La Posta Publications
315 Este Es Road
Taos, NM 87571

PRSRT STD
US POSTAGE
PAID
Permit No. 7419
Tampa, Fla.

Vol. 43, No. 1
Whole Number 249
First Quarter 2012

LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

Vol. 43, No. 1
Whole Number 249
First Quarter 2012

New York City's Cortlandt Street: One Way to the River

By Richard S. Hemmings

OUR 43RD YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2012

HARMER-SCHAU
AUCTION GALLERIES, INC.

Official Auctioneers

for the

APS Summer StampShow

August 16-19, 2012

Sacramento, CA

We are proud to offer

the

Postal History Collection of R.W. Helbock

including Philippines, U.S. Presidentials,
Worldwide Airmails and U.S. Western Forts

Harmer-Schau Auctions is proud to be Official Auctioneers during the four days of the APS Summer Show at the Sacramento Convention Center.

Included in the auction will be an extensive specialized collection of Switzerland and U.S. with "graded" singles.

Contact us for inclusion of your collection in the auction during the largest show held annually in the U.S. Additional information can be located online at our website, www.harmerschau.com.

Harmer-Schau Auction Galleries, Inc.
1333 North McDowell Blvd., Suite B, Petaluma, CA 94954 • 707-778-6454 • Fax 707-763-6772 • info@harmerschau.com

SCHUYLER J. RUMSEY AUCTIONS IS IN NEED OF STAMPS AND POSTAL HISTORY!

The "Queen" of First Day Covers Sold $115,000

The "King" of First Day Covers Sold $172,500

THE TIME IS NOW TO SELL INDIVIDUAL RARITIES OR ENTIRE COLLECTIONS. TAKE ADVANTAGE OF A GROWING MARKET, A PROFESSIONAL CATALOG AND PROMPT PAYMENT. PLEASE CONTACT US SHOULD YOU HAVE ITEMS FOR CONSIGNMENT OR DIRECT SALE.

Please visit our website at:
www.rumseyauctions.com

email: srumsey@rumseyauctions.com

Schuyler Rumsey Philatelic Auctions

47 Kearny Street
San Francisco
California 94108
t: 415-781-5127
f: 415-781-5128

Publisher
Advertising Manager
Circulation Manager
Catherine Clark
POB 65
Harwood, NSW 2465
Australia
lapostagal@hotmail.com

Editor in Chief
Peter Martin
POB 6074
Fredericksburg, VA 22403
Pmartin2525@yahoo.com

Associate Editors
Jesse Spector
Alan Warren

Contributing Editor
Rod Crossley

La Posta: The Journal of American Postal History is published four times a year with issues mailed on or about the 20th of March, June, September and December. Subscription information is available from: La Posta Publications, c/o C. Clark, 315 Este Es Road, Taos, NM 87571
lapostagal@hotmail.com
or by phone in Australia
612-6645-1829

LA POSTA
THE JOURNAL OF AMERICAN POSTAL HISTORY

Vol. 43, No. 1 **Whole No. 249** **First Quarter 2012**
Website: *www.la-posta.com*

CONTENTS

COLUMNS

Cover Photo: *The Library of Congress photograph showing a river view of the Twin Towers and the area around Cortlandt Street was taken in 2001.*

La Posta: The Journal of American Postal History

Annual Subscription Rates		Article Deadlines	
USA	$32 (4 issues)	2nd Quarter 2012	April 10, 2012
Canada	$38 (U.S. $)	3rd Quarter 2012	July 10, 2012
Foreign	$70, via airmail	4th Quarter 2012	Oct. 10, 2012

La Posta Benefactors and Sustaining Subscribers

Benefactors

La Posta Benefactors contribute $75 or more for their subscription. Benefactors recognize that the *La Posta* journal, along with its books and e-books, are a vital force that helps build and sustain interest in American postal history. Benefactor and Sustainer contributions go beyond just supporting the journal and help fund our research and publishing endeavors. We give our special thanks to the following individuals for contributions above and beyond:

Joseph J. Adamski
Albert Aldham
Gary Anderson
Ted Bahry
Rex J. Bates
John Beirne
Dr. Steven J. Berlin
John Bigart
William E. Brooks
Chip Brown
John A. Cheramy
Rod Crossley
Richard F. Curtin
Elwyn J. Doubleday
Robert M. Ebiner
Norman Elrod
Edward Fisher
Kenneth L. Hamlin
Reginald L. Hofmaier
B. Clyde Hutchinson
George Kramer
Alfred F. Kugel
Russell Lang
Dennis J. Lutz MD
Millard Mack
Robert L. Markovitz
Peter Martin
Bernard D. Mayer Jr.
Larry McBride
R.J. Randy McEwen
Col. Richard Morain
David Mui
Eric A. Nelson
James K. Oliver
Larry Oliver
Alan Parsons
Richard F. Pesot
Paul E. Petosky
George Pinyuh
John A. Pollard
Robert Quintero
Toivo R. Rannikko
Robert G. Rose
Paul C. Schroeder
Larry R. Sell
Dr. Michael Senta
Timothy M. Sheehan
Gus Spector, M.D.
Jesse Spector, M.D.
Rex H. “Jim” Stever
Robert Stoldal
W. L. Strauss
James R. Stultz
Mike Tacha
Owen L. White
Ray Woodman
Kenneth C. Wukasch

Sustaining Subscribers

The following individuals and institutions have contributed financial assistance to *La Posta* in excess of their subscriptions and we are proud to list them as our Sustaining Subscribers. We are indebted to them for their generous support. Without it *La Posta* could not continue to exist.

Raymond Agren
Bill Arata
Louis Basten
Henry F. Battestin Jr.
Robert A. Beall
John E. Beane MD
William R. Beith
Bary D. Bender
Henry J. Berthelot
John Boal
Thomas V. Boettger
Eppe Bosch
James N. Boyden
Deane R. Briggs M.D.
Roger S. Brody
Mike Brown
Maurice M. Bursey
Arden D. Callender Jr.
Thomas E. Caton
Thomas E. Chastang
Robert C. Clark Jr.
Walter S. Clarke
Giles R. Cokelet
David C. Collyer
Thomas E. Corning
Vince Costello
Joe H. Crosby
Roger D. Curran
Matt Dakin
J. Leonard Diamond
Joe Edinger
Craig Eggleston
David M. Ellis
James W. Faber
John Farkas
Norman Ferguson
Ronald W. Finger
Sidney Fingerhood
Louis Fiset
Kenton Forrest
Dale Forster
Myron Fox
Ernest E. Fricks
A.E. Gaddy
Raymond S. Hadley
Dave Hamilton
Dr. Edwin J. Helitzer
Gary G. Hendren
Jeff Higley
Terence Hines
Todd A. Hirn
Don L. Hofsommer
Robert Hohertz
James H. Inverarity
Gordon E. Katz
Lucien S. Klein
Daniel M. Knowles, M.D.
William Kolodrubetz
Eliot A. Landau
Howard Lee
James E. Lee
Brian P. Levy
Rev. David C. Lingard
Richard Londo
Richard A. Long
Larry Dean Maddux
Craig Martin
Richard Martorelli
Robert G. Metcalf
Steven Miedziak
John Milewski Jr.
Lynn I. Minneman
John Edwin Moffatt
Steven R. Morehead
James P. Myerson
Burnham S. Neill
Ray L. Newburn Jr.
William A. Nix
Robert Omberg
Dennis Pack
John E. Panek
Norman H. Pence
The Philatelic Foundation
Hans Pohler
Rev. Elwood S. Poore
Stephen Prigozy
Robert D. Rawlins
Thomas S. Richardson
Hal Ross
Henry B. Scheuer
Steven Schmale
Schmitt Investors Ltd.
Robert G. Schultz
Joseph Sedivy
Edwin H. Shane
Charles G. “Terry” Shaw
Dan Sherman
Lawrence Sherman, M.D.
James E. Shew
Thomas H. Smith
Ed Solomon
Anita T. Sprankle
John A. Steele
Seymour B. Stiss
Bob Summerell
Robert D. Swanson
Michael F. Taugher
Norman Tjeltveit
Don Tocher
Allan Tomey
Kenneth Trettin
Thomas P. Unterberger
Charles S. Wallis Jr.
John Weigle
Kenneth L. White
Robert B. Whitney
Louise Wile
David E. Williams
Wayne Worthington
John Wright

Many Thanks to Our Benefactors and Sustainers

I would like to begin by saying how deeply grateful I am to all of our *La Posta* benefactors and sustaining subscribers, both those who have been contributing extra for many years, and those who have recently stepped forward. Our overall subscriber numbers have decreased from what they were a few years ago, as is the case with all philatelic publications. Thus, the extra provided from our benefactors and sustainers, in combination with ad revenues, is what enables the journal to continue. Pete and I are aiming to increase both our subscription and advertising numbers this year, but in the meantime, it is our existing subscribers who are keeping us afloat, so *gracias* to you all for your continued support.

Goodbyes, Farewells and Hellos

It was with heartfelt regret that I learned from Catherine Meschter that her father, Dan, had passed away. Dan Meschter, author of the "Postmasters General" series and "Transcontinental Railroads," had been a stalwart author for *La Posta* during most of the 42 years when Bill Helbock was publisher, dating right back to its genesis in Las Cruces, N.M. He will be sorely missed. Dan—bless him—did leave a few more PMG articles for us, and we are trying to get his notes so that we can complete the series. Our plan is to publish the entire series in CD form to honor Dan's contribution to the postal history hobby.

We bid a temporary farewell to Associate Editor Dennis Pack, who authored the last two feature articles about Utah RPOs. He is taking a long-planned hiatus to work on some personal projects. In addition to his many well-researched, interesting and beautifully illustrated articles, Dennis is an excellent photographer and he provided many of the *La Posta* covers with a western theme during the past several years. We look forward to the return of Dennis' byline in the future.

Fortunately, we do have some excellent authors who have stepped in to help fill the void, including new Associate Editors Jesse Spector and Alan Warren, Contributing Editor Rod Crossley, and new postcard columnist Charles A. Fricke. I encourage anyone who has written for us in the past, or would like to do so, to support *La Posta* with an article this year. Just e-mail your ideas to the editor at *Pmartin2525@yahoo.com*.

New Doane Coordinators Needed

Gary Anderson, our *La Posta* Doane coordinator for the United States, reports that the state-by-state on-line listing and update project is still very much alive. Gary specializes in state postal history and Doane postmarks, and has 38 states listed on-line with more than 9,000 covers and 1,500 illustrations at *www.towncancel.com*. He could use coordinators for California, Kansas, Louisiana and Montana to collect and report updates. These are the states where the coordinator has either resigned or passed away. Gary can supply a file of the state to anyone that would be interested in taking over any of these states. E-mail him at: *garyndak@comcast.net.*

USPS Back Order Miracle

Remember the Oregon state stamp of 2009? I was astounded to open a packet from the USPS in the late heat of our Australian November to find multiple sheets of these, plus some $300 of additional postage we had ordered nearly three years ago! As you can imagine, I had given up on having my order fulfilled long ago. The lesson: if you want special commemoratives, it is best get them in person at a stamp show.

New *La Posta* Mail Forwarding Address

My mail forwarding service has been relocated from Oregon to Taos, N.M. Letters are being processed in the capable hands of Carole Clark, and forwarded to "*La Posta* South" in Australia as required. For renewals and general correspondence to the publisher, our U.S. address is now:

La Posta c/o C. Clark
315 Este Es Road
Taos, NM 87571

You may also send mail directly to me in Australia. Letters to the editor and articles should be sent to Peter Martin in Virginia. The addresses are in the front of the journal.

Changes for *La Posta*

We are currently reviewing a number of upgrades to the journal and will be implementing them as quickly as the budget allows. For example, with this issue you'll find a change in the paper stock for inside pages. We have moved to a coated and heavier stock in order to make the contrast of our numerous *La Posta* images more impactful. The new paper stock will also give the journal a higher quality feel.

You'll also note that the inside front and inside back covers are now available for color advertisers and we're pleased to have Schuyler Rumsey Philatelic Auctions from San Francisco and Harmer-Schau Auctions of Petaluma, Calif., and Portland, Ore., fill these prime spaces in this issue.

On a more subtle note, you'll find a slight change in the long form of the journal name. The old *La Posta: A Journal of American Postal History* has changed to *La Posta: The Journal of American Postal History*. The one-word change is minor but important. I have long felt that *La Posta* was the most significant journal devoted specifically to the full range American postal history. Our dedicated readers seem to agree and the new name reflects that concept.

New Features

As we move forward, we're looking at a number of new columns and features, all with the idea of giving *La Posta* readers a diverse content that ensures that there is something for everyone in each issue.

In this issue are two great examples of what has become termed "social philately." It's a term that has been growing in prominence in philatelic exhibiting, but it applies equally to postal history articles. In essence, social philately allows for the inclusion of non-philatelic material that is relevant to the subject. It provides for a much broader context and understanding of the subject. Both "New York City's Cortlandt Street: One Way to the River — An Historical Tour Using Postal History and Ephemera as a Guide" by new author Richard Hemmings and "The Henry Ford Peace Expedition and Its Postal History" by the dynamic duo of Jesse Spector and Robert Markovits are prime examples. I think you'll agree that they make fascinating reading.

Also in this issue, we welcome Philatelic Foundation Executive Director Larry Lyons as a regular contributor. His column will document interesting postal history items that have been expertized and he will provide background about the issues faced in coming to a conclusion.

The new "In the News" column provides information about current events. As a quarterly journal, we usually can't provide immediate news, but we can, and will, let you know about important events of interest to postal historians.

With our "Closed Album" feature we hope to become the journal of record for documenting the passing of postal historians. We rely on our readers to provide the information and photos for this feature.

We want to expand our "Book Reviews" column to include coverage of all new books related to postal history. If you become aware of a new title that hasn't been featured, please send me an e-mail with the book's details.

There's more in the works, so stay tuned.

The Helbock Prize

On page 49 we announce the creation of the Richard W. Helbock Prize in honor of the founding editor of *La Posta*. It will be presented each year for the best article appearing in *La Posta*.

The award serves both to keep Bill's memory alive and to give us the opportunity to reward the contributions of our dedicated authors. Runner-up and third place awards also will be presented.

An endowment fund is being established to fund the award in future years.

Daniel Meschter

On page 55 we report the loss of one of the stalwarts in the *La Posta* circle of authors. Daniel Meschter was 87 and for nearly four decades had been a regular contributor to the journal. At the time of his death, he was completing his long-running series of "Postmasters General of the United States." We still have a couple of his completed articles and we hope to obtain his notes so that the series can be completed.

Readership Survey

The Fourth Quarter 2011 *La Posta* contained a readership survey and your response has been overwhelming. About one-quarter of our subscribers responded, which is exceptional and a strong indication about how much our readers care about the journal. We're now analyzing the data and the individual comments and will provide a report of the results in the next issue. A big thanks to everyone who took the time to fill out the survey. Your comments will help guide the future direction of *La Posta*.

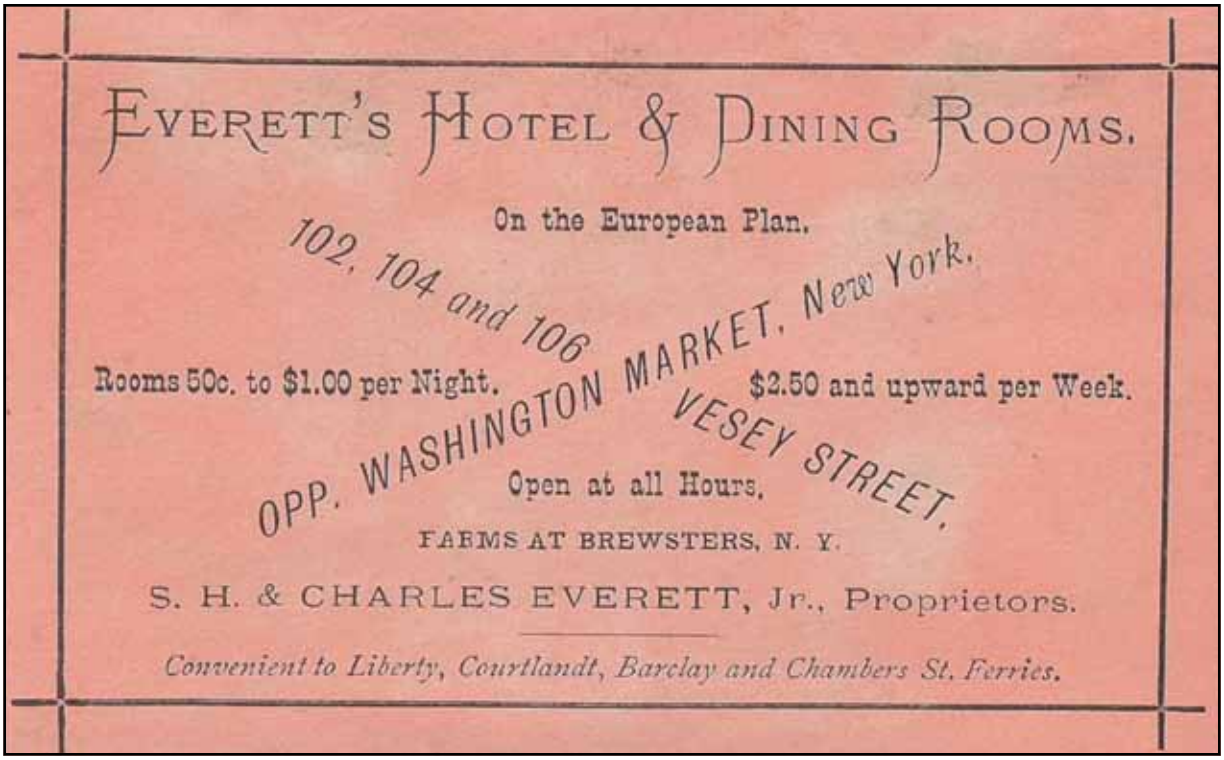


Figure 1: A hotel advertising card with the alternate spelling of Cortlandt. This is significant because the multiple Towers District locations prove this spelling was used in this area.

New York City's Cortlandt Street: One Way to the River

An Historical Tour Using Postal History and Ephemera as a Guide

By Richard S. Hemmings

When we contemplate the past, there is a normal tendency to separate records into natural spheres and human spheres. Natural history may be broader in scope, but the study of human events is more personal. Man's ability to shape the planet into the forms he wants is the mechanism of his survival.

In the last few centuries, and especially in the last 150 years, human beings have spent more and more time in cities. For better or worse, our fates are attached to the progress of our mighty metropolises.

Why use postal history and ephemera to tell this tale of human endurance? There are many ways to relate the story of a street, or city, so why give weight to that which is the most fleeting? The answer is that documents and old paper give us proof of something that went before. They also illuminate and entertain those who have an interest.

And, most of all, they give us something to pass on: a legacy, a tradition, a sort of family album, but this one is of interest to all who call themselves human.

It would be impossible for one person to write the whole history of the planet by examining each city street by street, neighborhood by neighborhood, using surviving paper as a guide. So, I have chosen a narrow goal: Cortlandt Street in New York City. It was once four city blocks long and, while short, it has been in silent witness to many highs and lows of American history.

When a portion of it was erased, it was to make way for the World Trade Center. Later, that portion became part of Ground Zero. Now, that area blossoms again into a new Trade Center and a memorial for the victims of the Sept. 11, 2001, terrorist attacks.

This Cortlandt Street is located in lower Manhattan south of Dey Street and north of Liberty Street. Its approximate coordinates are latitude N. 40° longitude W. 74°.

Cortlandt Street began at Broadway, proceeded west and ended at the Hudson or North River. Today, the surviving original portion is only a block long: from Broadway to Church Street. The flow of traffic has varied, but today runs east to west.

Figure 2: Items from various addresses in the surviving block of Cortlandt Street. Note that the date on the billhead is precisely one week before the beginning of New York's infamous draft riots.

Figure 3: A Hudson Terminal machine cancel on a cover from the building where the this post office was located.

The street was named for Jacobus Van Cortlandt, a wealthy Dutch merchant. He is the same man for whom Van Cortlandt Park in the Bronx is named. There is also a Cortlandt Alley in Manhattan.

Cortlandt Street is frequently seen bastardized on old paper as Cortland Street, Courtlandt Street and even Courtland Street. All of these have some basis in history.

Courtland is a spelling dating from 1778; it referred to a wooded area in northern Manhattan. *Courtlandt* is an Americanization of the Dutch form and *Cortland* is a simple misspelling (though it is also the correct spelling for the town in Cortland County). *Courtlandt* is the most common misspelling, especially just after the Civil War (Figure 1).

Spellings vary here, and origins blur, just as the origin of the word Manhattan blurs (it's many spellings include condensed native variations and some Dutch bastardizations).

Cortlandt Street predates house numbers. Most likely it was originally a native trail widened by the Dutch. As the British gained power, they renamed many such streets.

Some names would stick, others like King Street were changed to more American sounding titles like Liberty Street.

Evidence of a numbering sequence is found as early as 1712, though it is very haphazard in 18th century days. The first place most historians will encounter street numbers are old directories. New York City's first directory was dated 1784.

While many factors contributed to the need for building numbers, they became most important with the onset of paid fire brigades, and especially, street delivery of mail.

In 1863, some larger cities began to deliver mail directly to buildings instead of holding it for pickup at the post office. Though some mail prior to this was delivered to street addresses, this is when numbering became essential.

By 1864, 65 cities, including New York, had petitioned their local postal officials for this service. The addition of house numbers was a major boon for future historians. It gives nearly precise locations for many businesses and dwellings for which we would otherwise have none.

Today, if you stand across the street from the new World Trade Center, you will find, at the corner of Church and Cortlandt Streets, a sign that states that the remaining solo block of Cortlandt contains street numbers 1-27. Of course, that is immediately deceiving. It implies 27 buildings and a quick look will show that to be impossible.

In New York City, as in many other locales, each lot gets a number, and if a building extends over three lots, it gets them all. If you deal with old paper, you are familiar with addresses such as 13-21 Chittenden Avenue. Nowadays, one of the numbers is chosen and used.

Old city directories reveal that there once was a 25 and a 27 Cortlandt Street. What is confusing is that while the sign pays silent witness to this, 25 and 27 actually stood where Church Street is today (it did not extend through Cortlandt to Liberty Street until 1869). The same holds true for the even side.

Cortlandt Street begins at Broadway, that deer trail turned native path turned Dutch "Waye" turned Post Road turned major thoroughfare. Generally, in New York and many other cities, on the west side of town, as we face west the side streets will have even numbers on the left (south) and odd on the right (north).

Cortlandt Street does not follow this pattern. That fact, plus the building and unbuilding of many of New York City's larger buildings, can make numbering a bit confusing. On Cortlandt Street, even is north and odd is south. So, number 1 Cortlandt Street, once a famed stagecoach stop, was on the southwest corner of the intersection of Broadway and Cortlandt.

Today, the remaining block has phone companies, delicatessens, hair care outlets, a popular clothing store and lawyers to name just a few businesses. In the 19th century, the lawyers were already there, as were retail and wholesale dealers in many types of products (Figure 2). There were also hotels, New York City being, even then, a traveler's town.

For those who study postal paper, the first question is: where was the post office? On Cortlandt Street and within Ground Zero only one postal facility has ever stood: the post office in the Cortlandt Building of Hudson Terminal, otherwise known as 30 Church Street.

This Hudson Terminal Station (later Annex) was open from 1908-37, with the exception of a few months in 1922-23. At that time the Post Office Department decided to replace Hudson Terminal Station with the new Trinity Station. Incredibly, there was outcry to return the facilities to use, and the New York City postmaster decided to reopen in Hudson Terminal.

As we walk to the first corner in our minds-eye tour, we see the fence that surrounds the so-called Ground Zero (which I prefer to call the Towers District) across Church Street.

But in our view of the past we must consider that Church Street itself did not always intersect Cortlandt. Major streets were connecting arteries that held the city together for horses and carriages. However, with Church Street not yet in place, there were a number of alleys between Cortlandt and Liberty Streets. Some were mere mud shortcuts, too small for a name; others a bit larger. The "church" in Church Street is often

assumed to be St. Paul's (which is on Church St. near the present day World Trade Center), but actually it is named for Trinity Church, which owned much of the land in this area and north of it. In 1869, it was decided to extend Church Street from Fulton Street to Liberty, thereby annexing Trinity Place. This extension was known as New Church Street.

Later, Trinity Place was given back its name south of Cortlandt. To the north the name was Church Street, which it retains to the present day. This is especially important in the next stop in our trip: the Hudson Terminal behemoths.

The enormous Hudson Terminal was never intended to be New York's tallest building, but it was huge. Actually two buildings connected by a "Bridge of Sighs" over Dey Street, the colossal pairing was begun in 1907. When finished in 1908, it was New York's greatest transportation center, featuring florists, chocolatiers and even a post office (Figure 3).

Though only Hudson & Manhattan trains stopped in the station below, it was a quick hop to Manhattan Transfer and on to virtually every destination the mighty Pennsylvania Railroad could provide. This neo-classical structure blended into the blocks of endless older buildings, and at times, it may have been imagined to have been holding them up.

At the moment of completion, the Hudson Terminal sealed lower Manhattan as the greatest commercial area on the planet. Even as it waxed and waned, the real estate here remains some of the most valuable and important in the world.

The extending of Church Street, and then the construction of the Hudson Terminal buildings, did to Cortlandt Street something that is common today, but was rare at the time: it eliminated several house numbers in a more or less permanent fashion.

All the commercial properties from 28 to 44 Cortlandt Street were destroyed with the coming of the terminal. This effectively eliminated all of those numbers (even only) from the street plan, and made ephemera with those numbers something of a curiosity (Figure 4).

Of course, all the numbers from 26 to 92 would be eliminated eventually.

The actual lay of the land, while defined differently with the Hudson Terminals standing, was still roughly the same. A quick glance at a contemporaneous map (Figure 5) shows this to be true. Sometimes, the maps even showed the terminal buildings themselves (Figure 6) as important landmarks.

