



# La Posta: A Journal of American Postal History

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*Associate Editors:*

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or

Telephone in Australia: 612-6645-1829

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## Publisher's Page

### 2010: That's A Wrap

Here we are, dear readers, at the end of another year—our 41st year of publication and one that has marked a major change in the way *La Posta* is delivered to you. We will be providing a full report on how subscribers have reacted to the change from a bi-monthly to quarterly publication schedule and the availability of a digital edition in our Spring 2011 issue, but the preliminary statistics look promising. Cath tells me that we have seen a slight decline in the number of Benefactor and Sustaining subscribers over the past several months, but our total number of subscribers have actually increased slightly. Given the ongoing economic climate and the stress it has placed on so many American families, we are extremely grateful that so many of you have chosen to stay with us.



*Bill and Cath at the Green Cauldron, Border Ranges National Park, NSW, October 31, 2010*

advertisers, we recommend that you contact the advertiser by email or telephone to advise them of the problem and see how best to establish contact with their website.

I am continually perplexed by the apparent need of some small number of our fellow human beings to spend their time maliciously harassing others who use the internet for business and pleasure. Just what is it with these creepy little people that drives them to make trouble for others?

### A Day at the Green Cauldron

Every once in a while Cath manages to drag me away from my desk and computer for a visit to the “real



### NEWS FLASH

A number of philatelic websites have recently become victims of hacker attacks. When one attempts to access their website, a screen pops up with a with menacing message in white letters on red background stating that the site is a “Reported Attack Page” and that access has been blocked (see illustration above).

A number of *La Posta* advertisers have had their websites attacked by this particular hacker. Some have informed us that they are aware of the problem and are acting to correct it ASAP. Hopefully, by the time this column reaches our readers, our advertisers will have been able to sort this problem out. But, if you encounter a warning message while attempting to contact one of our





world.” Such an occurrence last took place on Sunday, October 31st when we journeyed north to meet up with four friends for a picnic at the Green Cauldron. Now, I mention this outing here not only because it was a rare event for me, but because so few people are aware of the Green Cauldron, and that’s a pity.

Around 23 million years ago as Australia drifted north from Antarctica, it passed over a hot spot in the earth’s crust and a volcano erupted through some of the continents’ sedimentary and metamorphic rock layers. The volcanic eruption went on for some three million years and eventually created a gigantic structure over 6,500 feet high with ash and lava deposited on its slopes outward roughly 30 miles in all directions. The center of this volcano, now deeply eroded into the largest caldera in the Southern Hemisphere, is near the New South Wales-Queensland border a little northwest of Byron Bay.

After 20 million years of erosion from plentiful rainfall flowing into many minor creeks and tributaries of the Tweed River, what remains is the central magma plug—called Mount Warning—and a system of very resistant ring dykes that rise dramatically some 1,000 feet from the lush, green valley floor.

The weather was fine. The company was grand. The picnic was delightful, and the view was spectacular. Maybe I ought to let her drag me out from behind the desk more often...

*Richard W. Helburn*



*Mount Warning and the valley floor some 1,000 feet below our picnic lookout spot.*

## POSTAL HISTORIANS ON LINE

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Murray Abramson [commercial US airmail 1924-1941]  
—[aabramson@verizon.net](mailto:aabramson@verizon.net)  
Joe Adamski [SD, CT] — [joe\\_adamski@hotmail.com](mailto:joe_adamski@hotmail.com)  
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— [jralexander3@aol.com](mailto:jralexander3@aol.com)  
American Philatelic Research Library — [aprl@stamps.org](mailto:aprl@stamps.org)  
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John Beane, MD [West VA] — [jbeane@prodigy.net](mailto:jbeane@prodigy.net)  
Robert Beasecker [MI postal history] — [beaseckr@gvsu.edu](mailto:beaseckr@gvsu.edu)  
Stan Bednarczyk [IL: Chicago Streetcar markings]  
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- Gary Hendren [Missouri PH] — g2hslm@msn.com  
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 — terencehines@aol.com  
 Harvey Hinks [naval cancels, IN, MI, AK & the West] — elkhav@hotmail.com  
 Todd Hirn [PO Seals of Peru, Japan, & the Middle East; Volusia Co. FL]  
 — thirn@cfl.rr.com & http://www.poseal.com  
 Reginald L. Hofmaier [Oklahoma p.h.] — regbar91@aol.com  
 Robert Hohertz — rdh@northfieldmail.com  
 Joseph Holleman [postal history] — jtholleman@gmail.com  
 Tim Holmes [Machine Cancels] — ttimholmes@cs.com  
 Brad Horton [U.S. Postals & philatelic literature]  
 — kchorton4@comcast.net  
 John Hotchner [20<sup>th</sup> 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@lclclp.com  
 Stan Jameson [dealer] — empire65@tampabay.rr.com  
 Jerome Jarnick — jarnick@wowway.com  
 Stefan T. Jaronski [Ithaca NY; northeastern Montana; Confed. States  
 military mail] — bug@midrivers.com  
 Cary E. Johnson [Michigan p.h.; Railway, Waterway & Streetcars]  
 — fastmailrpo@yahoo.com  
 Gerald Johnson [3c 1851; auxiliary markings] — johnson66@charter.net  
 William H. Johnson [Florida p.history] — whjdds@aol.com  
 Robert D. Jones [Nebraska postal history, esp. DPOs]  
 — robwanjones@charter.net  
 Rodney Juell [Series of 1922] — rajuell@gmail.com  
 Barton D. Kamp [Massachusetts postal history] — bartdk@verizon.net  
 Gordon Katz [Maryland & DE postal history, postal history on postcards]  
 — gccats@verizon.net  
 Robert Keatts [Walla Walla Co., WA p.h.] — lkeatts@msn.com  
 Dick Keiser [Dealer-military/POW/censored] — stamps@tickkeiser.com  
 Rodney Kelley [Arkansas, esp Conway & Pope counties]  
 — rkel@swbell.net  
 Kelvin Kindahl [MA: Hampshire Co] — Kelvin01027@charter.net  
 Lucien Klein [Prexies, OR: Marion & Grant Co] — lusal@msn.com  
 Ron Klimley [Florida WWII, machine cancels, Tampa Spanish American  
 War] — klimley@verizon.net  
 Eric Knapp [Alaska postal history] — eknapp@gci.net  
 Daniel M. Knowles [NY: Suffolk Co, Long Island; 3c 1861-auxiliary  
 markings] — dknowles@med.cornell.edu  
 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  
 Paul Konigsberg [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  
 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  
 William O. Kvale [MN Territorials] — flo3wil@aol.com  
 Dick Laird [Doanes from IN, KY, TN, SC] — d.laird@comcast.net  
 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  
 Robert M. Langer [Boston ad covers; Carroll County NH]  
 — rla4141975@aol.com  
 Peter B. Larson [Idaho postal history] — ystone@cpinternet.com  
 Ken Lawrence — [Crystal Palace World's Fair, 1853 New York, First  
 Issue Nesbett Envelopes] — apskan@aol.com  
 Howard Lee [U.S. 4th Bureau Issue, 17c Wilson; Prexy 4 ½ cent]  
 — gimpo25@yahoo.com  
 James E. Lee [Literature Dealer. Collects Lake & McHenry Co, IL]  
 — jim@jameslee.com & website: www.jameslee.com  
 Leslie W. Lee [WI p.history & WI Doanes] — leslee@itis.com  
 Ron Leith — ronleith@uniserve.com  
 Ron Lessard — ronlessard@att.net  
 Brian R. Levy [NY State postal history] — bellobl@aol.com  
 David C. Lingard [Florida-4 bars, Doanes, RPO, Adv. & most anything]  
 — david\_lingard@hotmail.com  
 W. Edward Linn [OR; rural stations; NAMW; Airfield dedications, Western  
 States Precancels & Perfins] — linn@winfirst.com  
 James R. Littell [balloon, rocket, Zeppelin post] — zepplinat@wzrd.com  
 Jerry Login [US 19<sup>th</sup> C penalty envelopes w/ stamps added]  
 — jerl2004@msn.com  
 Nicholas Lombardi [US 2d Bureau issue + Registered Mail]  
 — 8605@comcast.net  
 Bud Luckey [Siskiyou Co. CA; northern CA] — luckey@snowcrest.net  
 Michael Ludeman [TX Postal History, USPOD Forms & Documents]  
 — mike@ludeman.net  
 Len Lukens [Oregon p.h. & trans-Pacific airmail] — llukens@easystreet.net  
 David Lyman [World postmarks on covers or piece]  
 — postmark@sympatico.ca  
 Max Lynds [Aroostook Co., Maine p.h.] — max@pwless.net  
 Millard Mack — millardmack@yahoo.com  
 Scott Mader [OR/CA] — maders@ohsu.edu  
 Larry Maddux [OR postal history; all over ad covers]  
 — lmaddux@pacifier.com  
 Richard Malmgren [Hawaii] — rcmstamps@hawaii.rr.com  
 Dean Mario [Military: Pre-1949 Newfoundland; "Old West" lawmen +  
 Buffalo Bill/P.T.Barnum/Wild West show ad cvrs]  
 — blueputtees@hotmail.com  
 Robert Markovits [dealer. Collects world-wide Special Delivery & US  
 officials, US5, 536, C38 C46] — rmarkovits@aol.com  
 Craig Martin — [Dealer. Collects naval covers, So. Cal PH]  
 — saracv3@gmail.com  
 Ken Martin [Postal history documenting mechanization + automation of  
 mails] — kpmartin@stamps.org  
 Peter Martin — pmartin2525@yahoo.com  
 Richard Martorelli [Military, Postage Due] — rdmartorelli@gmail.com  
 Chester Masters [WA: Paquetboat Cancels, and Clallam & Jefferson  
 Co] — stamps292001@yahoo.com  
 Richard Matta [MD: Montgomery Cty & PA: McKesepost]  
 — rkm@groom.com  
 Bernard Mayer [Oklahoma] — Bernie@m47303.com  
 David Mayo — dmayo@paulweiss.com  
 Robert McAlpine [US & Foreign] — rmc Alpine63@comcast.net  
 Larry McBride [U.S. town & DPO cancels] — lgmcbride@yahoo.com  
 David McCord [Doanes, Type E 4-Bars + AK, WA, WY, NV, OR covers]  
 — damac52@comcast.net  
 R.J. McEwen [Eastern Oregon] — rjmcEwen@aol.com  
 George McGowan [Newfoundland & NY] — geolotus2003@nycap.rr.com  
 Bob McKain [Pittsburgh, Alaska Hiway & AK APOs]  
 — 57-vette@comcast.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  
 Stephen Merchant [stampless folded letters]  
 — stephen.merchant@comcast.net  
 Doug Merenda [Columbians on cover, Columbian Expo]  
 — ddm\_50@yahoo.com  
 Mark Metkin [Idaho postal history] — metkin@mindspring.com  
 website: http://www.mindspring.com/~metkin/Idahoindex.html  
 Steven Miedziak [Dakota Territory] — stevewyo@hotmail.com  
 Lynn Minneman [Portland, Oregon area] — lminnema@msn.com  
 Harvey Mirsky [US 1847 issue] — HarveyMirsky@aol.com  
 John Moffatt [Stamps-world] — moffatts2419@sbcglobal.net  
 John Moore [US Exposition/World's Fair] — modelpo57@yahoo.com  
 Richard Moraine [Naval Covers] — dickmorain@verizon.net  
 Steve Morehead [Colorado postal history] — steveasc@ix.netcom.com  
 Alan Moser [Iowa postal history] — amoser1537@comcast.net  
 James H. Moses [postal censorship] — jhcmoses@bellsouth.net  
 Douglas Moss — douglas Moss@sbcglobal.net



- Darren Mueller** [WI-Fond du Lac Co p.history]—darren.mueller@juno.com  
**John G. Mullen** [WA; flags: Ntl Air Mail Week; Snohomish, Skagit, Island County] —longjohn.wa007@netzero.com  
**Andrew Murin** [Colorado postal history]—agmurin@kci.net  
**Jim Myerson** [US Navy & pioneer airmail, WA-Franklin] — jpm\_ww@yahoo.com  
**Larry Neal** [Holmes & Coshocton Counties, Ohio (US, World-wide to 1955; Greenland; Stained Glass on Stamps)]—larryln@embarqmail.com  
**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-wwII Pan Am Pacific Div; 4<sup>th</sup> & 5<sup>th</sup> Bureaus (all rates)] — newburn@mindspring.com  
**Dan Nieuwlandt** [S. California, WWII, Belgian Congo] —nieuwlandt33@msn.com  
**Bill Nix** [OR & WA (Skamania)]— B845588@embarqmail.com  
**Jim Noll** — [computer postage] jenca@pacbell.net  
**Joe Odziana** — [Early Machine Cancells, Worldwide pre 1950 postal history/fiscal history] drjoeo@earthlink.net  
**James Oliver** [VT, Canada, Scandinavia]—falco43@gmail.com  
**Larry Oliver** [Advertising covers, medical-related] —stamper77@gmail.com  
**Robert Omberg** [Idaho p.h.] — Bob.Omberg@nlrb.gov  
**Kevin O'Reilly** [NWT, Yukon & Labrador; US APOs in Canada] — kor@theedge.ca  
**Osborne, Cathleen** [Bells] — rickcath@wavecable.com  
**Steve Pacetti** [1861 1c, Hawaii, Prexies, CO postal history] — sbp57@comcast.net  
**Dennis Pack** [Sub-station postmarks; Utah ph, USCG] — packd@hbci.com  
**Ray Palmer** [OR: Yamhill, Polk Counties] — rpalm@onlinemac.com  
**Dr. Everett L. Parker** [Pitcairn, Canada, Maine]— eparker@hughes.net  
**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/>  
**Kenneth A. Pitt** [Dealer. Collects L.I., NY, DPOs to 1870, Pioneer post cards] — kenpitt@verizon.net  
**Hans Pohler** [Ohio postal history, Germany, military] — hpohler@juno.com  
**John Pollard** [jopol@shaw.ca] — Censored (civil & military)  
**Elwood Poore** [DPOs, Auxiliary Markings] — woody-poore@msn.com  
**Thomas Post** [IL-Railways, U.S. Canada, Luxembourg] — tompost48@gmail.com  
**Charles Powers** — cpowers@powent.com  
**Stephen Prigozy** [Telegraph & electrical covers] — prigozys@aol.com  
**Robert Quintero** [Detroit Mail Boat/Detroit River Sta 1895-Current] — qover@comcast.net  
**Robert D. Rawlins** [naval covers] — rawlins@sonic.net  
**Mark Reasoner** [Ohio] mreasone@columbus.rr.com  
**N.L. Rasmussen** [WY Territory, VA; Tunisia.] —nrasmu@digitalconnections.net  
**Frank Reischerl** [US postal history] — freischerl@cox.net  
**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  
**Al Ring** [Arizona postal history] — ringal@comcast.net  
**Norm Ritchie** [CO, UT, AZ & NM p.history + all US/Canada postmarks]— mnp123@comcast.net  
**Linda Roberts** [UT: Park City PMS, PCs, stocks, Tokens, stereoviews, bottles, etc] — robertsfamly@earthlink.net  
**William B. Robinson** [Dealer; collects WI postal history] — wbrob@hotmail.com  
**Julius Rockwell** [Alaska] — juliusro@alaska.net  
**Gilbert M. Roderick** [Dealer. Downeast Stamps. Collects Straight line stampless, cameo advertising, Maine p.h.] — destamps@acadia.net  
**James E. Rogers** [VT machine cancels, NH & ME flags] — J\_Rogers@juno.com  
**Robert C. Roland** [post cards, postal history, U.S.] — robt.roland@sbcglobal.net  
**Romanelli, Paul** [bkjacks on cvr; VT, ME p hist.] — docROMA2000@yahoo.com  
**Robert G. Rose** [New Jersey p.h.] — rrose@daypitney.com  
**Hal Ross** [Kansas Territorials & postmarks] — halross@sbcglobal.net  
**Art Rupert** [Rural Branches & Stations, CPO] — aerupert@bentonrea.com  
**Roger Rydberg** [Colorado postal history] — rrydberg5@comcast.net  
**Bill Sammis** [US Express Company labels, stamps & covers] — cds13@cornell.edu  
**William Sandrik** [Disinfected mail, Austrian Lloyd] — sandrik42@verizon.net  
**Ken Sanford** [Air Crash, Train, & Ship Wreck Covers] — kaerophil@gmail.com  
**A.J. Savakis** [Ohio-machines] — mcsforum@embarqmail.com  
**Robert Scales** [western states, crashes, Doanes, Expos] — bscales@bak.rr.com  
**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  
**Henry B. Scheuer** [U.S. FDCs, pre-1935] — hscheuer@janney.com  
**Steve Schmale** [Dealer.Collects Placer, Tahoe real photo postcards] — outweststeve@f1cnet.net  
**Dennis W. Schmidt** [US Off postal stationery/covers] — officials2001@yahoo.com  
**Fred Schmitt** [Dealer] — fred@fredschmitt.com & <http://www.fredschmitt.com>  
**Robert Schultz** [Missouri postal history]— schulhstry@aol.com [www.civilwar.org](http://www.civilwar.org)  
**Joseph Sedivy** [1909 cners-cover&card; RPO, Chi stars] — JNJSED717@aol.com  
**Larry R. Sell** [postal history/banknotes, 1861, 1902's] — larrysell@infoblvd.net  
**Mike Senta** [Alaska postal history] — msenta@mtaonline.net  
**Michael Serdy** [Western Express] hmbgc15@comcast.net  
**Norman Shachat** [Phila. & Bucks Co. PH] — nshachat@msn.com  
**Edwin H. Shane** [Philippines, WWII military PI, masonic, Computers] — edmarshane@earthlink.net  
**Robert Shaub** [PA:York Co; MD:BaltimoreCo— r\_shaub351@live.com  
**Terry Shaw** [Alaska; Early Airmail] — cgsarchxx@aol.com  
**Richard Sheaff** [Illustrated ad covers; NH-Cornish Flat; MA-Ballardvale] — dicksheaff@cox.net & [www.sheaff-ephemera.com](http://www.sheaff-ephemera.com)  
**Timothy M. Sheehan** [NM Territorial ph]—timsheehan505@gmail.com  
**Steve Sheppard** [World's Columbian Expo] — xpo93@aol.com  
**Dan Sherman** [settlement of post-civil war West] — dsherman@oikosmedia.com  
**Lawrence Sherman** [WWII-Foreign Destinations; APO at Washington Monument 1943; Bolivia & Peru up to 1940; Chili Centennial issues, 1910] — larrysherman@san.rr.com  
**David J. Simmons** [Israel, Palestine, Gaza; U.S. Seaboard, Worcester MA] — dsim465835@cs.com  
**Ed Siskin** [U.S. Colonial, WWI, Free Franks] — jeananded@comcast.net  
**Cas Skrzypczak** [pre WWII & WWII Naval Air Stations] — casimirs@msn.com  
**Richard Small** [Machine cancels, post offices] — rsmall003@comcast.net & <http://hometown.aol.com/rsmall9293/mcfmain.htm>  
**R. J. "Jack" Smalling** [IA DPOs; baseball autogrs] — jack@baseballaddresses.com  
**Chet Smith** [US post offices; branches & stations] — cms@psu.edu  
**Jack M. Smith, Sr.** [Texas DPOs; TX Doane Co-ordinator] — jandd@tstar.net  
**Thomas Smith** [Mississippi, DPO & RMS] —thsw54bwc@gmail.com  
**Fred Smyithe** — fredabet@paulbunyan.net  
**Gus Spector** [PA ad covers & postal history] gspect56@aol.com  
**Jessie Spector** [US postal history] — Jesse.Spector@verizon.net  
**Anita Sprankle** [Northcentral PA DPOs] — lysprank@aol.com

Ken Stach [Dakota & Nebraska territories] — kstach@santel.net  
 Kurt Stauffer [WWII POW mail & military] — kastauffer@aol.com  
 John Steele [IL postal history] — john\_steele\_578@comcast.net  
 Steidley, K.David [Series of 1902; Airmail; Am Express] — steidley@nac.net  
 Rex H. "Jim" Stever [Republic of Texas] — rhstever@hotmail.com  
 Seymour B. Stiss (Chicago & IL postal history) — sbstiss@msn.com  
 Robert Stoldal [Nevada p.h. & Airmail; 774] — stoldal@cox.net  
 Greg Stone [19<sup>th</sup> C postal history, esp MI] — michcovers@ec.rr.com  
 Bill Strauss [Texas] — baagrade@aol.com  
 Howard P. Strohn [CA: Monterey & San Benito Co] — howardpstrohn@mybluelight.com  
 Marc Stromberg [Blood's Despatch, CA: Alameda, C.Costa co.s; Ships of Pearl Harbor & Clipper Mail] — marcseilshomes@msn.com  
 James Stultz [VA-Marshall Co; WV, U.S. to 1930, U.S. Possessions, RPO, CSA] — jstultz@ovrh.org  
 Bob Summerell [General PH, postal stationery, early cinema/theatre deltiology] — kusummer@aol.com  
 Greg Sutherland [Dealer: Freeman's philatelic literature] — gregfreecoax.net <http://www.gregfree.com>  
 Robert Svoboda [Montana postal history] — SVOBODA7@aol.com  
 Bob Swanson [WWI p.h.] — rds@swansongrp.com & [www.swansongrp.com/posthist.html](http://www.swansongrp.com/posthist.html)  
 Bill Tatham [California] — wtatham@charter.net  
 Michael Taugher [So Cal-LA, Ventura, San Diego counties; Scandinavia Baltic] — mtaugher@aol.com  
 Stephen T. Taylor [Dealer: US postal history] — info@stephentaylor.co.uk [www.stephentaylor.co.uk](http://www.stephentaylor.co.uk)  
 Gerry Tenney [Wash, Franklins & Prx, Westch & Ulster Co NY, C23's com use; Cancells on banknotes off cover, — gtenney@earthlink.net  
 The Collectors Club — (New York) collectorsclub@nac.net  
 David Thompson [Wisconsin p.h.] — thompdac@msn.com  
 Don Thompson [Stampless NH, MA, FL] — thomcat7405@aol.com  
 Theodor Teichgraber — tpateich@cox.net  
 James Tigner, Jr. [RPOs, ship cancells] — oldbayline@hotmail.com  
 Don Tocher [19<sup>th</sup> Century US] — dontocher@earthlink.net <http://www.postalnet.com/dontocher/>  
 Allan Tomey [frontier military forts (post Civil War), war of 1812, esp Naval] — tomey76@gmail.com  
 Jonathan Topper [Airmails, RPOs, APOs] — jctopper@swbell.net  
 Bob Trachimowicz [Worcester, Mass. P.history; Wesson TOBs of Worcester] — bob.track@charter.net  
 William Treat [CO: Clear Creek, Gilpin & Jefferson counties 1850s-1930s] — jtsouthwest@msn.com  
 Kenneth Trettin [IA: Floyd Co.&Rockford] — hogman@onnitel.com  
 Tom Turner [Alabama postal history] — turnertomp@aol.com  
 Tom Unterberger [WI: Douglas County] — unterberger@chartermi.net  
 Jorge Vega-Rivera [Puerto Rico: 19<sup>th</sup> Century Maritime Mail & Spanish American War 1898-1902] — portovega8@yahoo.com  
 George P. Wagner [US p.history-interesting uses-small banknotes to modern; 2<sup>nd</sup> & 4<sup>th</sup> Bureau, Wash-Frank, Prex, Liberty] — gpwwauk@aol.com  
 Tim Wait [IL: Boone Co, Wa Bicentennial 1932, Spec Deliv Bicycle Airmail Special Deliv combo] — t.wait@comcast.net  
 Jim Walker [NJ: Corvells Ferry Stamp Club. Collects Huntendon Co, NJ & Bucks Co, PA postal history] — jiwalker@embarqmail.com  
 W. Danforth Walker [MD: Baltimore, Howard Co., British Commonwealth postal history & stamps] — dan@insurecollectibles.com  
 Charles Wallis [OK & Indian Territory] — cobweb2006@sbcglobal.net  
 Lauck Walton [Early US machine cancells, unusual usages on postal cards, C&D, county & postmaster cancells] — lauckw@shentel.net  
 Jim Watson [Mendocino/Lake Co. CA cancells] — pygwats@mcn.org  
 Wayne Worthington [US Army in Canal Zone] — Waynew@erols.com  
 John S. Weigle [CA: Ventura Co; interrupted mail; officially sealed mail of world, aux] — jweigle@vcnet.com  
 Rich Weiner [18<sup>th</sup> & 19<sup>th</sup> C letters w/ high content value; NC stampless Covers] — rweiner@duke.edu  
 Larry Weinstock [Dealer-Western postal history; collects NW p.history, 2<sup>nd</sup> Bureau issue use] — lwstampscovers@comcast.net  
 David Wessely [Dealer- collects commercial famous Americans, US COD] — aonecoverz@oh.rr.com  
 Ken White [AZ, NM, & France] — kenwhite@cableone.net

Robert B. Whitney [New London, CT; Brevard Co, FL; Benton Co., OR postal history] — mary.whitney@att.net  
 Douglas Wick [Dealer-Hedemarken Collectibles] — wick@btinet.net  
 Louise Wile [postcards, Bucks Co. PA pmks] — alexander530@aol.com  
 Richard F. Winter [transatlantic mail] — rfwinter@bellsouth.net  
 Kirk Wolford [Dealer. Collects US pcs & stationery, military postal History (all services), US p.h., possessions, & airmail] — krkstpc@dishmail.net  
 Wayne Worthington [Dealer. Collects CZ military PH] — waynew@erols.com  
 John Wright [Dealer] — vwr6712105@aol.com  
 Ken Wukasch [Columbian Expo postal history] — kenwukasch@yahoo.com  
 Robert J. Zamen [Machine cancells & IL] — bzame@aol.com  
 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.pspociety.org>  
 Auxiliary Markings Club — <http://www.pmarkings.org>  
 Machine Cancel Society — <http://www.machinecancel.org>  
 Michigan [Peninsular State Philatelic Society, Michigan's Postal History Society] — <http://www.home.earthlink.net/~efisherco/>  
 Military Postal History Society — <http://www.militaryphs.org>  
 Mobile Post Office Society — <http://www.eskimo.com/~rkunz/mposhome.html>  
 Postal History Foundation — [slusser.library@gmail.com](mailto:slusser.library@gmail.com)  
 Postal History Society — <http://www.stampclubs.com/phs/index.htm>  
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For More Information Contact:  
 Roger Rydberg, CPHS Secretary  
 354 So Nile St, Aurora, CO 80012  
[rrydberg5@comcast.net](mailto:rrydberg5@comcast.net)

[www.ColoradoPostalHistorySociety.com](http://www.ColoradoPostalHistorySociety.com)





**Figure 1** Dating from a time before the establishment of a regular scheduled air accelerated mail service between the United States and British East Africa, this wonderful postal card was carried from Lakehurst, NJ, to Friedrichshafen, Germany,

by Graf Zeppelin and then onward to Kenya by surface transport. Arriving July 3rd, the card carried a very special message of congratulations from a sender in Dallas, Texas. (Courtesy of Dickson Preston)

## Air Accelerated Mail between the United States and British East Africa, 1931-1945

By Richard W. Helbock

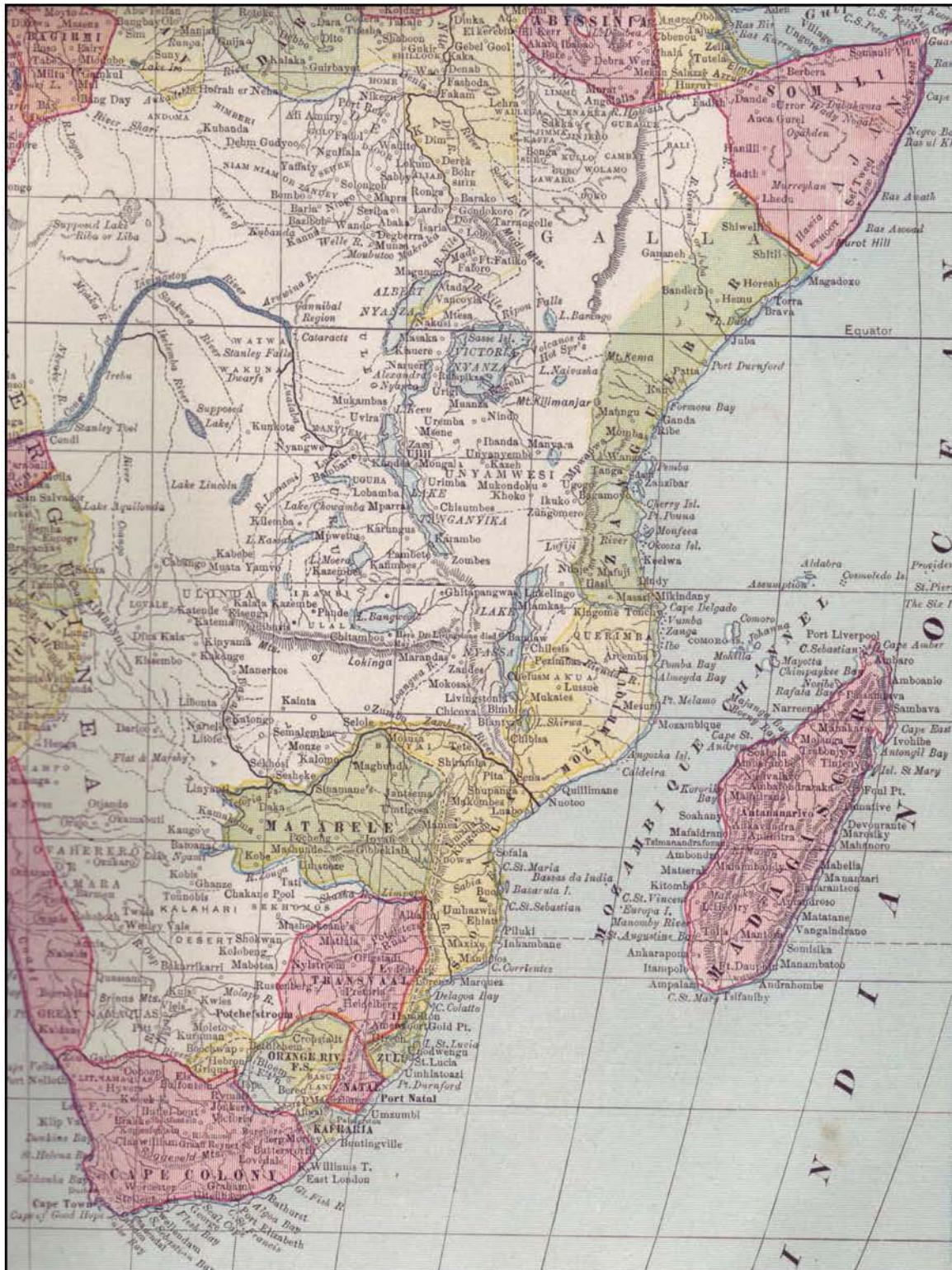
Westerners gazing at a map of central Africa in the mid-1880s (*map 1*) must have been greatly impressed by the fact that so little of the continent “belonged” to anyone. True, there were colored bits along the east coast with names like Somali and Zanguebar and Mozambique suggesting that some sort of political authority was exercised in those areas. But the fact that all of their inland boundaries were shown without sharp lines and the area beyond was left uncolored declared to the colonial mind “no one owns that land.” Of course, the message meant different things to different people. European missionaries saw untold numbers of souls to be saved, and in fact some denominations had been active in the area between Mombasa and Mount Kilimanjaro as early as the 1840s. Traders and other entrepreneurs saw tempting economic opportunities to exploit unknown resources and extract wealth from the area through commerce with the locals. Monarchs and politicians saw potential new subjects and sources of wealth that could enhance their power and national importance.

