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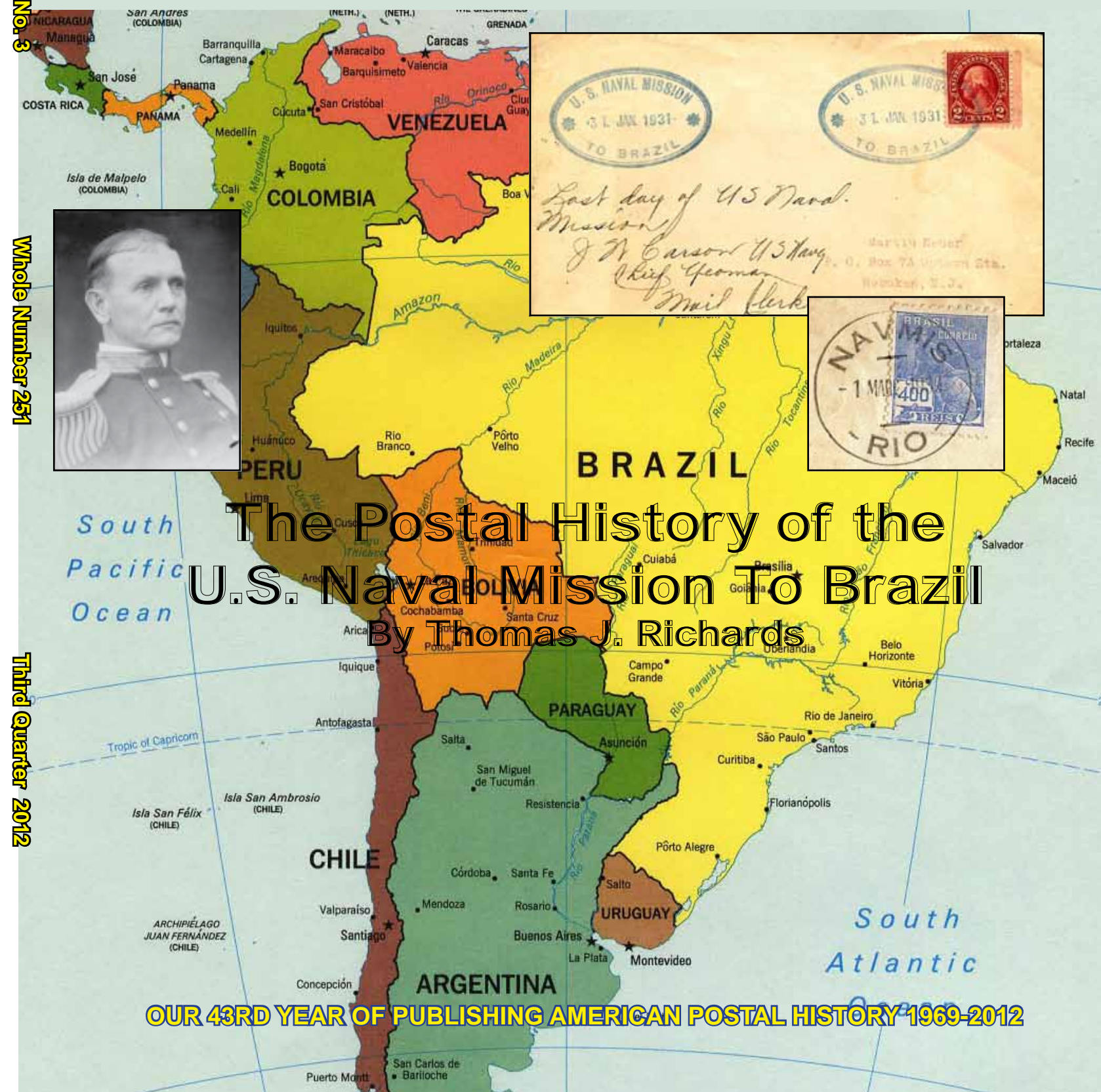
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The Postal History of the U.S. Naval Mission To Brazil By Thomas J. Richards



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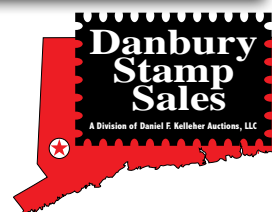
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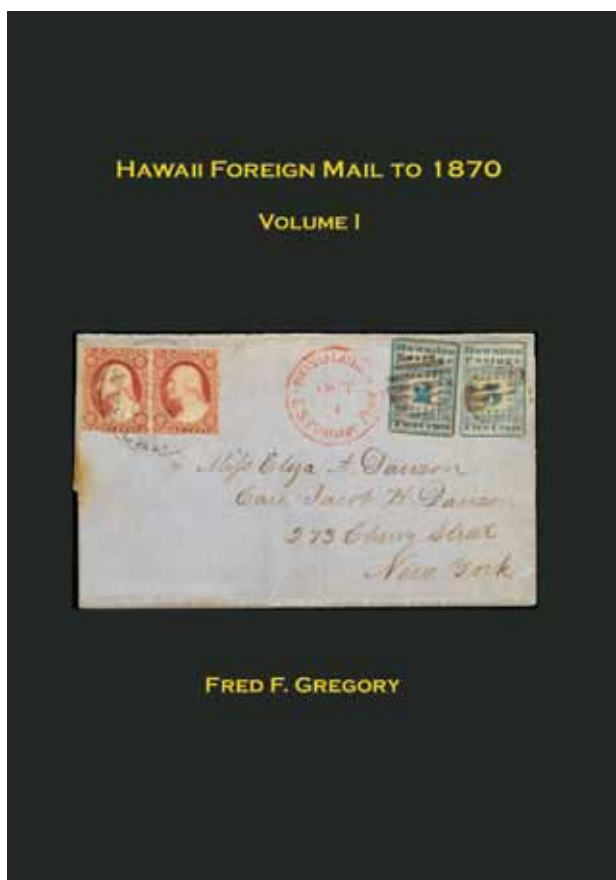
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Three More Regular Columns Added

Publisher Cath Clark was in Sacramento in August at the American Philatelic Society's Stampshow and her "Publisher's Page" column will return with a full report in the next issue.

We continue to absorb the responses to our readership survey as we plan our future issues. You'll already see coverage of a number of the Top 10 areas that you wanted to see more coverage of in this issue.

A modern tale of how the U.S. Postal Service goes about closing post offices is told by Andy Mitchell in his feature about the death of the Tarriffville, Conn., Post Office. His experience will likely be echoed around the country in the coming years.

Military postal history is featured in Thomas Richards' the "Postal History of the U.S. Naval Mission to Brazil," that includes a list of all known cancels.

The team of Jesse I. Spector and Robert L. Markovits relate their story of perseverance when, with the aid of Erwin Strouhal, Heinz Medjimorec and Oliver Margulies, they were finally able to tell the full story of the envelope that led them to the "Rudolf Heydner Piano Competition."

The *La Posta* Challenge, which we introduced in the Second Quarter issue, got off to a good start and you'll see our readers' submissions on pages 51-53.