Lower Manhattan has never wanted for post offices, but the addition of Hudson Terminal brought the post directly to Cortlandt Street. For a while, this was one of the most important postal facilities in the world. It handled much of the U.S.-bound paquebot mail, quite

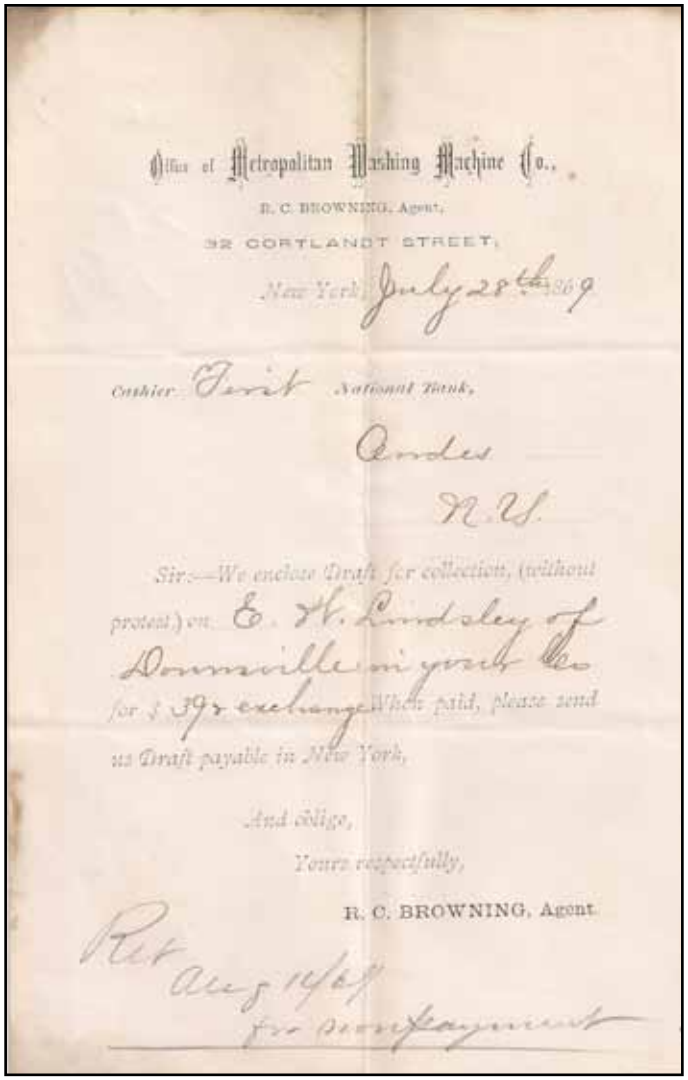

Office of Metropolitan Washing Machine Co.,
R. C. BROWNING, Agent,
32 CORTLANDT STREET,
New York, July 28th 1869
Cashier First National Bank,
Order
N. Y.
Sir:—We enclose Draft for collection, (without protest,) on E. H. Lindsley of Dunville in your favor for $ 39 exchange. When paid, please send us Draft payable in New York,
And oblige,
Yours respectfully,
R. C. BROWNING, Agent.
Ret Aug 14 69
for Non payment

Figure 4: A collection notice from the Metropolitan Washing Machine Company. The 32 Cortlandt Street address was supplanted by Hudson Terminal.

a bit of incoming postage due mail and some railroad related mailings. It was serviced by truck and hand and when airmail became important, many letters left Hudson Terminal by truck or boat on their way to an airport facility. Some would have an esoteric fate (Figure 7).

As we leave this corner, and bid goodbye to the monolithic pairing on Church Street, we come to another important business that helped define the ebb and flow of the area we now call Ground Zero: Peter Henderson and Company.

Peter Henderson was born in Scotland in 1822. At the age of 21 he traveled the Atlantic to the United States, bright with many great ideas. He was a believer in cities; but felt that the city was made greater by the inclusion of public parks. He moved to Jersey City, N.J., and then made a name for himself by landscaping their Van Vorst park, still in use today.

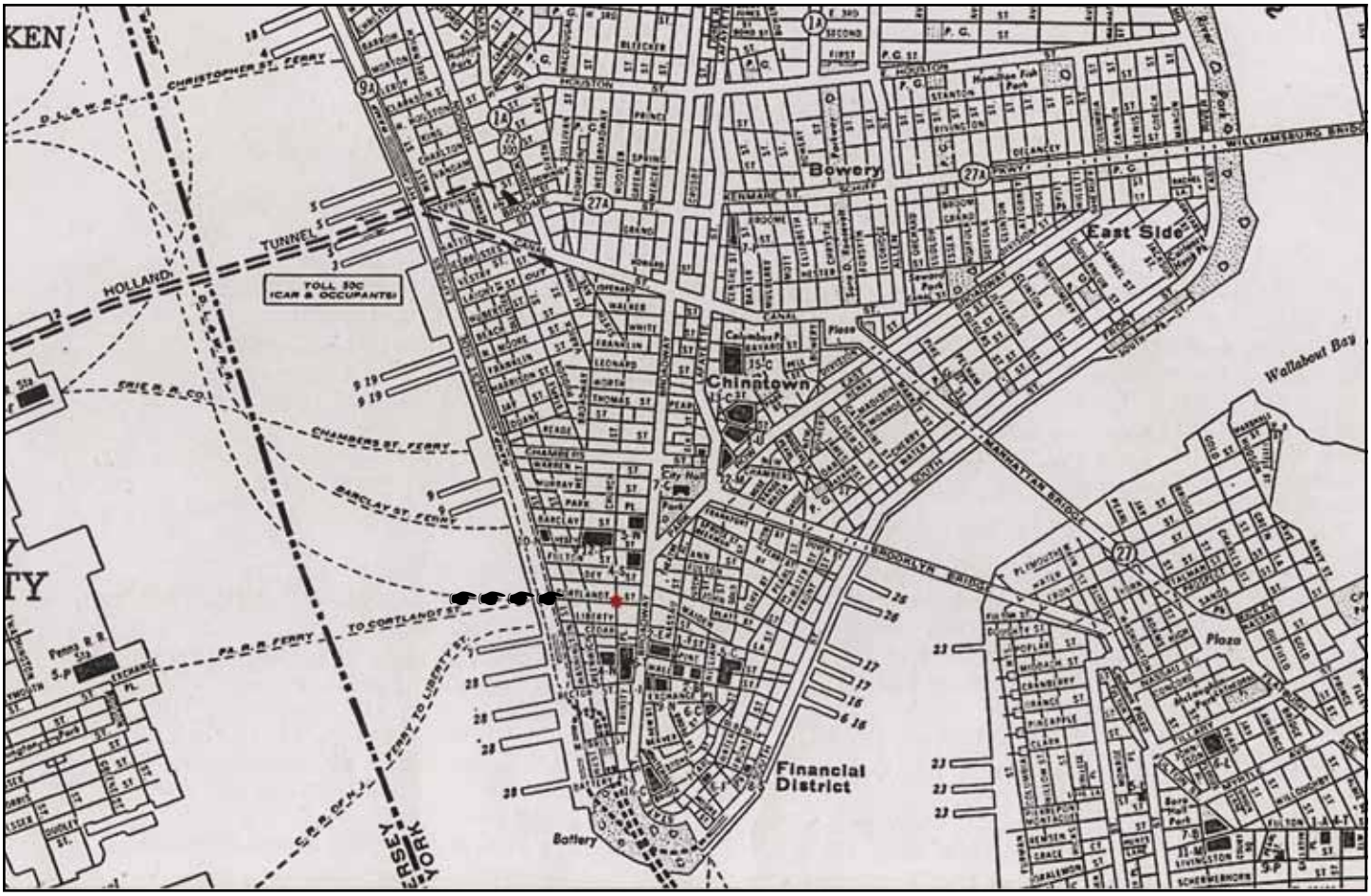


Figure 5: A late 1940s map showing local ferries. The red dot (see pointing fingers) is the intersection where the Hudson Terminal behemoths met Cortlandt Street.

Henderson had a dream: not only could plant life be profitable, but it could also enhance living. He put this idea forth in his landmark 1865 book: *Gardening for Profit: A Guide to the Successful Cultivation of the Market and Family Garden*. This book is still in print today and is considered a major work in its field.

He then put his theory into practice. He was already established in Jersey City, and soon moved his floral business to South Bergen. But, as the Civil War drew to a close, he cast an eye directly across the Hudson to Manhattan.

The *History of Kitchen Gardens in America* website claims Henderson's New York business opened in 1865. I tend to believe this is correct, as that date corresponds to the *Gardening for Profit* book's publication.

By the late 1870s he was well established in New York. He created two innovations, both of which contributed to his success, and left useful ephemera for the historian.

He used colored chromolithograph catalogs that quickly became an industry standard and he answered 175,000 letters, most of which were written in his own hand. He died in 1890, but the business was run by his son until 1899, and continued under other hands until the early 1950s. All of this occurred at 35-37 Cortlandt Street (and at the beginning 39), roughly where Four World Trade Center would stand in later years.

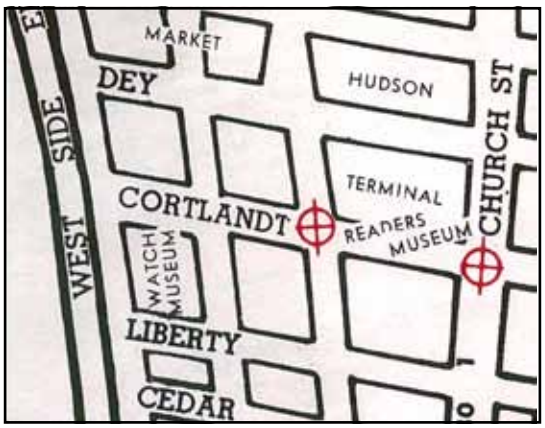


Figure 6: A 1915 map detail. The Hudson Terminal is shown as an important landmark.

This part of the south side of Cortlandt was across the street from the Hudson Terminal buildings. The address was already important for trade before Henderson's arrival (Figure 8). As this illustration shows, the building was connected to the rear of 111 Liberty Street (which was not uncommon for NYC).

Figure 7: An interrupted mail cover. This 1934 flight can show many different originating postmarks. In this case the letter was mailed in Hudson Terminal.

Figure 8: A boot and shoe dealer's cover with two addresses. The two buildings were connected.

Cortlandt's seedsman (Figure 9) became perhaps the second most famous Ground Zero goods firm that had its main headquarters here before the World Trade Center (the other being the A&P on Vesey Street).

Seeds. Tea. Shoes. Medicine. These are the products that moved Cortlandt Street in the early days. Easy access to New Jersey by ferry, rail, and later, tunnel made this locale important. But not all railways led to New Jersey.

As we leave behind the Hudson Terminal and Peter Henderson we approach Greenwich Street. It was once the edge of Manhattan, but depending on what year we arrive in our journey, we may see the shadow of one of the earliest elevated city railroads in the world. When completed, it was a major metropolitan people mover.

It began as the West Side and Yonkers Patent Railway. From 1867 to 1870 it was pulled by cables over a short distance that included Cortlandt Street, one of its first stations. By 1891 it was extended to Ninth Avenue. It was then run by steam, and later electricity.

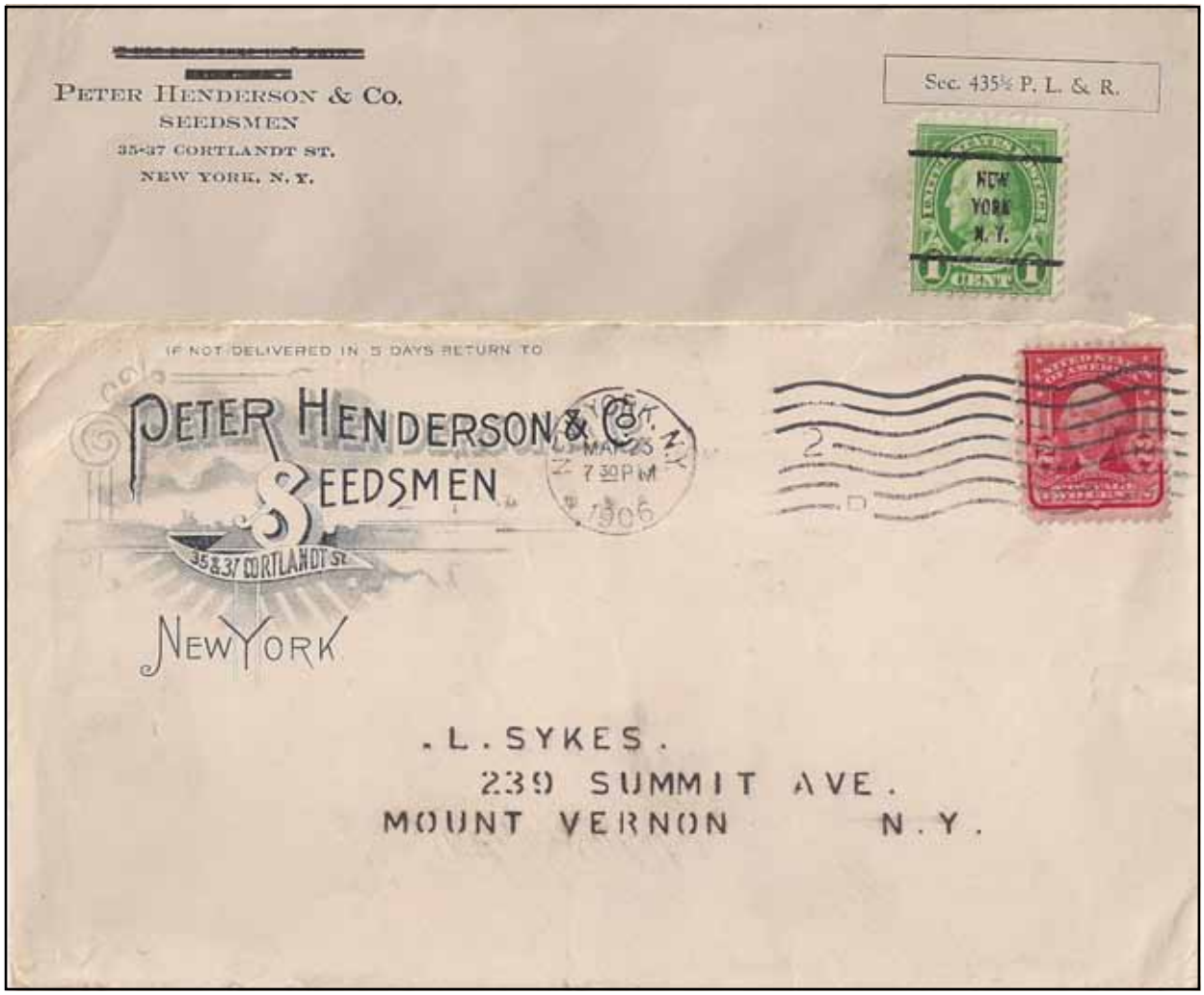


Figure 9: Two covers from Peter Henderson, the great seedsman and merchant.

It became part of the IRT subway system in 1903. It served well as a "subway" for 37 years.

A combination of newer services and the Depression ended its usefulness in 1940. After a brief survey, the stations were closed on June 11 (except for the Polo Grounds shuttle up in Washington Heights).

The track was laboriously dismantled (Figure 10) and carted away. Note the piece of steel sticking up in this illustration. It is strangely reminiscent of the perimeter columns of the World Trade Center left standing after the 9/11 attacks.

The World Trade Center itself was so huge that it left an enormous footprint after the 9/11 devastation. It is hard to place it amongst the old narrow streets of Lower Manhattan. Two World Trade Center (the South Tower) would have straddled the Cortlandt and Washington Street corner, if those two had existed simultaneously (Figure 11).

In the 19th century it was very different. A major watch and clock maker (Figure 12) stood at 67 Cortlandt Street, just east of the corner. They also sold bicycles and sporting goods.

Now, as we approach Washington Street, the next cross street, let us get even more oriented. Prior to 1880 the Southeast corner address at Cortlandt and Washington was 67 Cortlandt. But, by 1890, it had changed to 75. This is because, due to the repositioning of Greenwich Street and the changing shoreline, Cortlandt Street was renumbered in the 1880s.

The City Commissioner of Streets made the decision in 1879, and it was changed within a few years. Cortlandt went further west than ever before by the 20th century, and its highest number before the advent of the towers was number 92.

Figure 13 illustrates a *Trumpe L'Oeil* cover that shows the 68 Cortlandt Street address used after the renumbering process. Originally it was Dr. Moore's address.

The 20th century photos of 75 and 76 Cortlandt reveal these to be very old buildings. An engraving, (Figure 14) from an old patent medicine sales book shows Dr. C.C. Moore's office as number 68, and it is on the corner.

Later ephemera reveals Dr. Moore's place of business as number 76. The offices didn't move. The number was changed.

Figure 10: Tearing down the Ninth Avenue El. Note the street sign that partly shows Cortlandt (and Greenwich) and the columns that resemble the World Trade Center support columns left standing after 9/11.

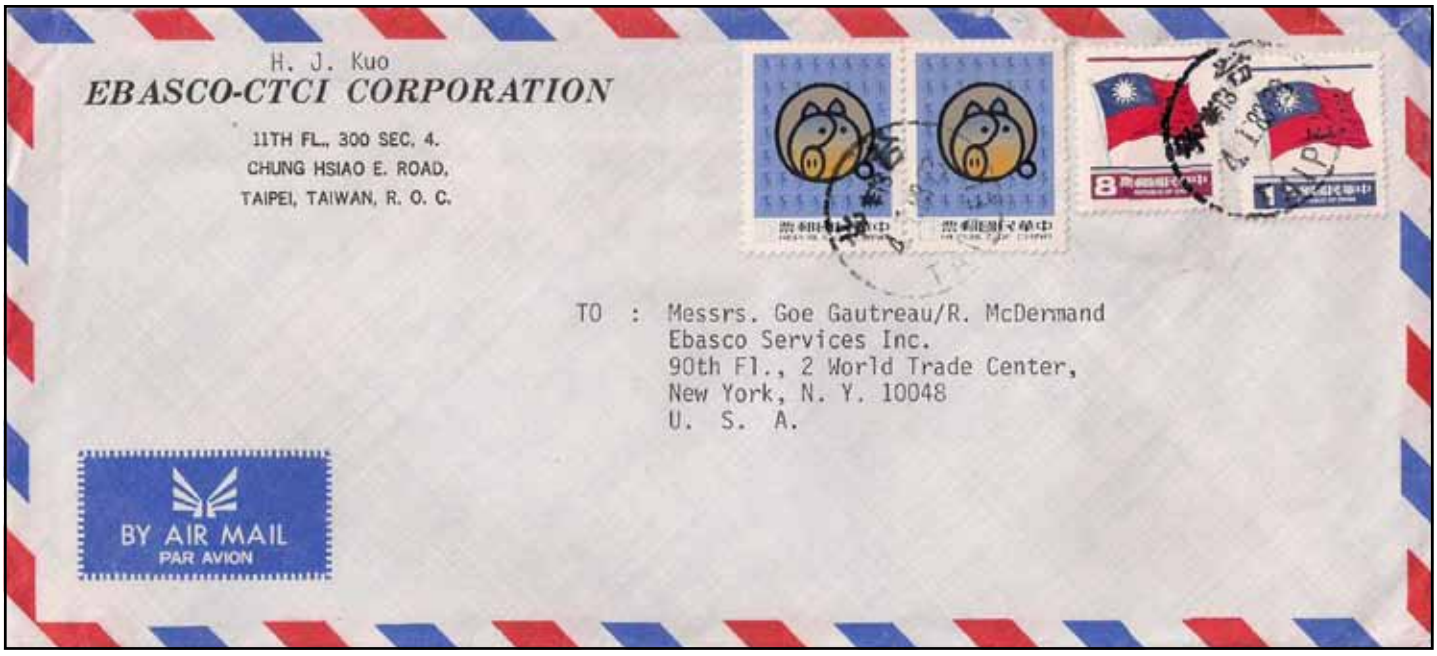


Figure 11: A cover from the Republic of China (Taiwan) addressed to 2 World Trade Center.

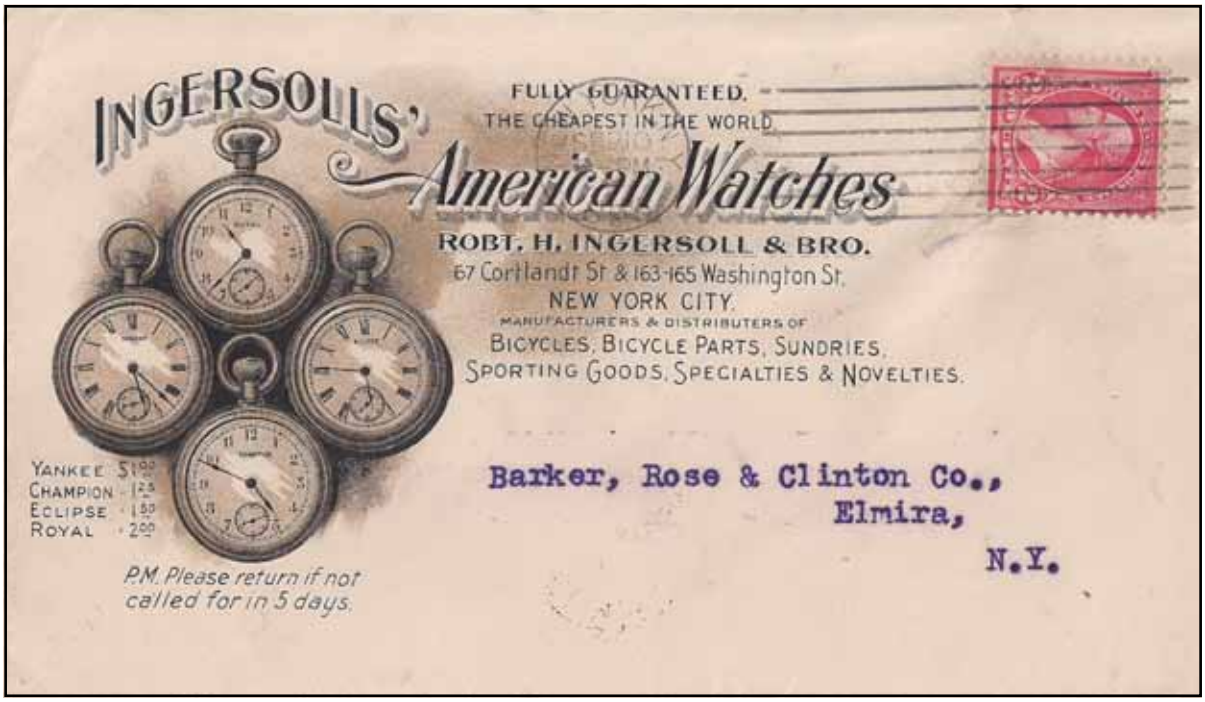


Figure 12: Ingersolls' American Watches advertising cover. The company was at 67 Cortlandt Street.

We now stand before a most interesting intersection. At the corner of Cortlandt and Washington stood this warehouse. Dr. C.C. Moore made and sold patent medicines, and he had his own revenue stamps, to boot.

On July 1, 1862, Congress enacted a law creating a tax on a wide variety of documentary transactions including deeds, wills, probates, etc. A separate schedule was also created taxing proprietary items. This tax took effect Oct. 1, 1862, and created the need for the stamps known as the United States first issue revenue stamps.

The proprietary products taxed were matches, patent medicines, perfumes, playing cards and canned fruit. But business owners that decided to avail themselves of a special discount situation were given the opportunity to create their own stamps, which gave the advantage of free advertising.

It also made it look as if the government was endorsing their product. They weren't, but this was an era of entrepreneurial voodoo. The pitch was king. Most of these private die proprietary stamps were for matches and patent medicines, hence the colloquialism Match and Medicine stamps.

Figure 13: This *Trumpe L'Oeil* cover shows the 68 Cortlandt Street address used after the renumbering process. Originally it was Dr. Moore's address.

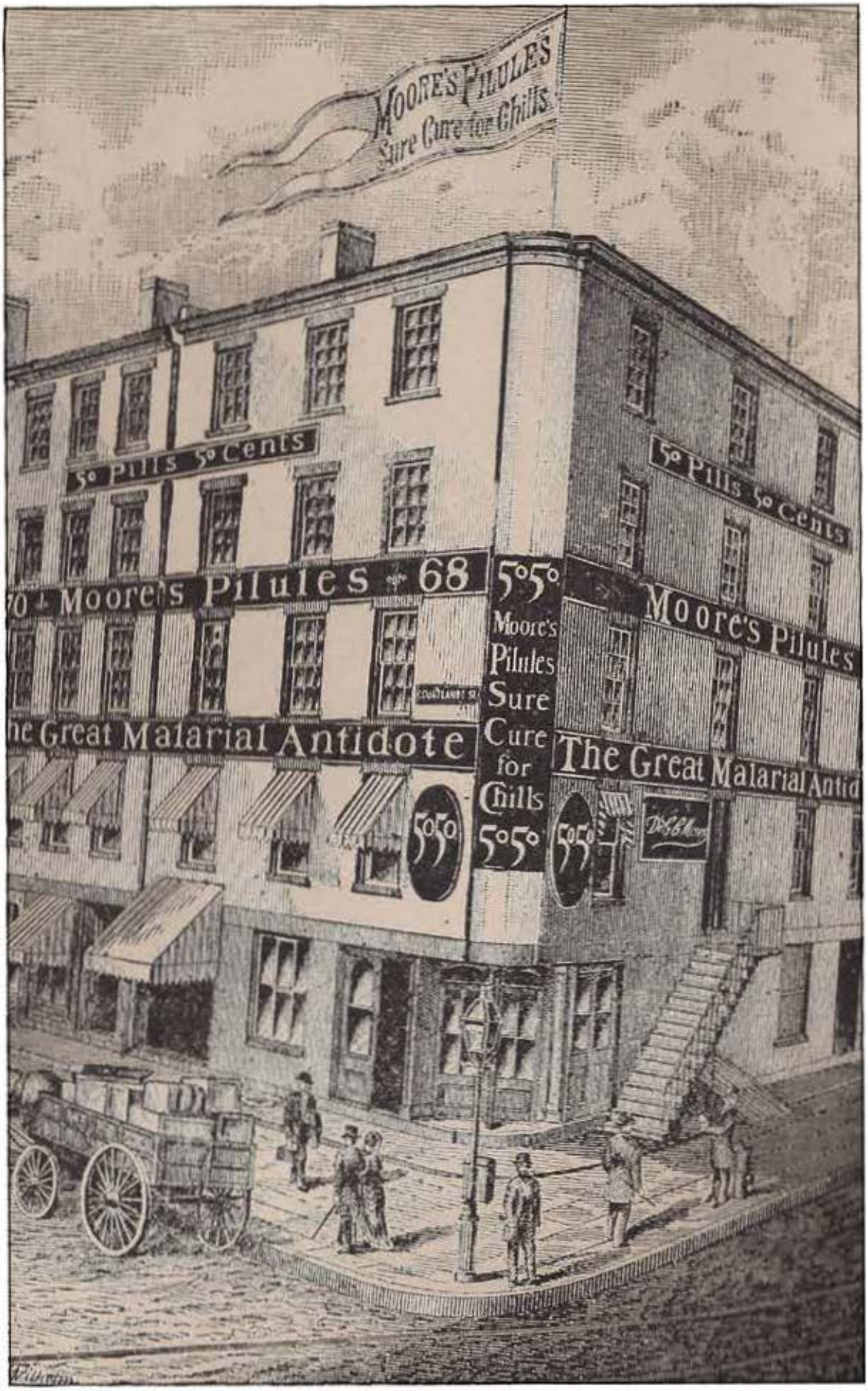


Figure 14: A page from Dr. C.C. Moore's advertising pamphlet showing the actual building in Lower Manhattan's Towers District.