To the British and Americans of the late 19th century probably nothing better embodied the fascination and romance of central Africa than the story of David Livingstone and Henry Morton Stanley. Livingstone, a

medical missionary was first dispatched to southern Africa by the London Missionary Society in 1841. He explored the interior of central and southern Africa widely and in 1856 was one of the first Europeans to make the trans-continental journey from the Atlantic to Indian Oceans. Livingstone was credited with numerous geographical discoveries, perhaps none more important than Victoria Falls. He became fascinated with finding the source of the Nile River, and in 1866 after a two-year return to England, set out to prove his theory that the Nile sourced south of Lake Victoria. His health began to deteriorate on this expedition and for the next six years his whereabouts were largely unknown.

In 1871 Henry Morton Stanley—a Welshman who had migrated to the United States in 1859 and was currently working as a journalist for the *New York Herald*—convinced his newspaper to finance an expedition to find Dr. Livingstone. Stanley arrived in Zanzibar in March 1871 and mounted a hugely expensive expedition that travelled some 7,000 miles through heavily forested terrain. Stanley eventually found the doctor in a village near Lake Tanganyika in November 1871. He may or may not have uttered the famous phrase, “Doctor Livingstone, I presume.” But the truth matters little for the story was carried in great

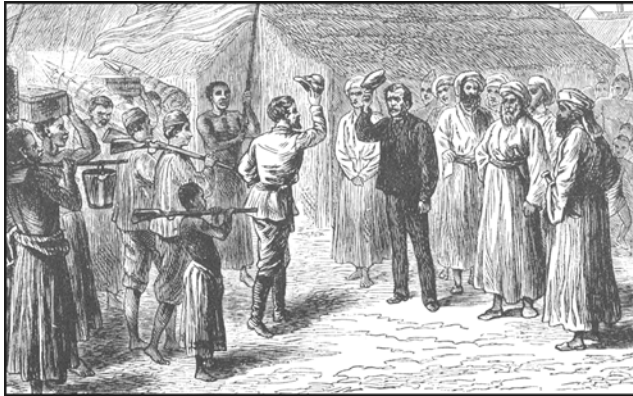




*Map 1 A portion of "Africa" from Cram's Unrivalled Family Atlas of 1884.*



detail in the British and American media of the day and a legend was born (*figure 2*). The legend was retold by Hollywood in 1939 as *Stanley and Livingstone*, and has been served as the subject of television documentaries and dramas in more recent times.



**Figure 2** *Stanley meets Livingstone in a contemporary artist's conception<sup>1</sup>. The story caught the world's attention and brought Americans an awareness of East Africa for probably the first time.*

Before proceeding to primary purpose of this article—a discussion of pre-World War II air mail between the United States and British East Africa—it is important that we give consideration to the rather complicated path that led from the late 19th century “no ownership” map to the near total domination of Great Britain in the area by 1930 when scheduled air mail service first arrived.

## European Powers Lay Claim to East Africa

### KENYA AND UGANDA

Britain was not the only European power to notice the absence of recognizable “ownership” in east Africa, and in 1885 Germany announced that it was authorizing a charter for the German East Africa Company. An adventurer had negotiated a series of treaties in 1884 with tribal leaders in the coastal possessions of the Sultan of Zanzibar that would permit the introduction of German colonial interests. These lands were approximately the southern half of the area identified as Zanguebar on *map 1*. Britain, with the aforementioned missionaries already operating near Mount Kilimanjaro and a strong desire to proceed toward further occupation, concluded the Berlin Treaty with the Germans in 1886. The treaty recognized Germany's claim to the coastal territory finagled from the sultan and Britain's access to the area that became Kenya and Uganda—basically from a point near

the port of Mombasa north in the *map 1* territory of Zanguebar. The British were already fully occupied in consolidating lands recently acquired in southern Africa and so opted to allow a commercial company to administer and develop the new east African territory. In 1888 they chose William MacKinnon, a trader with established relations with the Sultan of Zanzibar, to form a new enterprise called the Imperial British East Africa Company (IBEAC). The IBEAC established its headquarters in Mombasa and set out to control an area of nearly 250 thousand square miles stretching from the east coast to the northwest shore of Lake Victoria (*map 2*).

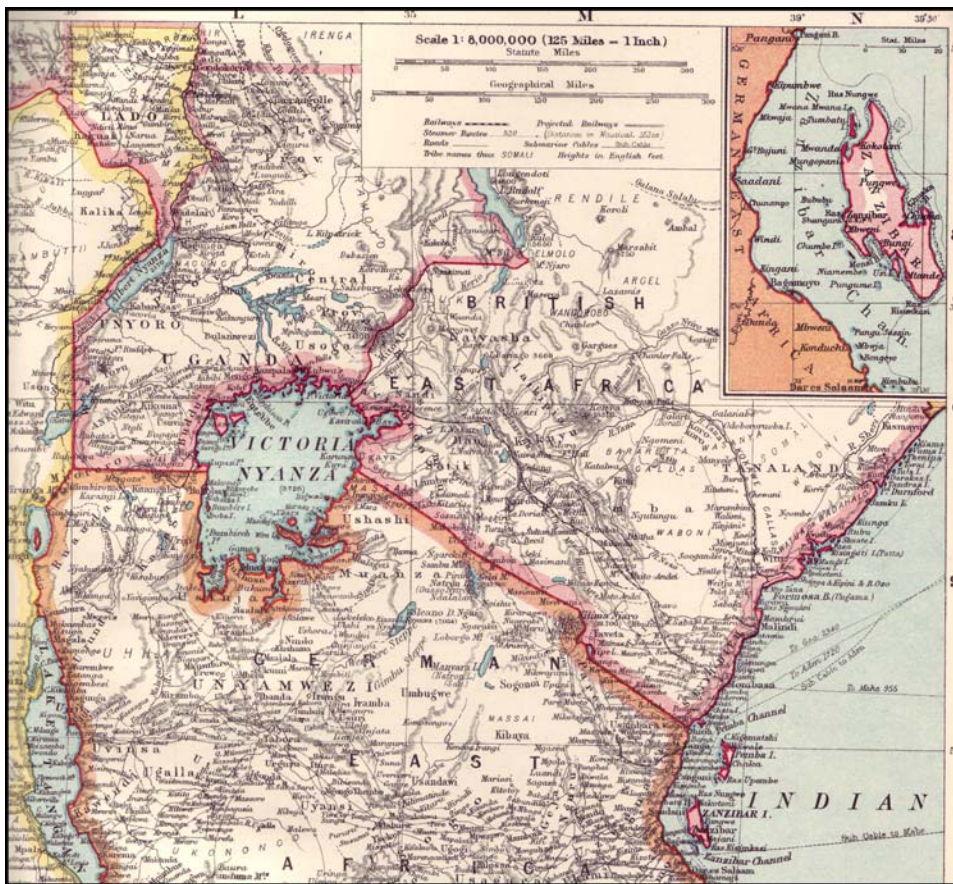
The primary responsibility of the IBEAC was commerce: exportation of goods and agriculture from the interior through the port at Mombasa and to destinations in Great Britain. In order to facilitate this work, the company planned to build a railroad from Mombasa inland to provide faster and cheaper movement of produce to the port. The first step was seen as a 600-mile ox cart track from Mombasa to Busia on the Uganda border. Work was begun on the so-called Mackinnon-Sclater Road in 1890, but unfortunately a violent disagreement broke out among the parties involved and little progress was made. On July 1, 1890, the British government brought an end to the IBEAC when it proclaimed the territory a protectorate and transferred administration to the Foreign Office<sup>2</sup>.

Construction of the Kenya-Uganda Railway finally started at the Mombasa in 1896 and reached Kisumu, on the eastern shore of Lake Victoria, in 1901. *Map 2* shows the route of the newly completed line. The gazetteer accompanying this atlas lists a Mombasa population of 27,000. It also lists Nairobi as a “town”, but gives no population figure.

The capital was moved from Mombasa to Nairobi in 1905 when the highland town had an estimated population of 11,500.

In 1902 administration was transferred to the Colonial Office and the Uganda territory was incorporated as part of the protectorate. In that same year a land grant of 500 square miles was awarded to the East Africa Syndicate to promote white settlement in the highlands of Kenya. The first prospective white settlers arrived in 1903. Numbering in the hundreds, they were primarily from South Africa. Others followed and there were an estimated 3,000 whites settled in the Highlands when World War I broke out in 1914. Their numbers increased substantially during the war years with an estimated 9,000 by 1920. By the 1930s there were approximately





**Map 2** The British East Africa Company was given control of a huge territory of nearly 250 thousand square miles stretching from the east coast to the northwest shore of Lake Victoria. Source: Harmsworth Atlas of 1901.

20,000 white settlers living in the Highlands<sup>3</sup>. Kenya's white population peaked at around 80,000 in the early 1950s, but the Mau Mau rebellion began in 1952 and lasted through the remainder of the decade causing many whites to leave the colony. Kenya gained independence in 1964 and the white population has continued to decline to its present level of about 30,000<sup>4</sup>.

Most of the skilled laborers involved in the railway construction were migrants from India, and as towns developed along the rail line—including Nairobi, a supply depot that became headquarters of the railway—many Indians chose to settle permanently in Kenya. They became traders, artisans and money lenders—the small business commercial core of many towns. Although restrictions on Indian migration were adopted by the colonial government and Indians living in the colony were subject to commercial and residential segregation, the number of Indians in Kenya grew rapidly and they outnumbered the Europeans by more than two to one in 1919<sup>5</sup>. By the 1940s Indians had established control of 80-90 per cent of the commercial trade of Kenya and Uganda. In 1948 all but 12 of Uganda's 195 cotton gins were operated by Indians<sup>6</sup>. (wiki Indi-

ans in East Africa) When Idi "Big Daddy" Amin came to power in 1972 Asians constituted the largest non-indigenous ethnic group in Uganda. In that year, the regime expelled 50,000 Asians, who had been engaged in trade, industry, and various professions

Why the emphasis on white and Indian population you may ask? Isn't this an extremely colonial, or even racist, view of history? No doubt it would be inappropriate to ignore the indigenous African population growth in any general discussion of Kenya's early 20th century history, but our subject is international air mail during the pre-World war II era—a very specific topic that relates closely to literacy and overseas interests. The

simple fact is that literacy rates were very low among the indigenous peoples of pre-war Kenya, and even fewer of them had reasons to spend the money necessary to send air mail letters to the United States.

#### TANGANYIKA

German colonialism in East Africa began with Karl Peters, the scholarly son of a Lutheran clergyman who learned about British colonialism while living in London<sup>7</sup>. Peters returned to Berlin in 1884, founded the Society for German Colonization, and set off for east Africa with two associates to begin negotiations with tribal leaders on the mainland opposite Zanzibar. Flushed with the success of signing agreements with four local chiefs, Peters returned to Berlin in 1885 and founded the German East Africa Company (GEAC). German Chancellor Otto von Bismarck was initially against granting government sanction to Peters' enterprise, but a threat to sell his acquisitions to King Leopold II of Belgium, who was eager to expand his Congo Empire, succeeded in changing Bismarck's mind.



In 1887 Peters returned to Africa and met with the Sultan of Zanzibar. When the Sultan objected to Peters' claim to establish a German colony on the mainland, the German government sent five warships to train their guns on the Sultan's palace. Naturally the Sultan gave in to German demands.

The GEIC quickly established its presence at Bagamoyo, Dar es Salaam and Kilwa on the coast (*map 3*), but the Germans soon learned that it was more difficult to successfully govern a colony than it was to acquire one. When the coastal population objected to the terms of the lease agreement between the Germans and the Sultan of Zanzibar it led to Abushiri Revolt of 1888. The revolt was quelled in 1889 with the help the British, but the German government found it necessary to send troops to maintain order. As a result Germany took over the company's possessions and German East Africa became a colony.

Growth and commerce began in earnest under direction of the German government. Large scale agricultural development took place in the form of sisal cultivation, rubber and coffee plantations and cotton farming. Railroads were built beginning in 1888 with a northern line from Tanga to Moshi, a central line from Dar es Salaam to Kigoma, and a final link to the eastern shore of Lake Tanganyika. Port facilities were constructed at Tanga, Bagamoyo and Dar es Salaam. In 1914 Dar es Salaam boasted a population of 10,490 with 1,050 Europeans—1,000 of whom were Germans<sup>8</sup>. In all of German East Africa there were 3,579 Germans resident on the eve of World War I<sup>9</sup>.

The German defeat in World War I saw German East Africa divided in 1919 by the Treaty of Versailles. Most of the land went to the United Kingdom and the British renamed their new territory Tanganyika. Tanganyika joined Kenya and Uganda in 1927 as part of the East African Postal Union. Independence was gained in 1960, and in 1964 Tanganyika joined an alliance with Zanzibar and adopted the name Tanzania.

## ZANZIBAR

Zanzibar consists of an archipelago featuring two large islands and numerous small ones about 20 miles off the African coast. The islands were occupied by Persians, who built a Zoroastrian temple in 1107 that eventually became the first mosque in the southern hemisphere<sup>10</sup>. Although they possessed little in the way of valuable products themselves, the islands provided a protected and convenient place from which to conduct trade with east African coastal settlements. The Portuguese gained control of Zanzibar in the 15th century and they were succeeded by the Sultanate of Oman in 1698. Controlled by ruling Arab elite, spice plantations were developed on the islands and trade—particularly in ivory, spice and slaves flourished. Regarding the slave trade, the website Zanzibar.net reports:

In 1822, the Omani Arabs signed the Moresby treaty which amongst other things, made it illegal for them to sell slaves to Christian powers. So



*Map 3 German East Africa, 1892.*

that this agreement could be monitored, the United States and Great Britain established diplomatic relations with Zanzibar, and sent Consuls to the islands. However, the slaving restrictions were largely ignored, and the trade continued to kill and imprison countless Africans. Caravans started out from Bagamoyo on the mainland coast, travelling as much as 1,000 miles on foot as far as Lake Tanganyika, buying slaves from local rulers on the way, or, more cheaply, simply capturing them. The slaves were chained together and used to carry ivory back to Bagamoyo. The name Bagamoyo means 'lay down your heart;' because it was here that slaves would abandon hope of freedom. Slaves who survived the long trek from the interior were crammed into dhows bound for Zanzibar, and paraded for sale like cattle in the Slave Market.

All of the main racial groups were involved in the slave trade in some way or other. Europeans used slaves in their plantations in the Indian Ocean islands, Arabs were the main traders, and African rulers sold prisoners taken in battle. Being sold into slavery was not a prisoner's worst fate - if a prolonged conflict led to a glut, the Doe tribe north of Bagamoyo had the rather gruesome habit of eating 'excess supplies'.

Sultan Barghash was forced in 1873, under the threat of a British naval bombardment, to sign an edict which made the sea-borne slave trade illegal, and the slave market in Zanzibar was closed, with the Cathedral Church of Christ erected on the site. But the trade continued, particularly on the mainland. Slaving was illegal, but it existed openly until Britain took over the mainland following their defeat of the Germans in the First World War. Many former slaves found that their conditions had hardly changed - they were now simply employed as laborers at very low wage rates in the spice plantations<sup>11</sup>.

In 1890 Zanzibar became a British protectorate. Traditional viziers were appointed with British approval to govern until 1913 when the system was abandoned in favour of British residents, or governors, dispatched from the Colonial Office. Zanzibar gained independence from Britain in 1963.

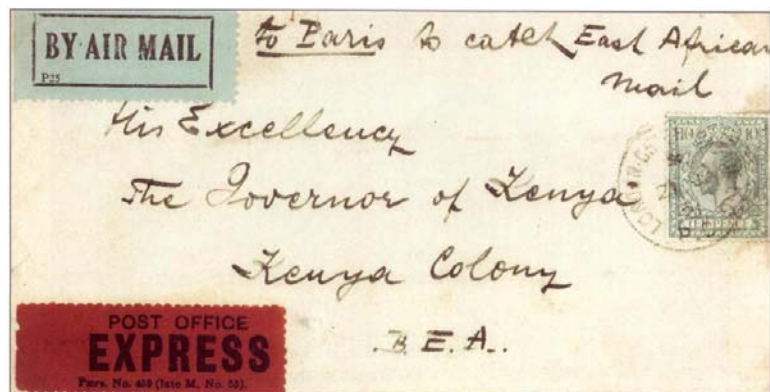
## International Air Mail Service in East Africa

Experimental flights and occasional special opportunities, such as the Graf Zeppelin card shown in *figure 1*, were able to provide air accelerated mail delivery be-

tween British East Africa and overseas destinations prior to 1931. But none of these attempted to provide a scheduled regular mail service until Great Britain's Imperial Airways pioneered its African route in 1931.

### IMPERIAL AIRWAYS

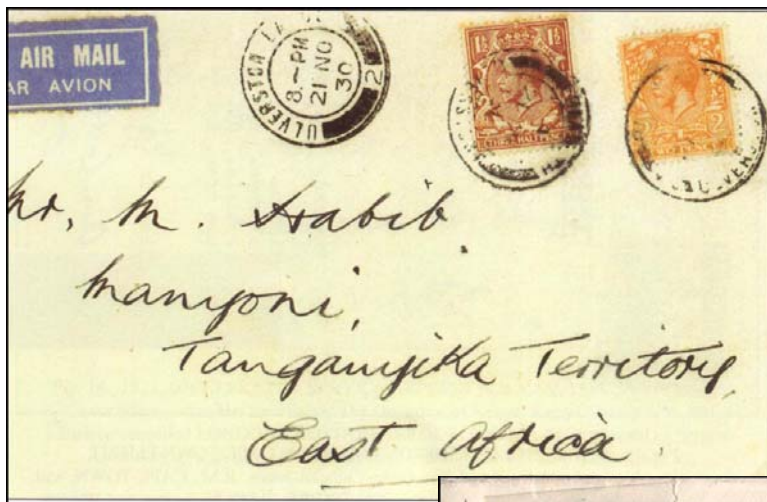
Air accelerated mail between East Africa and Great Britain (and theoretically beyond to the United States) became possible in 1920 with the launch of air mail service from London to Paris, onward through France to Marseilles, and thence by steamer to Africa. Colley reports only one known cover documenting this service<sup>12</sup>. It was postmarked London 21 January 1921, franked at ten pence, bearing an "Express" label and air mail etiquette and endorsed with "to Paris to catch East Africa Mail". (*figure 3*) On 2 April 1928 air mail service was extended from London to Marseilles to connect with the mail steamer to east Africa. The base ½ ounce rate air surcharge remained two pence. Colley describes examples of surviving air accelerated from this service as "scarce."



**Figure 3** The only recorded example of a cover to British East Africa receiving air accelerated service via a flight from London to Paris is this 1921 piece addressed to the governor of Kenya Colony. (Source: Colley 2009, page 84).

Imperial Airways began scheduled air mail service from London to Cairo on March 30, 1929. Mail addressed to East Africa could now be accelerated by air service all the way to Alexandria before being transferred to mail steamer for onward transport through the Suez Canal and on to Mombasa or Dar es Salaam. Once again, the air surcharge remained two pence per half ounce. *Figure 4* illustrates a cover from England to Tanganyika postmarked 21 November 1930 that took advantage of this air accelerated service. Cooley describes such examples as "uncommon."





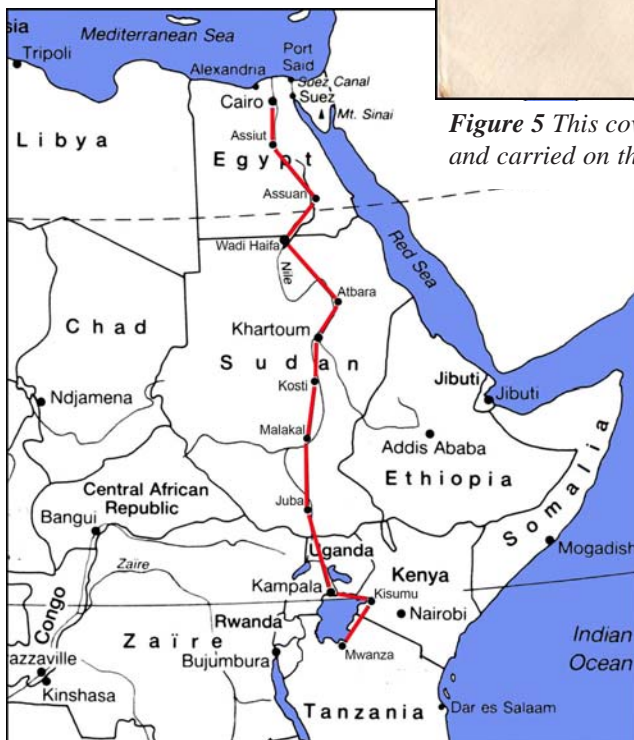
**Figure 4** A 1930 cover to Kenya that received air accelerated service from London to Cairo. Examples such as this are considered “uncommon” by Colley. (Source: Colley 2009, page 86).

Cairo from whence it was once again flown onward to Mwanza<sup>13</sup>. Map 4 displays the Cairo to Mwanza route. The Imperial aircraft *City of Khartoum* was operating behind schedule when it arrived in Kisumu at 6PM on March 9th. The crew spent the

The initial flight of Imperial Airways extension of air mail service to Mwanza, Tanganyika Territory in East Africa was widely publicized and a quantity of surviving inbound and outbound mail exists to this day. The inbound flight departed Croydon Aerodrome near London on 28 February 1931 and crossed the Channel to Paris. From Paris the mails were carried by train to Cologne, Nuremberg, Vienna, Budapest and on to Athens. The journey proceeded by air to Alexandria, Egypt, and then by train to



**Figure 5** This cover was postmarked at Rongai, Kenya, on March 9, 1931, and carried on the first northbound Imperial Airways flight to England.



**Map 4** The Imperial Airways route from Cairo to Mwanza.

retraced the same route arriving in London on 19 March 1931. Figure 5 illustrates a cover postmarked Rongai, Kenya, 9 March 1931 and addressed to England. The cover is franked with 70 cents of a shilling—an apparent overpayment of 10 cents.

Rongai was a small Highland village situated about 25 miles northwest of Nairobi. On June 21st the same sender posted another cover through the Rongai post office, but this time the combined franking was 60 cents. Coincidentally, the KUT postal authorities had increased the combined rate to England to 65 cents in an order signed 15 June, but the local post office was either unaware of the new rate or decided to overlook it (figure 6). A third cover from this correspondence dated 23 December 1931 bears the proper 65 cent franking (figure 7).



**Figure 6** Postmarked Rongai on 21 June 1931 with air service plus postage to England paid at 60 cents.

American postal patrons were advised of the new British Service in an announcement that first appeared in the *Postal Bulletin* of February 27, 1931 (#15536) under the heading “Service to Kisumu or Nairobi.” It should be noted that the next day departure of the first flight from London would likely have prevented virtually all US postal patron from taking advantage of the first flight. The fact that only one cover addressed to the United States is known from this flight according to Newall would appear to verify the effect of this late notice<sup>14</sup>.

An announcement of the service was expanded upon in the March 1931 *Supplement of the United States Postal Guide* under heading “Air Mail Service—England-Egypt-British East Africa”:

The air mail service from London to Mwanza, Tanganyika Territory, may be used for the dispatch of articles in the regular mails, registered and unregistered, posted in this country.

Between London and Egypt the mails will be conveyed by the planes performing the London-Karachi (India) air service (the schedule of the latter service has been modified, because of bad flying conditions, and the mails are now conveyed between Nuremberg and Athens by train).

The approximate saving in time is as follows:

To

Egypt (South)	2-4 days
Khartoum and North Sudan	4-6 days
South Sudan	5-16 days
Belgian Congo	
(North East, via Juba)	15 days
Uganda	11-23 days
Kenya	7-22 days
Tanganyika Territory	8-23 days



**Figure 7** Postmarked Rongai on 23 December 1931 with air service plus postage to England paid at 65 cents.

The air mail fees, per half ounce or fraction (in addition to regular postage) are as follows:

Egypt	6 cents
Egyptian Sudan	12 cents
Belgian Congo, Kenya, Uganda, or Tanganyika Territory	17 cents

The announcement concludes with the note that the “British Postal Administration announces that it is expected to extend this route to Cape Town, Union of South Africa, later in the year.