In this issue, we've added three new columns that will appear regularly in *La Posta*.

Well-known philatelic writer John Hotchner begins his column about auxiliary markings with a feature about the "Received in Package Box Collection Markings." John is a subject matter expert with a popular gold-medal exhibit about auxiliary markings to his credit.

David Straight, another philatelic author with a long list of articles to his credit, will address one of his areas of expertise by reporting about the myriad of U.S. postal forms and their usages. His first offering covers "U.S. Post Office Return Receipt Cards." Postal forms offer a different perspective for the handling of the mails and David will bring this under-reported area to life.



Our third new column is "Auction Highlights," where we will showcase major postal history items that have appeared at auction. We include the auctioneer's lot description and the prices realized so that those who don't frequently participate in auctions have an opportunity to see significant postal history items and what they are selling for.

The first column features the popular Civil War patriots from the June Daniel F. Kelleher Auction. You'll note that we even managed to use one of our limited number of color pages for this feature.

The spring and summer also brought quite a bit of feedback from readers so that we are able to provide two pages of "Letters" in this issue.

We hope that you will keep those cards, letters and e-mails coming. Your comments and feedback are important to us.

Also, we strive to provide readers with a wide variety of postal history subjects in each issue. We'd like to add your byline to the long list of top-flight authors that have been included in these pages and we encourage you to submit your research for inclusion. Whether your U.S. postal history subject is long or short, we have room for it here.

Even if you're new to philatelic writing, as long as you have an interesting story and your facts are correct, we will work with you to get your story into print. If you have questions about the process, don't hesitate to contact me.

Finally, with sadness, we also report the death of postal historian extraordinaire Richard B. Graham who passed away in July at age 89. His writings have left a lasting legacy.

Peter Martin

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.

***La Posta* Readers are Fans**

I am very happy that you have decided to keep *La Posta* going. I don't really collect U.S. postal history other than U.S. APOs in Canada and Newfoundland, but I learn so much from *La Posta*. The changes that Peter Martin has made are sound and improve *La Posta*. Both of you, please keep up the good work!

Kevin O'Reilly
Yellowknife, NT, Canada

I just received the Second Quarter *La Posta* and absolutely love it. You are doing a marvelous job with the new look and content. Keep it up.

However, the age of the subscribers is scary. We'll need to expand the base by finding the younger audience.

James E. Lee
Cary, Ill.

I'm glad to see Charles Fricke is on board as a columnist. I really like the new look of *La Posta* and the Closed Album feature is excellent. I have always considered *La Posta* much more than a typical journal subscription, more like a "family" enterprise.

Bob Summerrell
Bloomington, Ill.

I love the "World's Fair" front cover of the Second Quarter *La Posta*. Keep up the good work!

Rich Hemmings
Stewartstown, Pa.

I have to say, I'm really pleased with *La Posta* recently. I think you're doing a fantastic job of making it a little more interesting and nicer looking.

I may as well add my two cents to the survey that I never answered, too. I fit just about all of the "typical" profile. At this point, I probably don't do much to bring down the average age of readers, either.

Of the top 37 areas listed that others would like to see more coverage of, I'd pick modern postal history, post offices, postmarks, auxiliary markings, town markings, book reviews and event covers, not necessarily in that order of preference. I'd also echo the comments about wanting more Eastern coverage and preferring more pages to having color. I also particularly enjoy the "Post Office Views" page and the two new columns, "Ask *La Posta*" and "The *La Posta* Challenge."

Kelvin Kindahl
Easthampton, Mass.

Photo Shows POD Outgoing Division

As a long time subscriber I continue to enjoy *La Posta*.

A small point. In the First Quarter issue you put in a plug for the National Postal Museum's "Systems at Work" exhibit. On page 57 you show a late 19th century post office workroom floor and identify the top half of the photograph as showing carriers casing their daily mail. I believe this to be in error.

I'd bet my next USPS retirement check that this photo shows a POD outgoing division. I believe those are clerks priming mixed just-cancelled letters. The cases would eventually be massed together and tied out. The bundles would then go into the appropriate bags in the foreground (along with any small first class packages). The bag rack would contain direct sacks for large cities such as Chicago and Los Angeles, along with sacks for mail going to a general area, e.g., the state of Oregon.

I actually worked in a very similar outgoing division environment in Ithaca, N.Y., in the early 1970s. All work was done manually until the MPLSM machines were installed in Elmira, N.Y. Our incoming division soldiered on, manually sorting incoming mail to our city and rural routes.

If the Postal Museum feels that carriers are in this picture, I would be happy to correspond with them.

William W. (Bill) Sammis
Ithaca, N.Y.

Antarctic Mail Clarifications

I'm writing to you about "United States Inter-Possessions Mail" article that appeared in the Second Quarter *La Posta*. As a longtime polar philatelist and officer of American Society of Polar Philatelists, I always welcome expanded coverage of polar mail and related subjects in sources not generally associated with such material but, though no doubt well intentioned, the author's article needs attention about a number of statements.

1. The "American presence in Antarctica" does not date from 1928. The first "American" in Antarctic waters, indeed the first person to see enough of Antarctica to pronounce it a continent, was Lt. Charles F. Wilkes, USN, and his squadron in 1839 and 1840.

2. There is no "USA" sector of Antarctica and never has been. The United States is one of the early nations involved that never formally laid claim to any part of Antarctica. There has been an implication that if the 1961 Antarctic Treaty had not suspended such claims

that the United States already had its case prepared to declare sovereignty over a significant portion of West Antarctica. However, such never had to be done.

3. There had been “tourist” mail from Antarctica well prior to 1950. There had been visitors to Antarctica from 1820. The earliest, nonphilatelic mail from a person bound to or from Antarctic waters dates from that time (U.S. sealers). There are several known pieces of mail from the aforementioned Wilkes Antarctic Expedition (1838-42), one of which was from leader Wilkes to his wife.

4. The “various” ships of the Second Byrd Antarctic Expedition (1933-35) did not all leave from Boston on Sept. 25, 1933. The second vessel left the following month. The expedition did not resupply in the South Pacific, although it made several stops there.

5. Richard E. Byrd did not arrive in Antarctica *after* his ships, as is stated in the article. He joined his main ships at New Zealand and was transported aboard one to Antarctica from Dunedin, arriving with everyone else, including both his main vessels.

6. The cover shown as Figure 1 was not one of the expedition’s mail from 1934 that was distributed around the world in 1934. As the three-line stamped cachet reads, it was carried to Antarctica in 1933-34, but held there until the expedition left in 1935. Some mail did return with the first ship departures in February 1934, but Figure 1 is not an example of any of it.

7. The assumption that Figure 1’s Byrd stamp was applied in Antarctica is incorrect. It is an example of a servicer not properly interpreting U.S. Post Office Department instructions requiring a Byrd stamp be used on mail sent for servicing to Little America II. Some believed that this stamp was needed in addition to normal franking. It was not. It *was* the franking. Some expedition members used the venture’s small supply of carried down stamps, but philatelists had to prefrank their mail for servicing.