Figure 15: Dr. C.C. Moore's trial color proofs: Scott RS184TC1a e-i and the accepted color proof (black) Scott RS184P1 (at right). Also, trade cards that show the address change.

Dr. Moore introduced his "Sure Cure for Chills" in 1867, but didn't avail himself of the right to have his own stamps engraved until 1877. These stamps were printed in black after the possibility of other colors were eliminated (Figure 15). It was a two-cent stamp. Later a one cent in vermilion was issued for Dr. Moore's "Pilules."

The colorful Dr. Moore lived a very full life. He was an important chess player; publishing a well known magazine on the subject of chess and competing in tournaments. His booming business with his preparations lasted until well after the 1883 repeal of the Civil War tax. He continued to advertise, and remained in business until the Spanish-American War.

Instead of having private die proprietary stamps engraved this time around, he chose to use the standard Battleship revenue stamps, which he had canceled with his own initials (Figure 16).

But the era was coming to a close. In 1900 a St. Louis firm bought his business, closed the New York offices and the name C.C. Moore was no longer associated with the medicine industry.

Figure 16: A Dr. C.C. Moore printed cancel on a Battleship revenue stamp.

In the 1970s, when I was first introduced to lower Manhattan, it seemed as if no one lived there. A walk to the Staten Island Ferry on a Sunday morning was incredibly quiet.

Today, there are many housing developments, and the area bustles with activity every day. However, the people who live in Tribeca, Battery Park City and

Figure 17: Hrvatski Svijet (Croatian World) postcard. The Frank Sakser Company was at 82 Cortlandt Street. The postcard was cancelled at the Hudson Terminal Station in June 1909.

other situations in lower Manhattan are not pioneers. Once, much of the southern tip of the island was filled with ethnic neighborhoods. Irish, Slovaks, Syrians, Croatians and many others lived on Washington and Greenwich Streets.

Some famous New Yorkers lived here; for instance Herman Melville (author of *Moby Dick*) lived at 55 Cortlandt Street for a time. These neighborhoods brought all manner of ethnic business to the area. Much of this was south of what we now call the World Trade Center, but a few ethnic businesses were located on Cortlandt Street. Immigrants have always needed a way to connect with their own people, their customs and local events.

Newspapers served this need; some in English, others in the language of their native land. Frank Sasker (Figure 17), at 82 Cortlandt Street, published Hrvatski Svijet (Croatian World), which lasted in one form or another from 1908 to 1956. He also sold money transfers for those who needed to wire money back to their homeland and, from 1920 to 1931, he ran the Sasker State Bank, which closed due to the Depression. He was located between Washington and West Streets, a short distance from the river.

From 1921 to 1966, much of the western end of Cortlandt Street (and some of Washington, Greenwich and West Broadway) was a hive of radio and electronics stores known to all the world as Radio Row.

Boston and Chicago also had areas that sold almost exclusively radio parts, but New York's is a significant part of the history of Cortlandt Street, the World Trade Center and Ground Zero. While the radio and electronics stores that formed this unique section were certainly not the only stores in this area, they formed a backbone for the business community in this tight-knit neighborhood.

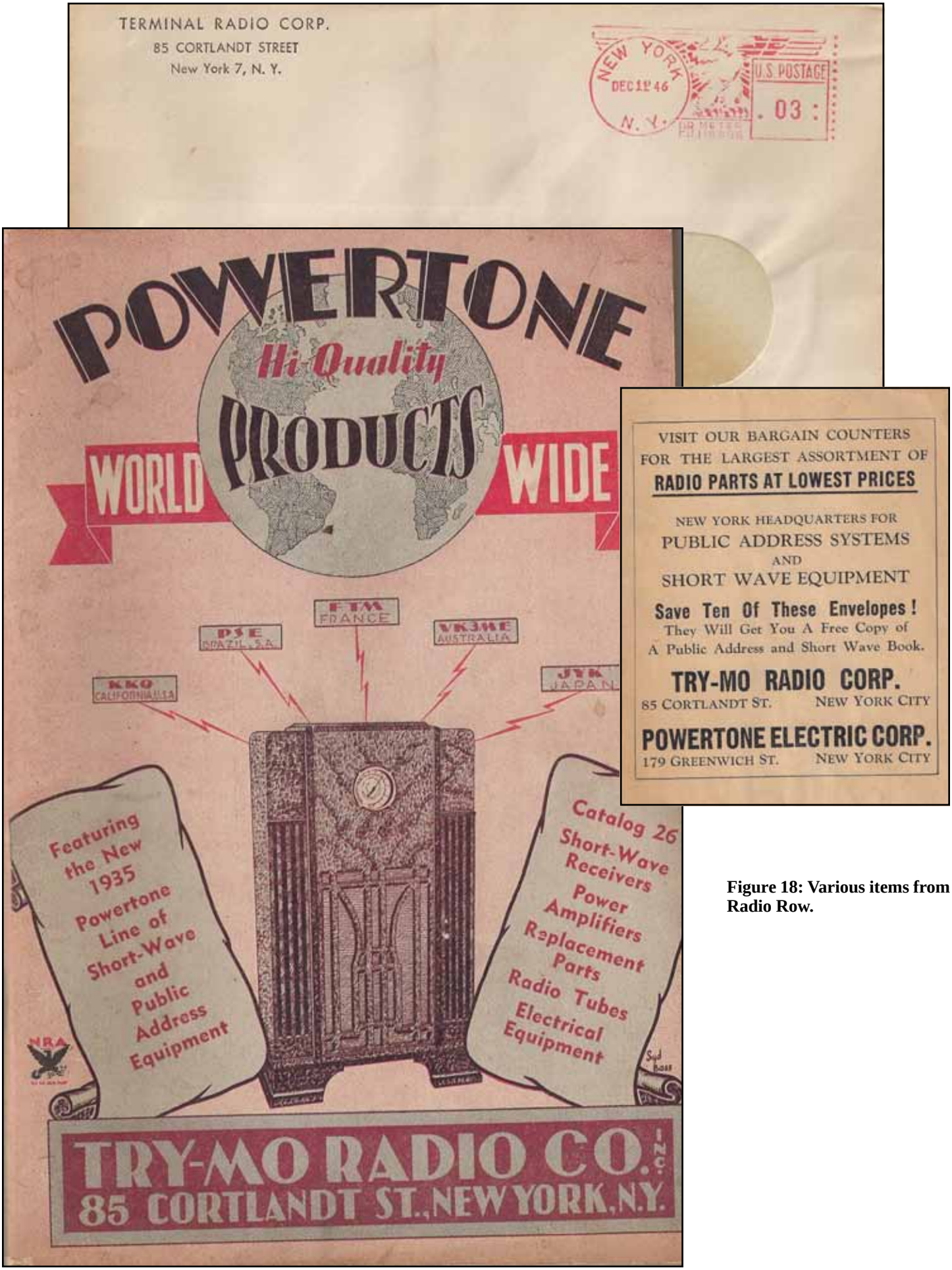


Figure 18: Various items from Radio Row.

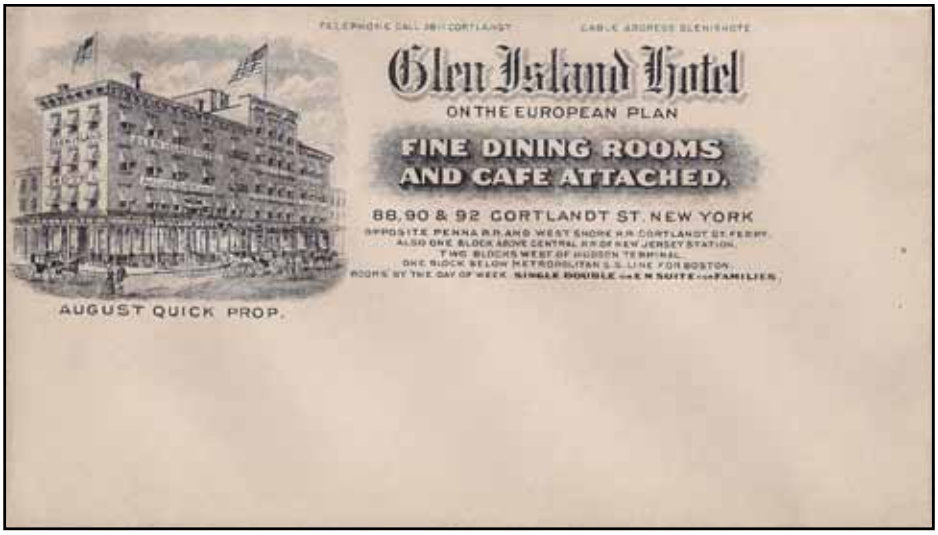


Figure 19: An unused Glen Island Hotel (88, 90, 92 Cortlandt Street) envelope.

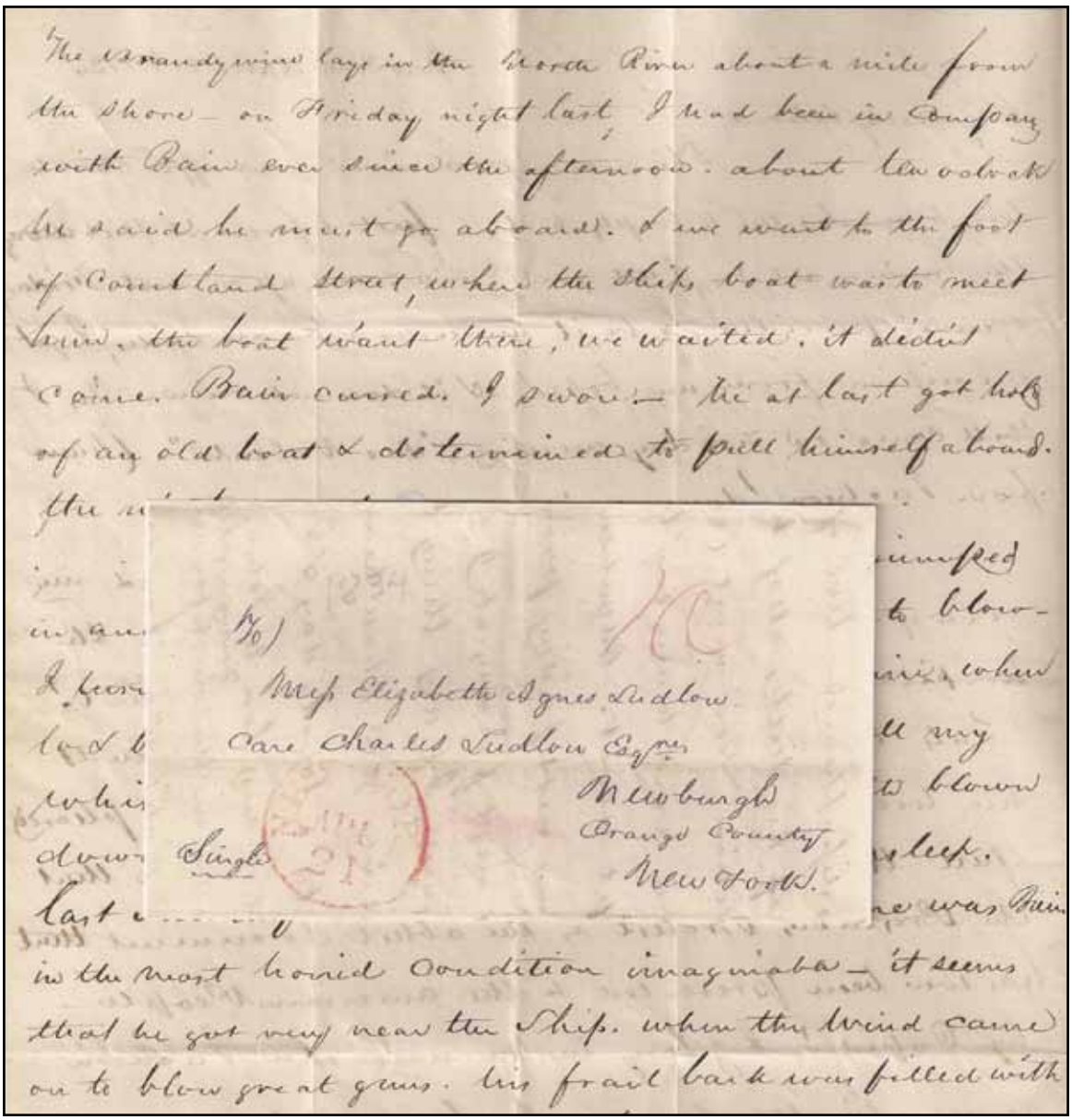


Figure 20: An 1834 stampless folded letter from "AOB."

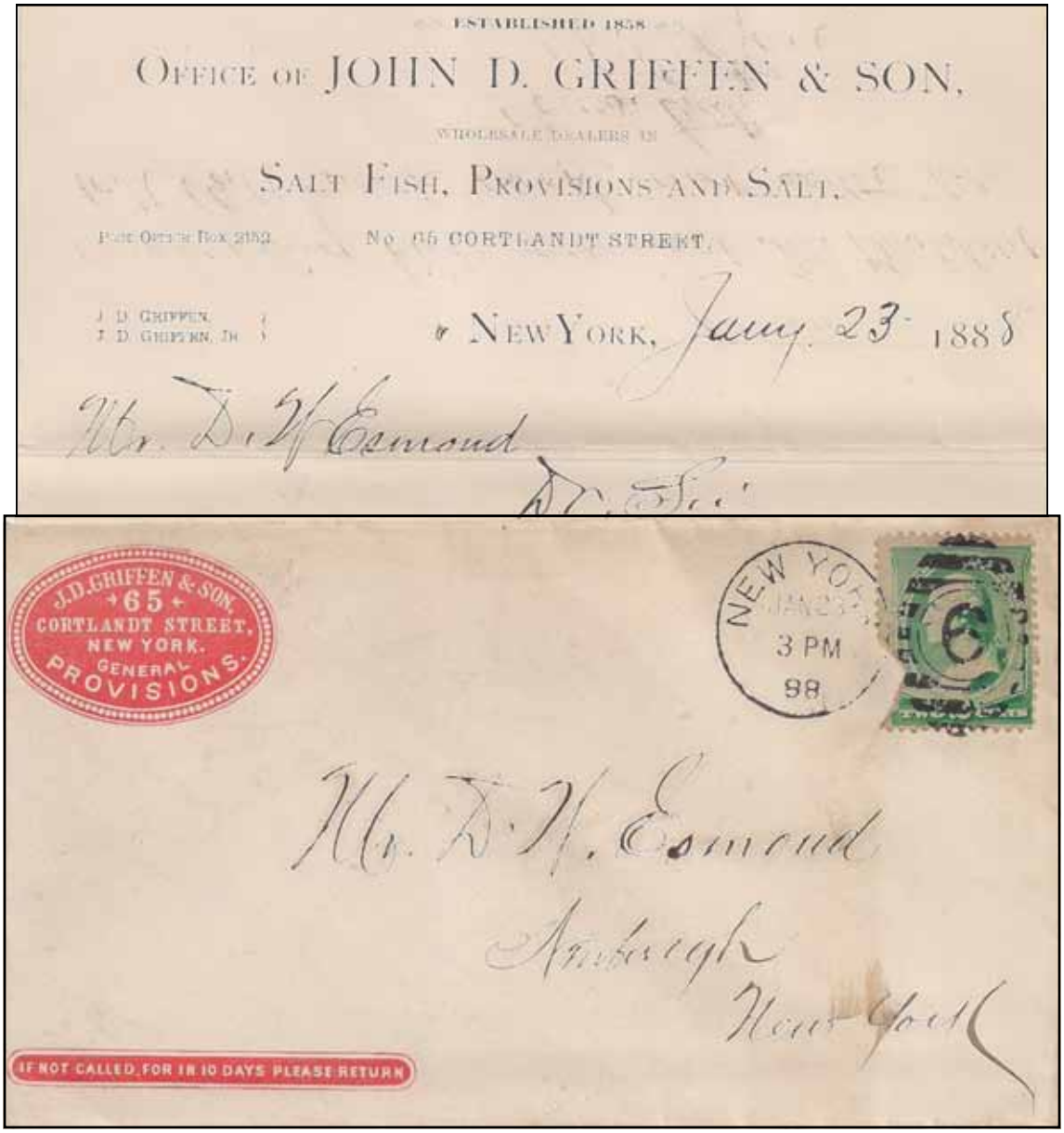


Figure 21: Provisioner J.D. Griffen & Son at 65 Cortlandt Street. These suppliers were frequently near the docks so that ships could access much-needed goods.

From the early 1920s on, commercial radio stations sprang up like wildfire. Some lasted very brief periods of time, others held on to become today's FM radio stations, television and media conglomerates.

In this time of experimentation, the United States was on an upswing of good feelings. The loosening of morals brought on by Prohibition, the extension of the automobile into everyday life and the high expectations of a post-war era put many new things, including radio, in a very positive light.

Many wanted to try this new technology. Some just wanted to listen, others wanted to build AM and shortwave sets. Ham radio flourished. Many of these do-it-yourselfers came to Radio Row in the 1920s to purchase their own "kits."

The stores opened as fast as the commercial stations did. Stores like Terminal Radio (named for the ferry terminal), Leonard Radio, Arrow and Try-Mo Radio were all in this area on Cortlandt (Figure 18). The owners were from varied ethnic groups, and even though they were in competition with each other, they remained on a friendly first name basis.

Radio Row ephemera is surprisingly scarce. This was not business done by mail order. Sales were usually with customers who walked from store to store and dealt directly with the very knowledgeable staff.

While the Depression, the wartime rationing of metal and the coming of TV all took a toll on Radio Row, there was nothing worse than the plan to construct the World Trade Center. Using the protocols of eminent domain, the Port Authority ruthlessly seized property until all that stood where the World Trade Center was to be became abandoned shells. The merchants fought back, forming the Downtown West Businessmen's

Association, but they lost the battle. By 1966, all the Radio Row businesses were either closed or had moved on to other locations.

I call this the first death of the World Trade Center.

Finally, we reach West Street. For many years, before landfill extended the shoreline once again to the area where the World Financial Center stands, this was the westernmost point of Cortlandt Street.

The Glen Island Hotel (Figure 19) was at the end of the street. It dated to the 19th century, and was sold in 1922. Under new management for a time, it was open simultaneously with Radio Row's existence.

The location was a good one for a hotel, as it was right by the Hudson ferries. West Street bustled with passengers and commercial traffic. Before the automobile, it was carts and horses, later motorized trucks and jitneys lined the street. The closing of Radio Row was also the time of the collapse of the ferry industry in New York City, with the exception of the Staten Island Ferry and some modern hydrofoils.

There were 29 different ferries historically crossing the Hudson. In 1959, there were two left. In 1967, as the World Trade Center rose, there were none. Boats would never again be a major inexpensive people mover in New York City.

So, as we look out to the water, let us not forget where we stand in our mind's eye — at the very foot of Cortlandt Street — was once the river's own. Nothing illustrates this better than the intriguing 1834 letter written by a man who signed his name "AOB" (Figure 20). He was, apparently, an old Naval serviceman. In part the letter states:

> *The USS* Brandywine *lies in the North River about a mile from the shore. On Friday night last, I have been in company with Bain ever since the afternoon. About ten o'clock he said he must go aboard & we went to the foot of Courtland (sic) Street, where the ship's boat was to meet him...he got very near the ship, when the wind came on to blow great guns. His frail boat filled with water, his strength (gone) & he had no rum. The wind & tide drifted him down on Governor's Island, where he went smack on the rocks.*

What is most interesting about this account is that the "about a mile from shore" that he was referring to is an area that, in all likelihood, is today on dry land!

The USS *Brandywin*e was a frigate similar to the USS *Constellation,* which survives and is on public display in Baltimore. The *Brandywine* was in New York's port in 1834 to provision up for her patrol duty in South American waters; some of those provisions no doubt obtained from Cortlandt Street merchants who dealt to ships at dock (Figure 21). The *Brandywine* was on Pacific duty there for three years.

It is significant to note that the letter also refers to "a Jackson War." That may be the Indian Removal, but it more likely suggests the Nullification Crisis. This was a states right's issue involving South Carolina, and was an early precursor to the hostilities that led to the Civil War.

The *Brandywine,* curiously enough, had its own connection with the Civil War. Too old for combat, she was used as a storeship in Union Virginia for a time. A fire broke out in her paint locker, and sunk her. She was raised and sold, but her days at sea were over.

This pre-ferry dock at the foot of Cortlandt Street is also where Robert Fulton established experimental steam service with New Jersey. His famed first steam trial, the North River Steamboat (later renamed the Clermont) in 1807 is said by many to have cast off from Cortlandt Street. Other scholars feel it was brought in from the East River and relaunched publicly at the Cortlandt Street dock.

From out in the river, from the New Jersey shoreline, from the future, looking out and back, it is difficult to sort it out. We see the native Lenni Lenapes hunting deer, the Dutch nobles speaking in their native tongue, the British, then American, men and women who farmed the "church lands" hammering with their hoes in unison, the huge influx of ships bringing products from all over the world, and yes, slaves, men and women stolen from their native lands that would now call this place Manhattan home.

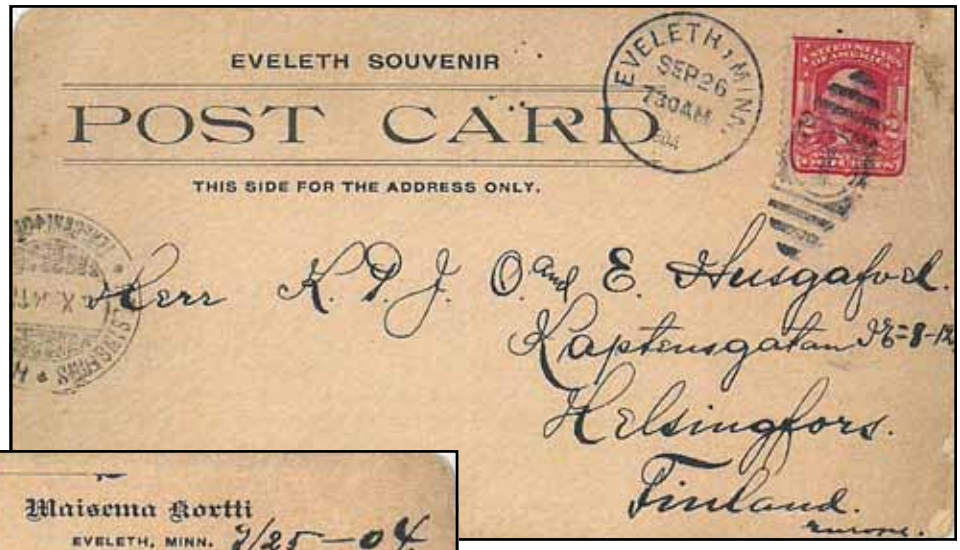
We see the fires, the riots, the men marching on Cortlandt Street to the dock to go to fight the Civil War, the great warehouses rising and falling, the hotels and brothels, the railroads and ferries, the Hudson Terminal behemoths foreboding as mountains, the unruly piles of radio equipment picked through by eager customers who came by trolley and el, and finally, the gleaming towers rising like redwoods above the landscape; and then collapsing into ash and memory.

It's all there. You just need to know where to look.

(Richard Hemmings was born in New York City where he got to experience the end of the golden age of ground level stamp stores. He has been writing for 34 years and is planning a book about New York postal history. E-mail: rhymingvibes@yahoo.com*.)*

Figure 1: Right

Figure 2: Below



The Eveleth, Minnesota Souvenir Postcard Is There a Question?

The Eveleth, Minn. souvenir postcard shown in Figure 1 was mailed with a 2-cent Washington stamp (Scott 319) postmarked Eveleth, Minn., Sep. 26, 1904, and addressed to Helsingfors, Finland, with a partial Helsingfors receiving postmark dated 6X04.

The other side of the postcard, shown in Figure 2, has an oval picture of a street scene with a draft animal pulling a sledge with a man in winter clothing standing by. It is titled in all caps, "A Finnish Homesteader."

The postcard has a printed heading of Maisema Kortti, Eveleth, Minn., followed by a long message in Finnish.

