of the recent population increase came with the return of many families on their retirement from jobs in the north. Extensive road improvements and the opening of I-75 and the Cumberland Parkway have made it one of Kentucky's most strategically located counties and a regional business, educational, and medical center.

Pulaski's 154 operating post offices will be considered below chronologically by their locations in the several stream valleys and main roads of the county. They'll be located more precisely by road miles from downtown Somerset, the centrally located county seat, seventy six road miles south of downtown Lexington (via US 27), or from older or larger offices in the same areas.

Somerset and Two Short-Lived Neighboring Post Offices

The third class city of **Somerset** (with a 2003 population of 11,786) is on US 27 and Ky 80, 39, and 1247 (old US 27), and at the east end of the Cumberland Parkway. It was created as the county's seat in 1801 on forty acres donated by William Dodson and, according to local tradition, was named for the home county of a group of New Jersey settlers as consolation for not getting the seat located on their land just north of the present city.⁵ The local post office was established as **Somerset** on January 1, 1803, with Archibald M. Sublette, postmaster (though from 1806 to 1818 it was also known as **Pulaski Court House**).



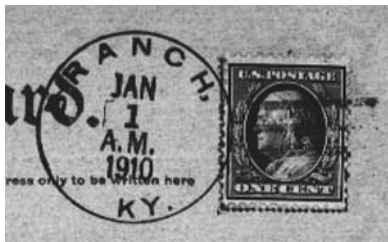
A selection of Somerset handstamp postmarks from about 1870 to 1955. (Postmark Collectors Club Collection)

The town received its charter on January 6, 1812, was incorporated on February 18, 1846, and incorporated as a city in February 1888.

The arrival of the railroad in the 1870s and the establishment here of its division headquarters ushered in a building boom and gave rise to the city's industrial development and prosperity. Nineteenth century factories produced household furniture, buggies and carriages, and woolen products. What became Ky 80, completed in the late 1930s, linking Somerset and Pulaski County with its Laurel and Russell neighbors, afforded local businesses lucrative markets and sup-

ply sources. Though the railroad's influences on Somerset's economy declined after the Second World War, the city's development continued with diversification of fuel oil production, agricultural processing, tourism, a University of Kentucky community college, a regional hospital, and a daily newspaper. In the 1980s its central business district was revitalized and the six miles between the city and Lake Cumberland became the Mecca for most of the county's retirees.

Some 2 ½ miles ssw of downtown Somerset, on the future US 27 and just south of the city's present limits, was the short-lived **Bourbon** post office. Though officially established in May 1901 it didn't open till May 14, 1903, with John C. Wait, postmaster, and closed after only six months. It was probably named for the inexplicably named **Bourbon Precinct**, though early twentieth century maps have identified the site as **Burbon**. It was near the site of the Daniel Boone National Forest headquarters.



From October 29, 1909 to mid September 1913 Andrew S. Frisbie and Hattie E. Lorton ran the **Branch** post office just north of Bourbon. Its name may refer to the local Allen Branch of Sinking Creek, a Pitman Creek tributary.

Post Offices on the Main Channel of the Cumberland River

The extinct town of **Waitsboro** was at the river's head of navigation, less than six miles south of the court house. In 1844 it was established as **Waitsborough** and named for Cyrenius [seye/reen/uhs] Wait (1794-1868) who arrived in Pulaski County from Chester, Massachusetts in 1818 and became a prominent businessman and the county's then largest landowner.⁶ By the mid nineteenth century the town had become a prosperous shipping center for area farmers and processors. Its post office was established as **Waitsboro** on March 2, 1846, with William L. Wait, Cyrenius' brother, as postmaster. On January 5, 1864.

Joseph B. Newell moved the office some 2 ½ miles southwest to a site on the south side of the river, just over the Wayne County line. He renamed it **Clio** and by this name it operated till December 2, 1885. Sometime between the Civil War and 1880 Joseph Newell's Clio post office was moved about a half mile east to a site within Pulaski County, just above Alexander Chapel.⁸

Not to be confused with the Sloans Valley post office (see below) was Robert Mercer's **Sloan** post office, one fourth of a mile above (east of) Alexander Chapel, which succeeded Clio on February 19, 1898. The Sloans, an early Pulaski family, including William, Warder, and James Washington who had acquired land in the Cumberland valley in the 1830s and 40s.

Following **Sloan's** closing in late January 1905, the **Waitsboro** post office was re-established (on August 19, 1905) at its original site on the north bank of the river, with Samuel Owens Cowan, postmaster, but closed for good in mid April 1908. The town of **Waitsboro** declined predictably when more economical rail and motor traffic shifted trade away to other area locations. By the Second World War all that remained of the place was the local ferry. Now the site, one mile north of Burnside, is under the lake and is overlooked by a small U.S. Corps of Engineers park and picnic area.