8. The expedition’s ships did not return to San Francisco. Its mail did. The mail (being official mail) was conveyed back to the United States by the appropriate mail routing from New Zealand (in this case, aboard S.S. *Monterey* of the Matson Line plying the route from New Zealand to California). It was escorted by a USPOD employee, which is another story. The expedition’s mail did not accompany the expedition beyond New Zealand.

9. The 1956 Little America V “Ponape” mail appears to be philatelic mail that accompanied thousands of others to postally document the opening of the Little America V Post Office, that occurred at the end of Operation Deep Freeze I (1955-56). It likely remained

at Little America until arriving ships for the next season, since the previous season’s transportation back already had departed. Scientist mail can be identified by its return addresses, etc. This does not appear to be scientist mail, but rather typical philatelic mail for this post office’s opening.

I hope the above has helped to better clarify the polar mail matters in the article.

Hal Vogel
Willingboro, N.J.

The author responds:

1. Granted, the U.S. Exploring Expedition did encounter the Antarctic continent, but it seems that Wilkes did not land on the continent or its adjacent islands.

2. The United States did indeed never claim a “sector,” however, other nations who had claimed sectors tacitly acknowledged that a portion was indeed an “American Sector.”

3. There may have been “tourist mail” however you care to define it, and mail from the First Byrd Antarctic Expedition, but do keep in mind that the theme of the article was Inter-Possessions Mail.

4. Acknowledged, I only indicated that Boston was the origin of the expedition.

5. Acknowledged, but the article was not intended to be a history of the Byrd Expedition.

6. The backstamp of the cover in question shows it was received at San Francisco on March 25, 1936.

7. Where the stamp was applied and its use is beyond the scope of the article. It is only included to indicate that there was a considerable delay in dispatch from Antarctica.

8. I shall refer to a history of the Byrd Expedition.

9. This conjecture is open to question. If it were sent to the United States I might agree, but Ponape? And who applied the “Special Delivery, Air Mail?” The stamps indicate regular airmail. Was this a last minute thought by the sender or an error on the part of the postmaster on Ponape?

Daniel F. Ring
Woodstock, Ill.

Send your letters to the editor to:

pmartin2525@yahoo.com

Peter Martin

Editor, *La Posta*

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The final Tariffville, Conn., Post Office was housed in this building from 1955 to 2011. MaryAnn Chiapponi, the last Tariffville postmaster, is shown in the inset.



The Tariffville, Conn., Post Office in February 2011 when it was shut down. The sign taped on the front door gives the bad news.

Tariffville: The Modern Death of a Post Office

The Story of How, After 185 Years of Service, the Tariffville, Conn., Post Office was Closed

By Andrew Mitchell

On Feb. 4, 2011, 185 Years of postal service came to an abrupt end in the community of Tariffville, Conn. Stories of post office closings are all too common, but this office, and this place, were special in many ways.

The state of Connecticut is divided into 169 towns. Tariffville is a village in the town of Simsbury. The first Europeans arrived in the area in the 1640s and the town was formally incorporated in 1670.

As an outlying English settlement, Simsbury led a precarious existence and on March 26, 1676, Native American Indians burned most of the town during the uprising that became known as King Philip's War. Residents had been warned of a possible attack and had evacuated to nearby Windsor.

The present Tariffville was one of four early areas of settlement in Simsbury. The section was originally known as "The Falls," then Griswold's Village. But the Tariff Law passed by the U.S. Congress in 1824 brought about a new name, as well as a new economic base. The law doubled the tariff (or duty) on imported English carpeting.

Local entrepreneurs seized the opportunity thus presented and founded the Tariff Manufacturing Company to supply the newly created demand for domestic carpeting. The falls of the Farmington River supplied power for a new mill.

The name Tariffville was first applied to the village in an April 14, 1825, newspaper article and the increased economic activity and resultant population

rise led to the establishment of the first post office on May 16, 1826, with Milo A. Holcomb as the appointed postmaster.

Although a part of Simsbury, Tariffville had, and has, a distinct identity. For one thing, it is physically separated from the rest of the town by the river, and is about four miles distant from the center of Simsbury proper. Reflecting this, the village also had its own water company and fire department.

As a byproduct of its industrial heritage, it acquired a blue-collar image, more of a working class area than the rest of the town, which is largely white collar and considered one of the more affluent suburbs of the nearby capital city of Hartford. Always reinforcing this separate identity was the Tariffville Post Office, giving locals a different mailing address and later a unique zip code (06081).

An infusion of new postal business occurred in 1892 when the nearby North Bloomfield office was closed and service was switched to Tariffville. About this time the post office was relocated to 30 Main Street, a brick building still standing to this day, and presently occupied by a restaurant and bar called the Cracker Barrel Pub. While at this location, the post office shared the downstairs with a series of businesses, including a hardware store and a market, while upstairs housed a small cigar factory and a telegraph office, as well as a public meeting room.

One of the historical photographs decorating the

Prior Tariffville Post Office Locations



This building at 30 Main Street housed the Tariffville Post Office from the 1890s to 1936. Shown are a 1960s view (above) and as it appears today, the home to the Cracker Barrel Pub (right).



Left: This building at 12 Winthrop Street housed the Tariffville Post Office from 1936 to 1955.

Below: The former Winthrop Street Post Office as it looks today.



Cracker Barrel's dining room shows the building when it housed the post office. In 1936, a fire broke out in the market side of the ground floor, and damage was severe enough to cause the post office to decamp about 100 yards to a house at 12 Winthrop Street. Although a residence, part of the first floor was remodeled to accommodate postal operations and serve customers. Some 75 years later, the Postal Service would not display the same adaptability when confronted with a building problem.

In the early 1900s William Pease was postmaster, succeeded by Harry Starr. In April 1932 a postal dynasty of sorts began when Dorothy E. Wilkinson was named postmaster. Eleven years later her daughter Dorothy L. McIntyre joined the staff as a clerk, finally rising to the office of postmaster upon her mother's retirement in 1957. When McIntyre herself retired, in July 1975, it brought an end to a remarkable 43-year span of service by the two Dorothys.

During these years, improved area roads plus residential development in Tariffville encouraged Hartford commuters to settle in the village. The rising population was reflected in increased postal business, and what had been a fourth class office at Wilkinson's accession had been elevated to second class by the time of McIntyre's departure.

In 1954, the post office moved for the last time to 39 Main Street, a building that dated back to the late 19th century. Avis Edwards was designated officer-in-charge in 1975, and postmaster in 1977.

She was quoted as saying, "I'm a working postmaster. I sort mail, wait on customers, do the books, I do everything." Edwards is still alive, living in the Masonic Home in Wallingford, Conn. Upon her retirement in 1987, the dynamic Gaile (Van Ness) Sataline took over the position, serving through 1999. She was married to the postmaster of nearby South Windsor, Conn. Sataline was succeeded by a series of short-term officers-in-charge who manned the helm until the arrival of MaryAnn Chiapponi in May 2002. Unknown to her at the time, and much to her ultimate dismay, she would turn out to be Tariffville's last postmaster.