The Eveleth, Minn., souvenir postcard has the nice correlation of being mailed to Finland together with a street scene of Eveleth, which appears to be a thriving community, and a message in Finnish.

So what is the question?

What may not be obvious is that the Eveleth, Minn., souvenir postcard is too long. It measures six inches long while the United States and Universal Postal Union maximum limits were 5-1/2 inches and 5-9/16 inches. This means the postcard should have been noted as being short paid for the UPU 5-cent U.S. first class letter rate at double the deficiency.

But this minor discrepancy evidently was not noticed by the postal clerks and so the Eveleth, Minn., souvenir postcard remains an interesting item of postal history from 1904.

(Charles A. Fricke, the 1981 American Philatelic Society Luff award recipient for distinguished philatelic research and a longtime postal card specialist, lives in Jenkintown, Pa.)

Pick the Genuine Cancel

The three stamps pictured above are from a once-private collection containing 130 different fake fancy cancels. This collection of fake cancels was donated to the Philatelic Foundation due to the combined efforts of Bill Weiss (formerly of Weiss Auctions), Frank Kaplan, ASDA President James E. Lee, APS Director Ken Martin, Cherrystone Auctions and Harmer-Schau Auctions.

Why did these leading philatelists recommend the Philatelic Foundation? Because the PF is the leading non-profit organization dedicated to educating stamp collectors, providing expert opinions on stamps and covers, and maintaining an unequalled philatelic reference collection.

They know the Philatelic Foundation will use the fake fancy cancel collection to make our hobby stronger and more secure... for you and for future generations of collectors.

Isn't it time to get your stamps and covers certified?

(If you chose a genuine cancel above, you're wrong – they're all forgeries!)

The Philatelic Foundation
70 West 40th Street, 15th Floor
New York, NY 10018
(212) 221-6555
www.PhilatelicFoundation.org

Figure 1: Rosika Schwimmer, Henry Ford and Louis Lochner. (*Henry Ford Museum*)

The Henry Ford Peace Expedition and Its Postal History

By Jesse I. Spector and Robert L. Markovits

Scratch the surface of a famous personage and one discovers traits and idiosyncrasies without which their extraordinary accomplishments would have been unobtainable. Additionally, one often notes actions and undertakings that would have been improbable without the precedent of their notoriety.

Indeed, for Henry Ford, both antecedents and undertakings are rolled into one, together with foibles to which everyman is susceptible. Think "Ford" and one instantaneously envisions an automobile without further ado. Well then, let us now explore an entirely distinct aspect of the man and his inclinations, taking him into territory for which his background and expertise will be remarkably challenged.

We have come into the possession of a treasure trove of personal postal communications by Earl W. Tucker, a graduate student from Syracuse University who partook in the saga to be presented, and we invite you to join us in both an historic as well as philatelic adventure as we sail with Henry Ford on his famous, or infamous, Henry Ford Peace Expedition to end World War I.

November 1915: The guns of August 1914 have continued unabated now several months into the second year of war. Two million men have died and thrice that number maimed, and the worst lies yet in the future. England, Europe, Russia, the Ottomans, as well as a score of smaller nations feed new souls into the maw of battle.

The United States remains a neutral nation, although the loss of 128 American lives with the sinking of the British liner *Lusitania* by a German submarine in May 1915 creates substantial anti-German sentiment. The proverbial handwriting is on the wall, and pacifist organizations decry the industrial slaughter and fear United States entrance in the conflagration.

At Ten Eyck house, Henry Ford's temporary home on his as yet incomplete Fair Lane Estate in Detroit, a model T company-car brings two guests on a mission to enlist Ford's sentiments, fame and wealth into a plan to obtain world peace.

One guest is Madame Rosika Schwimmer, a manly appearing woman in her late thirties, a Hungarian author, lecturer and intellectual with strong attachments to issues of unionism, birth control and woman's suffrage. The other is Louis P. Lochner, a slender, blond-haired American who is secretary of the International Federation of Students. Schwimmer and Lochner were devoted to the cause of bringing the world conflict to an end.

Interesting indeed, two pacifists seeking the assistance of one of the world's richest industrialists (Figure 1). To shed light on this scenario we must investigate the nature of the controversial and contradictory man considered the automotive genius of the early 20th century.

Born on a farm in Detroit during the Civil War to an English father who had emigrated from Ireland and

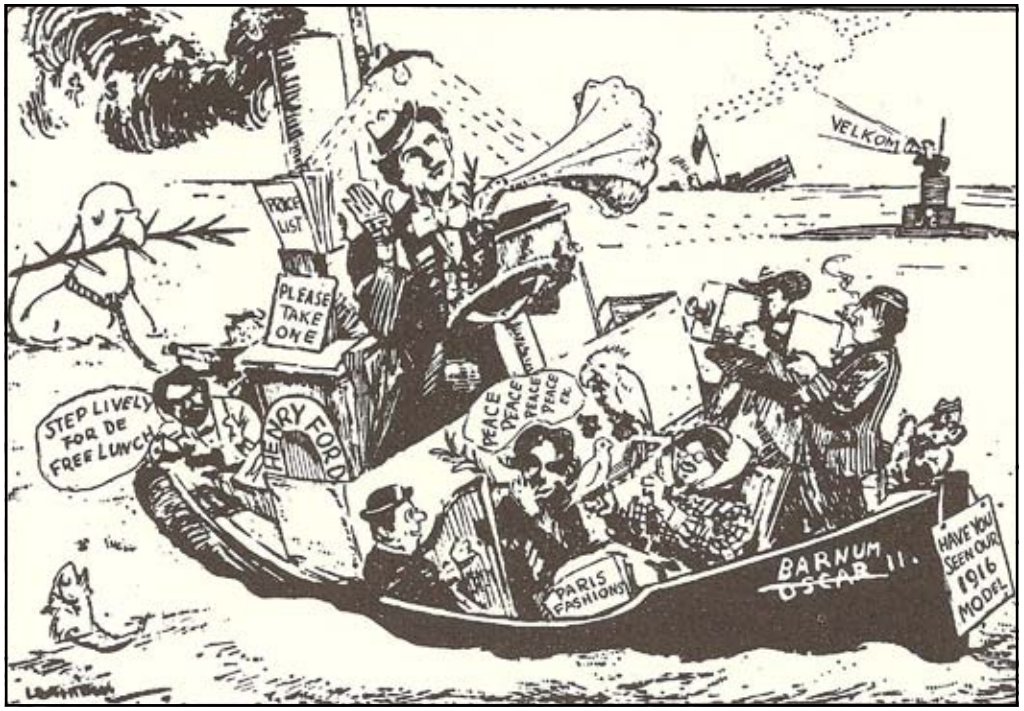


Figure 2: A 'Tug of Peace' cartoon in the Dec. 15, 1915, *Punch* magazine published in London.

a Michigan-born mother of Belgian extraction, Henry Ford was a self-made man. Tinkering with mechanical devices from his mid teens, he became adept at steam engines and experimented with gasoline engines culminating in his first gasoline-powered vehicle in 1896. Initial business failures did not deter his ambition, and in 1901 the Henry Ford Company was founded.

Ford's schooling in preparation for his attainments had consisted of little more than a brief bookkeeping curriculum at Goldsmith, Bryant and Stratton Business College in Detroit. His formulation of mass production of inexpensive cars with high wages paid to his workers is well known and by the early 1920s he was one of the world's richest men with an estimated net worth of one billion dollars.

So why would Schwimmer and Lochner visit Ford on a cold November day in 1915 to solicit his help in seeking world peace?

Henry Ford was an industrialist more than a pacifist, yet he firmly believed that prosperity could be achieved through international business and would thus prevent wars. He was by no means a worldly or political man, and he thrived on pithy epithets concerning life and on little else. Ford saw war as a terrible waste of lives and material, and bristled at those who financed conflict. In August 1915 he had declared that he was prepared to dedicate his entire fortune to ending The Great War.

How did the meeting go at the Ten Eyck house that November day?

"We're going to try to get the boys out of the trenches before Christmas, says Ford" screamed headlines of papers across America within days of the meeting; or, as a portent of less credulous reporters' sentiments, the satirical headline: "Great War Ends Christmas Day: Ford to Stop It!" in the *New York Tribune* on Nov. 25, 1915.

For you see the upshot of the meeting between Ford, Rosika Schwimmer and Louis Lochner was a plan conceived by Ford that was far more ambitious than that envisioned by his visitors. Their goal had been to enlist Ford to press President Wilson to create a commission of neutral nations to institute continuous mediation between the belligerents.

Should Wilson not acquiesce, Schwimmer and Lochner recommended creation of an unofficial body of neutrals to perform the function without government support. The alternative plan also rested on the pacifists' concern that negotiations be undertaken without the president's support of a simultaneous program of "preparedness," the latter which would result in this country being more prone to be drawn into the conflict. The peace group's as well as Ford's philosophy was that preparedness is a self-fulfilling prophesy leading to eventual entry into conflict.

Ford's affirmation of the plan was accompanied by his recommendation that the peace delegates sail to Europe on a special ship that he christened "The Peace Ship." When it was objected that this was too flamboyant a venture, Ford rebutted by stating that that was the exact reason he liked it. Ford's character fit perfectly well into not being a follower of a conventional vision. A meeting of renowned peace activists followed and the Peace Ship Expedition was born.

A meeting with President Wilson ensued. It did not go well. The graduate of Goldsmith, Bryant and Stratton Business College lounged in a chair with his left leg hanging over the arm, while the scholarly Wilson, former president of Princeton University, sat

Figure 3: The 'Illustrious Unknown.' (*State Historical Society of Wisconsin*)

Figure 4 (Below): Members of the press. (*Henry Ford Museum*)

upright at his desk. Ford related his desire to fund a continuous mediation effort of neutral nations and sought the president's assistance in having Congress approve a neutral commission to carry out the venture. Wilson was unsympathetic.

The president was of the mind that he alone had a mission to end the war at a time and under circumstances he saw appropriate. He was, furthermore, unwilling to forgo preparedness. Wilson tersely told Ford that he could not allow his hands to be tied in one effort to the exclusion of others. The meeting was short indeed. Ford stated after the meeting that Wilson had missed a great opportunity—"he's a small man."

Ford took the bull by the horns, chartering the full complement of first- and second-class cabins on the Scandinavian American Line steamship *Oscar II*, departing Dec. 4, 1915 on a scheduled 10-day crossing to Oslo, Norway.

In late November Ford stated that he would gather "the biggest and most influential peace advocates in the country who can get away," and would have "the longest gun in the world" on board, the Marconi wireless, to transmit his peace message to the world.

He planned to sail with such luminaries as Thomas Edison, world-renown pacifist Jane Addams, wealthy retailer John Wanamaker and former Secretary of State William Jennings Bryan, who just months earlier had resigned from the cabinet over his pacifist differences with Wilson. An entourage consisting of a cross-section of American society would sail with the small number of actual United States delegates to their final destination, The Hague in Holland, where the Peace Conference of neutrals would initially meet. The entourage would then sail for home about six weeks after their initial departure from the U.S.

Ford aroused not just the attention of the public but also their ire and indeed ridicule. Many proved unsympathetic to an anti-preparedness strategy and many in government scorned his meddling in international affairs. "A bloody nuisance" was what one State Department official called him.

The press attacked what they considered a quixotic adventure by a motley collection of idealists led by an ignorant publicity hound (Figure 2).

What's more, against the advice of fellow peace initiative members to delay departure of the Peace Ship

Figure 5: Invited students. (*Courtesy Ora G. Weir*)

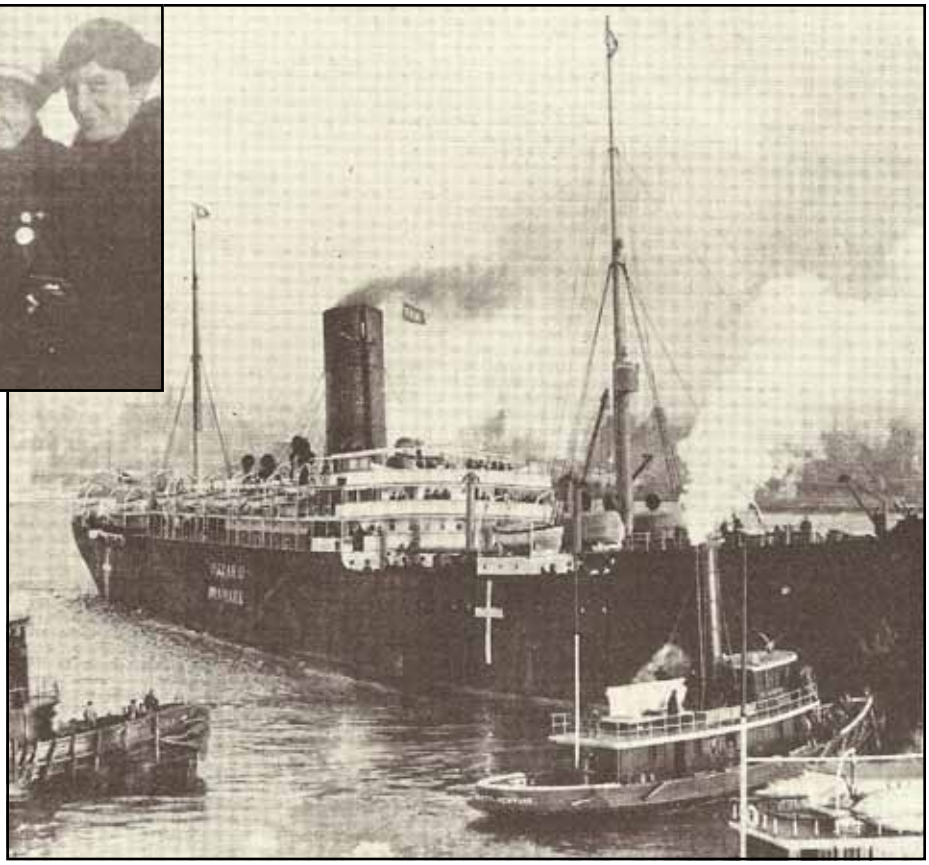


Figure 6 (Right): The *Oscar II* leaving the Hoboken pier. (*Henry Ford Museum*)

until after Christmas, thus affording time for the desired constituents to participate in the sailing, Ford insisted on the December 4 sailing. Refusals by famous invitees poured in although verbal support was aplenty.

Not a single prominent person in business, science, education or national government accepted. And while no first-ranked American leaders participated, the second ranked group of delegates was quite acceptable considering they had only nine days notice. The entourage reflected not so much a cross-section of America, rather writers (mainly suffragists, pacifists and socialists), lecturers, teachers, ministers, a sprinkling of government officials, and a large contingent of students and reporters. The 55 delegates sailing on the *Oscar II* named themselves the "illustrious unknown" (Figure 3). Traveling with the delegation were 44 members of the press (Figure 4), 25 students (Figure 5), and 43 expedition administrators and staff.

The Peace Ship departed Hoboken, N.J., on a raw day to the cheers of upwards of 15 thousand onlookers and the strains of "I Didn't Raise My Boy to Be a Soldier" (Figure 6). Ford stood on deck bowing to the cheering crowd.

Invitees unable to arrive in time for the sailing set forth several days later on the Danish steamship *Frederick VIII*, a faster boat that would arrive in Oslo at almost the same time as the *Oscar II* bringing an additional seven delegates, two reporters and 11 students. Among those standing on the deck of the *Oscar II* waving to the crowd on the dock was 25 year-old Syracuse University graduate student Earl W. Tucker, who would afford us the opportunity almost a century later to obtain a postal history perspective of the Peace Expedition.

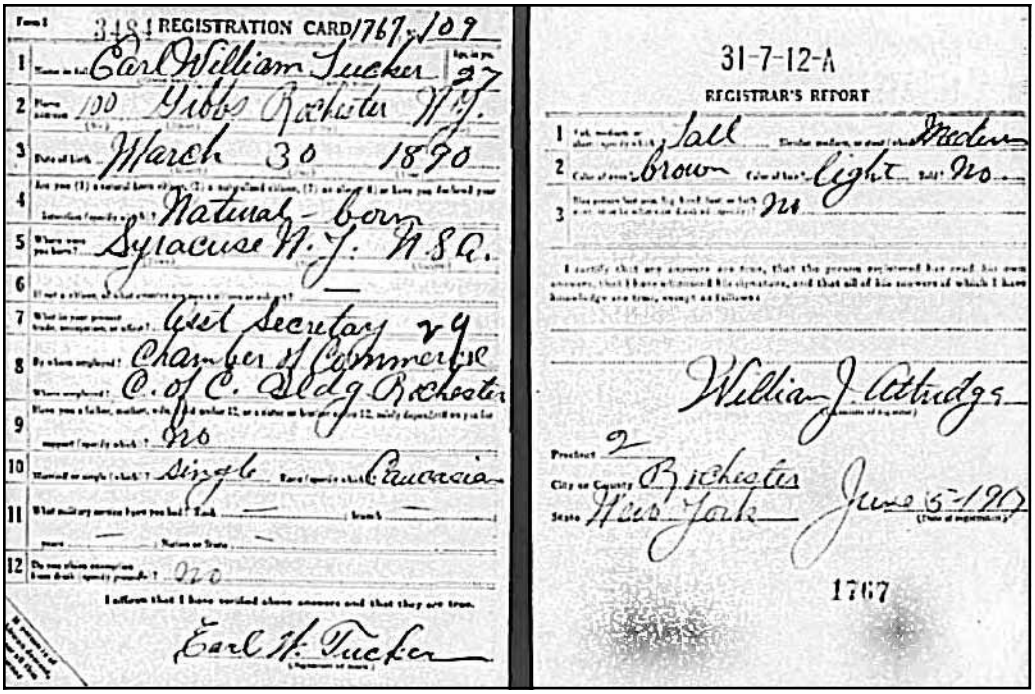
Earl Tucker was born March 30, 1890, in Syracuse, N.Y., to William Lytton Tucker and Clara W. Tucker, nee Woolworth, same generation and probable distant cousin to five and dime magnate Frank Winfield Woolworth. By 1915 he had obtained a masters degree, and like most of the students on the Peace Expedition was intensely interested in international affairs.

Despite their ambivalence to the peace mission, the press uniformly acclaimed the students as intelligent, polite, well behaved and knowledgeable. These were not freeloaders intent on enjoying a six-week excursion to Europe. What little we know of Tucker can be drawn from his 1917 draft registration card (Figure 7) listing him as single and employed as assistant secretary for the Chamber of Commerce in Rochester, N.Y.

The crossing was stormy in more ways than one. First off, within several days of departure, a wireless report indicated that President Wilson had addressed Congress with a plea for preparedness and an increase in the standing army (Figure 8).

A request by Louis Lochner for the Ford Peace Party to respond to Wilson's proposal with a counter declaration supporting international disarmament divided the group, some being unwilling to criticize the president or Congress.

Secondly, Madame Schwimmer had in short order



REGISTRATION CARD 1767

1 Earl William Tucker 27
2 100 Gibbs Rochester N.Y.
3 March 30 1890
4 Natural-born
5 Syracuse N.Y. U.S.A.
6 —
7 Asst Secretary YMCA
8 Chamber of Commerce
C. of C. Bldg Rochester
9 No
10 Single Caucasian
11 —
12 No

I affirm that I have verified above answers and that they are true.

Earl W. Tucker

31-7-12-A

REGISTRAR'S REPORT

1 Tall Medium
2 Brown Light No
3 No

William J. Attridge

Precinct 2
City or County Rochester
State New York June 5 1917

1767

Figure 7 (Above): The draft registration card for Earl Tucker.

Figure 8: Wilson's address to Congress in the Dec. 8, 1915, *The New York Times.*

PEACE SHIP JARRED BY WILSON MESSAGE

Extracts Read to Pacifists on Oscar II. Are Called Reactionary—Ford May Reply.

From a Staff Correspondent.

ON BOARD THE STEAMSHIP OSCAR II., Dec. 8, (by wireless via Cape Race.)—Part of President Wilson's message to Congress was read by S. S. McClure to Henry Ford's peace party last night. A suggestion was made that Mr. Ford's comment would be sent to Congress after several days' deliberation. Some disapproval of the message was manifested.

Daily meetings of the peace delegates are held and enthusiasm is increasing. Mme. Roszicka Schwimmer declares there is assurance of a welcome from European Governments. She says:

"Pacifism is a cold word. Get something better—something constructive. The peace movement till now has been a beggars' movement."

Wireless advices received here yesterday from the peace ship Oscar II., signed by Henry Ford and prepaid, told of a mass meeting held on board Tuesday night, at which extracts of the message of President Wilson to Congress were read by S. S. McClure, the publisher.

Discussion followed, in which Ellis O. Jones, a writer of New York, referred to the message as "reactionary," and said that it should not be received in silence.

"We are going abroad now," he said, "on a mission to stop a terrible war among nations, every one of which is prepared in a military way. This is no time to disturb American traditions and prepare the United States for war?"

Mr. Jones pointed to the fact that the United States and Canada had lived side by side for a century without soldiers, forts, guns, or trenches, and that there existed only a preparation for peace between Norway and Sweden. He added that was the kind of preparation needed now in America. Mr. Jones concluded with the remark that "this body of earnest, unselfish men and women should speak in no uncertain terms about this message."

A long address by the Rev. Dr. Charles F. Aked of San Francisco was included in the advices received from the Oscar II. In it he told of some of the great events that had sprung from small beginnings. He told of the work of Paul and its vast moral influence; of the work of Clarkson and Garrison to abolish slavery, and of Neal Dow in behalf of prohibition.

"Who knows," Dr. Aked said, "but that we ourselves may bring those diplomats and rulers and statesmen around their table, face to face, to talk things over quietly a little sooner than they would have done if Henry Ford had not brought us upon this ship?

"We make our appeal to that which is stronger than earth and as enduring as heaven, the principles of humanity, brotherhood, conscience, faith, hope, and love, and in this appeal we cannot fail. I am as certain as I am of my own existence that good, and lasting good, will come of it."

The Oscar II. has encountered rough weather in which she has made slow time. She is at least one day behind her schedule.

Mr. Ford has made an inspection of the ship, showing much interest in her machinery.

created significant resentment with her autocratic manner. Additionally, many delegates had become increasingly resentful of the persistent ridicule marking many of the reporters' dispatches. A general consensus held that this was a concerted attempt to categorize the venture as a crackpot undertaking by naïve do-gooders. And to make matters worse Henry Ford had become quite ill during the latter stage of the voyage, taking to his cabin and not being seen again for the remainder of the sailing.

The arrival in Oslo was the final disappointment. The ship docking at 4 a.m. on Dec. 18, 1915, in negative 12 degree weather with only a handful of Norwegians there to greet the party, rather than the anticipated crowds of supporters.

Of the five newspapers in Oslo, only two supported the goals of the peace mission. One newspaper took particular issue with Madame Schwimmer, the designated leader of the ostensibly neutral Peace Expedition, being a citizen of belligerent Central Power Hungary, for Norway was indeed pro ally.

By this time Ford was so ill that he was incommunicado and some on his staff felt that he should return to the United States as soon as feasible. In his weakened state he was agreeable and stated, "Guess I had better go home to mother. You've got this thing started now and can get along without me." Lochner felt otherwise, recommending instead a local health resort, but Ford's mind was made up and he sailed for America on the *Bergensfjord* on Dec. 23, 1915.

The Peace Party delegates were depressed and felt betrayed by Ford's departure believing his presence critical for the success of the mission. Nevertheless, they concluded that the goal of international peace was greater than any one individual and journeyed on through neutral countries receiving progressively warmer receptions as they arrived in Denmark. The group, now almost 200 strong, were granted passage through Germany in a sealed train into neutral Holland.

At The Hague they joined delegates from five other neutral countries to begin the process of hoped-for mediation to end the war. The contingent of students enjoyed several weeks of touring and attending meeting before sailing for home on Jan. 11, 1916. The remaining delegates, with the exception of five who were to represent the United States at the international peace conference, followed on Jan. 15, 1916.

Almost without exception the students felt the mission and their participation

Figure 9: Dec. 16, 1915, letter to Earl Tucker from Berkeley, Calif., to Copenhagen, Denmark.

were meaningful despite philosophical differences within the expedition membership and the press bias. Many of them would lecture and write about the Peace Expedition for decades to come.

Philatelically we can follow the adventure of the Peace Ship and the workings of the Peace Conference through Earl Tucker's postal collection. Indeed, communications as much as a year after the sailing demonstrate the continuing intensity of hope for peace that existed amongst his peers and friends.

The earliest communication (Figure 9) is a letter from Berkeley, Calif., to Tucker with the Ford Peace Expedition posted on Dec. 16, 1915 to Copenhagen. The obverse includes a receiving stamp in Denmark on Jan. 16, 1916, several days after he had already sailed for home from Holland.

A marvelous folded envelope constructed from letterhead writing paper of the Grand Hotel in Stockholm, Sweden (Figure 10) was used by Tucker to mail a book from Copenhagen to his home in Syracuse in early January, 1916.

What is most intriguing is a cover from Louis Lochner in Stockholm to Earl Tucker dated March 30, 1916 (Figure 11). The cover is addressed to Tucker on the steamer S.S. *Frederick VIII*, and refers to a scheduled departure on March 31 from Kristiania (later renamed Oslo) Norway, which would suggest that Tucker had returned to Europe after his initial trip with the Peace Ship. An alternative explanation, that he never returned to the United States in January 1916 with the rest of the students, is contradicted by his name not appearing among those Peace Ship travelers reported to have remained in Europe, although that may have been an oversight.

Figure 12 is a self-addressed envelope to Tucker's Syracuse address posted from Denmark in 1916 with frustratingly illegible dating containing printed matter, again showing his frugality in using a steamship line envelope.

On his return to the United States, Tucker was employed by the New York Bureau of Municipal Research, an institution created to train individuals in the field of professional public service. Note that of two covers in Figure 13, the latter is in care of a Mr. Frank Tucker, one of the founding directors of the organization in 1907 and possibly a relative of Earl Tucker. The return address on the second cover is from the editorial staff of a Norwegian feminist magazine.