The air surcharge from London was seven pence to Kenya, Uganda and Tanganyika (KUT). From KUT to Great Britain and Ireland the fee was 40 cents for the first half ounce, or a total combined postage and air fee of 60 cents. The KUT currency was based on a shilling consisting of 100 cents.

The combined postage and air fee from KUT to the United States was not listed in the announcement of the London-Mwanza Air Service, *General Notice No. 206* dated 27th February 1931 by the Postmaster General<sup>15</sup>. In a subsequent notice—*No. 659* dated 15th June 1931—rates were revised upward by five cents for all listed countries of destination and, while the US was still not listed, a specific rate for “countries not included above” was identified as “50 cents per half ounce plus the appropriate postage by ordinary mail.” Since ordinary mail postage to the US at the time was 30 cents from Kenya, 25 cents from Tanganyika and 20 cents of a rupee (equivalent to 40 cents of a shilling) from Zanzibar, the combined postage and air fee would have been 80 cents from Kenya, 75 cents from Tanganyika and 70 cents from Zanzibar<sup>16</sup>. *Table 1* summarizes the post-



Colony	1926	1936	1946
a. Kenya and Uganda	30¢	⇒	⇒
b. Tanganyika	25¢	30¢	⇒
c. Zanzibar	20¢*	30¢	

\*In the Zanzibar currency of 1926, 1 cent of a rupee was equivalent to 2 cents of a KUT shilling. In 1936 Zanzibar joined the East African Currency Area using a standard shilling.

**Table 1** UPU surface mail rates, 1926-1946, from East African British colonies to the USA.

age rates for ordinary mail to the United States for the various colonies of British East Africa from 1926 through 1945.

Although the author has not seen an official announcement, it appears likely that pre-1935 combined postage and air surcharges on letters addressed to the United States were set at 70 cents per half ounce. *Figure 8* illustrates a cover postmarked Nairobi on 27 June 1934. Franked with 1 shilling 40 cents postage, it would appear that the intent was to pay double the basic rate of 70 cents per half ounce.

The first KUT Post office General Notice to specifically list an air mail rate for the United States was *Number 98* dated 28th January 1935. Air mail letters to the United States could be sent “By air to London” at a rate of 70 cents per ½ ounce, or “By air to London and in U.S.A.” for 1 shilling 35 cents per ½ ounce. The directional marking shown in quotes was required in addition to an air mail label<sup>17</sup>.

#### FEEDER SERVICE FROM DAR ES SALAAM

East Africa’s railway and road networks had been built with the typical colonial objectives in mind, i.e., move produce and resources from the interior of each colony to the chief port with maximum efficiency. This meant that surface connections between Kenya and Tanganyika were poorly developed, and onward dispatch of an air letter to Dar es Salaam from Mwanza on Lake Victoria was a slow process.

Wilson Airways inaugurated a regular feeder service from Nairobi to Kisumu on

8 Jul 1931. The surcharge for this air service was 20 cents in addition to the normal postage, and mail received a handstamp reading “Local Air Fee Paid.” This service was terminated in January 1932 when Imperial Airway began scheduled service to South Africa via Nairobi.

On 18 August 1932 Wilson Airways launched a coastal route from Nairobi to Dar es Salaam via Mombasa, Tanga and Zanzibar. Once again, the air surcharge for outbound service on this route was 20 cents, and mail received a purple straight line handstamp reading “Feeder Service.”. The cover illustrated in *figure 9* was postmarked Dar es Salaam in August 1933 and addressed to New York. Franked with 95 cents to pay the 70 cent per half ounce air rate required for mail addressed to “places not shown above” in the *General Notice No. 1204* (14 October 1931) plus the existing 25 cent ordinary rate from Tanganyika to the US it bears hand stamps indicating “By air to London” and “Feeder Service.”.

Additional domestic routes were added to the Wilson Airways service connecting Tanganyika’s interior population centers and the goldfields around Musoma during the mid-1930s. Wilson Airways was liquidated in September 1940 after the outbreak of war disrupted all civilian air services and the Wilson routes were taken over by the Royal Air Force.



**Figure 8** This 1934 cover from Nairobi was addressed to Minneapolis and franked with a double 70-cent rate for air service to London and onward transport by steamer. The “PAR AVION / JUSQU’A LONDON” handstamp and line obliterating the BY AIR MAIL label suggest that the intended service was rendered.





**Figure 9** An air accelerated cover carried by domestic airline from Dar es Salaam to Nairobi to connect with the IA service to London. A "feeder service" air surcharge of 20 cents in addition to the Imperial Airways surcharge of 40 cents plus the existing 25 cent UPU surface rate to the US was required.

On 1 July 1937 air mail from Kenya, Uganda and Tanganyika addressed to Great Britain began to benefit from Imperial Airways' All-Up Scheme; a generous benefit that would soon be expanded to cover all other states and territories of the British Empire. *Figure 10* shows a cover commemorating this money-saving event postmarked Nairobi on the first day of the new rate scheme. Air mail rates to the United States and other non-commonwealth nations remained unchanged.

The air mail rate for a half ounce letter addressed to the United States and endorsed "by air to London" was increased to 75 cents on 1st February 1939, but the charge for air to London and within the United States re-



**Figure 11** A 75-cent rate cover of 30 January 1939.



**Figure 10** This Nairobi cover of 1 July 1937 marked the beginning of Imperial Airways' All-Up Scheme that carried first class mail between Empire addresses by air with no air surcharges.

mained at one shilling 35 cents. The air cover illustrated in *figure 11* was postmarked Nairobi 30 January 1939 and bears the new 75 cent rate. *Figure 12* shows a cover postmarked Nairobi in February 1937 addressed to Cleveland, Ohio. Franked with 1 shilling 35 cents to pay the Kenya to London air rate and air within the USA, it is improperly endorsed simply "By Imperial Airways." There is no way of knowing if it was actually provided the intended domestic US air service.

On 1st August 1939 the air mail rate on letters addressed to the United States was increased to two shillings 25 cents per half ounce<sup>18</sup>. This change signalled the first complete air mail service between the two coun-

tries and became possible when Pan American Airways began Clipper service to Great Britain. Sadly it was not to last long.

*Table 2* summarizes the air mail rates and routes available to postal patrons in Kenya, Uganda, and Tanganyika to expedite mail to the United States up to 1 August 1939. All details are based upon General Notices from the Postmaster General of Tanzania as they appeared in the *Tanganyika Gazette*, and have been reproduced by Colley in *The Airmails of East Africa to 1952* (Second Edition).

*Table 3* presents a similar summary of pre-war air mail rates and routes from Zanzibar to the United States based on *General Notices* of the Zanzibar Post



**Figure 12** The air rate for service to London by IA, steamer to the US and air within the US remained 1 shilling 35 from 1937 to 1939.

Office reproduced by Colley. *Figure 13* illustrates a registered air accelerated cover postmarked Zanzibar in 1935 addressed to San Francisco. The basic UPU surface rate at the time was 20¢ to the US. The registry fee was 20¢ and the air surcharge to London was 50¢. It appears that the sender managed to avoid paying the registry fee, although clearly the service was provided.

### Pre-war US Air Accelerated Mail to KUT and Zanzibar

Options to accelerate mail delivery by air from the United States to KUT and Zanzibar remained basically unchanged from the launch of Imperial Airways service in 1931 to the inauguration of Pan American's

Route	Terms	Unit	Feb 28 1931	Jun 15 1931	Oct 14 1931	Jun 28 1935	Feb 1 1939	Aug 1 1939
a. From KUT to London by IA	S	per ½ ounce	50 ¢	⇒	⇒	40¢*	45¢	⇒
b. From KUT to London & air within the KUT by Feeder Route to Dar es Salaam	S	per ½ ounce			70¢	⇒		
c. From KUT to London by IA & within USA	S	per ½ ounce				1sh 05¢	⇒	⇒
d. From KUT to London via IA, & onward by PanAm Clipper	C	per ½ ounce						2sh 25¢
(1) All Air Surcharges (S) were in addition to International surface UPU letter rate to US that was 30 cents from Kenya & Uganda; and 25 cents from Tanganyika until 1936; then 30 cents thereafter. * The combined air surcharge and regular postage on mail to the US via London was listed as 70 cents per half ounce on this date in PMG General Notice No. 98, but evidence suggests that the rate was introduced earlier.								

**Table 2** Summary of air post surcharges (S) and combined rates (C) on mail from KUT to the United States in the pre-World War II era.

Route	Terms	Unit	May 30 1931	Jul 3 1931	Oct 17 1931	Nov 24 1934	Dec 1 1934	Jan 1 1936
a. From Zanzibar to London by IA	S	per ½ ounce	25¢	50¢		50¢	⇒	60¢
b. From Zanzibar to London & air within the KUT by Feeder Route .	C	per ½ ounce			75¢			
c. From Zanzibar to London by IA & within USA	S	per ½ ounce					90¢	1sh 20¢
(1) All Air Surcharges (S) were in addition to International surface UPU letter rate to US that was 20 cents from Zanzibar until 1936; and 30 cents thereafter.								

**Table 3** Summary of air post surcharges (S) and combined rates (C) on mail from Zanzibar to the United States in the pre-World War II era.





**Figure 13** A registered cover from Zanzibar postmarked March 14, 1935. Addressed to San Francisco, the cover was endorsed BY AIR TO LONDON. Although short paid by 20 cents for air and registry it arrived in San Francisco in just over two weeks.



**Figure 14** Postmarked Amsterdam, NY, on February 26, 1937, this cover was franked to pay the 5¢ international surface fee to Great Britain plus double the 20¢ per half ounce air surcharge from London to Tanganyika. Upon arrival in Dodoma in mid-March, it was learned that the addressee had departed for Southern Rhodesia. The cover was then franked with 90 cents to pay double the ½ ounce air rate to Bulawayo. (Courtesy of Murray A. Abramson)

trans-Atlantic Clipper service on May 23, 1939. The air surcharge rate remained 17 US cents for Imperial Airways service from London to Kenya, Uganda, Tanganyika and Zanzibar, although from October 3, 1934 until June 30, 1937, a charge of 20 cents per half ounce was available for those desiring air service within the colonies (figure 14).

Wawrukiewicz and Beecher (1996) provide excellent tables summarizing the pre-war air mail rates and routes from the US to KUT and Zanzibar on pages 163, 195, and 204.





**Figure 15** An air accelerated cover postmarked New York on March 10, 1939 and addressed to Zanzibar. The 32 cent franking represents an overpayment by ten cents.

Figure 15 illustrates a cover postmarked New York on April 10, 1939, addressed to a firm in Zanzibar. The overseas postage and air surcharge required only 22 cents, so the 10-cent Map air mail represents an overpayment. Unfortunately there are no arrival backstamps to indicate transit time.

## Wartime Air Mail Service from KUT and Zanzibar to the US

Germany's invasion of Poland on 1 September 1939 brought a declaration of war on Germany by Great Britain and France two days later. Imperial Airways suspended the All-Up scheme, and beginning on 4 September the basic air mail letter rate to Empire destinations became 1 shilling 30 cents per half ounce (*figure 16*).

Air mail service continued both north to London and south to Durban throughout the remainder of 1939 and into 1940 although delays and cancellations were experienced in January and February on the northbound route due to severe weather in Europe. On 1 April 1940 Imperial Airways was merged with British Airways to form British Overseas Airways Corporation (BOAC). The air mail rate to the United States via London was reduced to two shillings and two shillings 45 cents for air to the US with additional US domestic service on 13 November 1939<sup>19</sup>.

The situation changed drastically for Kenya and the other colonies in June 1940. On June 5th the Germans outflanked the Maginot Line and pushed into France.

Italy declared war on France on June 10th and Paris was occupied by the Germans on June 10th as the French government fled to Marseilles. France signed an armistice with Germany on June 22nd. The BOAC air route to Africa was terminated 10 June 1940. The last northbound flight departed Kisumu on 6 June.

On 19 June 1940 BOAC launched an air mail service from Durban, South Africa, north over the old Imperial route. In British East Africa the route stopped at Lindi and Dar es Salaam in Tanganyika; Mombasa, Kisumu and Port Bell in Kenya; and in 1942 Laropi, Uganda, replaced an earlier stop at Juba, Sudan. The overall



**Figure 16** The wartime Empire air mail rate for mail from KUT addressed to Great Britain was set at 1 sh 30¢ on September 4, 1939, but the military situation in Europe caused the BOAC route to be abandoned in June 1940.

route became known as the Horseshoe Route, for after reaching Cairo it turned east through India and Southeast Asia and then south to Australia to form a gigantic horseshoe shape around the Indian Ocean.

Japan's invasion of Southeast Asia in December 1941 caused the route to be terminated in India. The shortened Horseshoe Route saw several minor alterations within Africa, but continued operating throughout the remainder of the war.

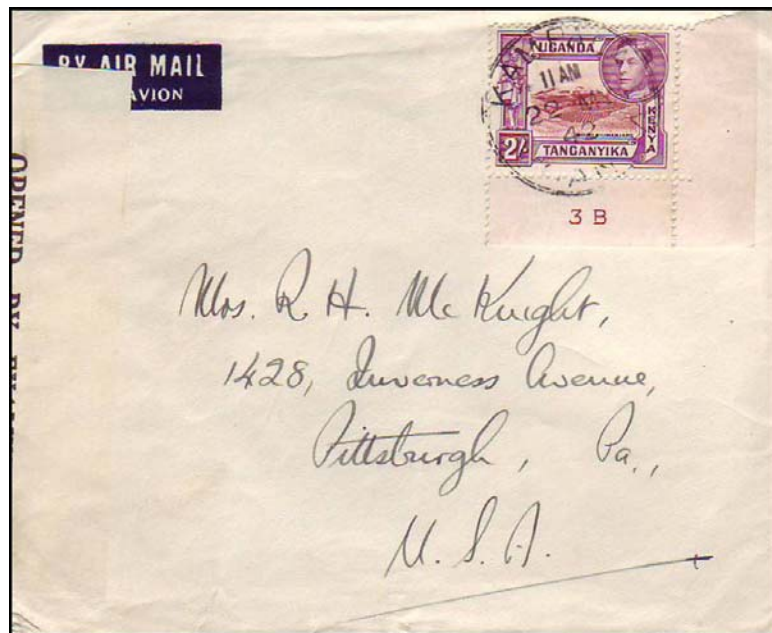
Figure 17 shows a bank cover postmarked at Kisumu in late November 1941 addressed to Bombay, India. Franked at the one shilling 30 cent rate note the use of South African stamps overprinted for use in Kenya, Uganda and Tanganyika in 1941 to aid the colonies through an apparent shortage of certain key denominations.

Air mail addressed to the United States from KUT and Zanzibar after 10 June 1940 was first sent to Mombasa or Dar es Salaam to connect with the BOAC Horseshoe route to Durban and thence inward by sea to New York. Beginning in September 1940 East African air mail to North America had the option of travelling by air from Kisumu, Nairobi or Mombasa to Lagos, Nigeria, via the BPAC trans-Africa routes, from Lagos to Lisbon by sea and then via Pan American's FAM-18 route to New York<sup>20</sup>.

According to *General Notice* No. 80 dated 20 March 1942, air accelerated mail to US addresses routed through South Africa was rated at two shillings per half ounce and mail routed by way of Khartoum and BOAC trans-Africa route to Lagos was charged a hefty five shillings 75 cents per half ounce.



**Figure 17** A bank cover from Kisumu to Bombay dating from November 1941. Note the use of South African stamps overprinted for use in KUT in order to make up for denominations in short supply.



**Figure 18** An air accelerated 1942 cover from Kampala, Uganda, to Pittsburgh franked at the two shilling rate to pay air mail via BOAC to Durban and onward transport by ship to New York. Courtesy of Greg Sutherland of Freeman's.

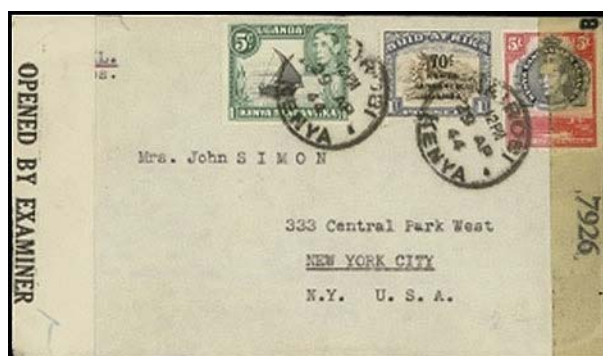
Figure 18 illustrates an air accelerated cover postmarked Kampala, Uganda, in May 1942. Franked with a two shilling stamp of the KGVI pictorial series, it was obviously intended to travel the slower route via BOAC to Durban and ship to New York. Figure 19 shows an air cover franked at the five shilling 75 cent rate postmarked Nairobi in April 1944.

The KUT Post Office published *General Notice* No. 423 in 1943 announcing that air mail to the United States was available via Lagos at a rate of four shillings 70 cents per ½ ounce. That announcement was the final one published before the war ended.

The Zanzibar Post Office published its first wartime air mail rate to the United States on 23 September 1943. The rate was two shillings to London and via air to the United States, or two shillings 15 cents for additional air mail transport in the U.S. On 25 March 1942 two possible air mail options were announced from Zanzibar to the U.S. The first option was "via Leopoldville" at a rate of six shillings per half ounce, and the second was two shillings "via South Africa." Interestingly, the KUT post office never published a via Leopoldville option.

On 12 February 1944 the Zanzibar Post Office published two different options for expediting mail service to the US by air. The first option was "via London" at two





**Figure 19** This cover was sent by air accelerated mail service from Nairobi in 1944 at the five shilling 75 cent rate. This service included air transport by BOAC to Lagos, Nigeria, and Pan America Airways onward to New York.

shillings per half ounce, and the second option was four shillings seventy “via Lagos.” This was the final notice published concerning air mail rates and routes to the United States during the war. Unfortunately, the author has as yet seen no examples of wartime air mail from Zanzibar to the United States. *Tables 4* and *5* summarize the wartime air mail rates and routes ad-

vertised by the postal administrations of KUT and Zanzibar. Once again, the source of this information has been Colley in *The Airmails of East Africa to 1952* (Second Edition).

Based upon the author’s experience, pre-war examples of air accelerated personal and commercial mail to the United States from the colonies of British East Africa are not too difficult to find from the 70-cent rate period (1934-1938). Use of the 75 cent rate of February 1939 was cut short by the launch of PanAm’s trans-Atlantic Clipper service and the advent of war. The high wartime rates of four and five shillings appear to be scarce with the most common air accelerated franking being the two shilling rate via South Africa.

### Wartime United States air mail to KUT and Zanzibar

Air mail service from the United States to Kenya, Uganda, Tanganyika and Zanzibar was available from May 23, 1939, as a result of the Pan American Clipper service to Europe and onward carriage by IA (BOAC). The initial air mail rate for this service was 47 cents per

Route	Terms	Unit	Nov 13 1939	Jun 19 1940	Mar 20 1942	Jan 1 1943	Sep 2 1945
e. From KUT to London via IA (BOAC) & onward by sea to New York	C	per ½ ounce	2 sh				
f. From KUT to London via IA (BOAC), sea to New York and onward by US domestic air	C	per ½ ounce	2 sh 45¢				
g. From KUT to Durban via BOAC and by sea to US	C	per ½ ounce		2 sh	⇒	⇒	⇒
h. From KUT to Khartoum & Lagos via BOAC and Pan Am to New York	C	per ½ ounce			5 sh 75¢	⇒	⇒
i. From KUT to Leopoldville via SABENA, air ro Lisbon and via Pan Am to Miami	C	per ½ ounce				4 sh 70¢	⇒

**Table 4** A summary of wartime air mail rates and routes available for carrying mail from Kenya, Uganda and Tanganyika to the United States as published by the KUT Post Office. (Source: Colley in *The Airmails of East Africa to 1952* (Second Edition))

**Table 5** A summary of wartime air mail rates and routes available for carrying mail from Zanzibar to the United States as published by the Zanzibar Post Office. (Source: Colley in *The Airmails of East Africa to 1952* (Second Edition))

Route	Terms	Unit	Sep 23 1939	Jun 19 1940	Mar 25 1942	Jan 1 1943	Sep 2 1945
d. From Zanzibar to London via IA (BOAC) & onward by sea to New York	C	per ½ ounce	2 sh				
e. From Zanzibar to London via IA (BOAC), sea to New York and onward by US domestic air	C	per ½ ounce	2 sh 15¢				
f. From Zanzibar to Durban via BOAC and by sea to US	C	per ½ ounce		2 sh	⇒	⇒	⇒
g. From Zanzibar to Leopoldville via SABENA, air ro Lisbon and via Pan Am to Miami	C	per ½ ounce			6 sh	⇒	⇒
h. From Zanzibar to Lagos, air ro Lisbon and via Pan Am to Miami	C	per ½ ounce				4 sh 70¢	⇒



**Figure 20** Postmarked New Britain, CT, June 21, 1939, this cover addressed to Kisumu was franked at the 47 cent rate and very specifically endorsed as to desired routing. This rate was in effect for just 38 days before being reduced to 45 cents per half ounce. (Courtesy of Murray A. Abramson)

half ounce, but this was reduced to 45 cents on July 1, 1939. Figure 20 illustrates a cover postmarked June 21, 1939, at New Britain, CT, addressed to a missionary in Kisumu and franked at the short-lived 47¢ rate.

On June 14, 1940, this air service was terminated due to Italy's entry into the war on the side of Germany.

On August 6, 1940, the US Post Office Department began accepting air mail addressed to KUT at a rate of 85 cents per half ounce for transport on Pan American's trans-Pacific service from San Francisco

via Hong Kong or Singapore and then via BOAC to Cairo and south. Service to Zanzibar over the same route was announced to be available as of November 1, 1940<sup>21</sup>.

The November 1st announcement (PB 18065) also provided notification of the availability of an air accelerated surcharge to KUT and Zanzibar from Cape Town, South Africa north to East African destinations by air. The rate for this service was 20 cents per half ounce in addition to the 5 cent UPU international surface rate to South Africa. Rates for both the trans-Pacific air service and the air accelerated service from Cape Town

were modified by an announcement in *Postal Bulletin* 18242 (July 18, 1941). The trans-Pacific air rate was increased to \$1.10 per half ounce, with the interesting caveat that articles prepaid at 85¢ would be dispatched for "a reasonable time" (from the date of the new announcement). The air accelerated surcharge from Cape Town was reduced to 10 cents.

The trans-Pacific air mail service to KUT was replaced on December 2, 1941, by a more direct service by Pan-American to Leopoldville, Belgian Congo and onward air



**Figure 21** Franked at double the ½ ounce air rate for PanAm's trans-Atlantic service and onward air by BOAC to British East Africa, wartime events forced this cover to travel most, if not all, of the way by ship.



mail by BOAC. The air rate for this new service was 60 cents per half ounce for mail addressed to Kenya, Uganda, Tanganyika and Zanzibar. The service remained available throughout World War II at the same rate. Tables summarizing these rates may be found on pages 163 and 204 of Wawrukiewicz and Beecher (1996).

Given the rapid-fire changes that occurred in air mail rates and routes from the US to KUT between June 1940 and December 1941, there was a great deal of confusion in the minds of both postal patrons and, as suggested by the surviving evidence, postmasters and postal clerks. The main problem however, with sending a letter by air from the US to KUT during that rapidly changing 18-month period, was that circumstances on the ground had a way of disrupting planned delivery routes.

Figure 21 illustrates a cover franked with three copies of the 30¢ Bison tied with a Philadelphia roller cancel and bearing a Philadelphia duplex dated July 19, 1940. It is addressed to a missionary at the Gare Catholic Mission near Lushoto, Tanganyika Territory, and bears a blue Par Avion/By Air Mail sticker. As described above, the advertised air mail rate from the US to Tanganyika was 45 cents per half ounce as of Jul 1, 1939, so this cover was apparently franked to pay for a letter weighing between one-half and one ounce. The *Postal Bulletin* of June 14, 1940—over a month earlier than this postmark date—reported that mail service to KUT by way of Europe was no longer available. The trans-Pacific service to KUT had not yet been announced. Similarly, the air accelerated service by way of Cape Town was not listed as an option until November.

So what does the evidence tell us about the journey of this piece of mail to Tanganyika? There are two postmarks—one largely illegible—and a censor tape on the cover. The earliest dated postmark is the DAR ES SA-

LAAM backstamp of 16 September. That nearly two-month transit time argues strongly that the cover never saw air mail service to Dar es Salaam. The fact that the blue paper censor tape is a type used only in Tanganyika suggests that Dar es Salaam—the major port of Tanganyika—was the first place in the British Commonwealth at which censorship was possible. The second postmark from an unreadable town was dated 20 September, and was probably applied at Lushoto.

The air cover shown in figure 22 was postmarked nine months later at Riverhead, New York. Franked with a 30¢ trans-Atlantic air mail and a 15¢ Prexie, it was properly rated for the designated service indicated in the endorsement “Via Trans Atlantic Air Mail.”

The only problem was, of course, that the service was no longer available.

The evidence suggests that this cover was carried by ship to Cape Town or Durban where it was opened by South African censors and resealed by the red on white paper tape. It was then probably carried by air on the Horseshoe Route of BOAC north to Mombasa where it received an arrival postmark dated 9 June—a total transit time of about seven weeks. The addressee was unknown and so the cover was marked return to sender and postmarked out of Mombasa on June 19th. Since



**Figure 22** This 1941 cover was franked for PanAm's trans-Atlantic air and BOAC onward, but it actually traveled by sea to South Africa and then north to Mombasa by BOAC.

there was no return address evident, it was sent to the Nairobi R.L.O. (Returned Letter Office?). At least this piece probably received partial air mail transport.

With the advent of Pan-American's FAM Route 22 to Africa in December 1941 one might expect the route and rate situation concerning air mail from the US to British East Africa to have stabilized. Post Office Department documents state that the route from Miami through the Caribbean and Brazil to West Africa was stable throughout World War II and the rate remained fixed at 60 cents per half ounce. However, recent research by Bob Wilcsek, John Wilson and Jonathan L. Johnson, Jr., published in the *Airpost Journal* of the American Air Mail Society presents a convincing argument to the effect that it is incorrect that the PanAm FAM 22 route continued in service after October 1942. Furthermore, these authors argue that it is wrong to think of WWII Tran-Atlantic air mail as travelling by FAM 18 or FAM 22 at all. The term "Foreign Air Mail (FAM)" referred to a contract and not a route flown.

The authors suggest that most mail that was carried across the Atlantic during the war went by way of hybrid routes such as the Akron, Pennsylvania, cover shown in figure 23. Postmarked Jan 7, 1944, and addressed to a mission in Tanganyika, the cover first travelled to New York where it was censored and resealed with a cellophane tape bearing the number 5688—a number in a commonly seen range known only from the New York Censor office. The cover displays a Leopoldville, Belgian Congo, backstamp of June 6, 1944, for a 58 day transit time to that point. It was carried over the PanAm winter route from New York to Bermuda to Lisbon to Fisherman's Lake (Liberia) and then on to Leopoldville and eventually probably Dar es Salaam or Mombasa. The 70-cent franking overpaid the existing rate by ten cents.

The author believes that air mail examples from the United States to British East Africa prior to the end of World War II are uncommon. Most seen thus far appear to date from the war years rather than the 1931-1938 period. Many are associated with the missionary movement. It would appear that the domination of the colonies by British settlers and British commercial enterprises in the pre-war era minimized American interests to a rather large degree. Far and away the

most commonly seen overseas destination of mail from the colonies is Great Britain with a far lesser amount going to Germany from Tanganyika. Outside of Europe, the most popular overseas destination—once again from the post-1938 period—appears to be India due to the large number of Indian migrants living in Kenya and Uganda and working in small business and the professions.