My wife JoAnne and I moved to Tariffville in the mid 1980s. Following a problem with items missing from our curbside mailbox, I rented a standard post office box, and shortly thereafter upgraded to a larger size. In 1990, we moved to nearby Bloomfield, but I kept

my box, as the Tariffville staff always provided terrific service and accommodated my philatelic requests such as handcancels on collector mail and the stocking of a wide variety of stamps.

Remarkably, the series of dedicated postal employees (Edwards, Sataline, Chiapponi, York, plus clerk Patricia Amenta, now the postmaster of West Suffield, Conn.) maintained the uniformly excellent service with virtually no variation throughout my decades as a customer.

Rowena York is a local resident who worked as a PTF (part time flexible) clerk in the post office for 23 years, from 1986 to 2009. The job description of "clerk" in the U.S. Postal Service connotes much more than a clerk in a store, for example. Postal clerks have responsibility for dividing mail into carriers' routes, sorting mail to post office boxes, gathering and classifying outgoing mail, processing packages, tracking accountable mail (registered, certified, etc.) and waiting on customers.

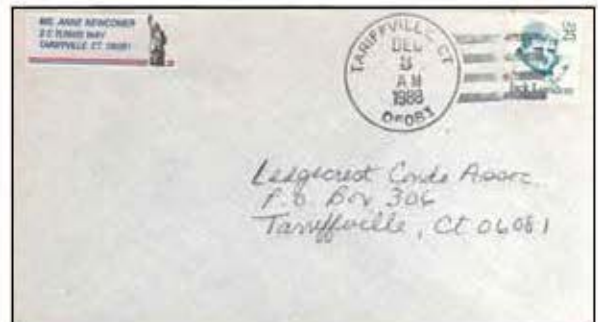
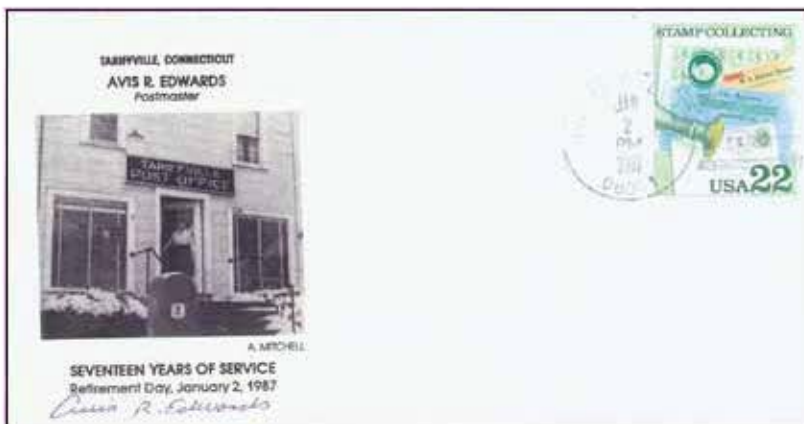
This last duty includes maintaining and accounting for a stock of stamps, keeping track of postal rates, dispensing knowledge and advice about various shipping methods and options, and being responsible for the all financial transactions and the contents of one's drawer, very much like a bank clerk.

York has written a detailed memoir of a typical working day and of the myriad duties and responsibilities her job entailed. Because many of these functions must

A Partial List of Tariffville Post Office Postmasters Hartford County, Connecticut

Name	Title	Appointed
Milo A. Holcomb	First Postmaster	05/16/1826
William Pease	Postmaster	19??
Harry Starr	Postmaster	19??
Mrs. Dorothy E. Wilkinson	Acting Postmaster	04/04/1932
Mrs. Dorothy E. Wilkinson	Postmaster	06/10/1932
Dorothy L. McIntyre	Acting Postmaster	09/30/1957
Dorothy L. McIntyre	Postmaster	07/16/1958
Mrs. Avis R. Edwards	Officer-in-Charge	07/03/1975
Frank Cuneo	Officer-in-Charge	11/04/1975
James J. Sullivan	Officer-in-Charge	03/26/1976
Mrs. Avis R. Edwards	Postmaster	05/07/1977
John L. Rombola Jr.	Officer-in-Charge	01/02/1987
Gaile E. (Van Ness) Sataline	Postmaster	05/09/1987
Patricia Amenta	Officer-in-Charge	06/29/1999
Jeff Forbes	Officer-in-Charge	07/23/1999
Stephen A. Smith	Postmaster	05/06/2000
Vicki Sweet	Officer-in-Charge	07/05/2000
Jo B. Kelley	Postmaster	10/21/2000
Barbara Holder	Officer-in-Charge	06/22/2001
MaryAnn Chiapponi	Officer-in-Charge	05/21/2002
MaryAnn Chiapponi	Postmaster	06/28/2003

Tariffville Post Office Postmarks



United States Postal Service®
Customs Declaration and Dispatch Note — CP 72

Imported mail may be opened officially. Please print in English and press firmly; print in English and press firmly; print in English and press firmly.

Sender's Customs Invoice Number
Reference (if any)

Insured Amount (US \$) — US\$ Value

Sender's Reference — Customs (if any)
(Use code "NAT" for foreign goods)

Sender's Telephone or Email (if known)

Net Weight (lb) — Value (US \$) (if any)

For Commercial Shipment Only
US\$ 500 maximum (17 Countries of origin of goods only)

Sender's Instructions in Case of Emergency (if any)

NOTE: Item is subject to return charges at sender's expense.
Return to Address Below

TARIFFVILLE CT
JAN 16 1992
USPS



be performed at the beginning and end of the day, clerks often work a split shift, and York notes that she went to work 11 times a week: Monday-Friday mornings, Monday-Friday afternoons and Saturday morning.

Certain clerk duties are common to all post offices, but some are only performed at small offices, and at least one was quite likely unique to Tariffville.

As an example, for many years packages (parcels in postal parlance) accepted at the window had to have exact postage in stamps applied, perhaps a fun process for philatelists, but a time-consuming chore for a clerk, especially when repeated scores of times in a day.

One irksome feature of the post office in its final location at 39 Main Street was that the building was erected on a slope, with the post office occupying the lower half of the first floor. There was no loading dock, and no single level access. Thus, no carts, hand trucks, or dollies could be used to get the mail in and out.

Instead, a back stoop was used to get from ground level to floor level. This meant that every tray of letters, every bundle of catalogues or magazines, every package, and any supplies or equipment that went in or out had to be carried by hand in sacks and tubs from truck to the interior of the post office (and vice versa); and there was no awning to protect against the elements!

As a longtime (since 1971) local resident as well as postal employee, York was in a unique position to understand what the post office meant to the village, and she doesn't hesitate to describe it as "the hub of the community," and an institution that "knit the community together."

It was a part of the social fabric of the town, with residents meeting there and exchanging the latest news, updating family information, discussing community functions and school activities and, occasionally, solving the problems of the world, but more often solving the problems of the village, as word was spread of those who were in need, or who had suffered misfortune or bereavement.

The post office also acted as a community watchdog, notifying the police if mail was accumulating at homes where the residents were not known to be on vacation. It was also an economic catalyst of sorts, with job arrangements between residents and local contractors sometimes concluded in the lobby.