A third cover in the same vein (Figure 14) contains censor markings on the obverse applied in St. Thomas and was sent to Tucker from Lewis A. Maverick, the brother of delegate Lola Maverick Lloyd.

Maverick was a recent college graduate who as "jack of all trades" sailed on the Peace Ship and remained in Europe as Louis Lochner's assistant through 1916.

His sister Lola was a wealthy socialist reformer and suffragist, and one of the few people to remain loyal to Madame Schwimmer for decades to come. Maverick and Tucker obviously became great friends and a wonderful postcard to Tucker in September 1916 (Figure 15) ends with "my number nine can still swing accurately, Fare thee well, Lewis."

By the fall of 1916, Tucker had returned to Syracuse and then moved on to Rochester, N.Y., where he assumed employment with the Chamber of Commerce.

Figure 16 is a cover from a G. Lillistook in Stockholm, to Tucker in Syracuse, then forwarded to his new posting in Rochester and Figure 17 is a similar

Figure 10: Folded envelope constructed with writing paper from the Grand Hotel in Stockholm, Sweden, and mailed to Syracuse, N.Y.

Figure 11: Letter from Louis Lochner in Stockholm, Sweden, to Earl Tucker on board S.S. *Frederick VIII*.

Figure 12: Self-addressed envelope containing printed matter sent by Earl Tucker from Denmark to his home in Syracuse, N.Y., in 1916.

Figure 13: Letters from Stockholm, Sweden, and Kristiania (Oslo), Norway, to Earl Tucker at the New York Bureau of Municipal Research.

Figure 14: Letter from Lewis Maverick at the Hotel Bristol in Copenhagen, Denmark, to Earl Tucker in New York with censor markings in St. Thomas, Danish West Indies.

Figure 15 (Right): September 1916 postcard from Lewis Maverick in Denmark to Earl Tucker in New York City.

Figure 16: Letter from G. Lillistook in Stockholm, Sweden, to Earl Tucker in Syracuse, N.Y., with forwarding to Rochester, N.Y.

Figure 17 (Below): Letter from L. Knoph in Arendal, Norway to Earl Tucker in Syracuse, N.Y., with forwarding to Rochester, N.Y.

forwarding from Norway dated on Christmas day of what we can comfortably speculate was the same year.

With Louis Lochner having become the brains and brawn of the U.S. contingent to the Peace Conference through 1916, it is pleasing to be able to include a partial cover piece from a mailing to him in Stockholm from *Argus* magazine in Switzerland (Figure 18).

It is fitting that we conclude our philatelic journey with poignant postcards at Christmastime 1916 (Figure 19) from each of the Scandinavian countries. What beautiful sentiment for the hopes of these sensitive friends with regard to the coming year! They might imagine, but little could they know, the extent of additional horrific battles awaiting the belligerents in 1917, as well as the entry of the United States into the fray in April of that year.

Henry Ford, on arrival in the United States, had regained his health, and steadfastly denied having abandoned the mission. He stated he had never intended to remain very long in Europe once the delegates were on their way to The Hague. When asked if he felt the Peace Ship served its purpose he replied: "I believe the sentiment we have aroused by making the people think, will shorten the war." When pressed whether the criticism in the newspapers bothered him, he stated that, to the contrary, he hoped the criticism would continue since "the best fertilizer in the world is weeds."

"I wanted to see peace," he continued, "I at least tried to bring it about. Most men did not even try."

The pilgrims' return to the United States, which was considered to represent the collapse of Ford's project, was actually just the beginning of the real work of continuous mediation. Six neutral countries subsequently labored a full year in Stockholm, the base of operation for the Neutral Conference for Continuous Mediation, and at one point seemed to have the tiger by the tail, only to lose out when Kaiser Wilhelm's arrogance ran roughshod over the negotiations.

Louis Lochner returned to the United States a year after his arrival in Oslo and met with President Wilson and with Henry Ford.

Wilson made his famous "Peace Without Victory" speech and Ford was convinced that with this utterance the government had taken over the crusade and he had done all he could. In February 1917, Lochner was told the work in Europe would stop and the peace crusade brought to an end. The drive for peace had lasted 14 months at the cost to Ford of $465,000. Opinion on what was accomplished remained unsurprisingly divided.

Those who had criticized the venture found little public support for the ridicule heaped on a well-intentioned, albeit naïve undertaking, while its defenders would point to the successful dramatization of the worldwide need for peace. As for the cost, well, Henry Ford certainly had the last and truest words on that point: "We got a million dollars worth of advertising out of it and a hell of a lot of experience."

We conclude with a brief epilogue regarding our protagonists. In 1917 with the United States' declaration of war against Germany, Henry Ford devoted his efforts to assisting the war effort through his massive factories. In the 1920s, Ford's fame was tarnished by his persistent public anti-Semitic rantings and publications. In the 1930s, he was an isolationist, along with his friend

Figure 18: Partial cover piece from a mailing to Louis Lochner in Stockholm, Sweden, from *Argus* magazine in Geneva, Switzerland.

Figure 19: Christmas cards sent from Norway, Denmark and Sweden in December 1916 to Earl Tucker in New York.

Charles Lindbergh, and looked favorably on Nazi Germany, even accepting their highest medal awarded to a non-German citizen, but reversed course and aggressively supported the United States' war effort following Pearl Harbor.

As he aged he became progressively introverted and cynical. With his mental faculties failing, he was forced to retire from the company he created. Henry Ford died wealthy and demented in 1947.

Louis Lochner went on to an acclaimed life with the Associated Press, winning the Pulitzer Prize for distinguished foreign reporting in 1939. He lived most of his later years in Germany with a German-born wife, and died at the age of 87.

Madam Schwimmer spent a lifetime fighting for her causes and tormenting both those who attempted to work with her and certainly those who opposed her. Schwimmer's ability to antagonize was infinite. She died in New York in 1948 surrounded by her memorabilia and convinced that the world had been deprived of her abilities and ideas.

And, while we were unable to elicit further biographical information about Earl Tucker, we thank him posthumously for making this story possible.

We do know that he had made himself available as late as 1967 for research resulting in publication of a comprehensive text about the Peace Expedition. We share particular delight in the knowledge that he survived to the age of 104, passing away in his birth city of Syracuse in 1994. From our perspective his legacy will reside in his participation with a group of bright young-people committed to a noble, albeit unsuccessful cause, and for his philatelic gift to postal historians.

Henry Ford Peace Expedition Endnotes

Kraft, Barbara S. *The Peace Ship*. New York: Macmillan Publishing Co., 1978.

Lunardini, Christine A. *The American Peace Movement in the 20th Century*. Santa Barbara, Calif.: ABC-Clio, 1994.

Nevins, Allan and Hill, Frank E. *Henry Ford and his Peace Ship*. *http://beta2.americanheritage.com/articles/magazine/ah/1958/2/1958_2_65.shtml*

1916 Giving Peace a Chance, Sort Of. *This Week in KU History*. *http://www.kuhistory.com/proto/story.asp?id=42*

Henry Ford. *http://en.wikipedia.org/wiki/Henry_Ford*

(Jesse I. Spector M.D., a retired hematologist-oncologist living in western Massachusetts, has published extensively on postal history. He and his wife Patty operate a 35-acre farm with about 70 animals.

Robert L. Markovits, an attorney and a world authority on United States Special Delivery mail, has also won the APS Champion of Champions competition. He resides in the Berkshire Hills of Massachusetts.)

This column features the architecture of America's Post Offices as shown on postcards. The city post office is the cornerstone of many communities and was a popular subject on postcards through the 1940s. Many of the post offices are still in use, others stand but serve different purposes and others still have been demolished. Post office views can enhance an exhibit and also can round out stories about postmarks and mail handling. If you have material suitable for this column, contact the editor.

Connecticut Post Office Views

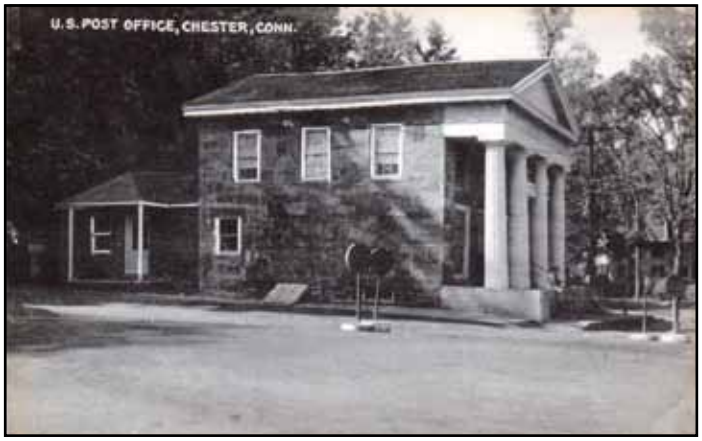
By Peter Martin

Connecticut is a northeastern state between New York, Massachusetts and Rhode Island that has a long history of post offices. As one of the original 13 colonies, it was central to colonial communications, especially between New York City and Boston.

The famous Boston Post Road went through Connecticut and evolved into one of the first major highways in the United States. Until about 1960, U.S. Route 1 was one of Connecticut's most important highways. Today, it is overshadowed by I-95, which serves the same cities and never ventures more than a few miles away.

In 1790, Connecticut had eight post offices and at its peak, in 1899, it had 511. The earliest post offices in Connecticut were in: Danbury, Fairfield, Hartford, Middletown, New Haven, New London, Norwalk, Norwich, Stamford and Stratford.

Most of the post offices in this feature were built in the early 20th century, but some date back to the late 19th century.



Chester

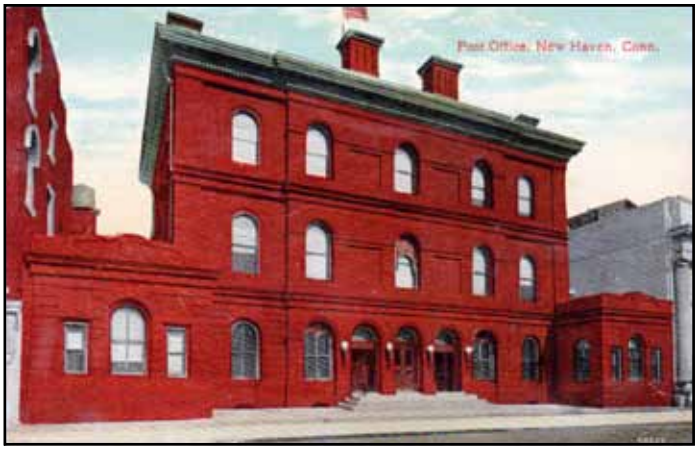
Danbury

Canton

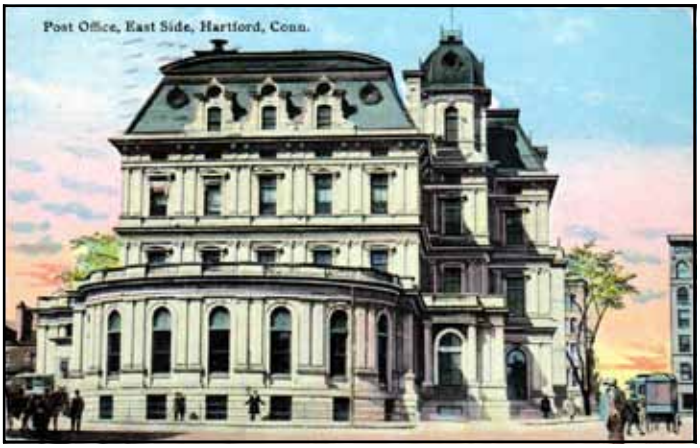
Hartford

Torrington-1949

East Haven



New Haven-1890



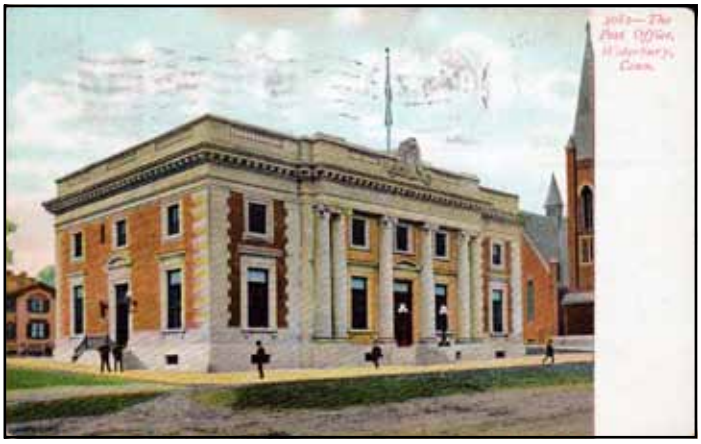
Hartford East Side-1912

New London

Middletown-1921

Stamford

New Britain-1942



Waterbury-1907

Bid In Our Jumbo Web/Internet Sales Always Loaded With Postal History!

Mark these dates:

Feb. 29th, March 28th, & May 2nd.

Closing at 11:59 pm Eastern Time on each of these dates

our Website: **www.kelleherauctions.com**

Become an online bidder. It's easy!

You can't afford to miss our huge Internet/Mail Sales!

Phenomenal postal history and stamps that one rarely encounters at any Internet auction—except, of course, at our famous Danbury Stamp Sales Web/Internet Auctions.

SHOWN ON THIS PAGE...

A tiny sampling of the wide and fascinating array of U.S. and Worldwide specialized covers that are always found in Kelleher's Danbury Stamp Sales Web/Internet Auctions. All are "Don't Miss" important events for postal historians!

Tristan da Cunha: From the Peter Green correspondence—believed to be the earliest cover (front) originating from an islander—Feb 1892.

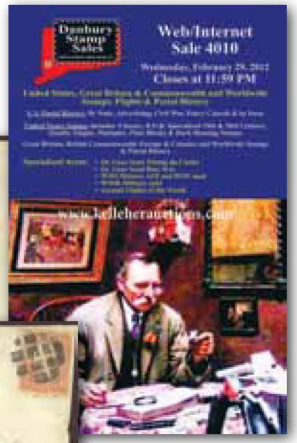
Tristan da Cunha: Shackleton-Rowett Expedition of Gough Island.

Danbury Stamp Sales
A Division of Daniel F. Kelleher Auctions, LLC

GO TO OUR SITE TODAY!

Get in on the action on our **Danbury Stamp Sales division's fabulous Monthly Web/Internet Sales** always with thousands of lots from $25 and into the thousands. Our HUGE Web/Internet sales now include the finest specialized material from throughout the world. Every serious collector should take notice!

Tristan da Cunha: Dutch submarine "K XVIII".



Also: Go to our site and find out about our Dynasty Auctions China/Asia Public Auction Sales in Hong Kong.

Consignments for upcoming sales or Outright Purchase welcomed. Contact us today to discuss your needs! Send, call or email for the auction catalogs for our Dynasty public auctions in Hong Kong.

Kelleher Auctions

Daniel F. Kelleher Auctions, LLC

America's Oldest Philatelic Auction House • Established 1885

info@kelleherauctions.com
www.kelleherauctions.com

4 Finance Drive • Suite 100
Danbury, CT 06810 USA
203.297.6056 • Fax: 203.297.6059

Figure 1: The front of a July 22, 1926, cover self-addressed by Roessler.

A.C. Roessler Canadian Semi-Official Airmail Covers

By Gary Dickinson

New Jersey stamp dealer A.C. Roessler (1883-1952) was best known for marketing U.S. first day and first flight covers. His misadventures with U.S. postal authorities and fellow dealers are legendary and resulted in a criminal prosecution in the early 1930s for which he received a two-year probationary sentence.

Less well known is Roessler's participation on the Canadian philatelic scene from the mid-1920s until his business wound up a decade later. His starting point was semi-official airmail covers that arose from the need to provide airmail service to northern Ontario mining communities, but he went on from there to produce and market first flight and first day covers, as well as event covers of various types.

Roessler's character and business practices were well suited to the pioneering nature of Canada's emerging airmail services. He tended to live on the margin financially, politically and socially and approached his product development with imagination and flair. These characteristics were well suited to the emergence of airmail services in northern Canada.

In essence, Roessler embodied the behavior and attitudes of "the trickster," a character found in the folklore of many indigenous peoples. The legendary trickster used his wit, cunning and deception to maneuver through life. Such people lacked tact and shame and would always speak out; even if it was inappropriate or potentially harmful to do so.

The context that enabled Roessler's activities regarding semi-official airmail covers was established largely by the Canadian Post Office Department, which authorized private companies to print their own stamps and charge fees for carrying mail between mining communities in the north.

Some 15 companies, most of which had a short lifespan, participated in carrying the mail between 1924 and 1932 when the routes became directly managed by the Canadian Post Office.

Regular postage rates were charged in addition to whatever fee the airlines chose to levy for their services. The latter stamps were termed "semi-official" as they were sold at post offices but the Canadian Post Office did not accept responsibility for the airmail, nor did it subsidize the cost of service.

Regular postage by air for a one-ounce letter was two cents from 1924 until the first airmail stamp, and the rate of 5 cents, was introduced on Aug. 24, 1928. The rate was increased to six cents on July 1, 1931.

Private commercial operators charged between five cents and 50 cents for their services, with the largest number having a 25-cent fee.

At first these airlines were not permitted to print a

Figure 2: A Patricia Airways and Exploration stamp, AAMC CL13, on the back of the July 22, 1926, Figure 1 cover.

Figure 3: A detail of the Roessler fingerprint on the front of the Figure 1 July 22, 1926, cover.

value on their stamps lest they be confused with regular postage. Their stamps were also required to be placed on the backs of the envelopes. These two restrictions were later relaxed.

Roessler may have viewed this situation with private operators in the postal field as an entrepreneur's delight. He became an active philatelic participant. Many of his covers followed the appropriate protocols for regular postage and semi-official stamps, but others followed his own flights of fancy.

The cover shown in Figures 1 and 2 observed the correct protocols, with two cents postage in the upper right front corner and the semi-official stamp on the back. This cover was self-addressed by Roessler and used one of the envelope styles he printed and sold to the public. The two-cents postage was paid by two 1-cent Admirals (Canada Scott 105) affixed to the upper right corner on the front of the cover.

A Patricia Airways & Exploration Ltd. stamp (AAMS CL13) was placed on the back flap of the envelope. The cover was posted at Red Lake, Ontario on July 22, 1926, which was fairly early in the semi-official airmail period. This company only delivered mail for 10 months before terminating its service.

Of added interest to this envelope is the presence of a fingerprint near the centre of the front (Figure 3). It appears that Roessler ran out of ink of the color used for his first initial, got some of it on his fingertip, and then left his fingerprint between the parallel red and blue bars before carrying on with the new color for the remainder of the address.

Roessler was an intensely private person and there is no known photograph of him in existence. The fingerprint on this cover is therefore one of the few physical reminders of his existence.

In keeping with his penchant for creative practices, Roessler did not restrict himself to standard protocols for very long. The cover shown in Figure 4, also mailed from Red Lake, was postmarked July 1, 1927. It has a Western Canada Airways stamp (AAMC CL40) supplementing a 2-cent Admiral (Canada Scott 107).

Roessler had apparently developed a working relationship with William Brown, the Red Lake postmaster from March 1926 to October 1928. Their dealings were the subject of considerable discussion in several articles that appeared in the newsletter of the Canadian Aerophilatelic Society. The CAS members' conclusion was that covers like this one were made to order, produced in bulk, and mailed to Roessler who then sold them to his customers.

The Figure 4 cover has the required two cents postage (Canada Scott 107) along with the Western Canada Airways stamp, but there are three additional rubber-stamped markings including "By Aerial Mail."

An "Initial Flight" rubber stamp is present at lower left but the signature line for the pilot is blank. Finally, a WCA first flight impression for Red Lake completes the cover information. There are no receiving cancellations, and the American Air Mail Society catalogue includes no first flights for the July 1 date.

Matters became more complicated with the cover depicted in Figure 5. This cover was self-addressed by Roessler using one of his aliases, A.C. Roe, in an apparent attempt to reduce the amount of writing required to produce hundreds of airmail covers. It has the required two cents postage paid by a Canada Scott 107 stamp and is postmarked at Red Lake on April 16, 1927. The envelope is a Roessler production with a stamp collector featured in the business corner card.

There is an Elliot-Fairchilds Air Service poster

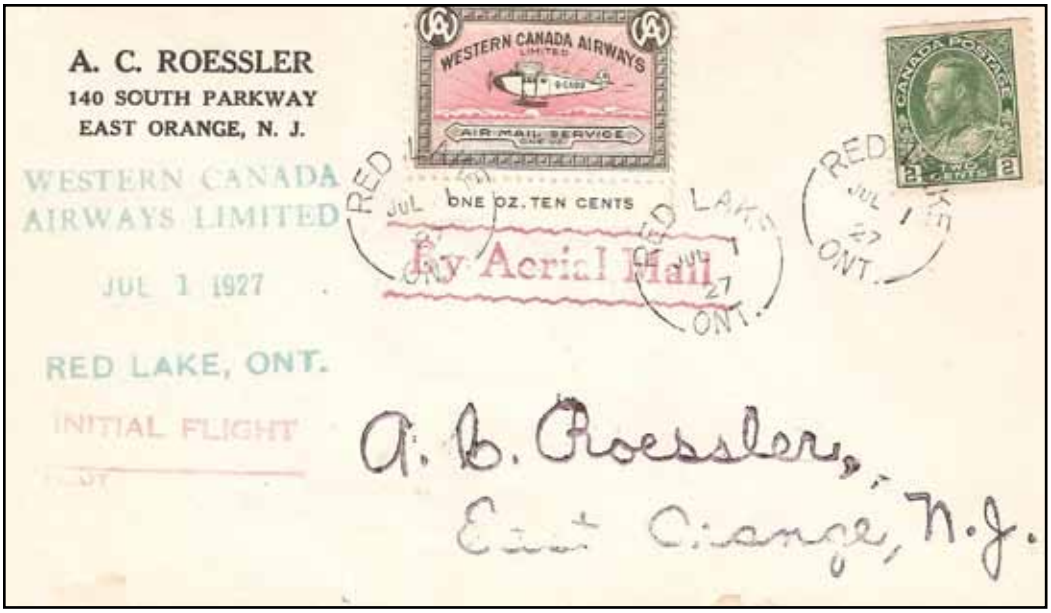


Figure 4: July 1, 1927, cover with CL 40 and three rubber-stamped impressions.

Figure 5: April 16, 1927, cover from Red Lake to Sioux Lookout.

Figure 6: Canadian Airways Limited cover with poster stamp postmarked at Gogama on Oct. 13, 1933.

Figure 7: Canadian Airways cover with imperforate poster stamp cancelled at Gogama on Oct. 9, 1933.

stamp at upper right. There is some doubt that this company ever operated. In any event it was not doing so at the time this cover was postmarked. Consequently, the stamp had no validity and it served only a decorative purpose. Patricia Airways, whose AAMC CL13 stamp also appears on the front of the cover, apparently did fly this cover on April 16 as there is a Sioux Lookout company rubber stamp as a receiving cancellation on the back of the cover.

Roessler's second main post office collaborator in northern Ontario was Joseph Honore Arthur Labbe who served as the postmaster at Gogama from 1919 until 1957. At the time the covers shown as Figures 6 and 7 were flown in October 1933, the airmail rate had been introduced at five cents and then raised to six cents.

Figure 6, the first cover shown, is an airmail envelope with small checks as the border and Roessler's corner card at upper left. It was addressed to a customer in Milwaukee and franked with Canada Scott C3.

Although two different companies were called Canadian Airways Limited at different times, neither one issued or authorized a company stamp. The American Air Mail Society catalogue describes this cover as a "non-flown cover created by dealer A.C. Roessler with a Canadian Airways Limited green and orange Cinderella stamp."

Figure 7, the other Canadian Airways Limited cover, was franked with Canada Scott 195 and 204, along with an imperforate version of Roessler's Cinderella creation. The cover was self-addressed to A.C. Roe and cancelled on Oct. 9, 1933.

Roessler printed two varieties of this poster stamp. The more common one had green trees with orange text, and 200 were printed. The other version had the colors reversed (orange trees and green text) with only 20 printed. He also printed a few copies of the more common version that he did not perforate.

The color reversal was advertised by Roessler as an "error," however it could have easily been avoided had he wished to do so. It's likely that these elegant variations of color and perforation were marketing ploys used to increase his revenue from the issue as he sold the more common version at $1 per cover, whereas the color reversal and the imperforate were each sold for $2.50.

The cover shown as Figure 8 used Roessler's airmail envelope with large checks. It was addressed to a customer in Souderton, Pa., and postmarked at Gogama on Sept. 30, 1933. The envelope was left over from a Fort Resolution to Rae first flight (AAMC 3247), which occurred Dec. 6, 1932.

Probably the only straightforward feature about this cover is the 6-cent stamp (Canada Scott C4). There is a Maritime & Newfoundland Airways label at upper right, but this company was never authorized for airmail flights and the poster stamp was Roessler's own creation. There was no flight from Gogama on the date of the postmark.

In addition, the upper left corner featured an "essay" of Roessler's for a 15-cent Newfoundland "aerial services" stamp that was used to cover the original first flight text. The cover was addressed originally to Roessler, but upon receiving it he apparently pasted a label over his own address and typed in the address of his customer.

Although Roessler produced and sold thousands of legitimate Canadian first day, first flight and semi-official airmail covers, it is transgressions such as those described here for which he is best remembered by philatelists.

Figure 8: Maritime & Newfoundland Airways cover postmarked Gogama on Sept. 30, 1933.

The semi-official airmail era did not last long, and the value of the covers diminished sharply during his participation.

As regular airmail services were gradually introduced throughout Canada, interest in collecting semi-official covers began to wane.

Roessler had advertised them for as much as $5 each in 1927, but by 1931 he was offering them for $1 or $2 each. By 1936 he was selling them off at, or below, face value, with several advertisements in his *Air Plane Stamp News* featuring 105 covers for $5.45.