Building a collection of air accelerated mail between British East Africa and the United States from the pre-war period is a challenging undertaking. At this point it is still possible to acquire examples representing many of the routes and rates from KUT to the US with reasonable effort and modest expense. Some rates are more difficult than others, of course, but the market for such material in the US is not well defined and bargains may be had by the knowledgeable collector.

The situation for US air mail covers addressed to KUT and Zanzibar before 1945 is not so easily ascertained. Most postal history dealers are well aware of the limited availability of this material, and, although demand

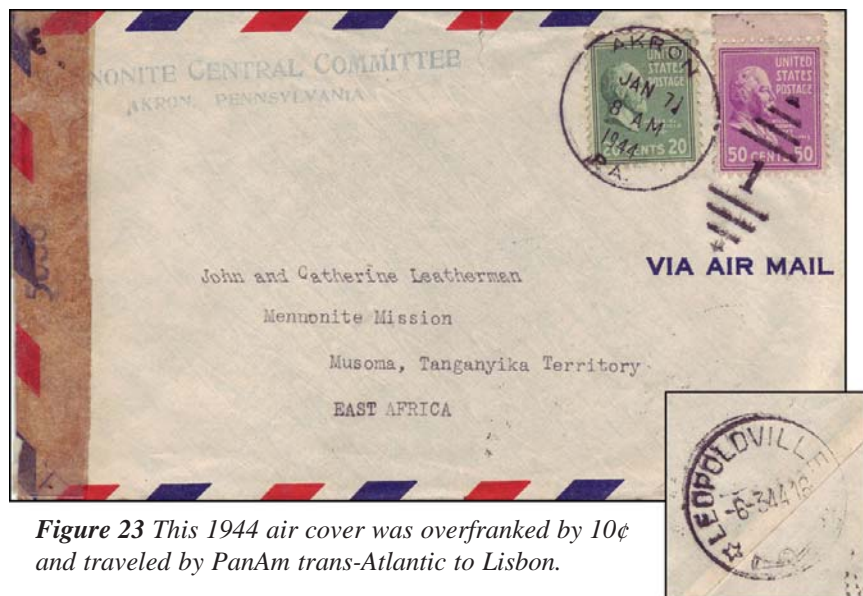


Figure 23 This 1944 air cover was overfranked by 10¢ and traveled by PanAm trans-Atlantic to Lisbon.

for air mail addressed to KUT specifically may be slight, there is certainly a well-known and strong demand by collectors of 4th Bureaus, Prexies and air mail covers in general looking for unusual overseas destinations.

#### ENDNOTES

1 [http://en.wikipedia.org/wiki/File:StanleyComment%20%80%A6\\_11.png](http://en.wikipedia.org/wiki/File:StanleyComment%20%80%A6_11.png)

2 [http://en.wikipedia.org/wiki/Imperial\\_British\\_East\\_Africa\\_Company](http://en.wikipedia.org/wiki/Imperial_British_East_Africa_Company)

3 <http://en.wikipedia.org/wiki/Kenya>

4 [http://en.wikipedia.org/wiki/White\\_Africans\\_of\\_European\\_ancestry](http://en.wikipedia.org/wiki/White_Africans_of_European_ancestry)

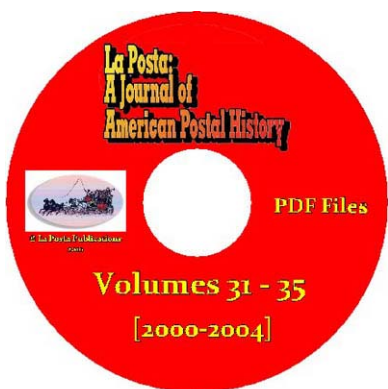


- 5 [http://en.wikipedia.org/wiki/East\\_Africa\\_Protectorate](http://en.wikipedia.org/wiki/East_Africa_Protectorate)
- 6 [http://en.wikipedia.org/wiki/Indian\\_diaspora\\_in\\_East\\_Africa](http://en.wikipedia.org/wiki/Indian_diaspora_in_East_Africa)
- 7 [http://en.wikipedia.org/wiki/Karl\\_Peters](http://en.wikipedia.org/wiki/Karl_Peters)
- 8 [http://en.wikipedia.org/wiki/German\\_East\\_Africa](http://en.wikipedia.org/wiki/German_East_Africa)
- 9 Haupt, *Deutschlands Schutzgebiete in Übersee 1884-1918*, p. 32
- 10 <http://en.wikipedia.org/wiki/Zanzibar>
- 11 [http://www.zanzibar.net/history/the\\_slave\\_trade](http://www.zanzibar.net/history/the_slave_trade)
- 12 Colley, *The Air Mails of East Africa to 1952*, page 9
- 13 Newall, *British External Airmails until 1934*, page 312
- 14 *ibid.*, page 393
- 15 Colley, *op.cit.*, page 116
- 16 *ibid.*, page 117
- 17 *ibid.*, page 126
- 18 *ibid.*, page 139
- 19 *ibid.*, page 142
- 20 Boyle, *Airmail Operations during World War II*, page 695
- 21 Wawrukiewicz and Beecher, *U. S. International Postal Rates, 1872-1996*, pages 163 and 204.

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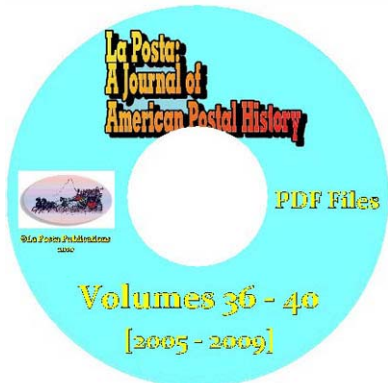
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# The Postmasters General of the United States

## XLVIII. Harry S. New, 1923-1929

by Daniel Y. Meschter

Harry Stewart New was born in Indianapolis, Indiana on New Year's Eve, 1858 into wealth and prestige such that future prominence in government would have seemed inevitable. Harry's father was John Chalfont New, a banker, newspaper publisher, and politician.

John New (1832-1906), perhaps as a member of the state militia, served as Governor Oliver P. Morton's financial assistant during the Civil War. In 1875, on now Senator Morton's recommendation, he was appointed Treasurer of the United States for the last twenty months of the Grant Administration. He returned to the Treasury Department briefly during the Arthur Administration as Assistant Treasurer.

Finally, following Benjamin Harrison's election as president in 1888, John New was on Harrison's "short list" for Treasury Secretary; but when Harrison chose William Windom of Minnesota instead, he named John New Consul General to London, England. Meanwhile, John New was a long time owner of the *Indianapolis Journal*.

Harry received his basic education in local schools and at nineteen went to work as a reporter for the *Journal*<sup>1</sup>.

He studied at Butler University for a time in 1880. With his father's appointment as Treasurer in 1875 and consul general in 1889, he could hardly have avoided political activism. He visited his father in London several times and after John's retirement from politics in 1893, Harry was elected to the Indiana State Legislature from 1896 to 1900. Meanwhile, he volunteered for military service as a captain during the Spanish-American War.

The following years were busy ones both in politics and business. Harry was a delegate to the Republican National Committee from 1900 to 1912. During his tenure on the National Committee President Roosevelt offered him an appointment as assistant postmaster general, which he declined. He sold his interest in the *Journal* in 1903, giving up his career as a reporter in order to devote himself to the stone quarrying and construction business.



Harry S. New

Harry New then was elected to the U.S. Senate in 1916 by popular vote under the 17th Amendment. He served in the Senate through World War I from March 1917 to March 1923.

As a member of the prestigious Foreign Affairs Committee he opposed ratification of the League of Nations Covenant. Especially as a member of the Military Affairs subcommittee on Aviation he helped craft legislation on the military use of air planes and gained valuable experience on the subject of commercial aviation that would serve him well in his next assignment.

An important coincidence was that close to his seat in the Senate was the desk of Ohio Senator Warren G. Harding with whom he developed a close friendship. Harry actively supported Harding's nomination and his election as president in the 1920 election.

When Harding was faced with the Teapot Dome Scandal, he reached for Postmaster General Hubert work as best qualified to revitalize the Interior Department following Albert Fall's removal as Secretary. His friend, Harry New, not only being capable but available for appointment as Postmaster General, having been defeated in his bid for nomination to a second term in the Senate, Harding offered him the appointment which he accepted effective March 5, 1923, two days after the Sixty-seventh Congress adjourned.

New's first six months in office were marred by the unexpected death of his friend and political hero, President Warren Harding. Harding was just concluding a six weeks tour across the nation to Alaska and back to San Francisco at the end of July, 1923 where he became seriously ill. He died of what was at first diagnosed as a stroke and later as heart failure on August 2nd. The news didn't reach Vice President Calvin Coolidge, vacationing in Vermont, until after midnight when he was sworn into office as the 30th President by his father, a justice of the peace.

Historians rank Harding as the worst of the first thirty one presidents. No doubt his shorter than normal tenure (twenty nine months), opposition to the League of Nations, and the stigma of the Teapot Dome Scandal played key roles in this appraisal. Actually, he was very popular in his own time and even heroic after his untimely death which made it possible for Coolidge to be nominated and elected in his own right in 1924.



The public generally approved of Harry New's plan to issue a postage stamp to honor the recently deceased president. New approved a design that substituted Harding's portrait for Washington's on the current two cent red and printing the stamp in black. Incredibly, the Bureau of Printing and Engraving completed the master die and printed an adequate supply before the official first day of issue on September 1st in only 29 days after Harding's death. The Harding stamp was a great success. The public bought it in huge quantities both to use in respect to the deceased president and to keep as souvenirs.

The stamp was printed both by flat plate press, perf. 11 and by rotary press, perf. 10. A great rarity was created when apparently one sheet of rotary press waste was erroneously perforated 11 and used for postage. Forty eight used examples are known.

Harry New's greatest accomplishment was the creation of transcontinental airmail service by private contractors. It is remembered that scheduled airmail service between New York and Washington operated by the Army began on May 15, 1918. Postmaster General Burleson authorized the "Jenny" series of airmail stamps beginning with the famous twenty-four cent bicolor to pay fourteen cents "air" postage and ten cents special delivery<sup>2</sup>. Using the authority granted him by the Act, Burleson reduced the airmail rate as of July 15th to sixteen cents for the first ounce, including ten cents special delivery, and six cents for each additional ounce or fraction<sup>3</sup>. Burleson issued stamps in the six and sixteen cent values for these rates, although ordinary issues were acceptable for airmail postage. By another order effective December 15th, Burleson made airmail postage a uniform six cents per ounce without requiring special delivery<sup>4</sup>.

Finally, Burleson eliminated the airmail rate entirely. His order simply stated that mail carried by airplane shall be charged at the rate of two cents per ounce or fraction as of July 18, 1919<sup>5</sup>. It appears that mail to be carried by airplane was selected at random, although it can be supposed letters marked "Via Airmail" or equivalent would receive preference in selecting airmail. By that time the Post Office had expanded the system from College Park, Maryland to Chicago.

In the meantime the Army gave up carrying the mail on August 12, 1918 and the Post Office Department took over for the next six years with its own airplanes, pilots, and ground crews.

Government operated transcontinental service between New York and San Francisco was initiated on September 8, 1920 using daylight flying only. Arrangements were made to advance the mail at night by transferring it to railroad cars and back to airplanes the next morning.

In what was designed as a 'test,' day/night flight from San Francisco to New York on February 22, 1921, Jack Knight, among seven Post Office Department pilots, demonstrated the feasibility of night flying by flying on a bitterly cold night 830 miles from North Platte, Nebraska to Chicago, guided only by bonfires and flares, when his relief pilots scheduled to take over at Omaha and Iowa City were detained by storms around Chicago. Including Knight's feat the flight was completed in a new record thirty-three hours and twenty minutes and won the support of the soon-to-be inaugurated President, Warren Harding. By the end of that year ten radio transmitters broadcasting weather forecasts were installed along the route and flashing beacons erected at 10 to 30 mile intervals depending on terrain.

Except for the use of the airplane instead of train or truck, airmail service wasn't much different from ordinary mail when Harry New took office. The rate of postage at two cents an ounce was the same as other first class mail and mail to be sent by air was randomly selected except, it is thought, pieces endorsed "Via Airmail" or similar, may have been given preference. And while it unquestionably was faster, same day instead of next day delivery between New York and Washington and three and a quarter days by airplane/train between New York and San Francisco compared to four and a half days by train alone, the difference was meaningful only to banks and financial firms. Even airmail couldn't compete with the telegraph and increasingly popular long distance telephone for the news media and emergency purposes.

New's previous exposure to aviation seems to have been a committee assignment in the Senate; but once in office he wasted no time adopting an elaborate experiment designed by Hubert Work to confirm Jack Knight's demonstration of night flying; to test the system of rotating beacons and weather broadcasts; and to test the airworthiness of the Department's aircraft for long distance, cross country flying. Work's plan was to dispatch four westbound airplanes carrying mail from New York on consecutive days beginning Tuesday, August 21, 1923 and four eastbound airplanes carrying mail from San Francisco on the same days. In at least some flights the same pilots took the mail the whole way, although apparently using replacement aircraft.

For the purposes of the experiment, only five stops were planned at Cleveland, Chicago, Omaha, Salt Lake City, and Reno, although there were indications that some, if not all of the planes stopped at Cheyenne<sup>6</sup>. It is probable it was Hubert Work who divided the transcontinental route into three zones at this time (New York-Chicago, Chicago-Cheyenne, and Cheyenne-San Francisco) and set airmail postage rates at eight cents an ounce per zone or portion. Harry New saw to the issue of eight, sixteen, and twenty-four cent stamps on August 15, 17, 21, 1923.

All of the eight flights were completed as planned except one eastbound plane that was forced down at Laramie on account of fog. Although New did extend congratulations to pilot Wesley Smith for setting a new transcontinental speed record of 26 hours and 14 minutes on the third eastbound flight, he was dissatisfied with the results when only two flights were under twenty-eight hours as he planned. On the other hand he couldn't ignore that six of the seven completed flights were under thirty hours so that it was feasible to think in terms of a thirty-four hour transcontinental schedule and next day mail delivery after allowing for thirteen stops.

By the next spring Second Assistant Paul Henderson and Eastern Division Superintendent J.E. Whitbeck with Harry New's approval published a transcontinental schedule calling for day/night flying westbound to San Francisco in 34 hours and eastbound to New York in 32 hours, including collecting mail from feeder routes along the way. The plan also provided for mail planes to depart both east- and westbound from Chicago and Cheyenne so that every intermediary stop would have four airmails a day.

The new service was such a success the railroads began to complain that the government-sponsored system was cutting into their mail revenues; but the issue proved far more than railroad revenues<sup>7</sup>. The most important aspect of the Post Office's inauguration of daily transcontinental airmail service on July 1, 1924 was that it demonstrated the viability of commercial aviation.

In the six years since the beginning of regular airmail service between New York and Washington, builders were producing all metal, multiengine aircraft with enclosed cabins and power and capacity enough for a copilot and passengers. The Post Office's de Havilland version of the Curtis Jenny was badly out-of-date and long past replacement.

A model of the future that neither Harry New nor Congressman M. Clyde Kelly, Chairman of the House Post Office Committee, could ignore was the Ford Trimotor. An early version built and operated by the Ford Aircraft Division began carrying cargo between Detroit and Chicago in 1923. Later versions were used by commercial airlines and the military.

The point that compelled Kelly's legislative proposals was that throughout the history of the Post Office, mail had always been carried by contractors, except for the Post Office's use of its own wagons or trucks for local transportation and not always then.

Why should not airmail also be carried by private contractors? It was not so much the railroad protests as it was the dozens of recently organized air lines who could point to the undoubted future of aviation and demanded government policies that would aid them create a profitable industry.

Kelly's Contract Air Mail bill that was enacted on February 2, 1925 as the Air Mail Act of 1925 or, more popularly, the Kelly Act, authorized the postmaster general to contract for domestic airmail service at a rate of postage not less than ten cents per ounce<sup>8</sup>.

Harry New moved promptly to implement the Act. He issued regulations for bidding on contracts on April 13th, setting the contract pay at eighty percent of the postage collected on the mail carried so that his decisions to award contracts would be based ability to perform rather than on the lowest bid<sup>9</sup>.

The bids for the first eight routes advertised were opened on September 15th. The five contracts awarded on October 7th were extensions of the main New York-San Francisco route from New York to Boston, Chicago to St. Louis, Chicago to Dallas/Fort Worth, Salt Lake City to Los Angeles, and Elko to Pasco, Washington<sup>10</sup>. The other three from Chicago to Birmingham, Chicago to Minneapolis/St. Paul, and Los Angeles to Seattle were awarded later.

Additional routes were advertised and contracts awarded until the nation was interlaced with contract airmail routes until the only routes still operated by the government was the main New York-San Francisco route and the New York-Chicago night route that the Post Office also inaugurated on July 1, 1925 as a convenience for businessmen<sup>11</sup>.

Finally, the Post Office divided the New York-San Francisco route into an Eastern and a Western Division at Chicago and, effective July 1, 1927, awarded contracts for the Eastern Division to the National Air



Transport Company, now United Airlines, and for the Western Division to the Boeing Air Transport Division of the Boeing Airplane Company of Seattle. It continued government operation of the Chicago night route for two more months until it transferred it to National also, effective September 1, 1927.

By these events, the Post Office Department under Harry New's administration created the American aviation industry by subsidizing the mostly marginally financed air line companies. By the time New left office in March 1929, the U.S. Centennial of Flight Commission reported there were 61 U.S. passenger airline and 47 airmail lines in operation.

It is perhaps unfortunate that New's many innovations were so overshadowed by his contribution to the air-mail service and the aviation industry that they are largely ignored. His reputation as a former U.S. Senator and connections in Congress gave him a distinct advantage in obtaining the appropriations he needed for his programs. In one area he was noted for doubling the number of government-owned and operated motor vehicles, thus improving the efficiency of mail handling and, incidentally, replacing the last of the horse-drawn vans that for so long had impeded traffic on city streets. He constantly struggled to make the Post Office pay its own way with little more success than most of his predecessors. One of his most popular innovations was issuing commemorative stamps, such as the Harding and the Lindbergh airmail, to honor famous Americans, a practice readily adopted by his successors.

Immediately after leaving office in March 1929 Harry New returned to Indiana to tidy up his business interests before resuming his residence in Washington. He actively campaigned for Herbert Hoover in the 1932 election. Before leaving office in 1932, Hoover appointed him U.S. Commissioner for the Century of Progress Exposition in Chicago in 1933-1934, his last public office. California Senator Hiram Johnson described him as a typical Indiana politician, pleasant to meet and affable to know, a man constantly pondering the issues of the day.

He was untouched by the scandals of the 1920s on account of the substantial financial security his father left him.

He died in Baltimore in May 1937 at 79 while undergoing treatment in the John Hopkins Hospital.

## (Endnotes)

- 1 See Vexler; McMans, H.F., "Harry Stewart New," article in *American National Biography*; *Biographical Directory*; and *New York Times*, May 10, 1937 for biographical sketches of Harry New and a resume of the career of John C. New.
- 2 Act of May 10, 1918, 40 Stat 548; Order No. 1443.
- 3 Order No. 1617.
- 4 Order No. 2415.
- 5 Order No. 3336.
- 6 See *New York Times*, August 16, 21, 23, 24, and 26, 1923 for reports of the experiment..
- 7 *NYT*, June 15, 28 and 30, and July 3, 1924.
- 8 43 Stat 805.
- 9 *NYT*, April 14, 1925.
- 10 *NYT*, April 14, September 16, and October 8, 1925.
- 11 *NYT*, June 20, September 16, and October 8, 1925.



## CANADA AND BNA POSTAL HISTORY!

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**Figure 1** This cover from Lt. Patritch to Elva Cowgill was mailed through the civil Dutch Harbor post office. The letter it contained was written shortly after the Pearl Harbor attack and Lt. Patritch self-censored it on December 14th. This was probably the first piece of censored mail in the Patritch-Cowgill Correspondence.

## John J. Patritch - Dutch Harbor's First WWII Army Censoring Officer

By F. R. "Bob" McKain

Collectors of Alaskan postal history--particularly postal history associated with World War II--have probably seen or heard the names Patritch and Cowgill when it comes to mail originating from Fort Mears at Dutch Harbor.

In fact, quite a number of covers that have survived from Fort Mears from the early months of 1942 bear signatures of 1st Lieutenant John J. Patritch, and a fair number of those were addressed to Miss Elva Cowgill in Cheyenne, Wyoming, and later Seattle, Washington.

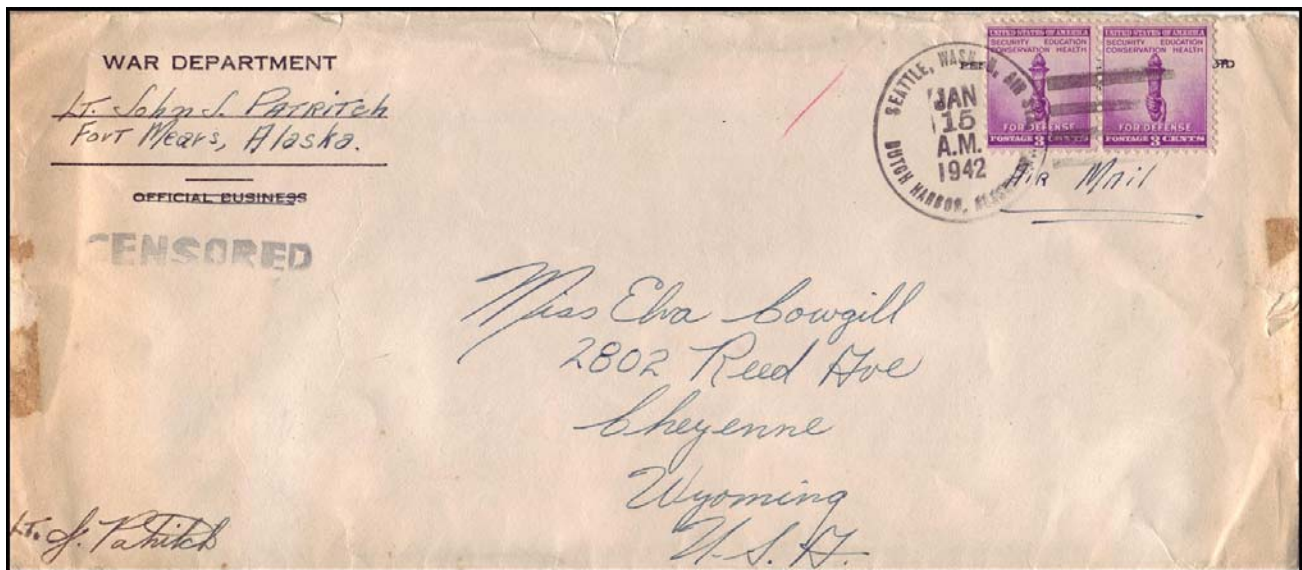
Over 40 years ago, Kevin Rogan and David Howell—two of the founding pioneers in the area of WWII US Army Post Office (APO) collecting—were in letter communication with Mrs. Elva C. Patritch (nee Cowgill) on the subject of censor markings applied to mail from Fort Mears during the early years of the war. The author recently came into possession of two letters from Mrs. Patritch to Rogan and Howell written in 1963 that explain in considerable detail her

husband's role in Army censorship at Fort Mears. Since that time the Patritch-Cowgill Correspondence has become widely dispersed, and the examples cited by Mrs. Patritch now reside in many different collections. Using examples from the author's own collection and bolstered by a few pieces belong to Richard W. Helbock, this article is intended to recreate the



**Figure 2** Lt. Patritch was shipped to Dutch Harbor with the 37th Infantry in mid-July 1941. This cover carried an early letter to Elva Cowgill. Note the return address reads "U S Army Troops" and not Fort Mears.





**Figure 3** This straight-line censor marking was introduced January 6, 1942, by Lieutenant Patritch. Note that this cover was mailed through the Navy's Dutch Harbor branch.

original letters with illustrations to the extent possible. Some of the covers used to illustrate this reconstruction were not part of the Patritch-Cowgill Correspondence, but originated from army troops stationed at Fort Mears during the same time as Lieutenant Patritch. Indeed, Lieutenant Patritch's name appears as Censoring Officer on some of these additional pieces. The first hand account offered by Mrs. Elva Patritch most certainly deserves to be preserved for future historians and collectors.

14286 San Miguel  
Colo. Springs, Colo.  
May 27, 1963

Dear Mr. Rogan:

Both my husband and I read with great interest, your article in Linns Stamp News, concerning the Cork Censor Marks from Alaska and especially, Ft. Mears, Dutch Harbor, 1942

It might possibly be of interest to you to know that I not only have several hundred of those covers, especially those with the "P", in as much as the "P" stands for Patritch, my husband now but my

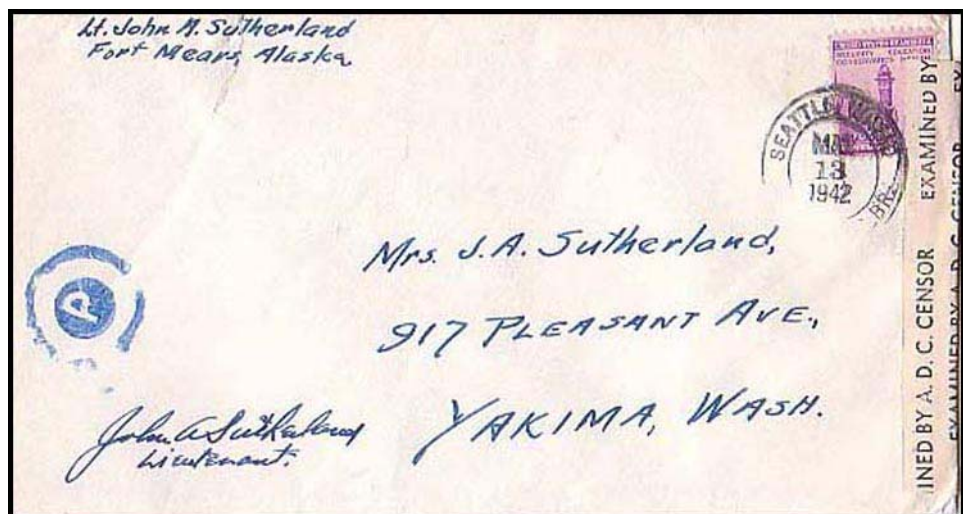
fiancé in 1942 when the censorship came into being.

He went to Alaska in July of 1941 with the 37th Infantry at Fort Mears, Dutch Harbor (figure 2).

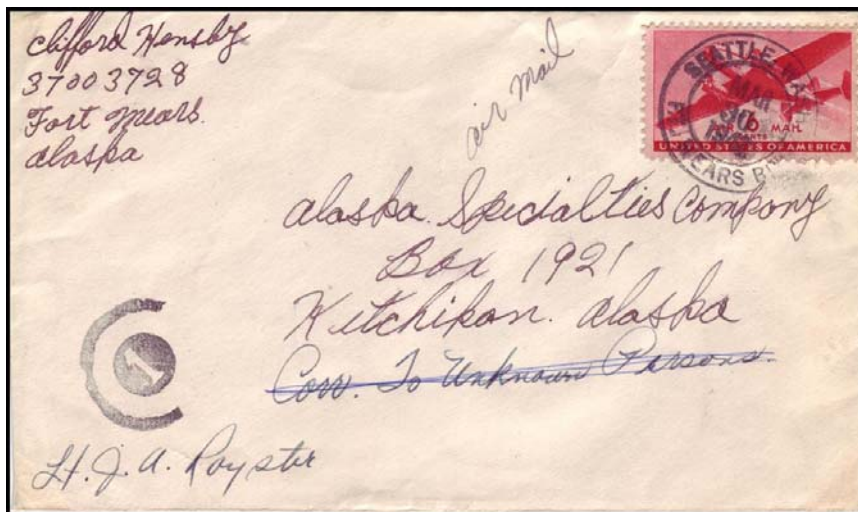
The first censored letter I received from him was dated Dec 29-41', and was a hand-written "Censored Lt. J. Patritch" (figure 1).<sup>1</sup>

Jan. 6, 1942 he started using a rubber stamp "CENSORED," and thru it his handwritten signature (figure 3).