In fact, York notes that the handy central location "made it easy to have a business in Tariffville," giving owners and their employees quick access for dispatch and collection of billings and payments, advertising mail, parcel shipment, etc., without having to waste time driving to Simsbury or other area post offices.

MaryAnn Chiapponi, Tariffville's final postmaster, started her USPS career behind the scenes, in an office that handled the forwarding of first-class and specially inscribed mail for Hartford area post offices. From

there she went into delivery oversight and supervision, as a sort of trouble-shooter at various delivery facilities such as Bishops Corner Branch and Washington Street Station. Because USPS city carriers (uniformed mailmen who walk routes going door-to-door) are paid by the hour, there is a constant tussle between management, which thinks all routes can be completed quickly at lower pay, and workers, who feel the loads will take longer and warrant more pay.

The truth is usually somewhere in the middle, but the system is almost designed for contention, and family misfortune caused Chiapponi to seek a more positive work environment, one in which she would serve the public directly. Her next assignment was a big change: officer-in-charge of the Tariffville Post Office. As a new person from out-of-town, doing a different kind of work and coming into a close-knit community, the question was, how would it work out?

Chiapponi soon noted many of the same things as York, which were the factors that made the job worthwhile and rewarding. In separate interviews, they used remarkably similar phrases. Chiapponi described the post office as "a community gathering place," a spot where friends and neighbors would meet and greet, and an institution that "kept everyone together."

She and her staff (at that point York and one rural mail carrier) prided themselves on going the extra mile to help their customers, and the locals responded by taking their new OIC (and soon postmaster) to their hearts. Within a year she felt "like family."

Village concern and affection was shown in a variety of ways. Once Chiapponi mislaid her keys, resulting in a 10-minute delay unlocking the door following her lunch break. A number of neighbors called to ask if she was all right. One family offered her lodging in their home if winter snows made it difficult to get to or from her house about 15 miles away.

"I loved going to work there. They took care of me, I took care of them," Chiapponi said. Despite ultimately being assigned to another small-town post office located in a much more modern building, she says today (19 years into her postal career) of Tariffville, "If I could go back in, that's where I would retire."

On that afternoon in February of last year, I arrived at the post office to pick up my mail, only to find Chiapponi and an official from the USPS Hartford regional office standing outside. I and other customers were informed that no one could enter the post office.

A tenant in an upstairs apartment had spotted a crack in a wall, and there was concern that snow on the roof might cause the old building to collapse. The landlord, in nearby West Hartford, was occupied with a problem at another property and was unable to get to Tariffville. As a precaution, he requested that everyone evacuate the building.



The Tariffville Post Office occupied the left side of a building that also housed other tenants. The old-style post office boxes (right) were a popular service for customers. The post office also served 532 families and businesses via rural delivery.

Within days, however, things were back to normal. The weather improved, the snow was removed, the landlord gave the green light, and the upstairs tenant moved back in. But it soon became clear that the USPS wanted to use this temporary problem as a pretext to permanently end service.

They prematurely stripped the post office of all fixtures and furnishings, set up new boxes in the lobby of the nearby Simsbury Post Office to accommodate the 165 Tariffville box holders, put a plastic bag over the outside mail collection box, and began the formal closing process that is mandated by law.

First up was a town meeting in April. In addition to box holders, the post office served 532 families and businesses via rural delivery, and a crowd estimated by local papers as “approximately 150” or “close to 200” people came out to express their strong support for continued local service.

Resident Jay Sottolano described the Tariffville operation as “the old model, not what many modernized post offices have become today with long lines, inefficiency and impersonal service.” Simsbury First Selectman (the approximate local equivalent of mayor) Mary Glassman said “We’re here to tell you tonight that closing the Tariffville Post Office would have devastating effects on the businesses and people of Simsbury.” She emphatically added that “We need to keep the Tariffville Post Office open!” as the crowd cheered and applauded.

It was evident that the office had served as an economic and social anchor for the community, with many people walking to pick up mail, send packages,

buy stamps, etc. Now, this convenience had been replaced with a 7-mile roundtrip on heavily traveled roads to the already busy and understaffed Simsbury Post Office with its limited parking.

The postal officials present piously expressed their sincere thanks for everyone’s comments and stressed that no final decision had been made, but they had no information of substance, didn’t know about alternate locations, and claimed to not even know if Tariffville had been operating at a profit or losing money. In short, it appeared they were just going through the motions.

Do I sound cynical? I work for the U.S. Postal Service and am well aware of, and sympathetic to, the financial and other problems confronting the organization, but it was hard to see the meeting as anything but a public relations disaster that alienated many loyal customers.

A period of disinformation followed, in which dubious statistics were put forth to dampen supporters’ spirits and make it appear that closing was both sensible and inevitable. One letter from the district manager claimed that the office “has been losing \$35,000 a year and does not provide more than four hours worth of work for our employee.” Efforts to get supporting documentation for these statements through a Freedom of Information Act request were stonewalled.

Ironically, measures had been taken over the years to make or keep the office profitable. When I first moved to town the post office employed the postmaster, two clerks and a rural carrier. By that last winter, window and lobby hours had been trimmed, both clerks were gone, the rural carrier had been moved to Simsbury, and only the postmaster was left. So what was the truth?

In May, the Postal Service came clean, but very quietly. No notification was sent to customers, but a large batch of stapled pages was hung up by one corner of the Tariffville box section in the Simsbury Post Office lobby. This was the “Proposal to Close the Suspended Tariffville, CT Post Office.”

In this document the economic savings were specifically spelled out: \$35,580 for postmaster salary, fringe benefits of \$11,919 and annual lease costs of \$18,884, for a “total annual savings” of \$66,383.

Of course, the savings in salary and fringe benefits were really only savings if the postmaster was being let go, and she wasn’t, she was just transferred. Thirty-two pages away from this information the post office’s income was finally revealed: the average of the three most recent fiscal years was \$157,240. In other words, Tariffville was making a tidy profit for USPS.

Efforts to save the post office continued. The Simsbury town government and First Selectman Mary Glassman wrote strong letters to the Postal Service.

In a remarkable piece of historical déjà vu, the owners of the house at 12 Winthrop Street, descendants of the owners when it was home to the post office from 1936 to 1954, made the same offer their ancestors had 75 years previously: to remodel part of their building to provide new quarters for the Postal Service. This time, the offer was declined. A vacant commercial location was also suggested and rejected.

Many citizens turned out for a “Save Our Post Office” rally on July 12. U.S. Congressman Chris Murphy was strongly supportive, made a visit to Tariffville on July 18 and met with the Village Association. Senators Lieberman and Blumenthal added some moral support through staff members. But all noted that they had no direct authority over USPS decisions.

A great column in the daily *Hartford Courant* newspaper highlighted many of the strong points in favor of restoring service. Local weekly media also covered the story. But to no one’s surprise, that fall the Postal Service announced that they had completed all the steps required by law (public meeting, canvas for customer comment, etc.) and that the final decision to close had been made.