When the semi-official cover market began to diminish, Roessler's Canadian philatelic products evolved to feature first day and first flight covers that offered fewer opportunities and less favorable conditions for tricks and marginal practices. This must have been disappointing for one who seemed to thrive in living on the fringes.

References

American Air Mail Society. *The Air Mails of Canada and Newfoundland*. New York: American Air Mail Society, 1997.

Dickinson, Gary. *A.C. Roessler's Canadiana*. Ottawa: British North America Philatelic Society, 2011.

Heifitz, Murray. "A.C. Roessler and His Influence on B.N.A. Philately." *BNA Topics*, Vol. 48, No. 5 (September-October, 1991), pp. 30-36.

Hyde, Lewis. *Trickster Makes This World*. New York: North Point Press, 1998.

Newton, Barry. *A.C. Roessler Photo Cachet Catalogue*. Stewartsville, N.J.: F.D.C. Publishing, 1976.

The Canadian Aerophilatelist (Newsletter of the Canadian Aerophilatelic Society). Various issues.

Tidbits

A Future Collectible

By Catherine Clark

One of the most attractive covers that came in with the *La Posta* renewals in November is from a subscriber in Fort Bragg, N.C., who used one of the Pacific 97 stamps in combination with three others, each well-matched and clearly cancelled with a private mailers permit CDS. Having handled the *La Posta* mailstream for more than a decade, my favorite part of opening letters is admiring the many artistic covers so thoughtfully prepared by people who are consummate philatelists. In an era of spray-on machine cancels, it's such a pleasure to still see handcancels being applied, though they become fewer and fewer. All such covers are lovingly kept in boxes for future generations and are valued.

Once There Were None and Now There are Two

The 1914 Compound Perforated Scott 423D Used on Postcards

By Larry Lyons

The Scott 423D stamp was issued in 1914 after complaints came in from post offices that the one cent green stamps with perforations 12 x 12 (Scott 405) were coming apart at the perforations.

To rectify the situation, the U.S. Bureau of Engraving and Printing would ultimately change to a gauge 10 perforation.

During a brief transition period in 1914, while the new equipment was being put into production, a small amount of regular issue stamps with compound perforations were printed.

Some were perforated 10 horizontally and 12 vertically (10 x 12) and these are the Scott 423D stamps which were formerly Scott catalogued as 424b.

Some stamps were perforated 12 horizontally and 10 vertically (12 x 10) and these are the 423A stamps which were formerly Scott Catalogued as 424a.

In 2003 the Scott Catalogue recognized these stamps with the new major numbers. The Scott Catalogue notes that only 41 used examples of the 423D stamp have been recorded. Because fakes exist, Scott also cautions that all examples of Nos. 423A-423E must be accompanied by certificates of authenticity issued by a recognized expertizing committee.

The Philatelic Foundation, which was chartered as a not-for-profit certification agency in 1945 is considered the "Gold Standard" for the certification of stamps and covers. The Philatelic Foundation is in the process of scanning all of the stamps and covers they have certified (more than 500,000) and placing them in a searchable database on their website (www.*philatelicfoundation.org* and click on PF search).

A Dec. 29, 2011, search under 423 showed 17 genuine single stamp examples, one not genuine example and one example on cover. In addition to these there are nine examples of single stamps certified as 424b, which is the same stamp before the *Scott Catalogue* made the number designation change. These have not been checked for duplication against the 423D list.

A second example has been certified used on a postcard and the intent of this article is to show the two certified examples of 423D used on postcards.

Certificate 494,546

On July 20, 2011, the first 423D stamp on a postcard was certified (Figure 1). The certificate shows a 1914 Mount Vernon, Wash., cancel on a Christmas postcard date stamped Dec. 19, 12:30P, to Mrs. Nels Anderson, Dell Rapids, S.D. There is a manuscript notation "RFD#2, Box #34."

There is an impression showing through from the other side that says "A Merry Christmas." The certificate indicates it is a genuine use of the Scott 423D stamp that is tied to the cover by the cancellation.

Certificate 500,516

On Nov. 30, 2011, the second Scott 423D stamp on a postcard was certified (Figure 2). This card originates from the same sender in Mount Vernon, Wash. It is addressed to Mrs. N. Anderson, Dell Rapids, Minnehaha County, S.D. There is also a manuscript notation "R #2, Box 34." The card is signed by "a."

There is a pencil (noncontemporary) notation under the stamp "424a perf 10 x 12," which is the older designation for the Scott 423D stamps.

The certificate indicates, "It is a genuine usage, the stamp with a small piece out at top left." The stamp is tied by the duplex handstamp that is dated December 30, 6:30P.

There are other items known from this same correspondence and two are now certified as having the rare Scott 423D stamps.

The Certification Process

There are things the experts at the Philatelic Foundation specifically look for and there can be circumstances that help in the development in determining an opinion.

First the perforations were checked using the gauge created for use for stamps on covers. Magnification is used to verify the exactness of the perforation hole spacing. The perforations are also reviewed under high magnification to see the "pressure ridges" in the perforations. These are caused by the perforation's pins and the ridges and should all be in the same directions on opposite sides of the stamp.

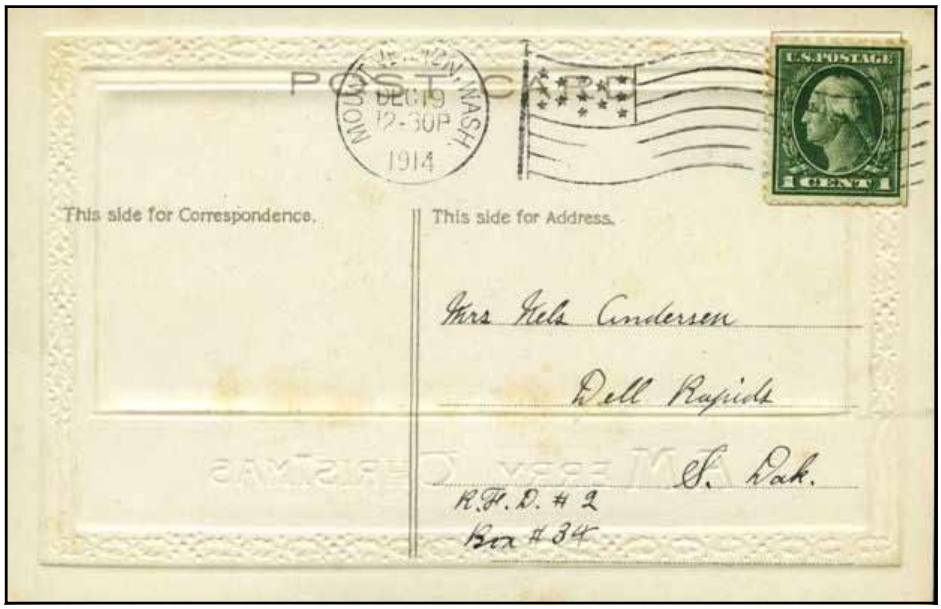


Figure 1: Scott 423D used on a postcard; PF Certificate 494,546.

Figure 2: Scott 423D used on a postcard; PF Certificate 500,516.

Reperforations can also exhibit a sharpness of the cutting that is not how they would appear in 1914. Evidence of an original straight edge can sometimes be detected.

In the case of these postcards, if the stamps were removed, reperforated and replaced there would be a white shadow line on the postcard where the portion of the trimmed away stamp used to be. The cancel is checked under high magnification to see if any of it has been "drawn in." UV light can usually help in the detection of inks of a different color that should not be found on the same handstamp.

Sometimes supporting materials can help. In this case, another stamp with the missing piece of the stamp seen on the PF 500,516 certificate was reviewed and that stamp was also perforated 10 x 12. The fact that these two covers come from the same correspondence and have the same stamps, which are tied by the cancellations, contributed positively toward the final opinion. It is strongly recommended that all covers, regardless of tying cancels, be certified.

The Philatelic Foundation is located at 70 West 40th Street, New York, NY 10018; Phone (212) 661-6555. Submission forms are available by e-mail or snail mail.

(Larry Lyons is the Philatelic Foundation executive director; E-mail, llyons@philatelicfoundation.org*)*

Postmaster General Jesse M. Donaldson (left) is sworn in by D.C. Postmaster Vincent C. Burke on Dec. 16, 1947. ***(USPS photo)***

PMG Donaldson (third from left) at a Feb. 20, 1952, ceremony in observance of Brotherhood Week at the old Post Office Department headquarters, now the Ariel Rios Building. Shown are (from left): Dr. George R. Ellis, Rev. Arthur Flectcher Elmes, Donaldson, Rev. Edward Hughes Pruden, Dr. C.C. Hung, Rabbi David H. Panitz and Chaplain Glenn F. Teska. ***(USPS photo)***

Postmaster General LIII
Jesse M. Donaldson
1947-1953

By Daniel Y. Meschter

There already had been postmasters general who had served as postmasters and even assistant postmasters general; but Jesse Monroe Donaldson was unique in rising through the ranks from letter carrier at the bottom of the postal hierarchy to the highest office in the Post Office Department.

Donaldson was born Aug. 17, 1885, on a farm near Shelbyville, Ill., about 50 miles southeast of Springfield.

His father, Moses Donaldson, was a merchant and postmaster in Hanson, a nearby village. He received his basic education in public schools and then successively in the Shelbyville Normal School, the Teachers Normal College, and Sparks Business School, all in Shelbyville.

Jesse M. Donaldson

He taught school for five years from 1903 to 1908, assisting his father in the post office during his summer vacations. He gave up his teaching career when he was one of the first three letter carriers appointed in Shelbyville on May 15, 1908.

Donaldson's subsequent 44-year postal career was interrupted only by a year in 1910-1911 when he accepted an appointment as a clerk in the War Department. He returned to the postal service on July 1, 1911, as a clerk and supervisor in the Muscogee, Okla., Post Office where he remained until he was promoted to postal inspector in the Kansas City, Mo., division on March 11, 1915. He remained in Kansas City until 1932, during which time it was said he met Harry S Truman, then a judge on the Jackson County Court.

Donaldson was next promoted to postal inspector in charge of the Chattanooga division effective Aug. 1, 1932, and on June 12, 1933, was transferred to the Washington, D.C., office as deputy second assistant to the postmaster general. In Washington he was successively promoted to deputy first assistant (1936-1943), chief post office inspector (1943-1945), and first assistant postmaster general on July 5, 1945.

In this post he became the chief legislative spokesman for the department before Congress. With the resignation of Bob Hannegan, President Truman appointed Jesse Donaldson postmaster general effective Dec. 16, 1947, possibly as much because he identified him as a fellow Missourian from his years in Kansas City as favoritism on the basis of their previous acquaintance.

Few appointees ever were better prepared to accept the Post Office's top job. His years as a postal inspector not only made him intimately familiar with the rules and regulations he had so long enforced, but also with the laws and policies underlying them. Further, his 14 years in the Washington headquarters equipped him to accept the administrative duties of its top job. He brought with him an understanding of what made the Post Office "tick" that few of his predecessors possessed.

His five years as postmaster general were busy ones. Beyond his ordinary duties, he used the authority of a reorganization plan to appoint an advisory board representing various areas of business. He apparently used his own authority to establish a research and development section to propose ways to improve post office operations. To improve and modernize money transfers, he set up a new money order system and accounting procedures.

Not least, he reestablished the highway post office service, originally organized by Frank Walker in 1941, that was suspended by war limitations on parts, vehicle service and fuel shortages.

His only real stumbling block was the President's mandate to reduce, if not eliminate, the perennial Post Office deficits now ranging in the hundreds of millions of dollars annually. It was a patent impossibility Truman probably did not fully understand. Only the few who, like Donaldson, had broad practical knowledge of Post Office affairs and were familiar with the reports of their predecessors, who had failed the same challenge, would have been aware of these difficulties.

Donaldson took two approaches to the problem. The first was obvious: increase revenue by persuading Congress to raise postal rates. He defined the problem in an address in New York City on Feb. 7, 1948, in which

he declared: "Congress and the people should decide whether the Post Office should be made to pay its own way or continue without regard to profit."

He was satisfied for the time being that first class mail was paying its way, but forecast that second, third and fourth class mail and special service rates would be increased during the coming year to avert a deficit he projected at $550 million.

By March 1951 he was furious with the indifference of Congress and especially what he took to be Congress blaming him for the continued deficits.

In an appearance before the House, he recommended increases in both first and second class mail and blamed much of the postal deficit on that old bug-a-boo that had bedeviled postmasters general for years, the Congressional franking privilege that cost so much and returned nothing.

PMG Donaldson with a bronze letter carrier statue behind him; probably at the old Post Office Department headquarters circa 1947. ***(USPS photo)***

Slight as it seemed, he did succeed in getting an increase of one cent, to six cents, for airmail letters that reduced the airmail deficit. But the airmail deficit was still only a fraction of the department's overall deficit. Otherwise, Congress was not disposed to increase postal rates, deficit or no deficit.

Donaldson's second approach to the deficit was within his authority. In 1950, he ordered home deliveries (in carrier post offices) reduced from two a day to one.

It was a significant economy, but one that incurred the wrath of home owners who were accustomed to more frequent deliveries and of the employees' unions due to unaccustomed reductions in the workforce and take home pay, which had been Donaldson's objectives.

He followed this action by ordering a moratorium on pay raises. The National Association of Letter Carriers responded at its biennial convention by demanding that Donaldson be replaced. Earlier, at the annual meeting of the A.F. of L., the president of the Letter Carriers union called Donaldson a "tyrant" and demanded Truman "oust" him from the Post Office for intimidating postal workers. Never had a postmaster general been so vehemently excoriated by organized labor.

The union achieved its objective in a sense when Donaldson stepped down at the end of Truman's term of office in January 1953, only to be replaced by the first Republican appointee in 20 years. Meanwhile, Donaldson's reduction of home deliveries "stuck."

At the same time, there was a much more profound crisis hanging over the executive branch, including the POD. That was the question of reorganization of the executive branch of the government.

This was not the first time a president had called for a study of the efficiency of the executive branch, but the realization of its goals was assured in this case by Truman's reelection in 1948.

The Commission on Reorganization of the Executive Branch of the Government, more popularly known as the Hoover Commission, was established by Congress in 1947 on Truman's recommendation.

The commission, composed of 12 members equally divided between Democrats and Republicans, was appointed by the President with former President Herbert Hoover as chairman and former Postmaster General James A. Farley heading the democratic caucus. The commission filed its report, containing 273 recommendations, in early 1949. It was approved by Congress on June 20. Restating its recommendations as "plans," Congress acted on eight plans that same year and others in the following years extending into the Eisenhower administration.

Congress enacted Reorganization Plan No. 3, relating to the Post Office Department, on Aug. 20, 1949. The Post Office Reorganization plan dealt chiefly with the chain of command in the Washington headquarters. It began (Section 1a) by transferring the functions of all of the officers and agencies of the Post Office, including the four assistant postmasters general, the purchasing agent, the comptroller, and the bureau of accounts to the postmaster general. It then authorized him (Section 1b) to delegate such functions to any officer, employee or agency he deemed appropriate.

Section 2 created the position of deputy postmaster general as a kind of personal assistant to the PMG.

Section 3 created four new assistant postmasters general without designation of priority (First, Second, etc.) or specific function to be delegated by the postmaster general. Section 5b then abolished the offices of the first, second, third, and fourth assistant postmasters general and, of course, their traditional functions such as the second assistant's jurisdiction over transportation. This section also provided that the incumbents should succeed to these vacancies

President Harry S Truman signs a pane of the 1952 NATO stamps during a noontime White House meeting on Wednesday, April 2, 1952. The NATO stamps were issued April 4 in Washington, D.C. The president autographed a pane of stamps to the chief of state of each of the other NATO countries. Participating in the ceremony were (From left): John Simmons, PMG Donaldson, W. Averell Harriman and Secretary of State Dean Acheson. ***(USPS photo)***

without formal reappointment. Section 5a abolished the bureau of accounts, including the comptroller and the purchasing agent with no provision for reassignment of their duties.

Section 4 created an advisory board of seven public members plus the postmaster general as chairman and the deputy postmaster general as vice chairman, to meet quarterly to consider and recommend methods and policies for the improvement of the postal service.

The sixth and final section was a kind of housekeeping provision for the protection and continuity of incumbent employees, records, property and funds.

Implementing Reorganization Plan No. 3 would have required considerable personnel management skills in delegating functions throughout the Washington infrastructure. The fact that implementation was spread over three years no doubt helped administrators absorb the complexities of the Hoover Commission's report. It also follows that some of the commission's recommendations were not acted upon at all.

Donaldson did raise several objections to the plan. In the abolishment of the Post Office's accounting bureau, he opposed a proposal by the General Accounting Office that it take over the Post Office's accounting function. His objection was that in his view this would transfer management of the Post Office to an independent agency. It has not been found how this objection was resolved except that nothing more was heard of the GAO's proposal.

In another case, the commission recommended that the Post Office be decentralized into 15 regions. In response, Donaldson persuaded the Senate committee that this would be impractical and costly. Donaldson also objected to a recommendation to create a "Director of Posts" who would have authority to operate the whole postal system. Instead, Donaldson proposed creating a deputy postmaster general whose rank would be comparable to under secretaries in other departments. Otherwise, he was satisfied with the commission's recommendations and carried out Congress's direction with skill and efficiency.

While Jesse M. Donaldson never did succeed in his efforts to balance the Post Office's budget, his tenure proved to be one of the most important in the history of the Post Office Department because Reorganization Plan No. 3 marked the beginning of the transition of the Post Office from a government agency headed by a member of the cabinet to a government corporation headed by an independent executive. It was a subject that would be widely and publicly debated in the media and through the halls of Congress for the next 18 years, when other events came to bear.

Donaldson did not live to see the end of the Post Office Department. He retired at the end of Truman's term of office on Jan. 20, 1953, and returned to Kansas City where he died on March 25, 1970, at age 84.

References

See Vexler; *New York Times*, March 27, 1970, and various Truman biographies for biographical sketches of Jesse M. Donaldson.
New York Times, Feb. 8, 1948.
New York Times, Dec. 7, 1948.
New York Times, March 7, 1951.
New York Times, Sept. 23, 1951, p. 49.
63 Stat 203.
63 Stat 1066-67.

Via Airmail To New Zealand – Revisited

By Bob Watson

Since I moved to New Zealand 35 years ago, I have developed an interest in the various mail routes between the United States and New Zealand. I gathered information from various sources including the late Richard Helbock's 1993 article in *La Posta*[1] where he discusses the various airmail routings and rates from 1934 to 1946.

One of the important sources of information is the seminal work about postal rates by Wawrukiewicz and Beecher (which I will shorten to W&B).[2] Their table on page 174 gives the airmail rates for various routes to New Zealand.

I have also tried to track down the data from original sources as much as I can, including U.S. *Official Postal Guides*, *Postal Bulletins* and a newly rediscovered set of airmail leaflets. I have found several differences between my findings and both sources that I will explain in this article.

I have summarized the various routes and rates in Table 1, which updates Helbock's original.

Airmail Route from London to Australia

The earliest service was a routing via London, established on Dec. 17 1934. W&B do not list the "from London" service under New Zealand, only under Australia, but they should have.

The *Postal Bulletin* article announcing the service, quoted at length in Helbock's article, states that:

"This rate includes transmission over the domestic air-mail routes of Australia, where available, and applies also to articles for delivery in New Zealand…."[3]

Of course, the air service went only from London to Australia and the trans-Atlantic and trans-Tasman legs were by surface, but it was a routing available for mail to New Zealand.

The July issues of the *Postal Bulletin*s from 1936 through 1940 under the heading "Air Mail Service to Foreign Countries" referred to a "Foreign Air Mail Service" leaflet. After much searching, I was able to obtain copies of four issues from the British Library dated July 15, 1936, Dec. 1, 1937, July 1, 1938 and July 1, 1939.[4]

The leaflets were evidently available to anyone for five cents apiece, and would have been held particularly by larger mailers who needed a concise statement of international airmail rates and timetables. Those seven- or eight-page leaflets contain tables of air rates and schedules to various countries. (There probably were such "Foreign Air Mail Service" leaflets for other dates. I would be grateful for news of any such leaflets. Please contact the editor.)

Figure 1 is an extract from the July 15, 1936, leaflet

Table 1: Summary of Airmail Rates from United States to New Zealand, 1934-1946 [a]

Rate[b]	Kind[c]	Established[d]	Discontinued	Routing
44	S	17 Dec 1934	**31 Dec 1938**	Via London
36	S	9 Jul 1935	**30 Jun 1938**	Via Amsterdam
40	S	**1 Jul 1938**	**31 Dec 1938**	Via Amsterdam
40	S	**1 Jan 1939**	**14 Jun 1940**	Via Europe
25	**C**	**22 Nov 1935**	**21 Apr 1937**	**Via FAM 14 San Francisco to Honolulu & from there by surface**
75	**C**	**22 Nov 1935**	**21 Apr 1937**	**Via FAM 14 San Francisco to Manila & from there by surface**
70	C	21 Apr 1937	**14 Jun 1940**	Via FAM 14 San Francisco to Hong Kong and to Australia, from there by surface
70	C	23 May 1939	**14 Jun 1940**	Via FAM 18 to Australia via Europe
50	C	12 Jul 1940	31 Oct 1946	Via FAM 19 San Francisco to Auckland
25	C	1 Nov 1946	30 Jun 1961	No longer specified

[a] Updates Table 3 in Helbock; entries in **bold face** are changed from Helbock's original.
[b] Cents per 1/2 ounce
[c] S = surcharge additional to ordinary postage; C = combined rate
[d] The first day that the service was available.

New Zealand	36 cents per ½ oz. 44 cents per ½ oz. 5 cents per ½ oz.	Lv. Amsterdam Wed. and Sat. Ar. Auckland and Wellington in 14 to 23 days. Lv. London Wed. and Sat. Ar. Auckland and Wellington in 17 to 25 days. New Zealand domestic air service. Accelerates delivery to South Island about 24 hours.	"From Amsterdam." "From London." "In New Zealand."

Figure 1: Airmail service data extracted from "Foreign Air Mail Service" leaflet effective July 15, 1936, for mail to New Zealand. The columns give the country name, rates, the schedule and the endorsements for each service.

Figure 2: This cover, postmarked May 12, 1936, in Newark, N.J., was endorsed "Via London." The correct rate for this service was applied (5 cents regular postage to 1 ounce plus the airmail fee of 44¢ per 1/2 ounce).

for New Zealand that shows the rates, route schedules, and endorsements needed for each service.

The first three leaflets for 1936-38 show a rate "From London" of 44 cents per 1/2 ounce, in addition to regular postage, although that is not mentioned in the *Postal Guides* of July 1936, July 1937 and July 1938. Understandably, there would have been some confusion for mailers and post office staff over the availability for the "From London" service.

The last leaflet of the four, effective July 1, 1939, shows a "From Europe" rate of 40¢ per 1/2 ounce, which consolidates the routes via Amsterdam and via London under the one heading.

Postal Bulletin 17597 announced this change effective Jan. 1 1939. So, I conclude that the post office continued to provide the service to New Zealand "from London" at 44 cents per 1/2 ounce until the end of 1938.

Both W&B (in their Australia airmail listing) and Helbock (page 23) show the termination date for the air service via London to be July 9, 1935.

In light of the information contained in the "Foreign Air Mail Service" leaflets, the listings in W&B and in Helbock need to be updated with a new termination date for the "From London" route to New Zealand and Australia.

Figure 2 is a cover mailed via the London service in 1936 with 49 cents in stamps, which includes the regular postage of 5 cents and the airmail surcharge of 44 cents.

Intermediate Routings on FAM 14

I have inserted into the table two more routings that were available between November 1935 and July 1936, both on the Foreign Air Mail route 14 (FAM 14). A sender could dispatch mail by air for 20 cents more than the ordinary 5-cent surface rate to catch a vessel at Honolulu that had already left the West Coast. Figure 3 shows such a usage.

If the departure dates were right, it was also theoretically possible to accelerate mail via Manila to reach New Zealand a few days ahead of the surface mails. Has anyone seen this usage before 1937?

These services became available as the trans-Pacific route was developed, initially terminating in the Philippines but extended to Hong Kong on April 21, 1937. Covers via Hong Kong to New Zealand after that date are relatively plentiful.

Some Date Changes for Other Services

Helbock shows three services terminating as of July 11, 1940 – routings from Amsterdam/Europe, via FAM 14 (trans-Pacific), and via FAM 18 (trans-Atlantic).

I checked both W&B and *Postal Bulletin 17967* where the three routes' termination was announced, so I believe the end date should be June 14, 1940. It's only a matter of a few weeks, but that could be important to the analysis of a particular cover.

According to the official record, there was no air service to New Zealand available, until July 12, 1940, when the Pan American direct service began.

I have updated Helbock's table to reflect these changed discontinuation dates.

References

[1] Richard Helbock. "Via Airmail to New Zealand," *La Posta*, November 1993.

Figure 3: Sometimes it was advantageous to send mail via air as far as Hawaii to catch a vessel that would be impossible to meet on the West Coast. This cover was sent from Detroit on April 13, 1937, to meet the *Niagara* at Honolulu. The Niagara departed the next day from Vancouver,[5] so the mailer accelerated this piece by the Trans-Pacific service to meet the ship in Hawaii.

[2] Anthony S. Wawrukiewicz and Henry W. Beecher. *U. S. International Postal Rates, 1872-1996.* Cama Publishing Company, 1996.

[3] *The Postal Bulletin*. No. 16571. Dec. 17, 1934.

[4] "Foreign Air Mail Service," Post Office Department, Washington, D.C. Effective July 15, 1936, Dec. 1, 1937, July 1, 1938 and July 1, 1939. Copies obtained from the British Library, reference A.S.399; originals measure 11-1/2 x 17 inches. (I am grateful to Neil Coker of the APRL and Kathryn Mouncey of the British Library for assistance in finding these.)

[5] K.J. McNaught (compiler). *Complete List of Sailings of Trans-Pacific Contract Mail Steamers, Carrying New Zealand Marine Post Offices between 1923 and 1938*. Postal History Society of New Zealand Inc., August 2000.