On March 26, 1828 the Rev. William Dickson, a Presbyterian preacher, established the Pulaski Church in Somerset. It was soon moved some four miles south to a site donated by Richard Goggin, about a mile north of Waitsboro on the river. In July 1830 it was renamed the Pisgah Presbyterian Church. It's said that the early Goggin settlers may have been inspired by a comparison of their first view from the top of the local hill to Moses' view of the Promised Land from the Scriptural Mount Pisgah. Before the return of the **Waitsboro** post office this area was served by an office first called **Stigall's Ferry** just below the **Waitsboro** site. This office was established by William L. Anderson on June 30, 1864 and named for the local ferry service begun around 1800 by William Harvey Stigall. On July 1, 1867 Samuel R. Owens had the office moved to the Pisgah site and renamed **Garden Cottage** for the aptly named manse built for the Rev. James Barnes on Goggin family grounds. Since the closing of this office in late February 1884 the **Pisgah** name has identified the residential area around the church.

The area just above the mouth of the Cumberland River's South Fork⁹ was first settled around 1800. Less than half a mile below the South Fork-Cumberland confluence was an elevation called The Point. By the Civil War its location below the treacherous Smith Shoals had given rise to an important regional trade center and shipping point for area timber, livestock, and farm produce. According to contemporary records the vicinity may have been called **Point Isabel** as early as 1832-1833 when the first Cumberland River steamboats arrived here, and certainly by 1859 when the Leslie map of eastern Kentucky showed this name for the area just above the mouth of South Fork. Its name may refer to the local legend of a maiden who, disappointed in love, jumped off the bluff to her death, or (less likely) to an otherwise unidentified man named Isobel who allegedly ran a pioneer ferry here. During the Civil War a detachment of General Ambrose E. Burnside's (1824-1881) Union Army commandeered a section of this land (specifically the James Ballou farm) for a "troop rendezvous and supply base" that soon came to be known as **Camp Burnside** and later **Point Burnside**.

The first post office to serve this area was **Cumberland**, established on June 19, 1874, with Oliver W. Chafee, its only postmaster. Six months after it closed in December 1876 it was re-established by Henry Beaty as **Point Isabel**. It closed again the following year but was reauthorized in 1879 as **Point Burnside** but opened on January 5, 1880 (with Frederick S. Wallace, postmaster) as simply **Burnside**. By now, and certainly when the community was incorporated on March 6, 1890, it had also become an important rail shipping point for area timber products. By the First World War the town had several stave mills and crosstie, pencil, and faucet factories.



Prior to the impoundment of the river the Federal Government relocated almost the entire town to the adjacent highlands to the south. Now the town caters almost exclusively to the area's tourist trade. Just south of it in the South Fork embayment, is the 430 acre General Burnside Island State Park. Opened to the

public in 1958 this had been the pre-impoundment Bunker Hill, part of the Civil War fortification. Today (2002) the fifth class city of **Burnside** on US 27 (and Ky 90), 8 ½ miles south of Somerset, has an active post office and a population of 637.

Extending along Ky 790, east from Ky 90 to the lake, the residential community of **Bronston** (a contraction of Browns Town) is focused on an active post office named for Nicholas "Nix" Brown in whose store it was established on February 6, 1882. Thomas C. Brown was its first postmaster. Until the impoundment it was one mile below (west of) the mouth of South Fork and Burnside, and nine miles south of Somerset.



Just north of the Pulaski-Laurel-McCreary Counties convergence, at the mouth of the Cumberland's Rockcastle River branch, James Buchanan Craig would establish the **Roberts** post office. But since



Meade County already had such an office, his was called **Bird** when it opened on April 27, 1906. It was discontinued in January 1918, re-established on August 25, 1923 (with Robert L. Bolton, postmaster), and closed for good in 1941. Neither name has been derived.

The **Hargis** [hahr/ghas] post office, occupying several sites just south of the river, near the mouth of Buck Creek, was established on June 28, 1906 by its probable name source Sidney M. Hargis. His first name choice was

Barnett for the office would serve the **Barnetts Bend** locality just above the Buck Creek confluence. When Hargis declined the appointment as postmaster, William T. Hyden was given that position. The office may have been in the newly created McCreary County from

1912 till its return to Pulaski by Ila M. Walker in the late spring of 1917. The neighborhood it served till it closed in 1959 is still called **Possum Trot**.

At the end of a side road in **Haynes Bend** (hence its name), half a mile north of the river and some fourteen miles southeast of Somerset, the **Omega** post office operated between July 2, 1927 and 1948. Storekeeper James M. Meece was its first postmaster.