I might add here that my then fiancé was the Postal Officer when War was declared, and he was promptly appointed Censoring Officer as well.



**Figure 4** The paper censor tape reading "EXAMINED BY A.D.C. CENSOR" made its first appearance on January 26, 1942, and the initial whiskey bottle censor began being used February 15th. Both appear on this cover along with the double-circle date stamp of Fort Mears Branch of Seattle.



**Figure 5** This cork censor marking came into use in late March

Jan. 26, 1942 he started using a printed white paper seal on end of envelope which read "Examined by A. D. C. Censor", and his signature "Approved J. Patritch, 1st Lt." (figure 4).

Feb. 15, 1942 he made and started using his own seal, cork of course. It was a large blue circle, with inner blue circle and white P. approved Lt. J. Patritch (see figure 4).

From time to time he switched the color of ink but the "P" remained.

April 1st, 1942, he started using a cork seal which was a large black circle, with an inner black circle and a white 1, with his handwritten signature (figure 5).



On April 10th, 1942 he changed his stamp again, this one to stay for a while. A cork stamp again, but much larger. This was a large blue circle with a very large capitol P in the center (figure 6).

It was until April 18, 1942 that an APO came into being and his first APO return address read as follows:

Lt. J. Patritch  
37th Inf. APO 939  
c/o Postmaster  
Seattle, Wash



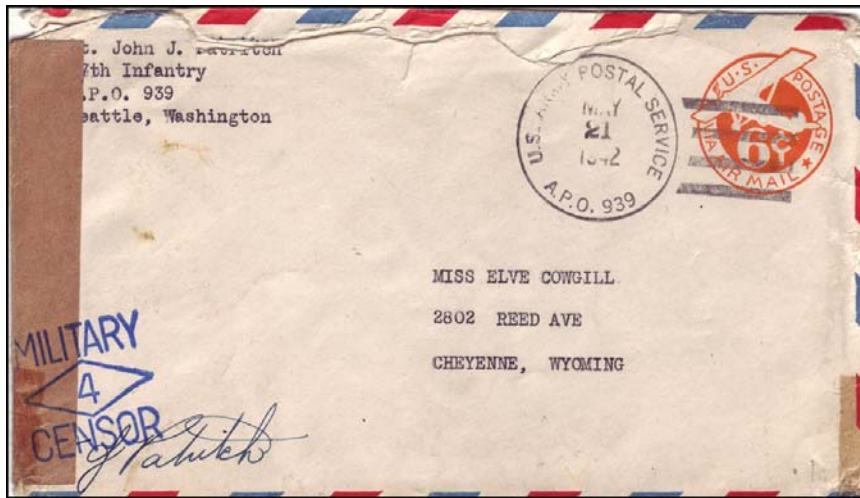
**Figure 6** The first APO 939 postmark appeared in mid-April and a new censor mark--carved from a thermos bottle cork--made its debut about the same time.

In May of 1942, the 37th Inf was dropped from the return address. It was also May that the stamped white paper seal was dropped, and replaced with brown gummed paper (figure 7).



**Figure 7** The white printed ADC censor tape was replaced by brown tape in May 1942 and a handstamp censor reading "PASSED / ASST. ADC CENSOR" was introduced.





**Figure 8** The first “official” censor handstamp (type A.3, #4) made its debut about May 21. This is a very early example if not a first day use.

In May of 1942, the 37th Inf was dropped from the return address. It was also May that the stamped white paper seal was dropped, and replaced with brown gummed paper (figure 7).

States on leave, and we were married in the Chapel of the Pines, Ft. Lawton, Wash. December 30, 1942.

My husband then returned to Alaska February 15 , 1943.

Passed  
ASST. A.D.C. Censor  
over  
Military Censor “36” with signature.

After I received my clearance, and censored by my fiancé in Alaska, the letters were still stamped:

PASSED  
ASST. A.D.C. Censor  
and handwritten below “uncensored.”

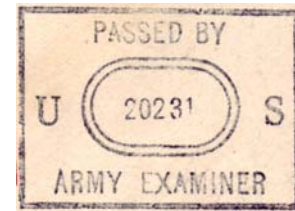
In Oct. 1942, the stamp number of 4 was restored to him, but a bit of a different design (Figure 10).

In December of 1942, Lt. John J. Patratch returned to Seattle and the



**Figure 9** The Japanese carried out bombing raids on Dutch Harbor on June 3rd and 4th, 1942. This cover was postmarked three days after the raid and bears a ADC censor with the number 36 (type A.3, #36).

His Censor stamp was changed again shortly after his return. This time it was a black rubber stamp that looked something like this:



In May of 1943 he was transferred to APO 980, which was Adak, and his censorship followed him but the number was changed to 20050.

The same large P stamp was used until May 20th with various color inks. On that date a rubber stamp finally came into being (figure 8).

June 1942 following Jap attack on Alaska his military censor number was changed to 36 (figure 9).

Also in June of 1942 I was transferred to Seattle Port of Embarkation. During that time that I was being screened for a cryptic (sp) clearance, his letters to me were additionally censored in Seattle before delivery to me. They were also handstamped:



**Figure 10** This ACD (type A.2, #4) censor mark began use in October 1942.

On Christmas eve of 1943 he arrived back in the States for a short tour of duty, then island-hopped thru the South Pacific, and into Japan with the occupation forces.

He finally had about a 2 1/2 year breather Stateside, then into Korea. Then another 18 mos. in the States, and the 3 of us (we had added a son to our family) departed for Europe and a 3 year tour of duty in France.

We returned to the States and Colo. Springs in 1956, and my husband retired June 1, 1961 as a Lt. Colonel from Ft. Carson, and here we have made our home.

I hope this will fill you in on the Cork Seals.

Very sincerely,

1 Clearly the cover shown in *figure 1* was postmarked December 19th. The letter may have been received December 29th, but the statement is clearly an error.

1428 E. San Miguel  
Colorado Springs, Colorado  
October 29, 1963

Mr. Kevin P. Rogan  
Poughkeepsie, New York

Mr. David D. Howell  
Oakland, California

Dear Gentlemen:

At long last I believe I have finally finished my bit of research on "cork censorship marks", later superseded by rubber stamps that were used in the Aleutians following the outbreak of World War II. Before I go into an explanation of the covers and censorship marks I am forwarding, we shall take your questions Mr. Rogan, and answer them one at a time.

As you already know I'm sure, the corks used were principally whiskey bottle corks, "Old Grandad" to be more exact, and, as my husband recalls, at \$2.10 a quart! He carved all of his own cork stamps as a means of identification; and the very large P was a thermos bottle cork, as explained elsewhere.

Following Pearl Harbor, expediency of censorship was a first priority. Until the massive wheels of Government could slowly start grinding out uniform directives to the Alaskan Defense Command, it was a case of each unit or Base for itself, guided only by what little information was available at the time in the Field Manuals. Each unit was directed to to employ a temporary means of censorship until a more firm and clear method could be employed and unified.

Since my husband was appointed Acting Postal and Censoring Officer, he devised his own cork stamps, the various size "P's", and also the cork "1", to be used as his means of identification, until these were superseded later by the various type rubber stamps that were issued from the States.

It is very doubtful that any of the cork censor stamps are still around, since they were carved at random by the Censoring Officers, were fragile, and had a great deal of usage.

If you received a recent letter with one of the old rubber censor stamp marks affixed, the stamp was just "plain fliched." Censorship was removed from Alaska long before any other area where troops were deployed, and about 99 percent of the Alaskan troops were returned to the States and sent to the four corners of the world. Whoever has the stamp, I'm sure considers it just one more war souvenir.

The drawings of the other censor marks you received, were no doubt carved and placed in use under the same circumstances as those that my husband carved and used. Neither of us have ever seen any of the marks illustrated, but since the "Star" was that of the Air Force, it is reasonable to assume that these marks were used by the Air Force.

No, the 37th Infantry was not a National Guard Outfit. The 1st and 2nd Battalions of the 37th Inf. Regiment were formed at Ft. Frances E. Warren, Wyoming, in March of 1941, from the 1st and 20th Inf. Regiments stationed there. These Battalions were hand-picked men selected to make a top-drawer hush-hush occupation in Alaska; the 1st Bn. going to Dutch Harbor at Ft. Mears, and the 2nd Bn. to Kodiak at Ft. Greeley. The 1st Bn., 138th Inf. fresh from the States, who later became the 3rd Bn. of the 37th arrived at Dutch Harbor by ship at 2300 hours, June 2, 1942. The Japs struck at 0550 hours, June 3, 1942, and what a surprise Lt. Col. Vincent J. Seib and his "Rover Boys" received at breakfast!

\*\*\*\*\*

By way of explanation, the bits of Scotch tape that are on the sides of the envelopes, is the tape with which I affixed the envelopes along with the letters to the pages of my scrapbooks.

Lt. John J. Patritch sailed from Astoria, Oregon, aboard the U.S.S. Grant on July 11, 1941, and arrived at Dutch Harbor, on the Island of Unalaska, in the Aleutian Chain July 19, 1941.

On the back of the covers in the upper left-hand corner, are small penciled numbers corresponding to the numbers I have used here in the body of my letter for easy identification, as I proceed with explanations. (**Authors note: covers obtained with this correspondence are numbered 11,12, 13, 15, 8,10 through 19 - other covers shown are from the authors collection and are presumed to be similar to those not obtained with this document).**)



**Figure 11.** Sample of postmark and return address prior to Pearl Harbor. I believe I explained to Mr Rogan in a previous letter, tho not to Mr. Howell, that all the letters sent to me thru 1941 were addressed to me in my maiden name, since we were not to be married until December of 1942.

**Figure 12.** All letters written immediately prior to, and immediately after December 7, 1941, and enroute by boat to the States, was returned post-haste to Dutch Harbor for censoring. Lapse of time was 3 to 4 weeks between date of letter and date of first censored postmarks. In the early days of the War, having no previous precedent



Figure 11



Figure 12



Figure 13

explained. The edge of this particular cork on one of the covers was not broken—simply not inked.

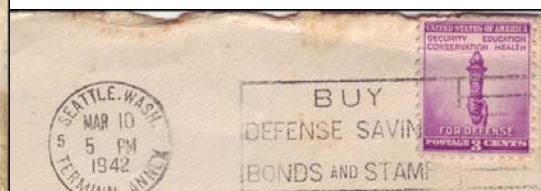


Figure 14

to follow, each Officer censored his own mail, as well as that of the men in his Platoon or Company, according to the sketchy information provided in the Field Manual.

**Figure 13.** This cover is an example of first printed tapes issued and used in Alaska. A.D.C. of course was Alaska Defence Command, and tapes were employed in early February 1942.

**Figure 14.** The first “cork” censor stamp followed on the heels of the printed tapes. The very first cork so used was of course a whiskey cork as previously



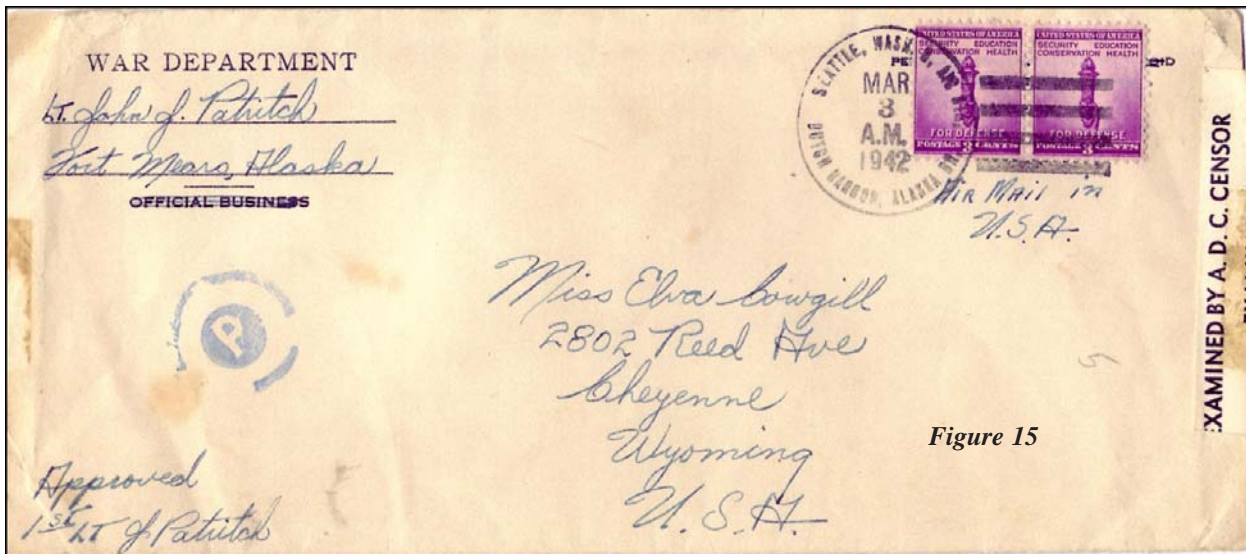


Figure 15

**Figure 15.** The “broken edge” P on each of the covers dated March 3, 1942, is identical in every detail, and was indeed broken due to excessive wear and tear. This same stamp was used throughout March.

brown gum paper. Over that was imprinted the new and much larger cork censor mark. This is the outer-edge complete circle with the large plain P in the center. Other examples of the new and larger P are enclosed. I still have



Figure 16

to chuckle to myself over this cover, even after 22 1/2 years. On that date, April 9, 1942, Lt. Patritch had received my wedding set from Tiffany's in New York. He had immediately put my diamond in the mail and had retained the wedding ring. In sending the diamond he had neglected to include the certificate of registration from the jewelers. In his “confused” state of mind in writing the letter that nite, on the 3rd try he did finally manage to enclose the certificate with that particular letter.

**Figure 17.** On or about April 18, 1942, Ft. Mears at Dutch Harbor, Alaska, became APO 939, c/o Postmaster, Seattle, Washington.

**Figure 16.** The broken circle with the number “1” in the center was used starting April 1, 1942, thru the middle of April. This was purely another means of identification, since the corks were not long-lived. You will also note that the printed tapes were deleted by Seattle Port and ADC on my letters, and were forwarded to me unopened, with only the censor stamp of Lt. Patritch. In the cases where his stationery was larger than that of the envelope, I slit the sides of them to accommodate the larger paper, that all letters and covers might lie flat in my scrapbooks.

I have one cover and one only dated April 11, with letter written on April 9, 1942, which I don't wish to part with, but I shall describe it. My husband-to-be was completely carried away with himself in the “censoring department”, and you shall soon learn the reason why. On the lower left of the cover, and overprinting his signature is the broken edged black 1. The right side of the envelope had been opened, then re-sealed with white gum paper; re-opened the 2nd time, then re-sealed with the



Figure 17

These are the first 2 covers I received from him with the new return address, as well as the new “cork” censor mark. This one was carved from a Thermos bottle cork.

**Figure 18 and 19.** Gentlemen, I have only 1 each of the covers I am numbering 8 and 9. In as much as they are so closely related, as I shall explain, I feel that they should go



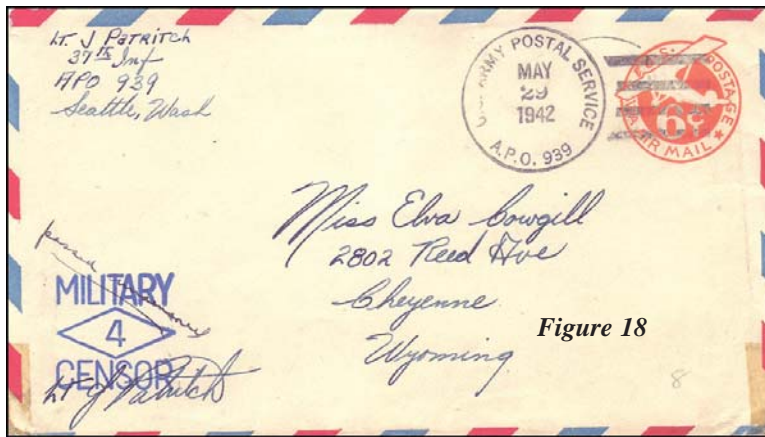


Figure 18

together for comparison and photographing if you wish. Mr. Howell since you are writing a publication on censor marks, I am sending both of these to you first. When you have examined them, perhaps you might be good enough to send the 2 of them to Mr. Rogan for his inspection. Perhaps each of you may wish to keep one of them, or toss a coin to see who keeps both. The final disposition of these 2 covers is entirely up to the 2 of you.

On the cover in figure 18, dated May 29, 1942, you will note for the first time a new type censor mark; this time the first rubber stamp issued by the War Dept. It is the diamond with the number "4" in the center of it, with the words "Military" above, and "Censor" below, overprinted over Lt. J. Patritch. (**Author's note - this is now cataloged as Type A.3(4)).** You will also note the words in longhand "passed uncensored" across the printed word MILITARY. This was affixed at Seattle Port. Only 4 days elapsed between figures 18 and 19 (**Author's note - no illustration for figure 19).** You will note that the censor marks are approximately the same, yet a vast difference exists. Most of the mail, tho marked Air Mail, actually came by boat to the Seattle Port. It was a rare occasion when a bag of Army mail was fortunate enough to make a Navy or Air Force plane. The letter undated with cover dated June 2nd, was hurried and consisted of only 10 lines. Being a pastmaster at reading between the lines, attack was imminent on Alaska. That letter had made a plane and was still at Seattle Port awaiting another plane to fly it to Wyoming when the Japs bombed Dutch Harbor on June 3, 1942. You will note that even tho it had been "passed uncensored" at Seattle Port, upon news of the bombing it was recalled, opened, read, and resealed with the brown and then the white gummed tape bearing the number 3694. These two covers are especially valuable because it was the first and last time that particular censor stamp was used. The morning of June 3rd a fragmentary bomb was dropped that killed a Postal Sergeant outright, part of the building was destroyed and apparently the stamp with it.

This bit I am about to relate was not in my rough draft notes as I prepared and edited them for typing, but it came to mind as I finished the last page. It is surely a human interest note however, as well as a sequel to the set of rings. You will recall I mentioned that Lt. Patritch had kept the wedding ring when he sent me my diamond, and wore it in a

little chamois bag around his neck. When the bombs started falling he was riding a jeep with his driver. The two of them saw one coming, stopped the jeep and hit the dirt. It fell nearby and the concussion nearly covered them with mud, dirt, rocks and all sorts of debris. When help got to them, his driver was picked up in 2 pieces, having been cut in two at the waist. Pat was dug out and he was all intact except for a large blood stain dead center in his chest. Upon careful investigation it revealed that a needle-like piece of shrapnel had hit one of the diamonds in my wedding ring, and embedded the ring in his chest! The diamond of course was shattered,

but not until after we were married did I have it replaced. Had it not been for the ring the shrapnel would have punctured his heart. That was one day he was most assuredly in God's pocket.

Now to continue. The last of May and the early part of June was a transition period postal-wise. Lt. Patritch was being relieved of his duties as Censoring Officer, and returning to his Company. The Dutch Harbor attack created utter confusion, and it was a while before the dust settled and duties were clarified.

Meanwhile I had been employed at Ft. Frances E. Warren, as Secretary to the Commanding Officer of the first Quartermaster Officer Candidate School. Capt. Robert L. Hellenthal, an Instructor at Ft. Warren, whose home was in Seattle, was later to become the Officer in Charge of Overseas Shipping and Supply at Seattle Port of Embarkation, and I his personal secretary and Chief of the Section. I was eligible for transfer for transfer and promotion as well, when Dutch Harbor was attacked, and elected to go to Seattle Port because of it's proximity to the Aleutians.

**Figure 20.** As you can see from the cover, both the addressor and addressee were in a state of flux. My husband-to-be was temporarily off the island on another assignment, and did not know of my transfer to Seattle. His memory is rather hazy about the "diamond 36", but he believes this was a Naval Censor Stamp—when the army mail was taken to the Navy on the opposite side of the island for censoring following the bombing.



Figure 20

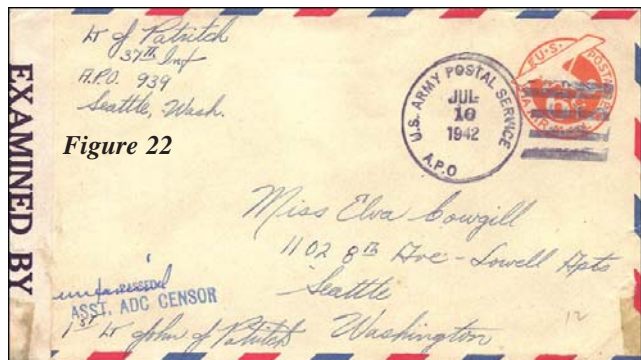
Very shortly after my arrival in Seattle, and installed as Chief of the OS&S, I was summoned by the Port Commander for a screening to obtain a top secret clearance for work in Cryptography, or coding and de-coding of Port overseas

messages. During this period that I was being thoroughly investigated, a tap was put on my apartment house phone. After working hours I was not allowed to associate with anyone with whom I worked, and all my mail was intercepted. My mail from my parents, sister, relatives and friends, as well as that from Lt. Patritch was spot-checked and censor-marked.

**Figure 21.** This cover is an example of a letter to me that was allowed to pass thru Seattle Port uncensored by the local censor office.



**Figure 22.** This cover is an examples of those letters that were spot-checked in Seattle before delivery to me.



It was about the middle of July, 1942, that I received my clearance for the work in Cryptography. Immediately thereafter all my mail came to me direct without interception. The tap was removed from my apartment phone, and a direct Port line was installed in my apartment since I was then put on 24-hour call, but it was several months before I was allowed to mix socially with any of the other employees.

**Figure 23.** In October of 1942 the rubber stamp "Asst. ADC Censor" was deleted, and again "Military Censor 4" was put into use, but this time the # 4 is in a circle rather than the



diamond. (Author's note - this is now catalogued as Type A.2(4)). Figure 23 is an example of this. This particular censor mark was used for some months.

In November, Lt. Patritch started sending me "canned" wires indicating approximately when he would arrive in Seattle, and I started making wedding preparations. He was due to arrive shortly before Christmas, but the Navy plane he was on went down at sea on December 23rd, and it wasn't until the 26th that I received word he was alive and well. He finally arrived Seattle Dec. 27th, and we were married at a nuptial Mass, 6:30 PM, December 30th, 1942, Chapel-in-the-Pines, Ft. Lawton, Washington.

We flew to California on a brief honeymoon, then returned to Seattle. There was also a number of other Officers in the States on leave, and of course all returned to Seattle at about the same time to await further orders to return to Alaska. Meanwhile I had taken a leave of absence from my work for the duration of my husband's leave. Two weeks stretched into 5 before all the men were ordered back to the Aleutians.

Our correspondence resumed February 17, 1943, when Pat returned to Dutch Harbor. Meanwhile the rubber stamp "Military Censor 4" had been replaced with "U.S. Army Examiner #20250."



**Figure 24.** This cover shows the new censor stamp, and according to my husband's recollection, the rubber stamp 20250 was assigned to the Regimental Censor Officer.



**Figure 25.** This cover is a better example of the new censor stamp, and also were passed on unopened.

Some 4 years prior to our marriage I had received a fractured spine when my horse threw me and kicked me. I was still in a steel brace when we were married, but the damp and rainy Seattle climate had caught up with me. On Doctor's advice, I took a six-month leave of absence, sub-let my apartment, and returned to the dry climate of Wyoming in April of 1943, hence my change of address back to Wyoming again.





Figure 26

The first week of May, 1943, many of the troops from Dutch Harbor were transferred to Adak, which was APO 980, but the censor mark remained the same, having moved with the Regiment.

**Figure 26.** This cover illustrates the change of APO.

In July of 1943 the censor marks changed again. This time a circle slightly larger than a quarter with "Passed by U.S. Examiner" around the inside of the circle, and "Base \_\_\_\_ Army". On almost every letter following, the number between "Base and Army" each differed, the numbers ranging from 1705 to 1802.

The censoring job at Adak became a GOING CONCERN when there were over 50 thousand troops of all branches of the Service assigned there. Special Censoring Officers were



Figure 27

schooled in the States, and then sent to Adak for that specific job only. Each Officer so assigned was issued his individual number as a means of identification. Hence the great spread of numbers on these stamps. My husband



Figure 28

and many other Officers hand-carried their letters directly to the Base Censor, rather than go thru Regimental Channels. This facilitated letters leaving on first available transportation to the States.

**Figure 27.** This is an example of new censor mark.

August 8, 1943 my husband received his Captaincy, and once again his letters to me were spot-checked and censored. **Figure 28.** This cover indicates promotion and occasional censorship again for a time.

In October my six-months leave of absence from Seattle Port was up, and I was due to return. After a final checkup with my Doctor in Denver, he strongly advised against my ever returning to that climate again to live, so I was forced

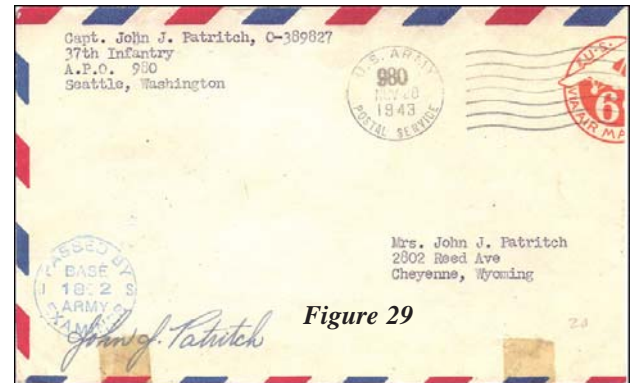


Figure 29

to resign my position at Seattle Port of Embarkation and remain in Wyoming.

In November the censor stamp numbers were increased from the 17 hundreds well up into the 18 hundreds due to the arrival of additional Intelligence and Censoring Personnel.

**Figure 29.** This cover indicates increase of base censor numbers.

All of the snapshots and photos sent me had to be cleared and stamped by the censor himself. However I did receive a number of pictures that were classified, etc., including some of the Japs that were killed when Dutch Harbor was attacked.

My husband returned to the States in February of 1944, and we had a tour of duty at Camp Phillips, Salina, Kansas; as well as a stint at Ft. Benning, Georgia, before he was ordered to the Pacific Theater. His Stateside tour of duty in Kansas and Georgia was approximately 16 months duration.

Mr. Rogan, you asked in your letter what my husband's APO's were in the Pacific. From his jumping-off point of Oahu, thru Guam, Johnson Island, and Midway, his APO was 21087. Upon transfer to Okinawa, his APO became 331. From Okinawa he went to Japan. Heratsuka, Takada, and Tokyo were all APO 27. Much later during the Korean War, when Pat was with the 1st KMG, his AP was 301 the entire time he was in the Koreans.

Gentlemen, I would like to make a reservation or a request, please. If, upon the death of either of you, and the covers are no longer of any value or use to your survivors, that they be destroyed, but please arrange that they be returned to me, or if I have passed away, then to my son, Michael J. who will of course receive some 23 years and many hundreds of his fathers letters to me.

I believe I have at this point fairly well covered the information both of you requested. If there are further questions, or any I have failed to answer or explain in full, please do not hesitate to write me.