(Bob Watson, a postal history researcher and writer with a special interest in airmail, lives in Eastbourne, New Zealand. He can be contacted by e-mail at: bob.watson@xtra.co.nz)

La Posta Announces Creation of the Richard W. Helbock Prize in Honor of Founding Editor

Catherine Clark, publisher of *La Posta* Publications, has announced the creation of the Richard W. Helbock Prize for the best postal history article appearing in an annual issue of *La Posta, The Journal of American Postal History.*

The award is named in honor of the founding editor of *La Posta* who died from a heart attack in May 2011. Bill Helbock founded *La Posta* in 1969 and continued to edit the journal for more than 42 years until his death.

The first Richard W. Helbock Prize, which will be given for the best article appearing in a 2012 *La Posta*, will consist of a certificate and cash and prizes valued at more than $500. Runner-up and third place awards will also be presented.

Clark is establishing an endowment fund, the proceeds from which will perpetuate the award. Friends of Helbock who wish to make a donation in his memory can send it to Clark at: *La Posta* Publications, 315 Este Es Road, Taos, NM 87571.

Richard W. (Bill) Helbock

Postal Historians Online

Murray Abramson [commercial US airmail 1924-1941] — aabramson@verizon.net

Joe Adamski [SD, CT] — k2@j-adamski.com

Raymond Agren [Ad covers, MI] — n8uy@sbcglobal.net

Jim Alexander [TX: Waco Village, McLennan, Bosque, Coryell counties] — jralexander3@aol.com

American Philatelic Research Library — aprl@stamps.org

Gary Anderson [US Doanes & ND postal history] — garyndak@comcast.net

Kirk Andrews [Expositions, OR, WA, WI] —kirkj.andrews@yahoo.com

Ausdenmoore-McFarlane Stamps/covers [Dealer] — mcdad@zoomtown.com

Dennis Austin [WA, OR, ID] — skypub@skylinepublishing.comcastbiz.net

Ted Bahry [Wake & Midway Isl, Benzie Cty, MI] — semperted@aol.com

Debbie Baker [Midwestern p.h., APOs] —airmailpostmark@mac.com

Mark Baker Enterprises [Dealer CA & NV postal history etc.] Web: goldrushpaper.com — mbcovers@directcon.net

Bob Baldridge [Wisconsin p.h.] — bobbaldridge@earthlink.net

Alan Banks [Missouri] — abanks7@att.net

Mike Baranoski [Michigan p.h.] — baranosmj@aol.com

Gary Barranger — barranger1224@aol.com

Robert Beall — rbeallstmp@aol.com

John Beane, MD [West VA] — jbeane@prodigy.net

Robert Beasecker [MI postal history] — beaseckr@gvsu.edu

Stan Bednarczyk [IL: Chicago Streetcar markings] — stanb@columbus.rr.com

John Beirne [Navals, RPO, AK] — john_beirne@hotmail.com

William R. Beith [Eastern Oregon, OR Doanes] — wrbeith@comcast.net

Kevin Belmont [SW Arkansas, West Pointers on stamps] — kevin.belmont@west-point.org

Bary D. Bender [Dealer p.c.'s & p.h.; + collects WA: Columbia Co] — ngatecol@bresnan.net

Steven Berlin [interrupted mail, wrecks, crashes, robbery, terrorism] — drstevenberlin@yahoo.com

Henry Berthelot [train, shipwrck mail & US postals] — hankberthelot@yahoo.com

John Boal [California only] —calpl8z@boal.net

Tim Boardman [Washington PH, photos, books & maps] — simcoe@dsl-only.net

Thomas Boettger [U.S. used singles; IL: Peoria Co.] —belaire512@comcast.net

Joe Bock [US Airmail 1935-1950 & Arizona town cancels; U.S. WWII] — jgbock@commspeed.net

John Bloor [World early airmail; air & airmail-related Cinderellas France, Canada, UN] — aerophil59@yahoo.com

Paul Bofinger [pobfish@comcast.net] — Newfoundland, NH DPOs & 19th century covers, Concord NH & Merrimack Co. NH covers

Eppe Bosch [WA: Stevens, Pend Oreille, Whitman Co.s; WI: Portage, Waupaca, Wood Co.s] — bonep@qwest.net

James Boyden [WWI military, WW censored] — jimesmc@worldnet.att.net

Frank Braithwaite [1902 issue, M.O.B., N.Y., "V" & "X" rate markings, B. Harrison on cvr-Sc#308, 622,694,1045 —fbraith@optonline.net

Bruce Branson [CA:Inyo, Mono, & Siskiyou) — bbbranson@lonepinetv.com

Deane Briggs, MD [Florida Postal History] — drb@gte.net

Roger S. Brody [Series 1902, Prominent Americans] — rsbco@optonline.net

Daniel Broulette US, S.Africa, India, Vietnam]—danbro@wdemail.com

Brown, Chip [WV ph; 1903 uses of 1902 definitives on cover] — grahamb@windstream.net

Brown, Edward [parcel posts & plate blocks] — browntreesnakes@gmail.com

Evert Bruckner [MT: Phillips, Blaine, & Valley Co's] — ebruckner@earthlink.net

Kenneth Burden [Washington & CA DPOs] — burden@localaccess.com

Gloria Burleson [civil war, letters, advertising] — gloria@thelenscap.com

Maurice Bursey [#215 covers, Civil War NC] — mauricebursey@aol.com

Raymond Buse [Cincinnati & Clermont Co., OH p.h.] — stampPat@aol.com

James W. Busse [CA: San Diego Co. p.h.] — Jimb1997@aol.com

Arden Callender [U.S. banknote issues] — callenderardy@sbcglobal.net

Joseph Campagna [MT, Greece, Italy, Vatican, Turkey p. history] — campagnakphth@msn.com

Rocco Caponi [OH:Akron, Summit Co, 2c Circular Die postal history (U429) — rocco.caponi@gmail.com

Gary Carlson [machine cancels] — gcarlson@columbus.rr.com

Glenda & John Cheramy [Dealers; Canada] — gcheramy@shaw.ca

Larry Cherns [Mostly pre-1954 postally transmitted covers and p.cards w/ interesting messages in English from anywhere] — katchke@hotmail.com

Robert Chisholm — [Dealer: postal history] — chizz5@aol.com

***Bob Chow [Colorado] — c.robert.chow@gmail.com**

Douglas Clark [Railway Mail] —dnc@alpha.math.uga.edu

Tom Clarke [Philadelphia] — ocl-tom@ix.netcom.com

Walter S. Clarke [Florida Territorials; Interesting on-cover cancellations on Scott # 10 & 11] — worldata@mindspring.com

Louis Cohen [Kentucky postal history] — cohenstamps32@aol.com

Norman Cohen [US #210 on cover] — norman@adventuregraphics.com

Giles Cokelet [Montana postal history, Greenland] — grcokelet@q.com

David C. Collyer [General US, Texas, USS Texas] — cozumel_90@hotmail.com

Robert W. Collins [Korean War & "Collins" pms]— ohiorwc@aol.com

David M. Coogle [Dealer, Postal History] — david@nutmegstamp.com

Bob Coradi [Prexies, baseball, advertising] — recoradi@comcast.net

Vince Costello [US fancy cancels, postal history, auxiliary marks] — vinman2119@aol.com

Joe H. Crosby [Oklahoma & Indian Territory; U.S. Despatch Agent covers, 19th c fancy cancels, college cancels] — joecrosby@cox.net

W.H. "Tom" Crosby — scattertom@msn.com

Rod Crossley [West coast military, Spruce Production Division, Ventura county CA & CA RPO] — ercrossley@att.net

William T. Crowe [CT: Waterbury & Fairfield County] — wtcrowe@aol.com

Frank Crown [GA postal history, confederates] — fcrown@knology.net

Roger D. Curran [US 19th C cancels] — rcurran@dejazzd.com

Richard Curtin [CA covers & CA express] — curtinr@sbcglobal.net

Matt Dakin [Mississippi Postal History] — patdakin@mindspring.com

Mike Dattolico [La Posta Associate Editor] — mmdattol@aol.com

Joseph M. Del Grosso — diandme2@gbis.com

James L. Diamond [Spanish American war; US possessions] — jdia407@aol.com

James P. Doolin [19th c p.history, "Columbus" named towns — jamesdoolin@att.net

Doubleday, Elwyn [Dealer; collects NH & NY & #210's on NY & Maine] — doub@worldpath.net

Dresser, George [TX: Brazos, Grimes, Wash. Co.s] — g-dresser@suddenlink.net

John Drew [AZ/NV WellsFargo & Express] — jandndrew@aol.com

Lee Drickamer — lee.drickamer@nau.edu

Geoffrey Dutton [2d Bureau postal history] — geoff@neddog.com.; Website: http://neddog.com/stamps

Loring Ebersole [Ohio postal history, WWII APOs, Rt 66 postcards] — loringebersole@comcast.net

Leonard M. Eddy [OK & Arkansas p.h.] —leonardeddy@sbcglobal.net

L. Steve Edmondson [Tennessee] — tenac@hctc.com

Craig Eggleston [Philippines, US Possessions] — cae@airmail.net

Barry Elkins [PA-Philadelphia County] —elkinj@comcast.net

Mike Ellingson [North Dakota Territory; machines] — mikeellingson@comcast.net

James Faber [NW Ohio, N.WI; WY; Hancock Co ME] — faber@bluemarble.net

John Farkas [US. Possessions] — jonfark@tds.net

David Ellis [MI postal history] — ell7990@aol.com

Empire State Postal History Society — http:/www.esphs.org

Dave Ennist [Prexie postal history] — dle1@comcast.net

Darrell Ertzberger [NC, VA, RPO, RFD] — mteton@aol.com

Paul Eslinger [MT, Dakota, WY Territory & Grant Co, ND] — pauljanddarcya@gmail.com

Glenn Estus [New York] — gestus@westelcom.com

James Faber [WY, NW OH, Hancock Co, ME, No. WI] — faber@bluemarble.net

John Farkas [US Possessions] — jonfark@cs.com

Wayne Farley [West Virginia P. H.] — cwfarley@aol.com

Richard Farquhar [seapost, RPO, Span-Am War, 1898] — farqrich@bellsouth.net

Dan Fellows [WI, WWI, perfs, Scotland, Knights of Columbus,Sc.210 Canal Zone Military PH] — drfellows@charter.net

Edward Fergus [Western Express] —ecfergus@charter.net

Norm Ferguson [Navy covers –NS Savannah] — normjanstjoe@comcast.net

Ronald W. Finger [US Navy CV's, WWI & WWII APOs & Feldpost] — roncva43@aol.com

Louis Fiset [Prexies, WWII civilian internment]—fiset@u.washington.edu

Ed Fisher [MI; 4th Bureau: _c-Hale, 1 _c Harding, _c postage due] — efisherco@earthlink.net

Ken Flagg [Used postal stationery: US, CZ, PI; WWII APOs, Postwar APOs] — ken0737@digitalpath.net

Jane King Fohn [TX WWI air branches; Medina Co, TX; US#1043 (9c Alamo)] — janekfohn@sbcglobal.net

Jim Forte [Dealer] — jimforte@postalhistory.com & Website http://postalhistory.com

Myron Fox [WWI/WWII U.S. & German military & censored mail; postwar occupations] — MyronFox1@aol.com

Gene Fricks [Literature, TN & NJ PH] — genefricks@comcast.net

Bob Friedman [Dealer-worldwide p.h.] — covercorner.com; covercnr@tx.rr.com

Don Garrett [Mississippi] — Donompix@aol.com

Douglas Gary [Dealer] — doug_gary@hotmail.com

Bob Gaudian [Connecticut Postal History] — rgstamper @aol.com

Charles Gherman [Prexies, postal cards, liberty covers] — crgherman@msn.com

John Germann [Texas DPOs; Navy ship cancels] — jghist@comcast.net

Ray Getsug [Minnesota postal history, literature] —rayg669563@aol.com

***Don Glickstein [postal cards used in Alaska] — wolfglick1781@comcast.net**

Peter Glover [Pre-Pearl Harbor WWII related] — pgorcassidy@earthlink.net

Michael Goldstein [RPOs, streetcars, WA,D.C. pms] — caped@starpower.net

Edward Goodnough [Prexie era p.history] —oprahmike@aol.com

Max Gors [Dakota Territory & Tripp Co.] — maxagors@aol.com

John Grabowski [1902 Series, 1938 Prexies, 1940 Famous Am's, 1941 Def. Issue, 1944 8c Transp, 1980s-90s Transp Coils]—minnjohn@alum.mit.edu

Ken Grant [Wisconsin postal history] — kenneth.grant@uwc.edu

James Graue [Airmail] — jimg@air-pipe.com

John Grosse [Texas] — johngrosse@compuserve.com

Maurice Grossman — maurice0506@optonline.net

Ted Gruber [Nevada] — TedGruber@aol.com

Richard Guarelia [Aviation, Long Is. postal history — uncasfish@aol.com

Vince Guinee [WWII censored, APOs] —allectus@hotmail.com

Arthur Hadley [Indiana, flag cancels] — ahadley1@comcast.net

Raymond Hadley [postal cards, Wesson; Connecticut] — ray-suzann@gci.net

John Hale — jwh60@chartertn.net

Hall-Patton, Mark [CA: Orange Co; Bridge-related p.o.s, NV aviation] —hallpatt@unlv.nevada.edu

Larry Haller [Handstamped Flag cancels] — LJHaller@aol.com

Ken Hamlin [Montana postal history, photographs, pcs & ephemera] — knphamlin@bresnan.net

John T. Hardy, Jr. [US postal cards (pre-1910) flyspecks; Philippines] — john_hardy@msn.com

Ron Harmon [Florida PH] — rrhrm@hotmail.com

Robert Dalton Harris [Dealer. Collects Congo; Telegraph] — agatherin@yahoo.com

Labron Harris [Dealer, collects First Bureaus] — labronharr@aol.com

Wayne Hassell [Dealer; collects US Marines, Wisconsin & Michigan] — junostamps@aol.com

Karl Hellmann [US covers, postcards, postal history].— karllectibles@aol.com

Richard Hemmings [U.S. covers, NY postal history] — ryymingvibes@yahoo.com

Robert Henak [IA-Carroll,Calhoun,Jones Counties] — henak8010@sbcglobal.net;

Steve Henderson [all military postal history & WWII Civil & Military Censorship] — vshenderson@aol.com

Gary Hendren [MO PH] — g2hslm@msn.com

Henry Higgins [Florida; TN] — HenryHH45@comcast.net

Jack Hilbing [Illinois stampless; machine cancels] — jack@hilbing.us

Terence Hines [Hanover, NH & #E12-21 on cover] — terencehines@aol.com

Harvey Hinks[naval cancels, IN,MI,AK & the West] — elkharv@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 [20th c aux, Xmas seals tied; Spec deliv; wreck&crash mail; some FDCs] — jmhstamp@ix.netcom.com

B. Clyde Hutchinson [US 1861 issue; CA postal history] — bch@llcllp.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 postal history] — whjdds@aol.com

Robert D. Jones [NE postal history, esp. DPOs] — robwanjones@charter.net

Rodney Juell [Series of 1922] — rajuell@gmail.com

Barton D. Kamp [Massachusetts postal history] — bartdk@charter.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@dickkeiser.com

Rodney Kelley [Arkanas, 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

Dick Laird [Doanes from IN, KY, TN, SC] — d.laird@comcast.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@cpcinternet.com

Ken Lawrence — [Crystal Palace World's Fair, 1853 NY, First Issue Nesbett Env] — apsken@aol.com

Howard Lee [U.S. 4th Bureau Issue, 17c Wilson; Prexy 4 _ cent] — gimpo25@yahoo.com

James E. Lee [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] — zepplincat@wzrd.com
Jerry Login [US 19th C penalty envelopes w/ stamps added] — jerl2004@msn.com
Nicholas Lombardi [US 2d Bureau issue + Registerd 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 — millardhmack@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] — rlmarkovits@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: McKesesport] — rkm@groom.com
Bernard Mayer [Oklahoma] — Bernie@m47303.com
David Mayo — dmayo@paulweiss.com
Robert McAlpine [US & Foreign] — rmcalpine63@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
McGowan, George [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 — douglasmoss@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 Co.] —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] — thenealnest@yahoo.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; 4th & 5thBureaus (all rates] — newburn@mindspring.com
Dan Nieuwlandt [So. 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 Cancels, 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] — rpalmer@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 [Censored (civil & military)] — jopol@shaw.ca
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 [AK] — 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 canels, 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@ftcnet.net

Dennis W. Schmidt [US Off postal stationery/ covers] — officials2001@yahoo.com

Fred Schmitt [Dealer] — fred@fredschmitt.com & http://www.fredschmitt.com

Paul Schroeder [WA , esp Whitman, Asotin Co.] — schroede2003@yahoo.com

Robert Schultz [Missouri postal history] — schulhstry@aol.com www.civilwar.org

Joseph Sedivy [1909 cners-cover&card; RPO, Chi st cars] —JNJSED717@aol.com

Larry R. Sell [postal history/banknotes, 1861, 1902s] — 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

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 autogr] — 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] —thswe54bwc@gmail.com

Fred Smyithe — fredabet@paulbunyan.net

Gus Spector [PA ad covers & postal history] — gspec56@aol.com

Jesse 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 [19th 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] —marcsellshomes@msn.com

James Stultz [VA-Marshall Co; WV, U.S. to 1930, U.S. Possessions, RPO, CSA] — jstultz@ovrh.org

Bob Summerell [General PH, Russian PH, 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

Bill Tatham [California] — wtatham@charter.net

Michael Taugher [So Cal-LA, Ventura, San Diego counties; Scandanavia Baltic) — mtaugher@aol.com

Stephen T. Taylor [Dealer: US postal history] — info@stephentaylor.co.uk www.stephentaylor.co.uk

Gerry Tenney [Wash,Franklins & Prx, Westch &Ulster Co NY, C23's com use; Cancels on banknots off cover — gtenney@earthlink.net

David Thompson [Wisconsin p.h.] — thompdae@msn.com

Don Thompson [Stampless NH, MA, FL] — thomcat7405@aol.com

Theodor Teichgraber — tpateich@cox.net

James Tigner, Jr. [RPOs, ship cancels] — oldbayline@hotmail.com

Don Tocher [19th 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@onnitelcom.com

Tom Turner [Alabama postal history] — turnertomp@aol.com

Tom Unterberger [WI: Douglas County] — unterberger@chartermi.net

Jorge Vega-Rivera [Puerto Rico: 19th Century Maritime Mail & Spanish American War 1898-1902] —portovega8@yahoo.com

George P. Wagner [US p.history-interesting uses-small banknotes to modern;2nd & 4th Bureau, Wash-Frank, Prex, Liberty] — gpwwauk@aol.com

Tim Wait [IL: Boone Co, Wa Bicentenneal 1932, Spec Deliv Bicycle Airmail Special Deliv combo] — t.wait@comcast.net

Jim Walker [NJ: Corvells Ferry Stamp Club. Collects Huntondon 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 cancels, unusual usages on postal cards, C&D, county & postmaster cancels] — lauckw@shentel.net

Jim Watson [Mendocino/Lake Co. CA cancels] — pygwats@mcn.org

Wayne Worthington [US Army in Canal Zone] — Waynew@erols.com

Rich Weiner [18th & 19th C letters w/ high content value; NC stampless Covers] — rweiner@duke.edu

Larry Weinstock [Dealer-Western postal history; collects NW p.history, 2nd 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

David Williams [NY: Broome Co, NY State Star Cancels, Canada, China] — davidinindiana@aol.com & www.broome-county-postal-history.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] — krkstpco@dishmail.net

Wayne Worthington [Dealer. Collects CZ military PH] —waynew@erols.com

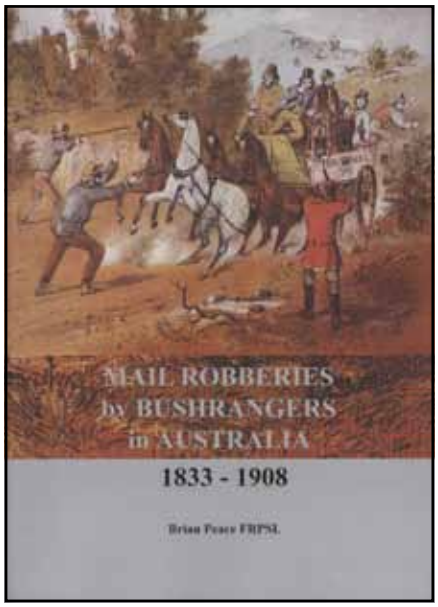
John Wright [Dealer. Collects Herkimer Co NY Stampless covers] — VWr6712105@aol.com

Ken Wukasch [Columbian Expo postal history] — kenwukasch@yahoo.com

Robert J. Zamen [Machine cancels & IL] — bzame@aol.com

Nicholas Zevos [Postal history of Northern New York] — zevosn@potsdam.edu

Publishers, editors and authors who would like to have books considered for this column may submit review copies to: Editor, *La Posta*, POB 6074, Fredericksburg, VA 22403.



Mail Robberies by Bushrangers in Australia 1833-1908

***Mail Robberies by Bushrangers in Australia 1833-1908* by Brian R. Peace. Published by the author, A4, 209pp., color illus. Available for £30 ($48) plus £10 shipping from: Brian Peace, 3 The Elms, Church Lane, Chapel Allerton, Leeds, England LS7 4LY; E-mail, *brpeace@ntlworld.com*.**

This is a study of how bushrangers, and their armed attacks on the mails, impacted the social and economic health of Australia, and of the struggle by the authorities to deal with the issue over several decades. It demonstrates how all layers of society were affected by these attacks and how trade and commerce with the interior were almost brought to a standstill in certain areas.

Extracts from proceedings in Parliament, post office returns, editorials and letters to editors of newspapers indicate how parliamentarians, the judiciary, the police, successive colonial secretaries and postmasters general were apparently incapable of solving the problem.

Incensed settlers, tradesmen, merchants, bankers, coach operators and anyone who needed to travel, were constantly writing irate letters to newspapers demanding something be done. There was impassioned lobbying for guards on mail coaches, but Parliament repeatedly refused to sanction them due to the considerable expense. A relatively small number of criminals, generically described as bushrangers, were, for a period, holding a country at ransom.

In the 75-year period from 1833 to 1908, 430 armed attacks on the mail have been identified. There are no reliable official figures for the number of mail robberies during this period and so contemporary reports in newspapers and police and government gazettes have been examined, with more than 90,000 references checked.

There are comprehensive lists of all attacks on the mails with the names of the mail carriers and perpetrators, where known. The fate of the mails and references for every incident are included.

Containing 209 pages, soft cover, A4 size, with 82 illustrations, many in color, this book gives a fascinating insight into the chaos that followed the regular disruption of mail services and the protracted battle between bushrangers and the authorities.

Maps showing the locations of the attacks are included and the only recorded items of recovered mail are illustrated.

There are eight appendices containing lots of additional information, such as dates & places of attacks on the mail by armed bushrangers, fate of the mail, names of bushrangers with aliases, place where attacks occurred, names of mailmen/drivers, etc.

This is a very well done book and should be of interest to anyone interested in Australian postal history.

Ken Sanford

Submit books for review to:
Editor
La Posta
POB 6074
Fredericksburg, VA 22403

Closed Album

Daniel Y. Meschter
1924-2011

Daniel Y. Meschter, 87, died in Phoenix on Monday, Dec. 12, 2011, at St. Joseph's Hospital after a brief illness.

Meschter was born in Pittsburgh, Pa., on Oct. 6, 1924, the youngest son of Elwood and Ruth Meschter. He grew up in Kinderhook, N.Y., and graduated from Hudson High School in 1943.

He enlisted in the U.S. Navy and spent the World War II years at naval bases in San Francisco and Honolulu. After his discharge, he attended Dartmouth College, graduating with a degree in geology in 1950.

Dan Meschter

Meschter took a job with the U.S. Geological Survey in Philipsburg, Mont., where he met schoolteacher Dorothy Watson. They were wed on Sept.1, 1951, beginning a marriage that lasted nearly 60 years. Meschter's career took his family through many western states as he worked as a geologist and mining engineer for the Atomic Energy Commission, U.S. Bureau of Land Management, and U.S. Forest Service.

He and his wife moved to Phoenix in 2009 to be near their only child. His wife died after a long illness in June 2011.

Meschter had a life-long love of learning. He loved classical music and, over the years, sang in many church choirs and with Denver's Classic Chorale.

He traveled extensively throughout the United States, United Kingdom and Canada. A highlight of his later years was a trip he and his daughter Catherine took to Israel in 2000. He was an elder in the Presbyterian Church.

He collected stamps, primarily Great Britain, for most of his life, but his real love was postal history of the western U.S.

He assembled several award-winning exhibits, and wrote a regular column for *La Posta* for more than 30 years. He was concluding a series of articles about America's postmasters general at the time of his death.

He also wrote several books about the American West including: *Seven Women; Sweetwater Sunset*, about Wyoming figures Jim Averill and Ella ("Cattle Kate") Watson; *The First Transmountain Mail Route Contracts*; and *The Rankins of Rawlins*.

He is survived by his daughter, Catherine J. Meschter.

Letters

***La Posta* welcomes reader letters about journal content or anything related to a postal history topic. Send your comments to: Peter Martin, Editor, *La Posta*, POB 6074, Fredericksburg, VA 22403, or e-mail *Pmartin2525@yahoo.com*.**

Collecting U.S. Postal Cards

I collect U.S. postal cards in a rather unusual way. I collect them as mint, used, preprinted and first day. Until just recently I felt very alone in the way I have chosen to collect.