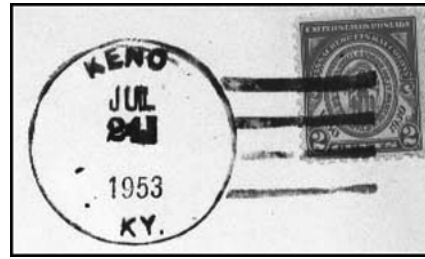


Post Offices on the Cumberland River's South Fork

The first of the four post offices in Pulaski's South Fork watershed, the inexplicably named **Elcany**, operated only from February 1, 1899 through April 1901, with George A. Hollers, its only postmaster. According to his Site Location Report, it would serve a locality called **Freely**, half a mile west of the Fork, 2 ½ miles south of the Cedar Sinking Creek, and three miles east of Wayne County's Kidder post office. An attempt by William H. Neely to re-establish it on April 15, 1904 was unsuccessful. That's all that's known of it.

One mile below (north of) the mouth of Cedar Sinking, also half a mile west of the South Fork, James P. Thompson established the How post office on March 3, 1900. Its name too is underived. It closed in mid July 1904 but was re-established by John A. Simpson as **Quinton** on February 24, 1908. This office was probably named for one or more of the several nineteenth century Quinton families in Pulaski County (rather than, as has been suggested, for then President Roosevelt's son Quenton). When it closed in 1967 the office and hamlet it served were on Ky 790, 2.7 miles south of Bronston.

Not to be confused with the two Reno post offices, which it has been (see below), was **Keno**. It was established on May 1, 1902 by William Moses (called "Mose") Wilson whose first proposed name **Wilson** was then in use in Henry County. **Keno** was then selected, it's said, for Mose's favorite card game. From its first site, less than a mile east of South Fork and a



mile north of its Indian Creek branch, it was moved in 1923 to the south bank of Indian. Ten years later it was returned to a point near its first site, at the end of (the present) Ky 751 where it closed on December 30, 1963.¹⁰

Post Offices in the Cumberland River's Buck Creek Watershed

Buck Creek heads in a spring half a mile southeast of Halls Gap in Lincoln County, and after a sixty three mile run roughly south joins the river opposite Barnett Bend, north of Hargis. Like many streams so identified by eighteenth century travelers its name origin is in question. It may have referred to a Col. Buchanan, who may have accompanied Thomas Walker's first exploration party of 1747. But there's also an account of hunters having come across two buck deer fighting on the creek's banks. As described by Dr. Will N. Craig in his manuscript history of the Wilderness Trail in Lincoln County, "their antlers were so interlocked they couldn't separate themselves and thus were easy prey to the hunters."¹¹ According to another county tradition, one of the hunters took aim with one shot and killed both bucks together.

The first Buck Creek area post office, one mile east of the stream, and thirteen miles northeast of Somerset, was **Dallas**. It was established on March 2, 1846, with John Bobbitt, postmaster, and possibly named for John Tyler's vice president George Mifflin Dallas (1792-1864). It closed on February 28, 1905.

To serve this locality, but probably a mile or so east, William Price established another office on January 24, 1906. Instead of his first preferred names **Price** and **Dallas**, he and Perry Taylor operated it as **Cress** (probably named for a Pulaski County family) till mid May 1910.



Back at the **Dallas** site, Oscar Catron operated another office **Catron** between May 18, 1910 and December 15, 1915. Finally, from June 1, 1916 to 1964

the **Dallas** area was again served, by Robert L. Bales' **Dahl** post office, said to have been named for his wife Dahla (called Dahl).

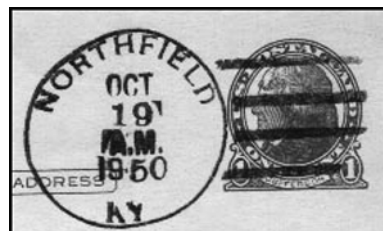


The 3.4 mile long **Jugornot Hollow**, which joins the river across from Dixie Bend, and the area around it were served by four post offices. In one popular account of its offbeat name, a local store, back in the 1880s (if not earlier) sold spirits but charged differently if customers brought their own containers. So each would be asked "jug or not?"¹² It might, though, stem from juggernaut, the Hindi term referring either to blind devotion or a big wheeled vehicle, for this was the spelling applied to that locality in an 1886 Site Location Report for the **Thompsonville** post office. However, from October 20, 1857 to mid January 1894 James P. Modrell (alone) served this office, named for Buck Creek landowners since the 1840s, just west of the creek, half a mile below Hound Hollow and about a mile and a half from the river, nearly two miles east of what we now know as the Jugornot Hollow.