# Two Interesting Letters: Two New States; Ireland's Plight

by Tom Clarke

## From Gulf to Shining Sea

In 1818 there was no 'sea to shining sea' to write about in song or verse or letter. The Louisiana Purchase (see Scott 327) a short 15 years before had been measured from New Orleans, up the Mississippi, and across to the Rocky Mountain peaks. To Lewis and Clark's surprise, this mountainous barrier was still far from the Pacific. It wouldn't be for another 28 years, in 1846, that Britain, rather than fight, would agree to cede the vexatious Oregon Territory, between the Rockies and the Pacific, to the US, after which the phrase 'sea to shining sea' could finally be invoked.



*Figure 1 The Louisiana Purchase was celebrated on its 100<sup>th</sup> birthday in 1903. Lewis and Clark expected to mount the Rockies and be able to look down upon the Pacific. Another year and 400 arduous miles lay before them.*

### A NEW ORLEANS

In 1818, presumably the date of our first letter, New Orleans and its surrounding territory was our westernmost national boundary. (Missouri will soon have that distinction beginning three years later.) Of course, land wasn't Louisiana's prime attraction, which was the port of New Orleans, Jewel of the Mississippi River. Her hustling and bustling docks allowed farmers and traders in the then-American west, from Pittsburgh and Cincinnati down to Vicksburg, access to world commerce.

Thanks to the French passion for trade and profit, Louisiana had been growing since the 1690s. It was founded in 1718, one century before our letter. It quickly became lively with all sorts of people: Frenchmen, Spanish, Native Americans, and both black (a few free and many slaves) and white Americans.

From the time the cotton gin was invented in 1793, cotton came to rule Orleans' business life. Not surprisingly, the 1820 census shows a whopping but only 150,000 inhabitants for Louisiana. (However, remember slaves were counted as 3/5 of a white person, so the real total number of Louisianan bodies would be higher.)<sup>1</sup>

*Figure 2 Shipbuilding's 350<sup>th</sup> anniversary in 1957 celebrated the first vessel built in (European) America, at the abortive Popham, Maine, Colony. This 1607 event is much less celebrated than the Virginian one, the founding of Jamestown (John Smith, Pocahontas, etc.)*



### MAINE

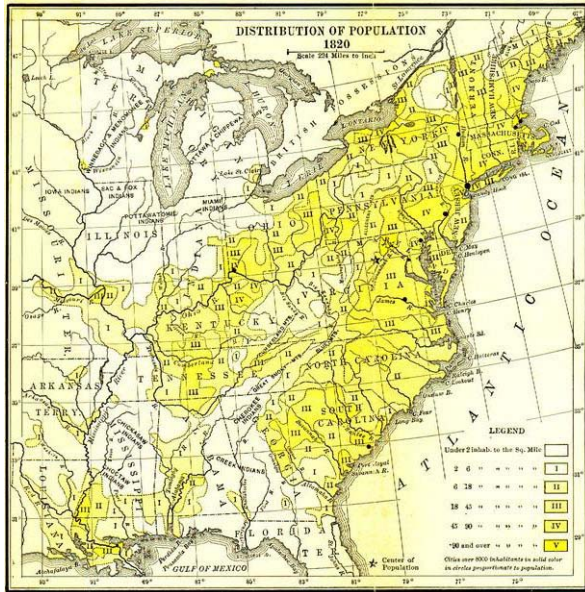
A traveler could not get farther from the Mississippi Delta and the French Quarter than Maine. It had been settled at the dawn of European settlement in North America, long before the Mississippi much less its delta were known: The French landed in 1604 at Saint Croix Island, and the English, via Massachusetts' Plymouth Company, settled the Popham Colony in 1607 (see Scott 1095). Both were soon abandoned, but trading activity continued to the degree that the area was officially annexed in 1652 by an interested Massachusetts Bay Colony.

Therefore, "Mainers" were an integral part of the Massachusetts Yankee tradition until statehood, which took place in 1820-21, when political subterfuge and nationwide scheming demanded it. So, far to the American north, Maine must be an out of the way, forlorn place? Not! Compared to New Orleans in 1820, there were *twice* as many people in the District of Maine, 298,335, than in Louisiana.



## MISSOURI AND MAINE

The year 1820, is a primarily watermark year in American history. Within the Senate, particularly, animosities and suspicions over slavery's future were growing bitter thanks to the race between the two sides in that august chamber to literally outnumber the other.



**Figure 3** An interesting map showing the concentrations of population in 1820. The Missouri area is concentrated on the large rivers and Maine's also, along the Atlantic, Penobscot, etc.

Three famous men, the Compromisers, Henry Clay of Kentucky, John C Calhoun of South Carolina, and Daniel Webster of Massachusetts(-Maine), represented the three distinct parts of the growing country, North, West and South, orchestrated a bargain for the sake of the Union's health. Their efforts would successfully delay war between North and South.

When Missouri reached the requisite of 50,000 inhabitants in the late 1810s, it naturally requested statehood. Despite its western nature and fairly northern latitude, its settlers came in large part from the South, and naturally chose to be join as a slave owning state. The North was apoplectic and could never agree to be overpowered by slave-holding sympathies during Senate votes. Missouri's entrance meant 12 slave states with 24 votes to 11 free states with only 22 votes.

Together the trio agreed to look for a northern area fit for statehood to balance Missouri's admission. Maine was the obvious choice as state #23, called the Compromise of 1820. Though Massachusetts would have to surrender land five times its size and 36% of her population, the precious fact that it would be anti-slave was felt well worth the price.

After a year more wrangling over where slavery in future would be allowed, the second, Missouri, Compromise became law and Missouri became state #24. A root cause for the Civil War, the imbalance of slave and free states, was pushed 40 years further down the pages of history.

Both Maine and Louisiana were coastal, water-oriented states and owed their livelihoods directly and indirectly to the sea (and a very large river). Seamen from almost everywhere visited, stayed over, and sailed from their harbors and docks.

Maine was primarily sea-based: fishing, trading, and providing timber for boat manufacture, and provided tens of thousands of sailors. We don't know the name of the sailor who wrote this letter, since an autograph collector in the past snipped his name from it. Does this mean, whatever his name, he became famous? The addressee is "Mrs. Melinda Patten [care of] Mr. David Patten, Hampden, State of Maine." A book titled *John Patten 1751-1820 and His Descendants*, compiled by Clara Patten Bowen in 1976 may contain the answer.

The more interesting problem is the docketing on the letter. It reads, "Recd May 14 1818", but the dateline states 1820. Was Melinda while reading the letter so distraught over her husband's too long absence that she mentally calculated the year he left from home and wrote that, 1818? It's too much a stretch to think the writer would get the year so wrong, knowing that by September, as he mentions, he will at last see her again in Hampden.

The time line of events proves that in 1818, Maine continued to be a firm patch of Massachusetts soil, and unless the writer used precognition to learn of future statehood *and* wrote that year in his letter, it was his wife who docketed the wrong year.

Still, April 3<sup>rd</sup>, 1820, is a very early statehood date, less than three weeks after Congress made it official. We can assume that Melinda's husband felt a singular tingle of excitement knowing his home was now fully fledged and soon to be the 23<sup>rd</sup> star on the American flag.

Not knowing his age (though we can guess the late teens or early 20's), he probably was too young to have fought in the War of 1812-15 against Britain. But seeing that he was about to sail to Scotland, he might have wondered whether there would be snarky comments at the local Greenock pubs about whether Yankees could fight. After all, 400 militia had been routed by the British at Hampden Village on September 3, 1814, and it and nearby Bangor had been looted.

Still, Patten/Patton could be a Scottish name according to an internet source, so there might be relatives to see, a cause for some pleasure, though was *not* in the direction he'd like to be traveling, which was 180 degrees opposite, toward *New England*.

The letter itself is evidence of at least several years of schooling for Mr. Patten. Plus he has reasonably good spelling, though the vocabulary is a bit cribbed and repetitive. He should have read more.

#### PANIC OF 1819

In 1819 a great Panic (read: recession) spread across the land, caused by, what else?, real estate. In spades we can all identify with this today. Investors and, worse, speculators, thought that land prices would forever spiral upwards like 1990's-early 2000's housing prices. Then came the unraveling.

Land prices crashed, and so to did speculation in them (read: housing prices, derivatives, bankruptcies). The contraction of the youthful American economy that followed was brutal. Perhaps young Mr. Patten, one year on, went to sea because that's one place where a job and some money could be had? He preferred to come home, but neither the captain nor economy favored it.

#### PATTEN'S FUTURE

In 1886 a town historian claims the little port along the Penobscot River "in time past had a large maritime commerce", so growing up on the Penobscot could

have easily inbred the desire in him. Will he remain forever a sailor, as doubtless some of his ancestors had, continuing to bid Melinda adieu over and over again across the years? It would be as traditional as his comment to Melinda about her presumed desire to "spin your fingers off" if she could once see all the bales of cotton in New Orleans. Sexist today, acceptable then.

Will he rather become a ship builder or store-keep, like one of those in the accompanying c.1904 picture of main street Hampden ME?

Postal history-wise, the cost Melinda would otherwise pay to receive her husband's letter was 25 cents, definitely the 'over 400 miles' rate. Accompanying is an attractive, fine, red NEW ORLEANS / flourish / APR / 3 dial, but the more interesting is the postmaster's (?) manuscript "Paid. T.H." indication at the top right ('Paid' with double underscore).

Since the 25 was not crossed out, maybe the Hampdenostmaster put his initials with the Paid and maybe put it on the tab as a courtesy to the father (assuming he was important enough). Or, perhaps whomever picked up the mail from the general store / post office for delivery to the Patten home wanted to indicate that he/she had paid the 25 cent charge. Additional small mysteries.

Our sailor/writer mentions that upon sailing from Greenock they will ply the waves for St Ubes in Portugal for a shipment of salt to convey back to the US, perhaps Maine? The ship would certainly have carried some kind of cargo to Portugal, since ships never

sail empty, but he does not mention it.

St. Ubes was a commonly known salt exporting town. It immediately appeared as such in a fast Google search listing of an 1858 *New York Times* article. It concerned a continuing government to government controversy over the destruction of our brig *General Armstrong*, which had not yet been addressed. The brig's intent had been to take on a cargo of St Ubes salt. (One wonders why the US shoreline wouldn't have sufficient salt along its extensive coast.)



**Figure 4** Portion of a rustic photo of Hampton ME from about 1904, probably not too different from the look of the town's main street 75 years before; Hampden Historical Society





**Figure 5** A curious letter, annotated '1818' by someone because that's what the docketing says, "Recd May 14 1818". But the inside address says "New Orleans April 3<sup>rd</sup> 1820". Furthermore, it is addressed to "State of Maine" though in May 1818, Maine was not a state. That happened on March 15, 1820.

A fascinating aside: it seems very possible that both Melinda and her unnamed husband knew or at times saw passing along the dusty street two Hampden notables: Hannibal Hamlen, Lincoln's first Vice President, though not a Hampdenite for another 14 years when he moved there in 1834; and Dorothea Dix as a child, future prison and mental health reformer of the 1840's-60's, who ran away to Boston at age 12 in 1814. (She began a school there at age 14!)

Young Patten's love for his wife Melinda seems substantial though temporarily quenched by distance and time. Her's for him hopefully remained true and strong also, though she hadn't written him in the recent past. (Is that why she mistook the current year for 1818, maybe the last time she wrote her husband?!)

As usual, our curiosity must remain unsatisfied with the thousand unanswered questions, most particularly, what happened to their life together when—and if—he returned?

The breakpoints of the letter's lines shown below reproduce them as the writer scrawled them across the pages.

New Orleans April 3<sup>rd</sup> 1820

My Dear Malinda once more I am favored with the privilege of writing to you bfore I leave this port I have long been here waiting & expecting to recive a letter from you but have not yet obtained any nor heard from you in no shape at all which makes me over anxious.

I have enjoyd my health very well since I have been here & I flatter myself I should be almost completely happy was I certain that you enjoyd the same Blessing

I must inform you that we are to sail in a few days for Greenock, in Scotland, with a cargo of Cotton & expect to go from there to St Ubes after a cargo of Salt, for Boston, which will probably make it September, before I return. I was & still am, anxious to return home from here; but I cant perswade Capt Sanborn to let me go therefore I must perform the voyage & make myself as contentd as possible

My Dear wife I hope you will excuse me this timefor neglecting you the only consolation I have is that you are with a tender affectionate Mother I beg of you my Dear not to make yourself discontented about me while I am absent from you Ploughing the briney Ocean

we have now a cargo of Cotton on board which is 458 Bales, each weighing about 400 lbs:

O my Dear, I suppos if you should see the Cotton scattered about as much as we have seen it here you would be almost tempted to spin your fingers off you may safely calculate that we sale from here about the 10th of April for Greenock in Scotland on the River Clyde which is not coming much nearer home that it makes me feel so much the more disagreeable, to think often being so long absent from you, my own true love, then to understand so long a voyage it is cruel I beg you to excuse my concern expressions for I have hardly time to eat my victuals at this time being very busy making ready to go to sea give my lo all I wait as patient as you can till I return I yet Remain your affectionate Husband To my Melinda

[writer's name scissored out]

### Postscript

On the assumption that our Young Patten was named after his father David, Clara Patten Bowen's book indicates that Melinda Haskins did indeed marry a David Patten. Melinda died in 1871 and was buried beside her father in Mount Hope Cemetery, having married a second time to a William Tasker.

Another genealogy, by Howard Parker Moore, *The Patten families: genealogies of the Pattens...*, 1939, reports that our David Patten was born Aug. 3, 1792,

9

New-Orleans April 3<sup>rd</sup> 1820

My Dear Melinda once more I am  
 favoured with the privilege of writing to you:  
 before I leave this port. I have long been here  
 waiting & expecting to receive a letter from you but  
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 I have enjoyed my health very well since I have been  
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 happy were I certain that you enjoy the same blessing.  
 I must inform you that we are to sail in a few  
 days for Greenock, in Scotland, with a cargo of cotton  
 & expect to go from there to St Ubes after a cargo  
 of Salt, for Boston, which will probably make  
 it September, before I return. I news, & still  
 am, anxious to hear from you; but I  
 can't persevere in writing to you  
 therefore I must close for this time  
 I am  
 your self as contented as possible

Recd May 14<sup>th</sup> 1818

My Dear wife I hope you will excuse me this time  
 for neglecting you. the only consolation I have  
 is that you are with a tender affectionate Mother  
 I beg of you my Dear not to make yourself dis-  
 contented about me. while I am absent from  
 you Ploughing the living. Dear

**Figure 6** The letter from [David] Patten in New Orleans to wife Melinda, via his father, David, in Hampden ME. Melinda for whatever reason docketed it two years earlier than its true year date, 1820, which was only 3 weeks after Maine achieved Statehood—for the good of the country.



and married Melinda Haskins and had 3 children, Harriet, born June 24, 1829, plus Catharine and Mary. But fame alluded David and he *died a sailor at sea* in the 1830s or later. Thus he did survive the 1820 trip to Scotland, remained a sailor, and lived a minimum of a dozen more years, time enough to father his three girls.

Perhaps Melinda removed David's name from this and other letters when she remarried, not willing to part with all of the past, yet seeing his name would be traumatizing. Or did husband #2, Mr. Tasker, do it out of jealousy?

## Plight of the Irish

The second letter of our two letters originated in Ireland. One has to read to the very end to find this out. It was carried privately across the Atlantic and deposited in the New York Post Office one cold day in January, 1838. But first, we must set the scene.

### THE SYSTEM

The 1840's potato famine to come would be horrible, but Irish woes existed long before that. The letter writer comments obliquely about English commissioners who set the 'poor rate' seems remarkable, that a poor farmer would know of such things, but why wouldn't he? He was definitely poor and suffering at the hands of a perennially unresponsive Parliament, loathe even to hand out crumbs.<sup>2</sup>

The horrific Great Famine / Potato Blight would not come to Ireland and Europe until 1845-52, and we're left wondering whether the elderly writer of this letter was still alive seven years later to suffer it, much less whether he and any of his family could have endured the disaster. A quarter of Ireland will die (2.5 million).

Interesting that this letter was written in County Roscommon, the site today of the Famine Museum, an award-winning museum known for its portrayal of the great Irish Potato Blight. County Roscommon was one of the herder hit by the blight with an estimated 30% death rate.

However it wasn't only the potato disease that assailed the Irish in County Roscommon and elsewhere. Catholics were 80% of the Irish population, were mostly poor, and were very insecure over their present and future condition. It was a demanding life, unforgiving and medieval, not too different from the serf-lord of the manor arrangement popular 400 years before across all of Europe.

Because Ireland was close to England, unlike far off America, Britain was able to keep tight control and enforce her system of rules, which she failed to do with America's discontented ancestry.

England ran Ireland according to the "middleman system" which guaranteed the usually Protestant landlord (English and Anglo-Irish well to do landlord families, and usually absentee, remaining in England) of a regular income, yet they were relieved of any responsibilities of ownership.

Middlemen, as their name implies, leased tracts of land from the landlords on long leases with safe, fixed rents. They in turn sublet to tenants as they saw fit. They would divide their holdings into smaller and smaller portions, while not lowering rents, to increase profits.

Landlords received rent from the tenants through the middlemen and paid tenants minimal wages to raise crops and livestock for export back to England. Because landlords were supreme in this system, tenants could be exploited by their middlemen without recourse.

This Irish system was not unlike the mercantile system which forced Colonial American raw materials to be shipped home to England, while the same colonists were required to buy high priced finished goods from only England. In both cases, all profit and benefit for Britannia. This would be the primary reason Americans fought for independence.

Tenants like our letter writer had no rights and could be evicted for any reason, especially non-payment of very high rent. Improvements by them were naturally discouraged because the lease would eventually expire or could be quickly terminated. Thus, the pervading sense of tenant insecurity.

In 1845 the Great Famine erupted (some Irish counties were hit by it in the 1830's), and the Earl of Devon presiding over yet another Royal Commission, reported

It would be impossible adequately to describe the privations which they [Irish laborers and family] habitually and silently endure . . . in many districts their only food is the potato, their only beverage water . . . their cabins are seldom a protection against the weather... a bed or a blanket is a rare luxury . . . and nearly in all cases their pig and a manure heap constitute their only property.

The Famine held fast to Ireland for the following seven years, causing many who hadn't died to escape to America.

The Commission stated that the cause of the Irish problem was the dire relationship between landlord and tenant. According to the Earl of Clare, the Irish were “brooding over their discontent in sullen indignation”. Yet for being such a poor country, in 1842 alone, Ireland had to remit £6,000,000 to English landlords.

Rent collection by the middlemen was described by the Commission as “the most oppressive species of tyrant that ever lent assistance to the destruction of a country.” They were described as “land sharks” and “bloodsuckers.”

Summing up Ireland’s problem in 1847, two years into the Famine, John Mitchel, a fire-brand of the new Young Ireland movement, wrote in one of his pamphlets about the landlord-middleman system and the non-response from England: “The Almighty, indeed, sent the potato blight, but the English created the Famine.” For this Mitchel was found guilty of treason and sentenced to 14 years in Bermuda.

#### THE LETTER

Our elderly letter writer, J(eremiah?) Maher, of Shankill, in County Roscommon, Ireland, shows himself to have a basic education (though not too good a speller). He is at least a well-read man or perhaps he listens well. He understands economics and politics, and knows very well how the system operates. He reports clearly, from his point of view, the workings of that system. But as an aging father, he also complains that his kids won’t write home.

Was it that so many of the father’s letters had been ‘kidnaped’, which was proven to him in at least one instance? Or was it his confusing method of inscribing the address leaf that may have been too baffling for American mail clerks who were attempting to hunt down his newly arrived, mobile children? Or were the writer’s kids simply too busy or too lazy or plain disinterested acknowledge him by writing back to the old man?

We know that at least in this one instance the letter got through to the boys, but did they bother to write a response back to sooth their ‘afflicted parents’? We’ll never know.

The very large extended family he describes, nephews and nieces everywhere including in the US, seems generally to be doing well. We are at this point, however, seven years from absolute disaster.



**Figure 7** An 1838 confusing address leaf from pre-famine Ireland, simultaneously to Ohio and Indiana (or maybe Kentucky?). The contents tell a marvelous first person account of tenant farming in mediocrally-controlled County Roscommon, which will be one of the hardest hit counties seven years hence during the Great Potato Famine. Cancels of New York and Zanesville, with forwarding, brought the letter from Ireland to southeast Indiana for 25 cents.

The majority who stayed behind were doubtless all tenant farmer families too with large crops and landlord’s livestock to care for. This, in spite of their vastly curtailed rights as conquered (in 1169!) Irish Catholics, harshly circumscribed by the rigid British landlord-tenant and tax systems. The family, at least through 1838, had been able to make do. Much more happy will be those who escaped to America.

According to the 2000 Census, 10.8% of Americans claim Irish ancestry, the majority in California, New York, Pennsylvania, Florida, Illinois. The latter probably has some ancestors of the Maher immigrants mentioned in this letter. Does the reader know any of them?

The letter front has a rustic, confusing, *double* address leaf. It reads:

To Mr Patrick Brennan County  
of Muskingum State Ohio  
for John & Jeremia Maher  
Vernon Gennings County State Indiana  
United States of America

The “Vernon Gennings” indicates the village of Vernon, in Jennings County, Indiana, a further 230 miles southwest of Muskingum, about 60 miles east of Bloomington IN.

In 1838, upon landing in New York, ‘Mr Quinn of Killarney’ deposited the letter at the post office. The letter received a chilly red NEW YORK / JAN/ 19

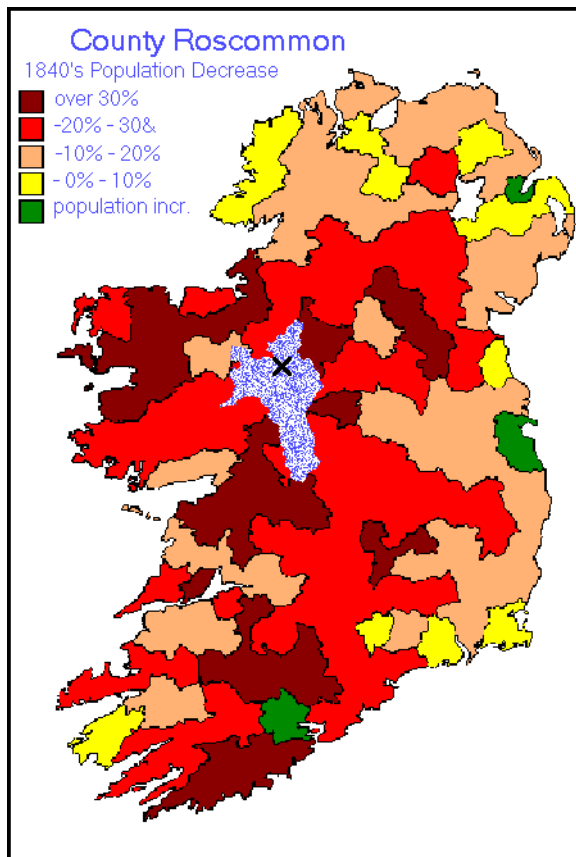


hand stamp and an '18+' brown-red rating, overwritten with an intense black correcting '25' which would pay the proper rate for a distance over 400 miles (almost 500 miles actually). It will travel almost due west to Zanesville OH, the county seat of Muskingum County.

Were forwarding instructions thoughtfully left at the Zanesville post office, or did a neighbor know the instructions for forwarding? Either way, the letter was given a "Louisville / Ky" in uncommon blue ink, written large at the bottom by a clerk or friend, but then crossed out with "Vernon Gennings In[dian]a" replacing it the very bottom.

Then it received a second cancel:

ZANESVILLE / JAN / 27 / O , in red. But rather than write an additional amount and grand total due, the clerk accepted the original amount as written, payable for a letter sent from New York straight through to Indiana, ignoring any Ohio forwarding service rate.



**Figure 8** This graphic shows County Roscommon superimposed on a map showing population decline bands (emigration and death). Roscommon, home of the writer in 1838, will be in some of the deadliest famine areas. "X" marks the writer's village of Shankill. The famed Famine Museum is located in nearby Stokestown.

## TRANSLATION DIFFICULTIES

There are vexing abbreviations in this letter that eventually yielded their secrets. Since the father is writing to two sons, the 'yous' must be a contraction of 'yourselves', a plural 'you'. Could this writing habit have given rise to the modern 'Fonzie' English slang, 'youse' [yooz]?

And the devilish 'Dr' does not indicate a medical doctor, but 'Dear'—discovered that one halfway thought the project.

Another minor mystery is his written word "the", which, experience proves, can mean our 'the' and also, according to his dialect, 'they'. Rule 312: People spell as they speak.

The lack of punctuation dogs the ability to translate this letter with precision. The elder Mr Maher uses occasional dashes (for emphasis?) where a period or commas otherwise belong, but only in maybe 20% of cases. And there are no paragraphs to group topics. We can respect our 8<sup>th</sup> grade English teacher all the more when confronting a document of this sort.

Capitalization is haphazard, not following the old rule that made all nouns 'proper'—they hadn't discovered true proper nouns yet. He capitalizes words or not at will, and the reader gets used to—or doesn't—this willy-nilly application.

The man had a decent vocabulary but his spelling is hit or miss. The most memorable to this writer is 'home' most of the time spelled 'whome'. Where did the writer learn of a silent 'w'?

Without the use of end punctuation, thoughts run together unless the reader is vigilant, and even then can get tripped up. Commas are non-existent also, which forces mental gymnastics in order to keep separate his multiplicity of comments. How important was our 8<sup>th</sup> grade teacher's badgering!

The handwriting is a bear also. His long hours in the rocky fields yielded calloused and perhaps unsteady hands, not to mention the inevitable poor illumination and lack of a proper writing surface. These no doubt account for much of the murky readability.

After awhile, however, his proclivities become apparent and what was earlier a mere guess of a letter now becomes the definite choice. The most perplexing examples are his forms for 'J' and 'H', which eventually were deciphered as his son's nickname, 'Jer' (Jeremiah, the writer's favorite son) and '(scribble)er' blossomed into 'Her'. A good letter for puzzle solvers.

For money amounts the 's' (usually found above the number) refers to shillings, and the '£' represents British pounds. One pound in 1838 for a barrel of barley equaled \$4.89 then, and today translated to about \$116. The 44 shillings (2 pounds, 4 shillings) per barrel mentioned for red wheat translates to £159 or \$238 today.

The father is prescient and philosophic when he writes in 1838, prior to the Famine which will begin the agitation once again for freedom from England:

How ireland will go on now i am Not able to foretell you the prospect is not good for the poor rate is Granted by the Lords & commons [Parliament] with full power vested in the hands of English commissioners to tax the land at discretion i think they are Under no restraint.

And further on,

...ill tell you the people i think will Never consent to the payment of either of them i am certain the former would break ireland Judge the latter yourself -

The Irish will indeed judge for themselves and have their say beginning in earnest in 1912, through the abortive 1916 Easter Uprising, and continuing the struggle to 1922, when the Irish Free State was proclaimed.

All in all, this is an excellent teaching letter from a variety of angles.