When I purchased the Oct. 12, 2007, H.R. Harmer auction catalog of the *Robert C. Anderson Collection of United States Postal Cards*, I found, on page 6, a short biography of Anderson and a description of his method of collecting. It read (slightly paraphrased):

The cards in this collection are the result of years of carefully examining thousands of cards in retail stocks, auction catalogs and more recently eBay offerings. His collecting goals for each issue were deceptively simple, acquire a mint copy, earliest known used (or FDC), a proper usage during the correct time period and the known errors and varieties. Supplement these with the acquisition of interesting cancels, postal markings, foreign uses, etc. and you can see how the seemingly simple can turn endlessly complex.

I no longer feel alone. The only part that I have expanded on considerably is the FDCs. My collection consists of thousands of cacheted first day of issue canceled postal cards (many with unofficial cancels).

The catalog was an eye opener for me. It let me know that there are others out there who have at least attempted to obtain one of everything for U.S. postal cards.

My own collection has evolved over 30-plus years. It actually started quite by accident: a gift of a handful of old postal cards from a relative and then buying a shoebox full of old cards at an antique store. I was on my way to where I am now: up to my neck in postal cards. And I'm loving it!

Walt Taggart
Pearl City, Hawaii

National Postal Museum Opens Two New Exhibits

At the end of 2011, the Smithsonian's National Postal Museum opened two new permanent exhibits.

Mail Call

In November, the NPM opened "Mail Call," which explores the history of America's military postal system.

Visitors can discover how military mail communication has changed throughout history, learn about the armed forces postal system from the American Revolution to the present day and experience military mail through exciting artifacts and letters.

The exhibit offers an appreciation of the importance of military mail and the hard work that has gone into connecting service men and women to their government, community and loved ones at home. The exhibit features a number of interesting artifacts that bring to life the story of military mail.

Highlights include a camouflaged bag used to drop letters from helicopters during the Vietnam War and a postal handstamp recovered from the USS *Oklahoma*, which was sunk in the bombings at Pearl Harbor in 1941. In addition to letters and official correspondence on display, the accompanying film *Missing You: Letters from Wartime*, provides visitors access to the dramatic firsthand records and heartfelt sentiments exchanged between writers on the frontline and the home front.

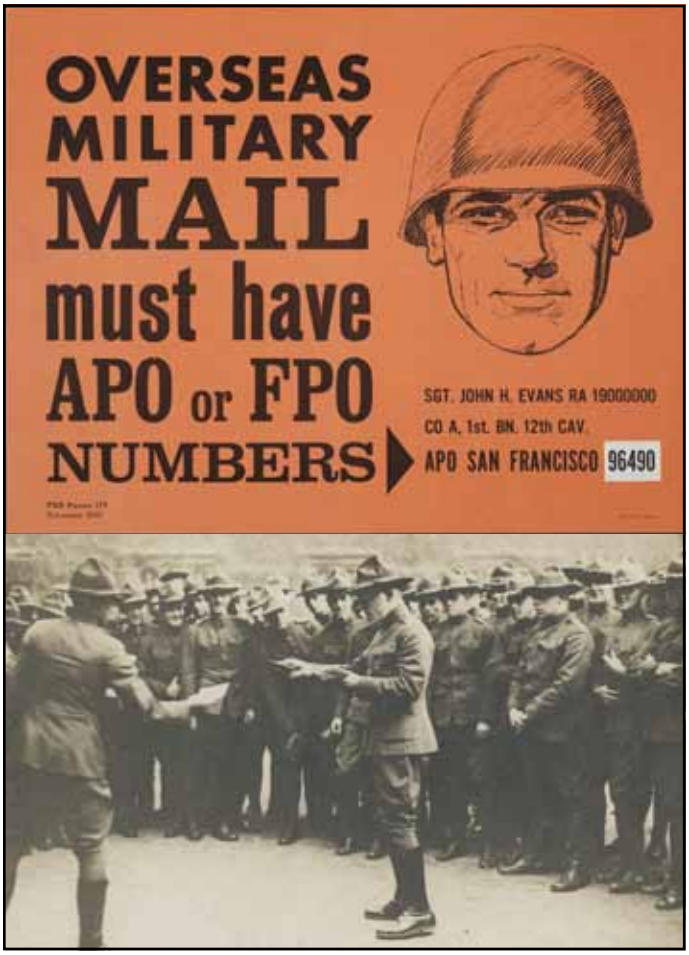
The exhibit also explores how the military postal system works today and describes the new ways the men and women of the armed forces are communicating with home.

"Mail has always played a very important role in the lives of our brave troops and their families at home," said Allen Kane, director of the museum. "This exhibit shows how mail delivery to troops was not easily accomplished during times of adversity, as significant obstacles had to be overcome along the way in many cases."

"Writing and receiving correspondence has a significant power to shape morale," said exhibit curator Lynn Heidelbaugh. "The relationship between mail and morale is expressed time and again in messages from deployed military personnel, and it is a compelling reason behind the extraordinary efforts to maintain timely mail service."

Systems at Work

In December, the NPM opened "Systems at Work," an exhibit that explains how a letter that is dropped into a mailbox gets to its destination.



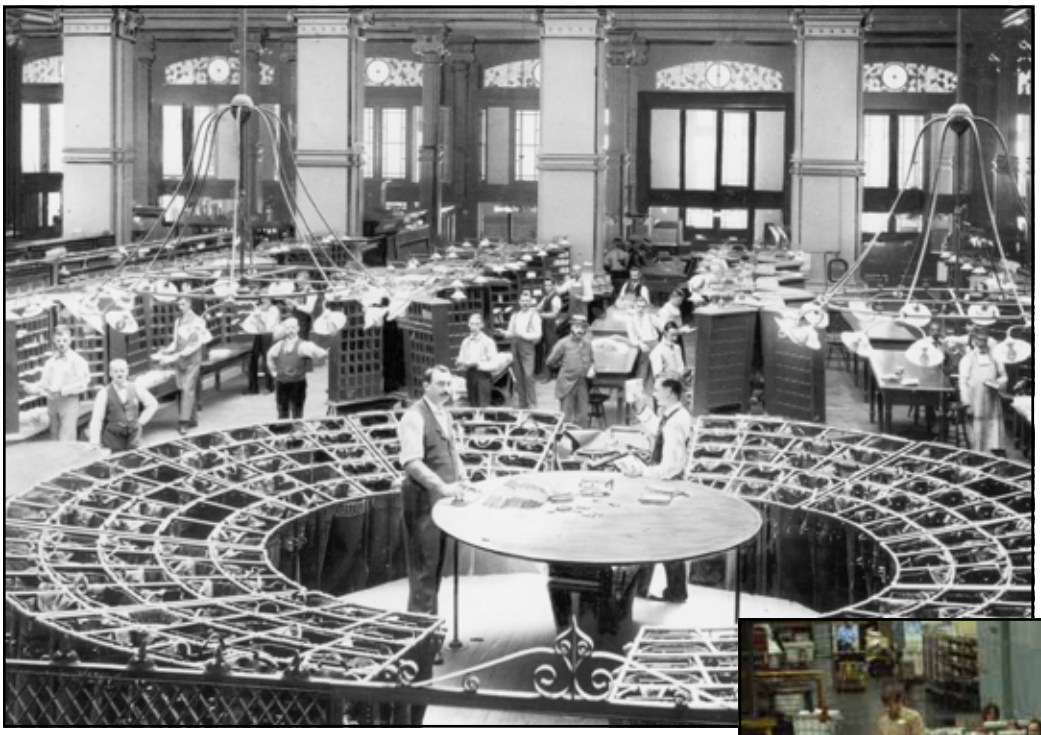
Military mail is the focus of 'Mail Call,' a new NPM exhibit that opened in November. (*Courtesy National Postal Museum*)

The exhibit recreates the paths of letters, magazines, parcels and other pieces of mail as they have traveled from sender to recipient during the past 200 years.

In 1808, a stagecoach carries newspapers and the latest news to people hundreds of miles away. Two hundred years later, the integration of ZIP codes, barcodes, intelligent mail, automated sorting machines and advanced technologies enable the U.S. Postal Service to process and deliver mail to 150 million homes and businesses across the country.

At the exhibit's core is a 270-degree high-resolution film experience that puts visitors into the middle of the mammoth world of a mail-processing center, surrounded by examples of automated machinery that moves mail through the system at astonishing speeds.

Interactive moments are spread through the galleries challenging visitors to process mail at various points in history. Tossing packages into mail pouches as mail clerks did in 1917, keying letters on a computerized



Clerks and Carriers in a Large City Post Office
At the end of the 19th century, large city post offices were hives of activity as seen in this image. Letter carriers are busy casing (or preparing) their daily mail in large pigeon-hole distribution cases in the top half of the photograph. In the bottom half clerks sort mail by tossing it into the appropriate mail pouch. Clerks needed good eyes and good aim for this job! (*Courtesy National Postal Museum*)

'Systems at Work' Exhibit
One of the galleries in the 'Systems at Work' exhibit that opened at the National Postal Museum in December.

MPLSM Machine
The exhibit uses a computerized representation of a MPLSM (Multi-Position Letter Sorting Machine) in which visitors are challenged to hit the right keys (first 3 digits of a letter's ZIP code) to process their pieces of mail. With the introduction of ZIP codes in 1963, the MPLSM machines were used to move more mail, more quickly. A dozen workers stationed at each large machine would "key in" number codes for each letter as they passed by, more than 60 per minute. The letters were then sorted by their codes into bins accessed from the back of the machine. (*Courtesy National Postal Museum*)

version of a multiple position letter-sorting machine operated in 1968 and engaging handheld intelligent mail devices to scan barcodes are activities that will inform, educate, enlighten and challenge exhibit visitors. Visitors receive a postcard to gather cancellation marks from various eras to take away from the exhibit.

"The most commonly asked question by our visitors concerns how mail gets from somewhere else in the country to their home," said Allen Kane, director of the museum. "This exhibit answers that question and shows the impressive technology that enables the Postal Service to deliver almost half of the world's mail."

"At a time when Americans are debating the very nature of their postal system, this exhibit reminds us of what it does, and why it has been a central part of American life," said Nancy Pope, curator of the exhibit.

A special Web version of the exhibit has been created for people who are not able to visit the museum in person, and for those who want to share, relive and deepen the experience gained during their onsite visit. The address for the online version is *www.npm.si.edu/systemsatwork*.

The National Postal Museum is located at 2 Massachusetts Avenue N.E., Washington, D.C., across from Union Station. The museum is open daily from 10 a.m. to 5:30 p.m. (closed Dec. 25). For more information about the Smithsonian, call (202) 633-1000 or visit the museum website at *www.postalmuseum.si.edu*.

Alaska Collectors' Club

APS Affiliate #218

Collectors dedicated to developing a wider interest in the study and preservation of Alaska's Postal History. We are interested in all aspects of Alaska postal history from the first covers under U.S. ownership to the latest events.

Some of our features:

- Quarterly Journal, *The Alaskan Philatelist*
- Auctions of Alaska material
- Fellowship with other Alaska collectors

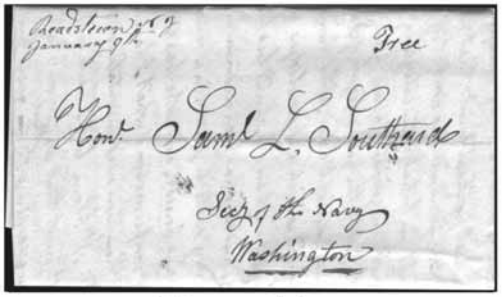
Dues $15. Information available from:

Eric Knapp
Secretary/Treasurer
4201 Folker Street, Unit 102
Anchorage, AK 99508 -5377
E-mail: *eknapp@gci.net*

NEW JERSEY POSTAL HISTORY SOCIETY 1972

Climb Aboard The

New Jersey Postal History Society!



$15 annual dues
Contact: Secretary@NJPostalHistory.org

www.NJPostalHistory.org

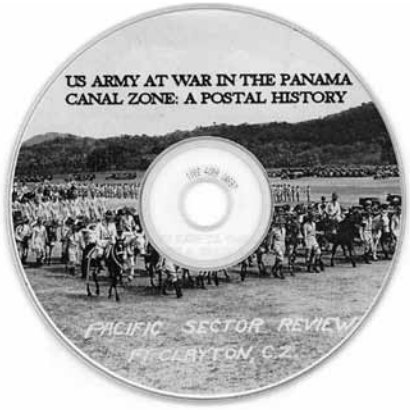
NJPHS, 125 Turtleback Rd., Califon, NJ 07830 USA

PROFESSIONAL POSTMARK TRACING

I will execute to your exact specifications accurate tracings of plain or fancy postmarks, cancels and maps. My work has appeared in *La Posta* in both the Washington Territorial postmark series by Richard A. Long and the 19th Century Colorado postmark series by Richard Frajola.

If you've been thinking of a postmark catalog project, or any research which requires well-executed postmarks or maps for illustrations, but do not have the time required to accomplish the tracings, drop me a line or give me a call with the particulars, and I will give you a quote.

JANE DALLISON
PO Box 296 Langlois, OR 97450
Phone 541-348-2813



A US military postal history of the Army in the Panama Canal Zone from 1910-1947. Fourteen chapters fully illustrated and a strong bibliography. A CD in PDF for $20 postpaid. $2 from each sale will go to the CZSG and $2 to the ICC.

Contact:
Wayne Worthington
Box 2878
Springfield VA 22152
waynew@erols.com

I BUY POSTAL HISTORY FROM

P.O.	County	State	Est.	Disc.
CROSBY	Houston	AL	1886 -	1934
CROSBY	White	AR	1909 -	1917
CROSBY	Habersham	GA	1857 -	1867
CROSBY	Kent	MD	1889 -	1895
CROSBY	Kent	MI	1883 -	1917
CROSBY	Saint Louis	MN	1885 -	1886
CROSBY	Crow Wing	MN	1910 -	Date
CROSBY	Amite	MS	1934 -	Date
CROSBY	Jones	MS	1899 -	1907
CROSBY	Hamilton	OH	1809 -	1818
CROSBY	Caddo	OK	1902 -	1902
CROSBY	Divide	ND	1904 -	Date
CROSBY	Clark	NV	1883 -	1883
CROSBYVILLE	Fairfield	SC	1833 -	1906
CROSBY	Harris	TX	1877 -	Date
CROSBYTON	Crosby	TX	1908 -	Date
CROSBY	Campbell	VA	1885 -	1904
CROSBY	Clay	WV	1902 -	1934
CROSBY	Hot Springs	WY	1907 -	1933

Please send priced scans of covers or cards to:

Joe Crosby
5009 Barnsteeple Court
Oklahoma City, OK. 73142-5405
(405) 749-0939
Email- joecrosby@cox.net

INSTANT CASH for U.S. & Foreign Covers!!

IF YOU HAVE ANY OF THESE COVERS, SEND THEM TO ME FOR MY IMMEDIATE OFFER AND INSTANT CHECK: (All countries) Registered mail, Better Individual Items, Zeppelins & Flights, Maritime, World Wars I and II, all Military and Navals, Historical Covers/Letters, Rocket Mail, Crash Covers, Expedition Mail, Arctic and Antarctic, Prisoner of War Mail, Stampless, Airmails, Catapults, Expositions, Classic Postal History of all kinds, censored covers and much, much more!…and please: ***No First Day Covers and no stamps!***

Ship your covers to us today! We'll reply quickly & repay your postage.

Fred Schmitt

FREE! Download *"Postal History Treasures,"* our colorful newsletter, by going to our website.

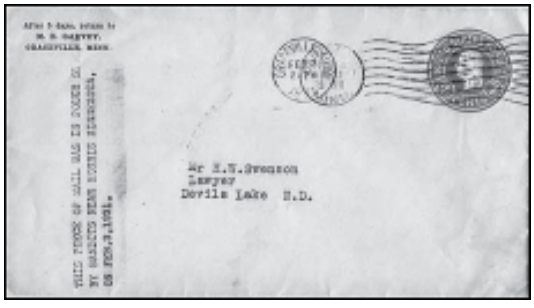
Since 1953 **Schmitt Investors Ltd.**

www.fredschmitt.com

Member: Manuscript Society, ASDA, APS, USCS, PTS (London), CSDA (Canada)

P.O. Box 387-LaP • Northport NY 11768 • Phone: (631) 261-6600 (24 hours)
Fax: (631) 261-7744 • E-Mail: fred@fredschmitt.com

WANTED: MAIL ROBBERY, TERRORISM, UNUSUAL MAIL INTERRUPTIONS —tornadoes, hurricanes, volcanoes, etc.



Pouch Stolen by Bandits...

Contact Dr. Steven J. Berlin,
12407 Dover Rd.
Reisterstown, Maryland 21136

Phone: 443-838-1546, E-mail-
DrStevenBerlin@yahoo.com.

USA POSTAL HISTORY

Colonial to Prexies: Maritime, Destinations, Expos, DPOs, Railroad, Territorial, CSA, Express, Possessions, & Military

Westpex 2012
April 27-29
Burlingame, California

STEPHEN T. TAYLOR
5 Glenbuck Road
Surbiton, Surrey
England KT6 6BS

Covers on Ebay: americaninbritain

Phone 01144-208-390-9357
Fax 01144-208-390-2235
info@stephentaylor.co.uk
www.stephentaylor.co.uk

Your American dealer in Britain

La Posta Classifed Ads

Get your message to the largest and best informed group of postal historians in America

Word counts do not include your name and address, which are free. Query if you have ads of more than 100 words. Send payment to: *La Posta*, POB 65, Harwood, NSW 2465 Australia. E-mail Cath Clark at *lapostagal@hotmail.com*

Word Count	Per Issue
1-30	$5
31-50	$10
51-75	$15
76-100	$20

SOCIETIES

CANADA & 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* or contact Secretary, David Jones, 184 Larkin Dr., Nepean, Ontario K2J 1H9 Canada [43-3]

COVERS FOR SALE

DO YOU COLLECT State Postal History, Doane cancels or cancels of any kind? Now 38 States online plus Dakota Territory and more coming. Over 9,000 covers online with 1,500 of them pictured. Website: *www.towncancel.com/* Gary Anderson, POB 600039, St. Paul, MN. 55106. Email: *garyndak@comcast.net*. [43-3]

POs, RPOs, 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 St., Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: *mehrer@postal-history.com*. Internet web site: *www.postal-history.com*. [43-3]

WORLDWIDE POSTAL HISTORY with some USA items Aero:Polar: Military:Maritime and commerical items. Catalogues have a diverse mixture of covers/cards. Interesting items on offer in a Mail Bid sale every two months. Sidney Fenemore Wallasey CH45 1HL England UK: Website:*www.sidneyfenemore.com*;e-mail: *sfenemore@clara.co.uk.* Member APS. [43-4]

DOANE CANCELS WANTED

BUY, SELL AND TRADE Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, POB 600039, St. Paul, MN 55106 [43-3]

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*. Website: *www.postal-history.com*. [43-3]

HATHERLY MASS Postmark, 1887-1906, Covers, postcards. Send scan, photocopy and price to Daniel Lucas, 29 Cottonwood Ln., Rockland, Mass 02370. *da1941@verizon.net* [43-3]

NORTH DAKOTA: all postal history wanted from territorial to modern. Send photocopies or on approval. Gary Anderson, POB 600039, St. Paul, MN 55106 [43-3]

MILITARY WANTED

ALASKA & WESTERN CANADA APOs, interesting Pan American (Scott 294-299) issues on cover and Pittsburgh/Allegheny County covers from 1851-1861. Send photocopies or scans and pricing to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh, PA 15241 (*57-vette@comcast.net)* [43-3]

MISCELLANY WANTED

ILLUSTRATED ADVERTISING card/covers: Buffalo/Pawnee Bill, Wild West Show, P.T. Barnum, western lawmen; WWI Newfoundland. Mario, Box 342, Station Main, Saskatoon, Sask., Canada S7K 3L3 [43-3]

NOTE:

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [43-4], MEANS AD WILL EXPIRE WITH THAT ISSUE.

AD DEADLINE FOR NEXT ISSUE:

May 10, 2012

4,800 Pages of *La Posta* on Two Discs

La Posta volumes 31-40, covering the years 2000-2009—that's 4,800 pages—on two CDs priced at $17.50 each, postage paid to anywhere on the planet.

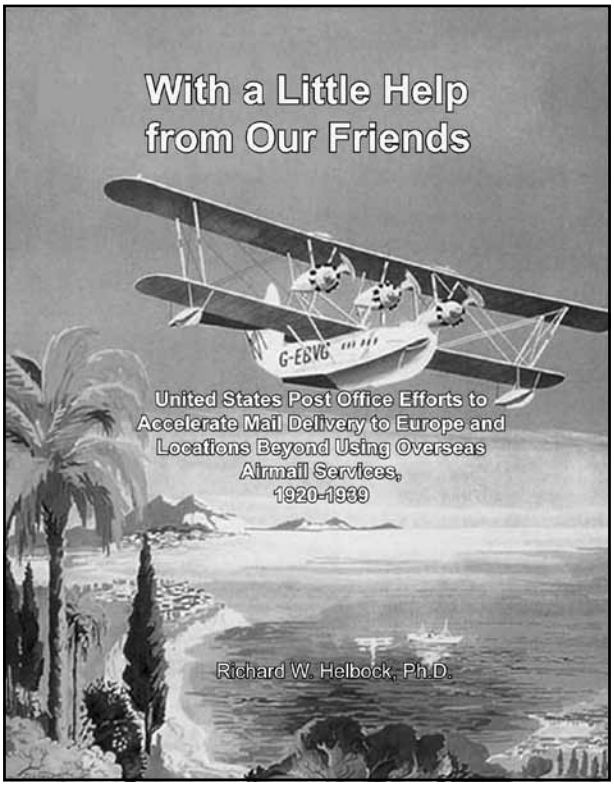
All articles may be referenced using the PDF "bookmark" feature on each disc, and complete searches are easily conducted by way of the built-in PDF "keyword" search function.

To Order:

Send a check for $17.50 for either CD, or $35 for both to: La Posta Publications, 315 Este Es Road, Taos, NM 87571

or

Send a PayPal payment to: *rwhelbock@la-posta.com*



Didn't get what you wanted for Christmas? Treat yourself to the enhanced CD version of Richard W. Helbock's Accelerated Air Mail Series

Richard W. Helbock's popular 2008 series of articles about Air Accelerated Mail, "A Little Help From Our Friends" is now available in a searchable PDF form either as a CD ($17.50) or a direct download ($12.50).

The series is an historical examination of the development of air accelerated mail delivery from the U.S. to Europe and beyond using cooperative agreements with national airlines in Britain, France, and Holland from 1920-1939. It traces an exciting era in aviation history when brave men flew fragile aircraft great distances to far-flung, exotic places.

The original series of articles has been assembled into a 93-page digital book, with rich color maps and cover illustrations added as a bonus.

To order, go to www.la-posta.com or contact the publisher at lapostagal@hotmail.com

U.S. Postal History Societies Online

Provided for the benefit of *La Posta* subscribers.

Alaska Collectos Club — E-mail: *eknapp@gci.net*
Auxiliary Markings Club — *http://www.pmarkings.org*
Empire State Postal History Society) — *http://www.pspsociety.org*
Machine Cancel Society — *http://www.machinecancel.org*
Michigan [Peninsular State Philatelic Society, Michagan'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*
New Jersey Postal History Society — *www.NJPostalHistory.org; Secretary@NJPostalHistory.org*
Postal History Foundation — *http://*postalhistoryfoundation.org
Postal History Society — *http://www.stampclubs.com/phs/index.htm*
Postmark Collectors Club — *http://www.postmarks.org*

SUBSCRIBE NOW! DON'T MISS AN ISSUE

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

La Posta is published four times a year and provides over 300 pages of research, news and information regarding all aspects of American postal history. With a subscription price of just $32 per year, most of our readers consider us to be the best bargain in postal history today.

I hope you will find *La Posta* worthy of your support. If so, please take a moment to fill out the form below and send us a check in the amount of $32, or pay via credit card at *www.la-posta.com/journal.htm* to begin your subscription with our next issue.

Sincerely yours,

Catherine Clark

Catherine Clark, Publisher, *lapostagal@hotmail.com*

Yes, I'll give *La Posta* a try. Enclosed is my check in the amount of $32.*

Name: _____

Address: _____

City, State, ZIP: _____

Make checks payable to**: La Posta Publications, 315 Este Es Road, Taos, NM 87571**
*The $32 per volume rate applies to U.S. domestic addresses only. Please consult page 1 for current overseas and Canadian rates. Pay via credit card through PayPal at *www.la-posta.com/journal.htm*

Support the Advertisers That Support *La Posta*!

La Posta Display Advertising Rates

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:

2012 Display Ad Rates (Per issue)

Space	Size	B&W	Color
Full Page	7-1/2 x 10 inch	$160	$225
1/2 Page	7-1/2 x 4-7/8 inch	$95	$150
1/4 Page Vert.	3-5/8 x 4-7/8 inch	$60	$100
1/8 Page horiz	3-5/8 x 2-3/8 inch	$35	$75
Special Placement			
Page 1	7-1/2 x 10 inch	$300	Inquire
Inside back cover	7-1/2 x 10 inch	$300	$350
Inside front cover	7-1/2 x 10 inch	$300	$350
Back cover-3/4p.	7-1/2 x 7-1/2 inch	$350	$350
2pp. centerspread	16 x 10 inch	$750	Inquire

2012 Ad Deadlines

Second Quarter	**May 10**
Third Quarter	**August 10**
Fourth Quarter	**November 10**

Note the new, larger ad sizes.

Payment is due with ad submission. There is a 10 per cent discount for contracts of four or more issues if the full year is paid in advance.

Rates are for camera-ready ads submitted as a pdf or original art. No bleeds.

Additional charges may apply for special services. Ad prep is available at additional charge. Rates start at $20 for a 1/8 page, text-only ad. Inquire for a specific quote.

E-mail your ad to Cath Clark at: *lapostagal@hotmail.com*
or send to: *La Posta*, POB 65, Harwood, NSW 2465 AUSTRALIA
Payment by check (U.S. bank) to La Posta Publications.
Payment by PayPal to: t*urtledragon@helbock.net*
Phone between 3 p.m. and 10 p.m. PST
(011) (61) (2) (6645-1829)