I say “announced,” but once again notification was limited at best. Even interested parties like myself received no word and I just happened to hear the news from a friend. This lack of communication takes on a somewhat sinister hue because appeals must be filed within 60 days, and the clock starts ticking as soon as the decision is “released.” I also think it’s good service to send a letter to customers telling them their post office has been officially closed. But maybe I’m just touchy at the way I was treated after 25 years of loyal patronage.

Now began the last chapter in the saga—the

involvement of the Postal Regulatory Commission, a small government agency (70 people) that oversees the U.S. Postal Service. Once the final USPS decision was rendered, the PRC could step in.

The town of Simsbury filed the formal appeal of the closing, and other members of the public added their comments to the record for consideration. Thanks to a very interesting presentation by the chief counsel to the chairman of the PRC at the convention of the Post Mark Collectors Club in the fall of 2011, I learned a lot about the extent of the commission’s power.

Briefly, they cannot override a decision to close a post office, but can “advise” the Postal Service to reconsider. Occasionally this works, as happened a few years ago in Hawleyville, Conn. In very similar circumstances, this office was closed due to the deteriorating condition of the building in which it was housed and the USPS planned to discontinue all local service. However, the Postal Regulatory Commission made cogent arguments for a restoration of service, brought their powers of persuasion and moral authority to bear, and the result was a fine new post office serving the community.

Unfortunately, though, the composition of the commission had changed since the Hawleyville success story. Chairman Ruth Goldway has been a strong supporter of government services to the public, and recommended the PRC oppose Tariffville’s closing. But she was outvoted by commissioners who seemed to put less value in government and public service. Thus, the Postal Regulatory Commission officially approved the USPS’s action, but the commission’s own chairman issued a minority opinion, questioning the Postal Service’s statistics and the reasoning they used to justify their action. Sadly, her advocacy was to no avail.



A Postscript

One of the things that made this post office distinctive was its sign, which read “Tariffville Post Office.” The sign was created around 1930, with gold leaf lettering on a black background, the latter comprised of a special black paint called smultz, a sand mixture.

Postmaster McIntyre pointed out in an interview, probably in the 1970s, that it was “one of the very few in the nation where the name of the town appears above the name Post Office. All present day signs have the name of the town appear below U.S. Post Office.”

By 1990 this unique sign was showing signs of age, causing the Simsbury Historical Society to mount the “Sign to Shine” campaign. Subscriptions were taken from local residents, the goal easily reached, and local artisan John Bilts commissioned to do the refurbishing. The sign was rehung and rededicated, ready to withstand more decades of New England weather.

But the historic sign’s fate is a true mystery. You will recall that the Postal Service dismantled the interior of the post office shortly after the initial closing. On the day the USPS crew finished this work, they packed up early and headed back to base. A short time later a truck pulled up in front, two men set up ladders, detached the sign from over the doorway, loaded up and departed. A few neighbors noted the activity but didn’t pay much attention, assuming this was a continuation of the work that had been going on throughout the day.

But the men were not postal employees, and despite an investigation by the Simsbury Police, the duo has not been identified and the sign is still missing. Was it taken in order to preserve a treasured historical artifact? Stolen for the value of the gold leaf paint? The case has gone cold, so we may never know.

Since the final closing, a number of things have occurred. Congressman Murphy had the decency to send a letter to all who had contacted his office, stating he “knew this was disappointing news. The Tariffville Post Office has been a defining part of the community, and the impact of its closure will continue to be felt.”

Reportedly, the number of Tariffville post office box rentals has dropped from 165 to fewer than 70. This lost revenue, along with increased compensation for the rural carrier now providing delivery to the former boxholders, further erodes the “savings” the USPS claimed from closing the post office. On the positive side, a new mailbox was recently set up in the village, only a stone’s throw from where one had stood in front of the post office. The building is still vacant.

Perhaps the final words should come from the final employees. Clerk Rowena York, who took early retirement in November 2009, said, “I always enjoyed working at the post office. The people in the community and my co-workers made this an interesting and rewarding experience. We had our good and bad days, but the good ones were in the majority. I regret that this service to the community was lost. In addition to the work, we became almost family with the customers. We were part of birthdays, funerals, graduations, new babies, weddings and any event celebrated in a close and active community. It was fun watching a generation grow up in Tariffville.”

MaryAnn Chiapponi landed on her feet, and is now the postmaster in Granville, Mass. Still, a discussion of the closing of her former office can bring tears to her eyes, and she sums up the traumatic experience in



The gutted former Tariffville Post Office as it appears today.

three words, “I was devastated.” Many of her former customers would agree.

Special thanks to Rowena York and MaryAnn Chiapponi for their interviews for this article and to Kelvin Kindahl for providing Tariffville postmark and cover examples.

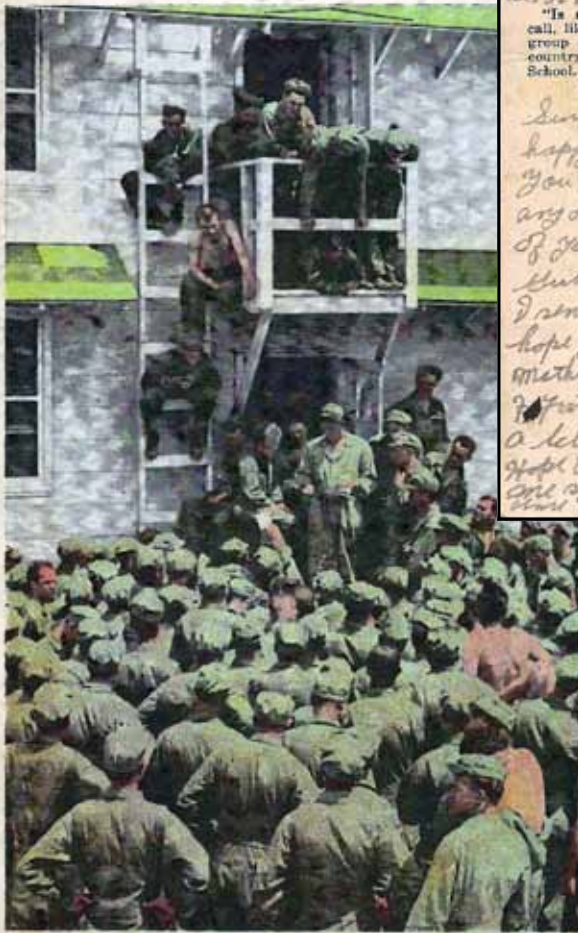
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(Andrew Mitchell began collecting postmarks in the fifth grade. Following 10 years working in retail and a 26-year insurance career, he decided to pursue his lifelong interest in mail and postal operations and landed a job with USPS as a part-time rural mail carrier in 2009. E-mail, ajmitchell2@comcast.net)

Two Military Views Show Highs and Lows

By Peter Martin



SQUADRON MAIL CALL...KEESLER FIELD, MISS
 PHOTO BY ARMY AIR FORCES (TECHNICAL TRAINING COMMAND) KEEP 'EM FLYING



Military life has its highs and lows. Shown are two view cards reflecting both ends of the spectrum.