Decemr 2d 1838

My Dear children As your letters to me were consoling Since god has pleased to fix you in that free and happy country i expect your answer to this wont leave Me otherwise - first to find you and my Nephews in good health As it leaves me and your Mother your little Brothers and Sisters thanks be to god — i Am not able to discover to you our Uneasinefs this long time back in not hearing from yous we were much comforted last by Patrick Brennans letter about four months previous to this date from Ohio - Since your arrival Dr Jer in Ohio we Received no letter from you but one dated 22d of Feby 1837 and from And[rew] none from John but one in Novr 13th 1837 and from my Dr child- Ellin- but one dated April 29th 1837 / them dates are far [four?] of which leaves Your Mother And me much troubled Still My Mind does not entirely accus you of ingratitude as i know there may be Mistakes in the Post You know formerly when letters going to and coming from your Uncles Martin & Jeremia — its our letters Generally were Kidnaped which the found to be true when the came whome - This is my fifth letter to you of which i get no acknowledgement from yous i

sent one by My Niece Margaret Kelly going to New York in March 1837 with a great many particulars about the country with Many things Usefull for yous to know it took the best part of a day from me to write it - you dont know what a lenth of days it adds to the afflicted parents to find their children well and happy tho thousands of miles distant the are still close to their very hearts And each one of them Still as welcome as the were when god gave them existence to their parents — in each of my letters i always Recommended any of my children to Return whome if the country did not agree with their health or that the could not do well there And i do Repeat the same words in this letter

and further that crops and prices favored Me well since the year Jer went from me was the best year i had this 30 years My wheat on that year made 40s pr Bar[rel] and great yield last year Midling to[o] And this moment when i write this i will comfort yous with our prices wheat Red at 44s white 46 Barley 1 £ oats 14s Butter 5 £ Pigs 40s per Ct [hundredweight?] Cows & Heifers in proportion and No alteration in our Rents yet Untill Next May and we hope at that time to wont be very unfavorable either as we think our landlord will be a very good Sensible man - Neither did we pay one penny tythes since And you know he might charge tythes to his tenants at will if he wished As many tory landlords has done and made them pay it with their Rents being the first money demanded — How ireland will go on now i am Not able to foretell you the prospect is not good for the poor Rate is Granted by the Lords & commons with full power vested in the hands of English commissioners to tax the land at discretion i think the are Under no Restraint - first to bild 100 workhouses at 700 £ each Judge what follows - Next the tythe composition also Granted to be Recovered by the landlords in the Shape of Rent at the small Reduction of 25 per Cent - ill tell you the people i think will Never consent to the payment of either of them i am certain the former would break ireland Judge the latter Yourself - You will be Surprised when i tell you about the Bearer of this letter Mr Quin of Killarne who came whome [for] the fair of Moneybeg being the 30th Novr last and told me that my Dr Nefew Michl Ryan died of a black fever and that he last Saw him And also that ellin went to Hospital with a Sore leg and was despaired of by the phiscons yous Met him in philadelphia in sifting [questioning?] him i found him to have a mistakehe said it was John Brennan Judge My fright - let me know was there any thing about that he says you wrote him a letter and i think he wishes you very well



Decem<sup>r</sup> 2<sup>d</sup> 1838

My Dear child as your letter to me were  
 coming since god has pleased to fix you<sup>r</sup> in that  
 free and happy country - i expect your answer to  
 this wont leave me otherwise - first to find you<sup>r</sup> and  
 my nephews in good health as it leaves me and your  
 mother your little Brothers and Sisters than to be to  
 god - i am not able to discover to you our uneasiness  
 this long time both in not hearing from you<sup>r</sup> we  
 were much comforted last by Octavia's Brethren's letter  
 about four months previous to this date from Ohio -  
 Since your arrival Dr. J. in Ohio we received no let-  
 -ter from you but one dated 22<sup>d</sup> of Feb<sup>r</sup> 1837 and from  
 and none from John - but one in Nov<sup>r</sup> 13<sup>th</sup> 1837  
 and from my Dr. child - but one dated April 29<sup>th</sup>  
 1837 (these dates are far of which leaves your mother and  
 me much troubled still my mind does not entirely accuse  
 you of ingratitude as i know there may be mistakes  
 in the past you know formerly when letters going to  
 and coming from your Uncle's Martin & Jeremiah - its  
 our letters generally were misrased which the found to  
 be true when the came whom - This is my fifth letter  
 to you of which i get no acknowledgment from you  
 i sent one by my <sup>pregnant belly going to New York -</sup> niece in March 1837 with a great  
 many particulars about this country with many things  
 useful for you to know it took the best part of a day  
 from me to write it - you dont know what a length of  
 days it adds to the afflicted parents to find their children  
 well and happy tho thousands of miles distant the are still  
 close to their very hearts and each one of them still as  
 welcome as the were when god gave them existence to  
 their parents - in each of my letters i always recommended  
 any of <sup>my</sup> children to return home if <sup>the</sup> country did not agree  
 with their health or that they could not do well there and  
 i do repeat the same words in this letter

**Figure 9** The first page of four long sheets describing crops, his large family, and a tenant's view of the "Middleman System", in which wealthy English Protestant absentee landlords used go-betweens to exact cruel control of poor Irish farmers, all for the benefit and profit of Mother England.

he came home from New York and going again immediately

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it is in New York he fills his situation — In My Nefew Patt Brennans letter he mentioned some thing about My dear child Ellin saying She had no Vocation and that Jer went with her to another convent in the State of Kenticky i bloted it out immediately before any one knew what it Meant - I Much Surprise at my Son Jer or Ellin but either of them wrote to me at the time indeed i am Jealous of that if not angry be sure its not ood to be Inatured to delicate poor parents - Dr Jer in two of My letters i Reminded you of the promise you made God and me when you were going that is if my health failed me you would Return home to your afflicted Mother And Your Nice little Brothers and Sisters sooner than have them cast to the waves of the world you know the could not be left my land neither could the Manage it at present My Rent is paid to the day I hope you dont forget it / i am well convinced i should provide you with more Money at your going but i [thought] better not dreading you would let it through your [ ] and further i did not know the year i should write for you nor do i at present its god nows that for i never had any child i would Rather close my eyes than you Give me your answer on that and further let me know with out flattery does Yourself and my Dr John Get good health i am sorry he forgot to come See this young woman he desired me to have for him that should be Something for Sunday — indeed i would either he desired me to provide him a Virtuous wife that the one i would Recommend him it may be still for i hope that Your Mother and Me will have the happinefs to see yous all before god calls us i forgot to tell John that indeed i like to see a young man to have a good taste and i was looking out i am sorry you broke your word but there will be good times yet — i forgot to tell you this year was all through wet which left firing very scarce Also wheat Blind at a loss of about 1/3 barley also No yield oats Average Crop Potatoes midling mountains [?] Bad

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John requires to know about deaths and marriages the number died is great deal young and old Among them Young Patt Walton Patt Cody with a Great Many others your Cousin Jonny Maher is Married to Mary Maher of the mill She answers him with his Daughter Biddy to Philip Murphey Annagar a Great Many young men is going in the Police - i would Say Something to My Nephew Michl Ryan but Patt is writing know too the family is in good health and i hope will do well - there is no change in them yet

Dr Jer if your letter be Not on the way coming Answer this as speedy as pofsible and let me know where i will write to my Dr child Ellin if you have any thing secret about Ellin enclose a small ticket in your letter that i may conceal it — let me know about Wm Maher and Andy if you heard from him Also My Dr Niece Mrs Darsy and My Deceased loving Brother Richards widow and children Your Dr Mother little Brothers and Sisters join me in love to yous all also your Aunt Connelly and children your Uncle James and children Uncles Michl and Jeremia indeed their children Silent all Join Me in love to you all No More from your Dr father J Maher Shankill [County Roscommon, Ireland]

NB i chose this large paper in preference to post paper that i may wright a good deal—

## Endnotes

1 The 1820 Census listed total population for Louisiana at 153,407, but the 'Representation numbers' figure was listed as 125,779 people. This means there were 125,779 non-slaves counted along with 46,047 slaves. The calculation is the difference between 153,407 and 125,779, or 27,628, which is 46,407 times 60%. This reflects the '3/5 Compromise' of 1787, which satisfied the South's need for larger numbers in the House of Representatives, without having to recognize slaves as citizens, only a 3/5 calculation, and permitted the U.S. Constitution to be ratified.

2 One historian (Helen Litton, *The Irish Famine: An Illustrated History*, Wolfhound Press, 2006) calculated that between 1801 and 1845, there had been 114 commissions and 61 special committees inquiring into the state of Ireland and that "without exception their findings prophesied disaster; Ireland was on the verge of starvation, her population rapidly increasing, three-quarters of her laborers unemployed, housing conditions appalling and the standard of living unbelievably low."

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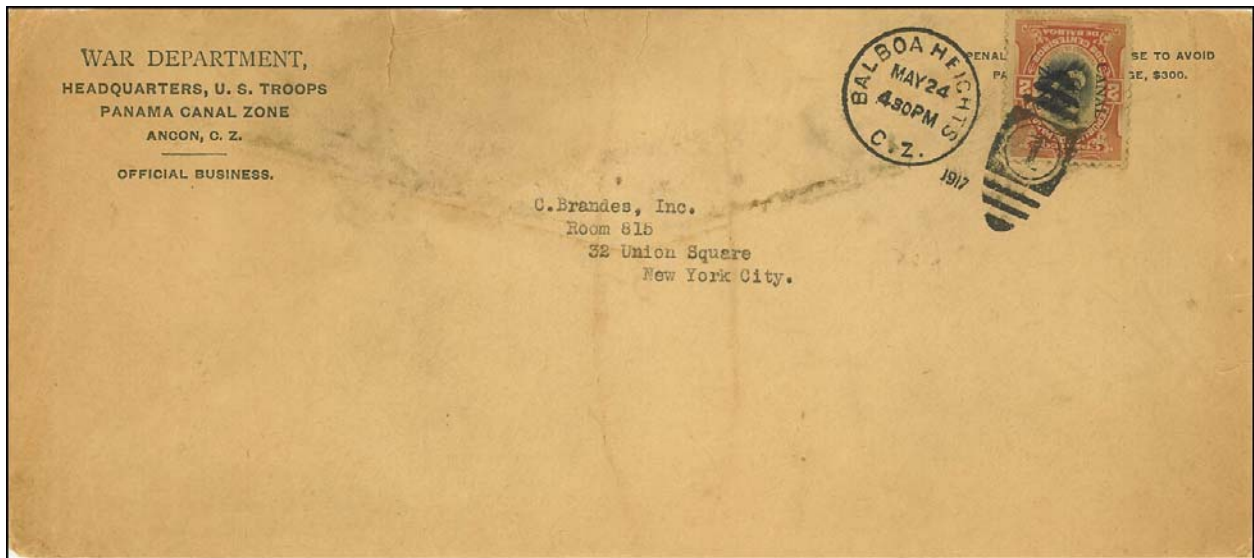
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St Ubes salt trade - <http://query.nytimes.com/mem/archive-free/pdf?res=F70E13FE3B55177493C7A8178DD85F468584F9>



# Panama Mobile Force



**Figure 1** Postmarked Balboa Heights, May 24, 1917, this cover was a private use of a penalty envelope from the Headquarters, U.S. Troops stationed at Ancon, Canal Zone.

**By Wayne L Worthington**

The defense against ground attack of the Panama Canal was an interesting challenge for the United States military. It turned out to be an experiment in organizations as well as a tactical military mission.

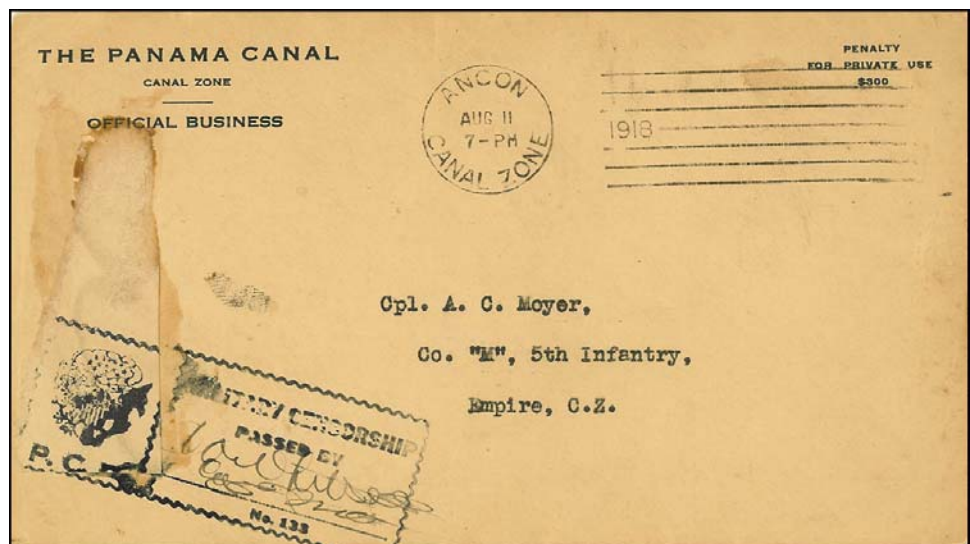
Following US success in the Spanish-American War, the US government found itself responsible for defending territories outside the continental United States. It had no experience in creating permanent organizations to manage such a mission. Past experience had been with temporary Expeditionary Forces.

The US Army was tasked to provide ground attack defense of the Canal in 1911 relieving the US Marines. The War Department, predecessor to the Department of the Army, created the US Troops in Panama as the senior Army unit commanding coastal artillery, harbor defense forces, two infantry regiments and a variety of support units and staffs. Figure 1 shows an early cover of this command.

With the Canal opening in 1914 and war clouds looming in Europe, the War De-

partment made plans to formalize organizations assigned to defend US overseas territories. Since the Federal Government was organized into Departments, it was determined that subordinate Departments would be put in command of Army forces overseas with reporting directly to the US War Department.

On 1 July 1917, the Panama Canal Department (PCD) was created in Balboa and took command of all Army units assigned to the Canal Zone at the time. The PCD would turn out to be one of the longest serving Army units in the Canal Zone. Figure 2 shows an early WWI censored cover of the PCD.



**Figure 2** A Panama Canal official business cover handstamped with WWI military censorship marking.



**Figure 3** An early WWII cover with return address of the Panama canal Department at Quarry Heights. Note the early use of the Provisional Censor handstamp.

Throughout WWI, the mission of the PCD was to provide command and staff leadership to Army and Army Air Corps forces while serving as a Regional Command. Then in April 1920 the PCD moved to a permanent headquarters on Quarry Heights where it would stay until deactivated in 1947. *Figure 3* shows the PCD at Quarry Heights.

Between the world wars, modern warfare technology created real problems for military forces defending fixed installations such as the Panama Canal. The introduction of airplanes, submarines and aircraft carriers meant that attacks could be carried out from longer distances and so the Canal Zone required greater physical standoffs to provide sufficient early warning and reaction time in order to interdict attackers.

The standoffs increased the role of the PCD as it became responsible for organizing bases far from the Zone. Bases in Central America and Panama outside the Zone as well as bases in the Galapagos Islands, Salinas Ecuador and Talara Peru changed the PCD Pacific focus from ground defense of the Canal Zone to command and control of forces based some distance from the Canal.

Additionally, the Atlantic-Caribbean approach to the Canal was another real challenge. To meet the need to coordinate with many island nations/colonies and

European nations, and control ground, air and sea forces, a joint command was created—the Caribbean Defense Command (CDC). The CDC was co-located with the PCD on Quarry Heights with the CDC becoming the senior headquarters. *Figure 4* shows the CDC at Quarry Heights, APO 834.



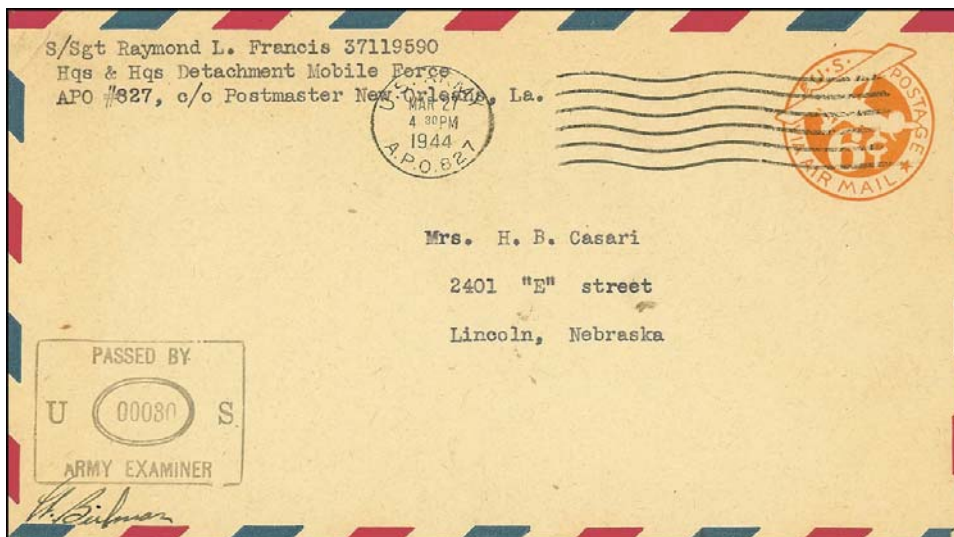
**Figure 4** This September 1943 cover posted through APO 834 at Quarry Heights bears a printed CDC return address complete with insignia.

With the PCD assuming more and more responsibilities outside the Zone, it was directed by the War Department that a major tactical force be organized to command the infantry regiments, field artillery, engineers, quartermaster, military police, medical and transport troops assigned to the Zone. On 1 September 1939, the Panama Mobile Force Provisional (PMF-P) was formally organized in the town of Balboa.

The PMF took command of all major Army ground forces located in the Canal Zone except the Coastal Artillery units which were assigned to the separate



**Figure 5** The Panama Mobile Force Headquarters & Headquarters Company operated from Fort Clayton during World War II. This cover was mailed by a sergeant with that unit through APO 827.



**Figure 6** HQ & HQ Company was reduced to a detachment on 1 June 1943 as reflected in the return address of this cover.

Coastal Artillery Brigade reporting to the PCD. The fixed guns and mortars of WWI fame were still in position, but the CAC units of WWII were anti-aircraft artillery, searchlight units and a barrage balloon unit.

On 10 July 1940, the PMF-P was re-designated HQs & HQs Company Panama Mobile Force. The designation of Provisional was dropped and the unit was relocated to Ft Clayton which would be the PMF's permanent home for the duration of the war. *Figure 5* is a cover from that base.

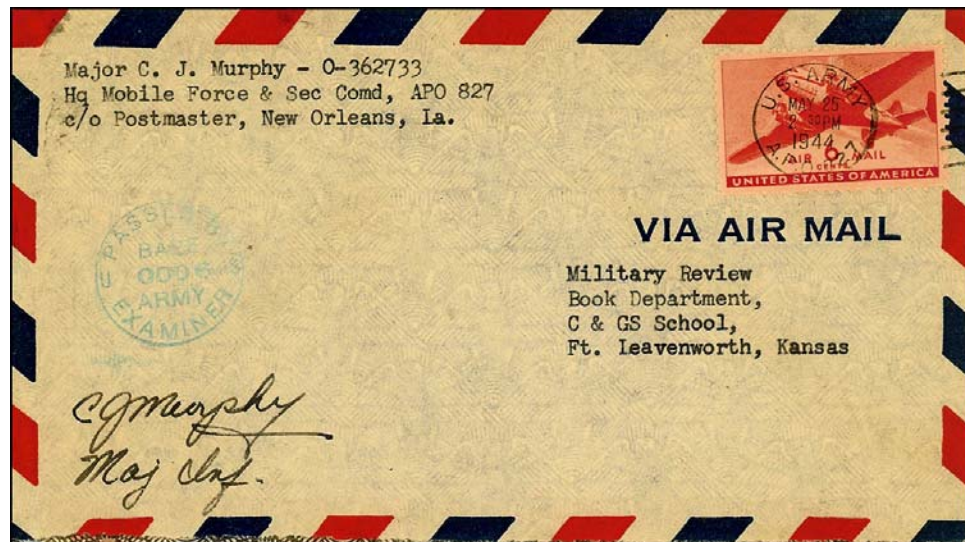
As the war progressed and the Canal Zone units were used to send trained cadres to forces in Europe and the Pacific, the PMF was reduced from a Company to the HQs & HQs Detachment, Panama Mobile Force on 1 June 1943. A Detachment cover is shown at *Figure 6*.

Throughout the early WWII years, infantry units on the Zone were tasked to provide guards for ships transiting the Canal. Commanders objected to this mission as it took troops away from vital training time for their primary mission—ground defense of Canal vital installations. Additionally, each time a new ships guard detail reported for assignment, valuable time was lost orienting the guards on procedures, what to look for on board and how to report suspicious situations to headquarters.

A solution for these problems was the formation of a Security Command. Troops were permanently assigned to this unit and it was assigned to the PMF. On 15 April 1944, the PMF was designated the HQs & HQs Detachment, Panama Mobile Force and Security Command. *Figure 7* shows a cover with this new title.

WWII covers from the PMF can be found showing members of the command sending mail from bases other than Ft. Clayton. *Figure 8* shows a cover from Ft Davis (APO 829). Infantry units at Ft. Davis were responsible for the Atlantic side ground defense and they reported to the PMF. There are a number of possible reasons for this cover. The officer could have been on a command inspection visit or he could have been assigned to Ft. Davis as a PMF liaison officer to the regiment at the base.

**Figure 7** The Mobile Force took on additional duties of security and became the Mobile Force and Security Command on 15 April 1944



**Figure 8** The Mobile Force officer that mailed this cover through Fort Davis (APO 829) may have been on temporary duty at the post.



Similar reasons could apply to the mailing shown at

**Figure 9.** The SGT sending this cover could have been undergoing infantry training at Corozal (APO 828) or he could have been an Infantry Instructor. Corozal was a large post housing supply depots and schools for troops training in the Zone preparatory to assignment to their parent unit.

On 28 February 1946, The PMF was disbanded after a little over six years of important ground force command and control of tactical units in the Canal Zone. **Figure 10** is a late war cover of the Zone's senior tactical headquarters.



**Figure 9** The Mobile Force sergeant indicates that he is on temporary duty in his return address on this cover posted through Corozal (APO 828).





Figure 10 A late WWII cover from the Mobile Force Headquarters.

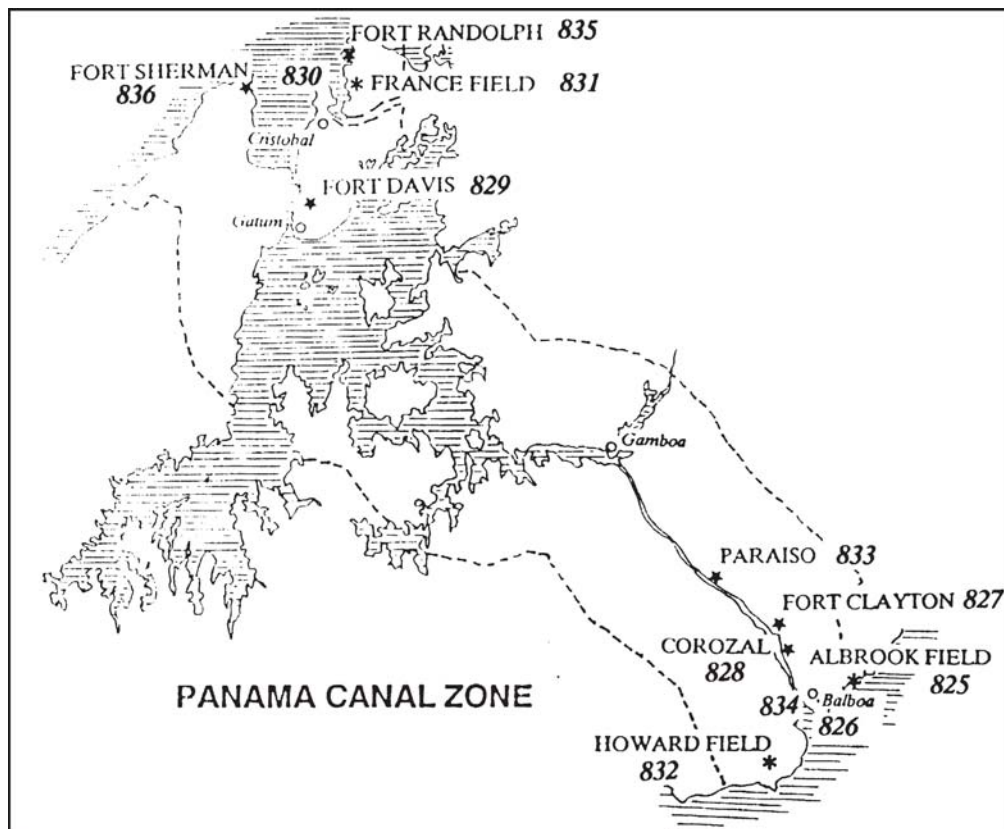
Covers of the Panama Mobile Force are not rare. The unit ranged in size from 50-100 members, but size and period of service mean that covers from the PMF are not as common as many covers from other Panama Canal defense forces of WWII.

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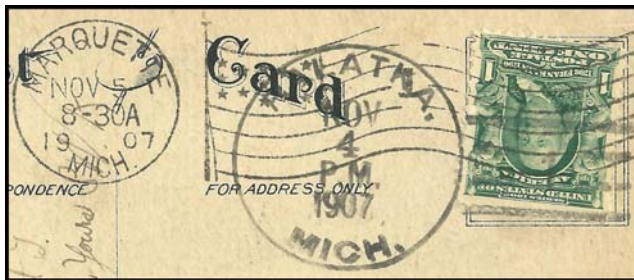
Map showing the World War II APOs located in and near the Panama Canal Zone.

# History of the Caspian, Michigan Post Office



By Paul Petosky

This was a station on the branch of the Chicago & Northwestern Railroad in 1884. The village was platted and recorded as Palatka in 1901. The Palatka Post Office was established on April 12, 1906 with William G. Hanson as its first postmaster.



*PALATKA's first postmark was a Doane type 3, number 1.*

Palatka was the headquarters of the Veroner Mining Company, which operated the Caspian, Baltic and Fogarty mines.



*Baltic Mine, Palatka, circa 1909*



*Fogarty Mine, Palatka, circa 1909*

To provide for more housing facilities, an adjacent village named Caspian was platted in 1908, so shortly after that the Palatka Post Office moved to Caspian.



*Caspian Club House, Palatka, circa 1911*

This venture failed because of the poor location, so the Palatka Post Office moved again to a better location, .4 miles north on April 24, 1913 to New Caspian, which was platted in 1909.





This post card was mailed through the Palatka post office about a year before the name of the office was changed to Caspian. Note that the Palatka postmaster—Martin M. Bies—had chosen to use a non-standard handstamp that gave the appearance of a machine cancel. This was an interesting choice considering that usage of such non-POD equipment were specifically prohibited by Postal Regulations.

On October 15, 1919 the name changed from Palatka to Caspian, and was incorporated as a village in that same year. At one time, Caspian was known locally as Spring Valley and as Newton.

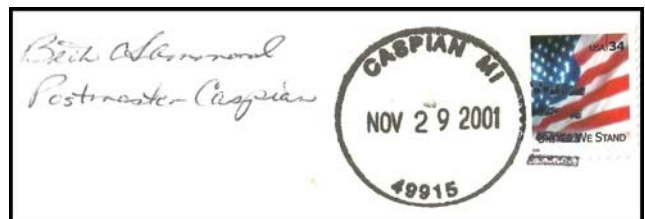
**Postmasters that served at the PALATKA & CASPIAN Post Office are listed as follows:**

Originally established as PALATKA on April 12, 1906

William G. Hanson.....April 12, 1906  
Joseph O. Prosser.....January 6, 1910  
Martin M. Bies.....January 31, 1914  
Frank H. Fisher.....August 15, 1919

Name changed to CASPIAN on October 15, 1919

Henry M. Lawry.....May 4, 1921  
Emile J. Crete.....February 8, 1923  
Frank Arnell.....February 1, 1930  
John M. Eusebio.....December 18, 1930  
Walter W. Webber.....August 21, 1935  
Joseph E. DeAmicis....April 21, 1972  
Irene DeAmicis.....November 19, 1976  
Mrs. Mardell M. Wight..April 23, 1977  
Doris K. Khoury.....July 15, 1978  
Beverly E. Van Ackeren..November 17, 1978  
Kenneth P. Halase.....January 27, 1979  
Kenneth H. Radtke.....  
Larry E. Hester.....June 26, 1982  
Beth C. Sammond.....April 9, 1988  
Terrie L. Polivka.....December 5, 2002 to Present



# Chivalry or Chicanery? A Post-War Letter to America

By Michael Dattolico

In 1900, Ernest M. Barrow left New Vienna, Ohio, to seek his fortune. His father died in 1898 when Ernest was 20, leaving him to care for his mother and younger sisters. Now aged 22, Ernest trekked to Columbus where jobs were more plentiful. Barrow found work as a clerk for an exporting company. He discovered an aptitude for foreign languages and became fluent in French and German. Exhilarated by the world of business, Barrow earned his superiors' respect and lucrative promotions followed. (*Figure 1*).