Then there was the **Meece** post office at two neighboring sites on (the present) Rte. 1643, just east of the head of Jugornot Hollow. J.S. Cooper is said to have applied for this office as **Simpson** (in use in Breathitt County) but Charlie M. Hail was its first postmaster when it opened on June 13, 1908. Fourteen months later he was succeeded by Henry B. Meece of the family for which it was named. In 1936 it was moved by Edward Hail one fourth of a mile west to the north end of the old Jugornot Road, less than one fourth of a mile from Ky 769. Here it closed in 1959.

Adolphus B. **Haynes'** namesake post office opened on June 6, 1909 several hundred yards up Buck Creek, probably in (the present) Bolton Hollow. On June 25, 1921 John Berry Edwards had it moved 1 ½ miles north to his store which, according to his June 15 Site Location Report, was serving the **Jugornot** vicinity on (the present) Ky 769. It closed in 1933.

Finally, on September 15, 1909 George S. Gregory established a post office, probably at the head of Pumpkin Hollow, in the vicinity of the Zion Church, 2 ½ miles north of the river and about 8 ½ miles south-east of Somerset, where it's shown on a 1935 topographic map. Instead of his preference **Barney** it opened as **Northfield** (equally inexplicable). In 1943 Charles Edwards had it moved 1 ½ miles south to a site in Jugornot Hollow, on 796, a mile north of Haynes' final location, where it closed in 1957.



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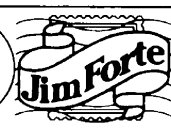
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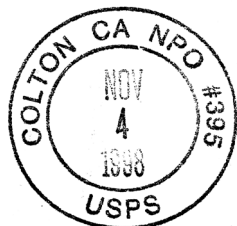
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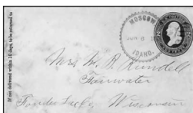
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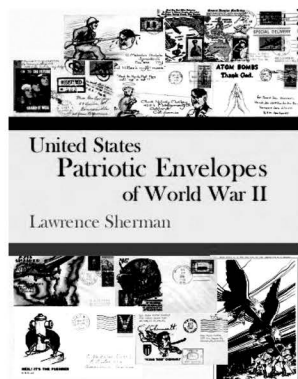


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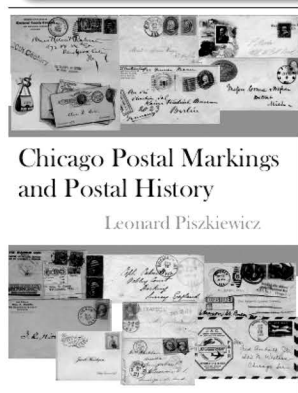
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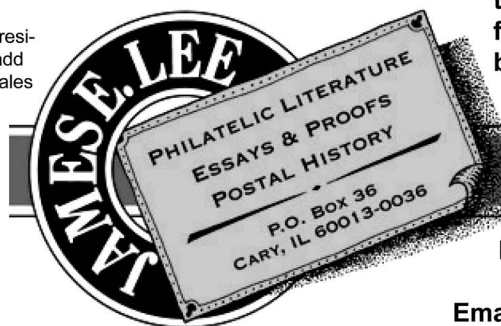
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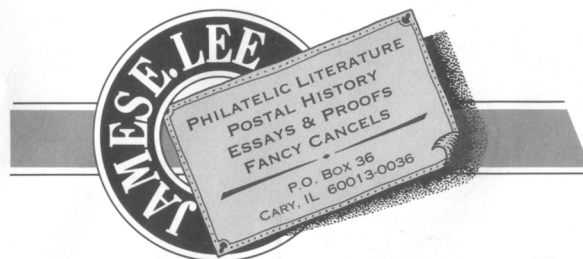
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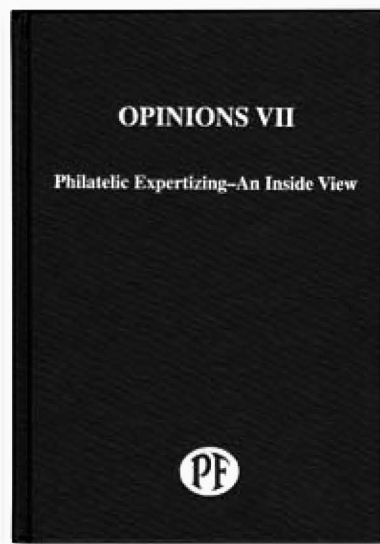
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SUB-STATION postal markings from any US city wanted. Especially interested in legible duplex and MOB markings. Send photocopies with firm price to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [38-4]

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 [38-4]

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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Hello Richard:

Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 38, Number 4 (Aug-Sept 2007) issue. Enclosed is my check in the amount of \$25.00.*

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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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