Above and left is a postcard from Pvt. Joseph Willis to his father in Benson, N.C. Machine postmarked July 2, 1942, at Keesler Field, Miss., the front of the card depicts everyone's favorite activity—mail call.

Below is an unused Underwood and Underwood postcard meant as a Christmas greeting from the American Expeditionary Forces in Siberia. The force, which eventually totaled 7,950 troops, was involved in the Russian Civil War in Vladivostok, Russia, during the end of World War I after the October Revolution, from 1918 to 1920. Marching on frozen land in a foreign country is assuredly one of a soldier's least favorite activities.



U. S. Official Photo From Underwood & Underwood

CHRISTMAS GREETINGS FROM THE AMERICAN EXPEDITIONARY FORCES IN SIBERIA AND THE LIBRARY
WAR SERVICE OF THE AMERICAN LIBRARY ASSOCIATION

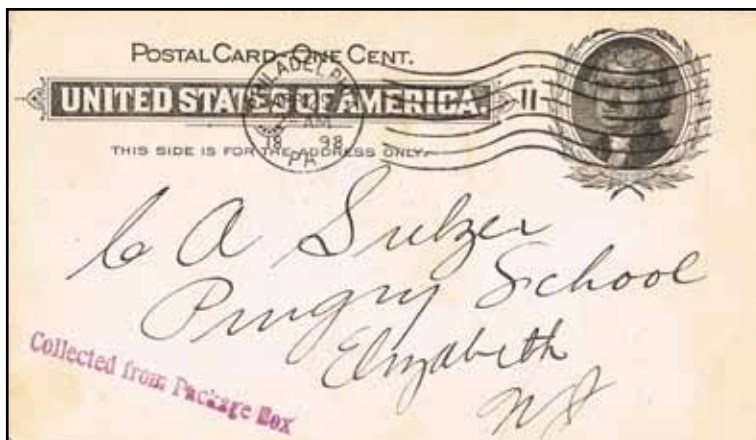


Figure 1: An 1898 magenta 'Collected from Package Box' marking. Figure 2: A 1906 magenta 'Package Box, Route 1' marking.

U.S. Auxiliary Markings **Received in Package Box Collection Markings**

By John M. Hotchner

This column is new to the pages of *La Posta*, but the subject is not. Others have covered the subject more than capably in the past, and there are current writers who address the subject directly or tangentially even today. But our editor felt that, based on subscriber feedback, we need to have more focus on the subject. Since it is an area that I exhibit, he asked if I would take on the task of doing a regular column for *La Posta* readers.

In roughly 40 years of accumulating auxiliary markings, and 25 years of studying them seriously, I have grown to enjoy the stories they tell, the situations they represent, and the many forms that they can take. "Enjoy" may be a bit of a stretch in some cases, as one cannot ignore the sadness of handling disaster mail when mail survived, but people did not.

The term "auxiliary markings" is a catchall, one that needs some definition. Also called ancillary markings or supplemental markings, these are messages from the postal service explaining in greater or lesser detail why a particular mail piece is unmailable, undeliverable, late, damaged or problematic for some other reason.

The form we are most familiar with is the magenta handstamp, but that is by no means the only form. There are also other kinds of handstamps, hand written notes, printed stick-ons, machine cancellations, accompanying letters, official wrappers; even addressograph messages. Any of these are likely to turn up here.

While the focus of my own collecting is markings showing delays in the mail during the period 1900-1999, we will wander further afield here as the use of auxiliary markings predates the use of stamps, and extends to today, though the movement of multiple millions of letters has resulted in streamlining of

postal practice that has eliminated a large quantity of the specific markings of yesteryear in favor of the ubiquitous one-message-fits-all plastic "body bag."

For this first column, let's look at an earlier marking that dates back to at least 1898, which is my first example (Figure 1). Stating "Collected from Package Box," it explains a delay that traces to the fact that package boxes were not serviced as often as letter mailboxes.

In the good old days, there were a lot more mailboxes on the corners of American towns and cities than there are today. In fact, they are something of a rarity in small town America and not so common in even large cities. But in the first half of the 20th century you could even mail packages in specially marked mailboxes. Now, due to security concerns and a complicated rate structure, packages have to be taken to the post office to be weighed and rated by a computer.

Either by accident or by misunderstanding, people sometimes dropped letter mail into the mailboxes marked for depositing packages. As we know, if a problem occurred often enough, a handstamp would be made for it. If it happened with considerable regularity, there might even be a cancellation created. In the case of package box collection mail, both are known.

I have examples of package box markings from New York and from Philadelphia, but according to a 2008 article by Wayne Youngblood,¹ similar markings also exist from Boston and New Orleans.

New York is by far the most often seen, and the examples shown in Figures 2 through 5 span the time period 1906 to 1945. Besides these handstamps, a machine cancel version, shown in Figure 7, was used from at least 1911 to 1916. This conclusion is based on the six examples I have seen to date.



Figures 3-5 (Clockwise from above): Three New York 'Found in Package Box Collection' markings. The first two are magenta, the third is black.



Figures 6: A December 1906 magenta 'Mailed in package box with third and fourth class matter' auxiliary marking handstamped in West Philadelphia.

Philadelphia is represented in my collection by the handstamped example in Figure 6. The date of cancellation is hazy but looks to me to be 1906. A handstamp duplex cancellation also exists, represented by the 4-cent Martha Washington, shown from Youngblood's article.

If readers are able to provide illustrations for additional package box collection markings, other cities, or are able to expand the dates of use, I would appreciate hearing from you. I can be contacted at POB 1125, Falls Church, VA 22041, or by e-mail at jmhstamp@verizon.net.

End Note

¹ Youngblood, Wayne. "Received in Package Box Collection," *American Philatelist*, June 2008, pp. 532-534.



Figure 7: A 'Received in Package Box Collection' machine cancel on a 1911 postcard. A detail of the cancel is shown below.



An 1849 Folded Letter That Eventually Gets to the Recipient

By Larry Lyons and David Petruzelli

The folded letter shown in Figure 1 reveals a long story of how it traveled to reach the recipient. Here is the tale of the epic journey.

The sender was tea importers, Goodhue & Company, who gave the letter, dated Feb. 27, 1849, to Swarts' City Dispatch, a large local post in New York City. Aaron Swarts was the proprietor and he operated principally out of Chatham Square during the years 1847-1859.

Swarts applied his red Type C handstamp at the left side of the letter (Figure 2).

The letter is addressed to E. P. Johnson, M.D., c/o Messrs. Gutierrez & Co., Laguna. It was sent, along with a copy of a Dec. 14, 1848, letter and a Jan. 12, 1849, letter that announced that the new partners at Goodhue were Richard Warren Weston and Horace Gray.

The senders were trying hard to get this letter to their client in Mexico. We know of all the enclosures because duplicates were contained within the lettersheet.

In 1861, Goodhue & Co. would dissolve its partnership and become known as Weston & Gray. Swarts' City Dispatch carried this letter and placed the letter aboard a ship for private transport to Vera Cruz, Mexico.