In 1903, Barrow moved into a modest dwelling on West 6<sup>th</sup> Avenue and persuaded his family to join him. His mother Fannie and three sisters arrived in early 1904. Maude became a clerk while Carrie found work as a seamstress and "corset fitter". His youngest sister, Georgia, trained as a stenographer.

Fannie died in 1908 and family members went their separate ways. Carrie and Maude moved to a new residence at 362 King Avenue. Georgia married Hal Edwards, an auto mechanic who died in 1924. Georgia remarried yet was widowed again in 1934. She kept her 'Edwards' name and moved in with her sisters. Maude and Carrie never married.

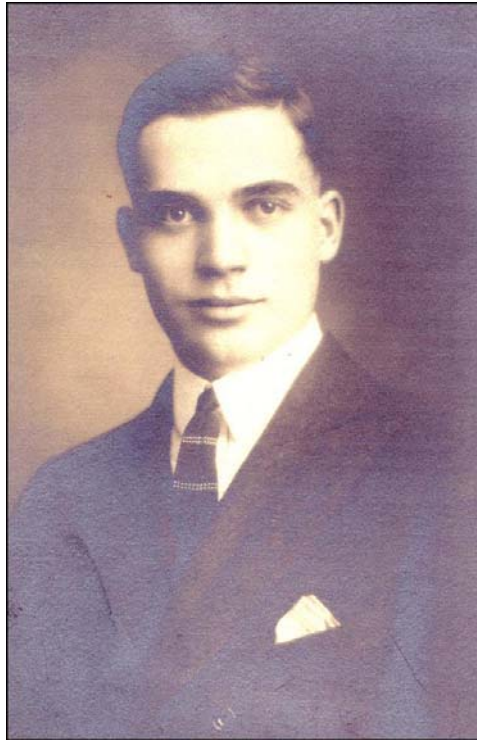
When America entered World War One, the U.S. Army commissioned 39-year-old Ernest M. Barrow into the army's Corps of Interpreters. He arrived in France in January 1918 and served there throughout the war. First Lieutenant Barrow was awarded the Croix de Guerre and discharged in March, 1919. He came home and married his long-time sweetheart Viola Davidson. The newlyweds returned to France to live. Ernest established a successful business. Viola gave birth to their son Paul, and the family resided near Paris.

When World War II began in September, 1939, Americans living in France were urged to leave. Nearly half of Americans in France went home, but many stayed. Since the United States was neutral, Americans in

France had little to fear. Having lived in Paris for nearly 20 years, the Barrows decided to stay.

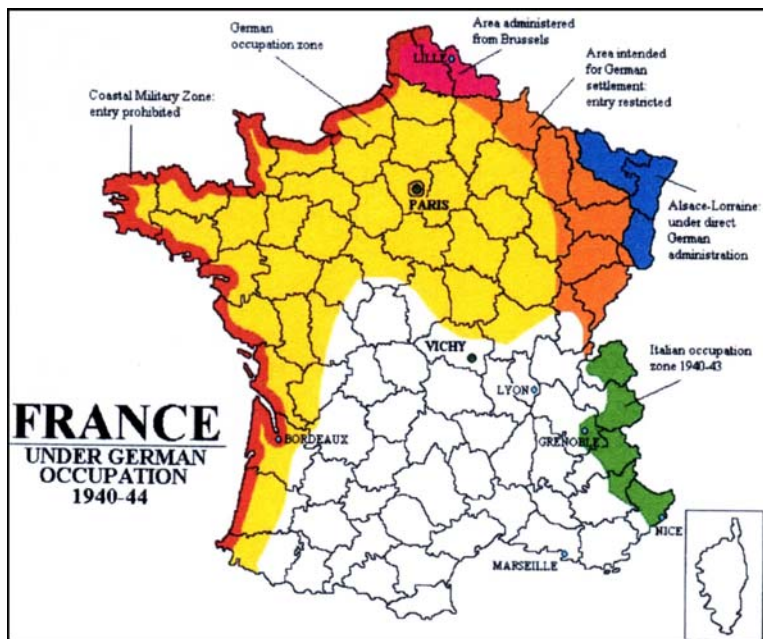
The German Army occupied northern France, and adverse conditions affected nearly 2,000 American expatriates who stayed. Postal service between France and the United States became slow and unreliable. As relations between the United States and Germany deteriorated during 1941, so did the postal situation. A United Press correspondent visiting the American library in Paris during September, 1941, remarked about the "...complete interruption of mails and no recent American magazines..." All letters leaving France were subject to German censorship, and mail sent to France from the United States passed through Bermuda where it

was censored by the British. Americans were angered at reports that the British seized parcels sent from the United States to France. After June 1941, Americans received little or no mail from home as the Germans slowly isolated Paris. Germany declared war on December 11, 1941, and mail service between the United States and Germany was suspended. Not until PMG Order No. 25851 was issued on September 4, 1944 did a limited resumption of domestic services between the United States and France resume. The order allowed non-illustrated post cards to be exchanged within certain areas of France. The cards could be written in English or French, and the content was limited to personal or family matters. Paris was not included in this order. By VE Day, however, civilian mail was slowly moving between the two countries, although French civilian mail was censored. (*Figures 2 through 4*).



*Figure 1 Ernest M. Barrows circa 1910.*





**Figure 2** Map of France under German occupation. The German Army occupied the northern zone which included Paris. Mail sent to the occupied zone was returned to sender. Mail sent to the unoccupied zone was delivered. (Source: Foreign Destinations. *International Mail from the United States During World War II*. [www.sandiegophilatelibrary.org/pdf/files/foreign-destinations](http://www.sandiegophilatelibrary.org/pdf/files/foreign-destinations))

The Barrow sisters were jolted by shocking news in late 1945 when a letter from France arrived at 362 King Ave. (Figures 5 & 6). It was addressed to 'Mrs. Edwards'. The writer was a young Frenchman named Marc Courtois, a friend of Barrow's deceased son. He gave a stirring account of their lives after Ernest died in December 1941, and described Viola's heroic actions during the war. Courtois ended the letter with courtly expressions of respect.

Courtois' detailed letter is indeed impressive. On the face of it, the letter was written by a selfless person who remained loyal to friends under dangerous conditions. He told how Ernest Barrow died of a heart attack, and Mrs. Barrow endured her restrictive internment. Courtois spoke of Viola's courage by protecting downed allied airmen and hiding a friend's son for 18 months. The writer asked nothing for himself. He wanted only to convince Georgia to write to Madame Barrow since she was "crushed by her (Georgia's) silence..." He wished to spare Viola further heartache. The letter must have caused the Barrow sisters some consternation.

But if the letter was impressive, it bordered on the fantastic. Some things that Courtois wrote seem contrary and don't add up. In the first sentence he introduced himself. After that, the letter unfolds as a self-styled personal endorsement exclaiming the esteem that

the Barrows felt for him. Courtois pointed to his bond with Paul cemented on "that fateful night" Paul died and the miracle how he himself was rescued. Unfortunately, Courtois doesn't tell what exactly happened to Paul, nor does he discuss the so-called miracle. The same closeness to Ernest was proven when Barrow gave him Georgia's address to relay information in case Barrow was imprisoned. Courtois portrayed his relationship with Viola as familial bond. During his stay with her throughout 1942, he intimates that he was treated as an adopted family member.

Some of the events recounted in the letter cannot be proved, but they certainly sound good. Marc claims he gave 400 francs to an agent at the German embassy so the man would send a cable to Georgia telling of Ernest Barrow's death. Marc was ordered to Germany,



**Figure 3** Cleveland, Ohio business letter addressed to Paris in June, 1941. The addressee/business had moved to Lyon in the unoccupied (Vichy) zone. An attempt was made to deliver the letter, but it was marked "unclaimed" and "return to sender".



**Figure 4** Letter mailed at Flushing, New York to Germany on April 10, 1940. The sender vehemently expressed his/her feelings about the letter moving via Bermuda.

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2. Foreign Destinations. *International Mail from the United States During World War II*. [www.sandiegophilatelibrary.org/pdffiles/foreign-destinations](http://www.sandiegophilatelibrary.org/pdffiles/foreign-destinations)
3. Columbus Ohio City Directories. Columbus Ohio Public Li-

prompting him to join the French Resistance. If Mrs. Barrow could hide a friend's son from the Germans for 18 months, why didn't she hide Courtois?

At the letter's end Marc said, "In advance, Madam, I send you my gratitude and pay you my respects." Either this was pure sincerity, or brazen self-promotion. One wonders if Courtois had another agenda. Perhaps Viola Barrow was preparing a will, and Courtois wanted to ensure he was included. After all, to do a kind service for her, to help restore a bruised relationship with a relative, might place Courtois in a good position. Courtois' goal may have been immigration to the United States, and he curried favor with Georgia Edwards so she might be a possible sponsor. If Viola Barrow vouched for Marc, it might have smoothed his way through the immigration process.

Was Marc Courtois a loyal, caring man, a chivalrous knight? Or was he a charlatan who manipulated rich American expatriates for his personal gain?

What do you think?

brary.

4. Clinton County Ohio Bureau of Vital Statistics.
5. Rosters of World War One Ohio Soldiers, Sailors and Marines. Copyright 1923.
6. Columbus Dispatch newspaper obituaries files.



**Figure 5** Cover mailed September 25, 1945 from Paris to Columbus, Ohio. Both sides were written by Frenchman, Marc Courtois.



COURTOIS Marc  
Les Mousseaux par  
PONTCHARTRAIN  
(Seine et Oise).

*France*

Paris, September 12<sup>th</sup>. 1945.

Madam,

Will you allow me to introduce to you :  
I am Marc COURTOIS, comrade of your nephew Paul BARROW;  
I was with him during the fateful night and it is a miracle how I was rescued.

After their son's death Mr. and Mrs. BARROW asked me to come often into their home. Mr. BARROW was very affectionate with me. He gave me your address to allow me to let you hear from him in case the Germans would take him as a prisoner. So I permit<sup>me</sup> to write to you.

On the 16<sup>th</sup>. of December 1941 Mr. BARROW was dead from a heart failure during his sleep without suffering, in his small country-house in Les Mousseaux near Paris.

The Germans occupied the house and placed Mrs. BARROW into a superintended freedom. It was prohibited to her to leave the village and to 'phone : a kind of prison.

On January 1942 I gave Frs. 400. to an agent of the German Embassy in Paris who promised me to cable to you that sad news. Your silence shows that he was an extortioner as his fellow-countrymen.

After Mr. BARROW's death I stayed with his widow, but in 1943 the Germans notified me to go to Germany. I escaped and joined the F.F.I.. During the years 1942-1943 and 1944 Mrs. BARROW has done her duty saying she had but nothing anymore to lose except her own life. She sought and received American and English parachutists. During 18 months she hid a friend's son pursued by the Germans.

Now thanks to great America we are free but the mail traffic is yet sporadic. Will you permit me to ask you to send a letter to Mrs. BARROW ; your silence crushes her and decided me to write to you.

In advance, Madam, I send you my gratitude and pay you my respects.

*Marc Courtois*

Figure 6 Controversial letter sent to Georgia (Barrow) Edwards.

# Denio Post Office, Oregon and Nevada

By Leonard Lukens

Denio Post Office was established in the state of Oregon right on the border separating Oregon and Nevada. The first post office was listed in Harney County, Oregon on Sept. 26, 1888 with Josie Denio as first postmaster. The place was named for Aaron Denio who had settled with his family here in 1885 after many years of mining and milling activity in California and Nevada.

The post office was closed May 2nd, 1890, but reopened June 9th 1897 and continued to operate on the Oregon side of the line until Dec. 30 1950. The office opened on the Nevada side of the town Jan. 1, 1951. A letter addressed to early Oregon postmark collector Carl Connet dated Jan 29, 1951 from the new postmaster stated as follows:

Dear Mr. Connet.

I can explain to you the change of the P.O. from Oregon to Nevada. The change started in July 1950 when the post master became ill, and sent in her resignation, and there was 3 applications for the job. All came from the Nevada side. The P.M. became so sick they moved her to Winnemucca and I was appointed asst. P.M. On Dec. 3, 1950 the P.M. passed away. I was appointed acting P.M. and I was authorized to move the office to Nev. Jan. 1, 1951. The location of the new post office serves more folks in Nev. than Oregon. signed Elbert T. Grisel postmaster.

The January 1st cover shows the postmaster as an acting officer and the letter on Jan 29 1951 identifies Elbert Grisel as the postmaster. The office was located near the southwest base of the Pueblo Mountains,



Two covers from Denio Post Office in Nevada shortly after the office had moved across the state line from Oregon.

about 20 miles south of Fields, Oregon.

There are no 19th century post marks known from Denio, and any discoveries in this area would be eagerly sought by Oregon collectors.



This recent photo of Denio with the Pueblo Mountains in the background was taken by Mike McDonald and posted online at Panoramio.

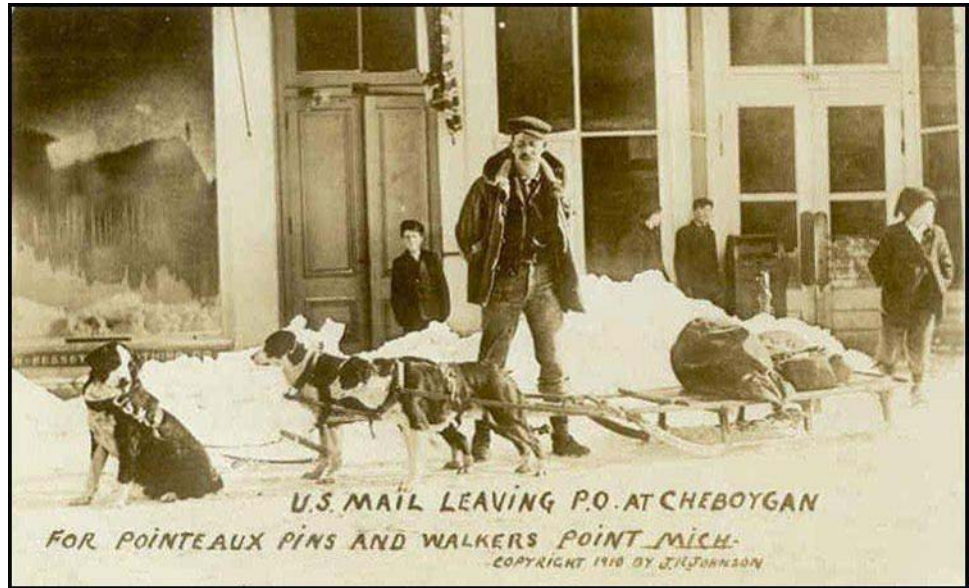


# Michigan's Upper Peninsula Dog Team Mail

By Paul Petosky

From the establishment of the post office at Sault Ste. Marie on September 11, 1823 in Michigan Territory, mail was carried west by watercraft in summer, the postmasters entrusting mail to dependable persons.

Winter service west to Marquette and Carp River area was unreliable for decades. For more than one-third of the year the inhabitants of this Lake Superior region were almost as effectually cut off from the outside world as any arctic explorers. The nearest railroad station is at Marquette, about 180 miles distant from the Sault. Twice a week a sledge, drawn by a couple of dogs harnessed in tandem with ropes and bearing the mail, sets out from Sault Ste. Marie, over the snow and ice, under the convoy of an Native American runner, and if the weather is fine, and there are no detentions, arrives at Marquette in time to enable a person to send a letter back to New York with the dog sled team to the Sault and on to places south and receive a letter in a little less than two months. West from the Sault about 85 miles (land route) is Whitefish Point, jutting into southeastern Lake Superior, both a hazard and a haven for ships on this notoriously dangerous



segment of their east-west routes. A small commercial fishing settlement had thrived at Whitefish Point since the 1830s, and a lighthouse had been in operation since 1849. Mail was addressed to Whitefish Point via Sault Ste. Marie. During the 1870s a large timber operation thrived twenty-five miles west of Whitefish Point, and a carrier with dog-sled and snowshoes brought in needed supplies, such as logging chains and iron. He took the land route from the Sault, and agreed to carry the mail for Whitefish Point residents during the winter for \$5.00 per family. On September 24, 1877 a post office was established at Whitefish Point, and during the winter months the first government-employed mail carrier, Noah Menominee, a Native American, was scheduled to

arrive on the 20th of each month. He laid over a day and returned on the 22nd. This schedule was maintained until the Duluth, South Shore and Atlantic Railroad was completed to the Sault in 1887 and a station was established at Eckerman, some 40 miles to the south of Whitefish Point. Then the residents petitioned the Post Office Department for twice-a-week schedule, which was granted. With the advent of rail service, stagecoach runs were frequent during



Cover addressed to Marquette, Michigan, circa 1880 with instructions "to be left at Shelldrake River Lumber Camp."

the summer months between Eckerman - Emerson - Shelldrake and Whitefish Point. Shelldrake is located 8 miles south of Whitefish Point at the mouth of the Shelldrake River (also known as the Betsy River) on Whitefish Bay. At one time Shelldrake was a Native American fishing village. The Native Americans also used this trail to reach mines of red ochre (also known as Vermilion), which they used for paint pigment. Shelldrake derived from the Ojibwa word Anzig meaning Shelldrake or a sawbill duck (also known as Merganser) which are plentiful in this area. Although the lumber mills didn't come into Shelldrake until the 1880s, many lumber camps were already set up way before the mills were

built. This letter was mailed from Brockport, NY Post Office and mailed to Marquette, to be picked up by the Sault Ste. Marie mail carrier, to be left at the Shelldrake River Lumber Camp. Due to the weight of the letter, it required 6-cents postage at that time. The Brockport, NY Post Office was established on August 9, 1823, just about a month before the Sault de Ste. Marie Post Office was established.

#### References:

Taylor, William J., *U. S. Postal Service Upper Michigan Postal History and Postmarks* (1988)



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This is the 65<sup>th</sup> year since the Philatelic Foundation's not-for-profit charter was granted in 1945. The Foundation is pleased to present the PF Searchable Database to collectors as an anniversary present. You can access the database from the PF's website at [philatelicfoundation.org](http://philatelicfoundation.org).

Please watch the Philatelic Foundation's website for new educational presentations which will be posted soon. The Philatelic Foundation wishes to thank the David Beals III Charitable Trust for helping to bring this project to you.

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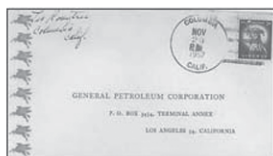
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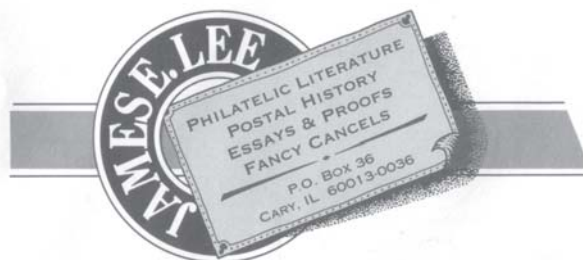
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86-90	\$4.50	\$11.22	\$21.36
91-95	\$4.75	\$11.82	\$22.50
96-100	\$5.00	\$12.45	\$23.70

## SOCIETIES

### CANADA AND BNA POSTAL HISTORY!

The British North America Philatelic Society offers members an outstanding quarterly journal BNA Topics, an on-line library, a substantial discount on BNAPS books, an annual convention, and numerous regional and study groups. **Info:** [www.bnaps.org](http://www.bnaps.org) or contact the Secretary, David Jones, 184 Larkin Dr., Nepean, Ontario K2J 1H9 Canada [42-3]

## FOR SALE: COVERS

DO YOU COLLECT State Postal History, Doane Cancels or cancels of any kind? Now 38 States online plus Dakota Territory and more coming. Over 9000 covers online with 1500 of them pictured. Website: <http://www.towncancel.com/> Gary Anderson, P.O. Box 600039, St. Paul, MN. 55106. Email: [garyndak@comcast.net](mailto:garyndak@comcast.net). [41-4]

COVER AUCTIONS, NAVY/MILITARY; Classics; Submarines; Surface Ships; Locations; APO;s; POSTCARDS; MEMORABILIA. Mixture of commercial; philatelic; wartime covers. Free illustrated catalogues. Jim Smith (USCS, MPHS), Box 512, Oshtemo, Michigan 49077 [41-4]

## FOR SALE: COVERS

DPO's, RPO's, ships, Doanes, Expos, machines, military, advertising, auxiliaries, and more! My Mail Bid Sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: [mehrer@postal-history.com](mailto:mehrer@postal-history.com). Internet web site: <http://www.postal-history.com>. [42-1]

## TOWNS:WANTED

All States and categories wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: [mehrer@postal-history.com](mailto:mehrer@postal-history.com). Internet web site: <http://www.postal-history.com>. [42-1]

CALIFORNIA - KERN & IMPERIAL County covers and cards. Especially interested in Bakersfield corner cards. Send description or photocopies and prices to John Williams, 887 Litchfield Ave., Sebastopol, CA 95472 [41-4]

## TOWNS: WANTED

PHILLIPS COUNTY, MONTANA. I am developing a personal collection of postal history of the post offices which have existed in Phillips County, MT. (This is the county in which I was born and grew to adulthood). I hope to acquire postal covers and postcards (especially PPAs) from all these post offices. The collection dates will span from approximately 1900 to 1970. Among the postmarks/post offices for which I am still looking are: Alkali, Bellealta, CeeKay, Cole, Cowan, Freewater, Greve, Leedy, Legg, Lonesome, Lost Lake, Strater, Waleston, Whitcomb, Ynot and Zenon...and others. Please send descriptions or photocopies/scans with asking price, by e-mail or postal mail to: Evert Bruckner, 1724 Morning Dove Lane, Redlands, CA 92373. e-mail: [ebruckner@earthlink.net](mailto:ebruckner@earthlink.net) [41-4]

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 41-4]

SPOKANE FALLS / SPOKANE, WA. 1872-date wanted: Territorial, registered, postage due, certified, commercial airmail, foreign destinations, unusual station cancels, usages, and postal markings. Send description or photocopies/scans to Larry Mann, 655 Washington PL SW, Mukilteo, WA 98275 [Larrymann02@aol.com](mailto:Larrymann02@aol.com) [41-4]

WESTPORT WA Collector seeking older advertising covers and pre-1950 postcards from Westport, WA. Contact: Douglas Olson, PO Box 2177, Westport, WA 98595 [41-4]

## NOTE:

**EXPIRATION DATE SHOWN  
AT END OF EACH AD, i.e.,  
[41-4], MEANS AD WILL  
EXPIRE WITH THIS ISSUE.**

**AD DEADLINE FOR NEXT  
ISSUE:**

**February 10,  
2011**

**MILITARY: WANTED**

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send Xeroxes or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 ([57-vette@adelphia.net](mailto:57-vette@adelphia.net)) [41-4]

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

**COLUMBIAN COVERS: WANTED**

1¢ COLUMBIAN (Scott US #230) COVERS for eventual exhibit. Early/late uses, multiples on cover, unusual destinations, fancy cancels, etc. Also collecting 1893 Columbian Expo covers & paper ephemera. Send scans, photocopies, or on approval to: Doug Merenda, PO Box 20069, Ferndale, MI 48220-0069 or [ddm\\_50@yahoo.com](mailto:ddm_50@yahoo.com) [41-4]

**DOANE CANCELS: WANTED**

Buy, sell and trade Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, P.O. Box 600039, St. Paul, MN 55106 [41-4]

**PREXIES: WANTED**

URGENTLY NEED 4½¢ Prexies for collection. Looking for covers, proofs, printing varieties. Anything that fits into a specialized collection. Describe with asking price. Howard Lee, Box 2912, Delmar, CA 92014. Tel: 858-350-7462. Email: [gimpo@adnc.com](mailto:gimpo@adnc.com) [41-4]

**SUB-STATION POSTAL MARKINGS: WANTED**

SUB-STATION postal markings containing "sub" dated between 1889 and 1912 from any US city. Send photocopies to Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987 [41-4]

**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](mailto:helbock@la-posta.com)

**WANTED: MISCELLANY**

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](mailto:jimko@speakeasy.net) 41-41

**LITERATURE: FOR SALE**

19th Century Cleveland, Ohio Postal Markings by Thomas F. Allen, a 122-page book packed with information helpful to all postal historians, only \$8.00 postpaid for *La Posta* subscribers G-P Stamp Club, 7280 Hudson Road, Kent, OH 44240 [41-4]

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## La Posta Publications

33470 Chinook Plaza, #216,

Scappoose OR 97056

email: [helbock@la-posta.com](mailto:helbock@la-posta.com)

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Sincerely yours,

Richard W. Helbock,

Publisher

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**33470 Chinook Plaza, #216**

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Hello Richard & Cath:

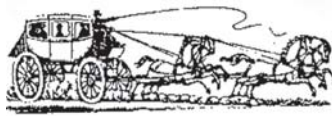
Yes, I'll give *La Posta* a try. You may begin my subscription with the Volume 42, Number 1 (Spring 2011) issue. Enclosed is my check in the amount of \$25.00.\*\*

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Address: \_\_\_\_\_

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**Billing Address:**\_\_\_\_\_ **City:**\_\_\_\_\_

**State:**\_\_\_\_\_ **Zip:**\_\_\_\_\_ **E-mail:**\_\_\_\_\_

**I understand that ad fees are payable in advance unless other arrangements are made.**

**Date:\_\_\_\_\_Signature:\_\_\_\_\_** (E-mail acknowledgement O.K.)


DISPLAY ADS may be run on a contract basis for one-to-four insertions. You may change ad contents of inside pages at any time, provided advance notice is given. Contract rates are as follows:

## INSIDE PAGES

Ad Size	One Issue	Two Issues	Four Issues
1/8-page	☐⇒\$20.00	☐⇒\$36.00	☐⇒\$60.00
1/4-page	☐⇒\$38.00	☐⇒\$72.00	☐⇒\$130.00
1/2-page	☐⇒\$68.00	☐⇒\$132.00	☐⇒\$254.00
1-page	☐⇒\$120.00	☐⇒\$236.00	☐⇒\$462.00

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\*Note – Inside cover & back cover ads must be taken out for a minimum of two issues.

DEADLINES FOR INSIDE & INTERNET PAGES: Spring issue – **10 Feb**, Summer issue – **10 May**, Fall issue – **10 Aug**, Winter issue – **10 Dec**.

DEADLINES FOR BACK COVER COLOR AD:  
Spring & Summer issue – **10 Dec**, Fall and Winter issue – **10 May**

*We will run your black and white ad in color on our website for no extra charge. If you would like us to create an ad for you, at no extra charge, please attach your business card or write in what you would like to say on the back of this form.*

**E-mail your ad to Cath Clark at: [lapostagal@hotmail.com](mailto:lapostagal@hotmail.com)**  
**or send to: La Posta, PO Box 65, Harwood, NSW 2465 AUSTRALIA**  
**Payment by check (U.S. bank) to La Posta Publications.**  
**Payment by Paypal to: [turtledragon@helbock.net](mailto:turtledragon@helbock.net)**

*Phone Between 3:00 pm & 10:00 pm PST*  
*(011) (61) (2) (6645-1829)*



# Oklahoma

## Territorial Postmarks 1890-1907

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For La Posta Readers Only. Author seeking additional type and date information.

By Richard W. Helbock

**PART 3, Q-Z Towns**

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