The folded letter has an indistinct receiving boxed postmark of Dec. 12, (1849) indicating its arrival at Vera Cruz (Figure 3), and a large "3" due marking. This would be a postage due of 3 reales.

The letter was struck on December 29 with the oval postal marking of "S. Juan Bauta de Tabasco." The letter was then forwarded by Pedro Reguena of Laguna who was mentioned in an 1862 New York Court of Appeals record as the Commissioner of Laguna, and also as the manager of Gutierrez & Co.

There is a manuscript message on the back dated Jan. 4, 1850, that reads, "Taken out of the Post Office of this place and forwarded by your Obt. Srvt. P. Reguena."

There is no indication as to where the letter ended up but it evidently reached E.P. Johnson as docketing indicates it was opened and read. The letter has survived to the present day. The original message took more than 13 months to find its way to the recipient.

Terminos is known for its fauna and rare plants. The recipient of the letter may have been a seller of plants

and the merchant companies were used to transport the plants and seeds to New York and elsewhere.

The authors located a letter in the royal Botanic Gardens archives from Pedro Requena from Laguna de Terminos, Mexico, dated 1873 concerning the propagating of imported plants and fauna at his plantations.

This is the interesting story of the travels of this folded letter as it found its way to the addressee. This cover received certificate #502,334 from The Philatelic Foundation indicating it is a genuine use.

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

David Petruzelli has been an expertizer for the Philatelic Foundation for more than 15 years.)



The 2012 Philatelic Foundation certificate.



Figure 1: Philatelic Foundation patient #502,334, a folded letter sheet to Laguna, Mexico.



Figure 2: The red Type C handstamp of Swarts' City Dispatch that appears on the folded letter at the left.

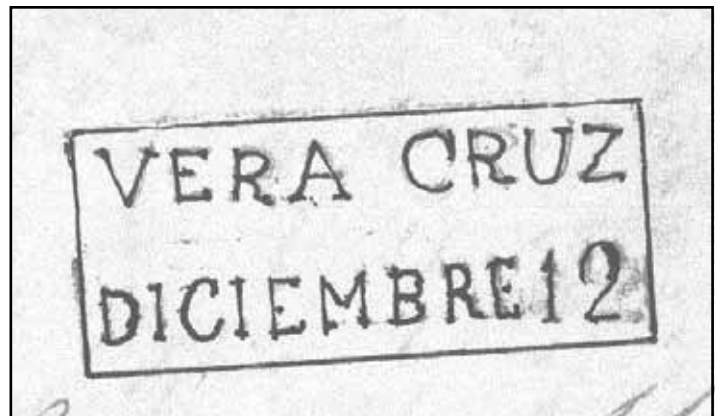


Figure 3: The arrival handstamp and the postmark on the folded letter (enhanced for clarity).



Figure 1: The Kansas City R.F.D. 2 (Westport Station) cancel indicates that registered parcel 1038 was delivered on Christmas Day 1902; four days later, when the registry return receipt card was returned to office from which it had originated, it received the Saginaw West Side flag cancel.

U.S. Post Office Return Receipt Cards

By David L. Straight

Domestic return receipt cards, available in every local post office lobby, have acknowledged the safe delivery of valuable mail for 133 years. Collectors, however, are more likely to acquire examples for interesting cancels, such as the 1902 Christmas Day, Doane (Figure 1) than to consider the role of these forms in the mail process. Since their début as orange (melon in USPOD terminology) return registered receipt cards in 1879, they have been renamed, renumbered, grown adhesive strips on each end, turned green, and adapted to provide receipts for six different postal services.

Although covers may be more popular as collectible artifacts, post office forms, the artifacts generated by postal employees in the performance of their duties, are also a valid avenue for collecting and studying postal history. They provide an internal perspective about how the post office collects, distributes, transports, and delivers the mail—the covers that we collect.

Knowledge gained from studying post office forms enhances our appreciation for the covers we collect through a more complete understanding of how the mail is handled, historical precedents for current postal procedures, services no longer offered by the post office and the enforcement of postal regulations.

Like all ephemera, post office forms reflect the time and historical context in which they functioned. Finally, some forms can be appreciated simply for their artistry. Without ignoring the stamps or cancellations, articles in this series will focus on the functions, history and development of one form or a group of closely related forms. Some forms will be well known and widely collected, while others will be less familiar, but selected for the stories that they reveal about postal operations.

Eight years after the beginning of registered mail, Postmaster General Montgomery Blair introduced the return registered-letter receipt on July 1, 1863. For the first time, senders received evidence that their registered letters had been safely delivered. Return receipt service became a mandatory step in every domestic registry transaction and the registry fee was raised to 20 cents to cover the additional clerical, stationery and mailing costs of returning a receipt to the sender.

The two-part registry form, used since 1855, was expanded with the insertion of the return registered-letter receipt as the new middle panel. The right-hand panel continued as the receipt provided to the sender at the time of mailing and the left-hand panel remained a record of the transaction retained by the postmaster at the sending post office. After the three parts were separated, the return receipt was attached to, or wrapped around, its related registered letter and placed inside a registered package envelope holding one or more registered letters in route to the same post office.

Upon delivery of the registered letter, the addressee signed the return receipt (Figure 2) and it was mailed back to the sending postmaster, in a yellow Post Office Business envelope, for delivery to the sender. Although registry fees were subsequently reduced, return receipts remained a required part of each registry transaction until 1910.

As part of an overhaul of registered mail procedures in 1879, the Post Office Department simplified the forms by combining postal cards, introduced in 1873, with the recently approved penalty imprint for government mail. The return receipt form became a melon-colored penalty imprint postal card, eliminating the need for an



Figure 2: The 1872 return registered-letter receipt, which had accompanied a registered letter from Kingston Center, Ohio, to Decatur, Ill., was signed by an agent of the addressee and returned to the postmaster at Kingston Center in a yellow Official Business envelope.

envelope in which to mail it back (Figure 3). Shortly afterwards, other registry forms were converted to penalty imprint cards of various colors. By the end of the century, penalty imprint cards became the norm for many types of routine post office communication. The 1879 *Postal Laws and Regulations* gave instructions for the proper use of the cards in Section 825:

A registry-return-receipt of the new card form must be filled out for each domestic letter or parcel (i.e., addressed to any post-office in the United States or Territories). The registry-return-receipt must on its face have written the name of the sender, street and number, or post-office box, name of post-office, county, and State (the space for stamp of post-office is reserved for post-office of delivery). On the other side enter date of mailing, registry number, mailing post-office and State, and address of the registered letter or parcel.

As before, the return receipt card traveled with its related registered letter inside the registered package envelope. After being signed by the addressee, the card was postmarked by the delivery post office and mailed directly to the sender.

Although there were minor changes in the color of the card stock and the text of the instructions, the return receipt cards remained largely unchanged for the next 30 years. Designated as “Form No. 1548” in the *Postal Laws and Regulations*, the form number was not actually printed on the cards until the 1890s.

Postmasters doing a high volume of registry business could obtain return receipt cards with the name of their post office, county and state preprinted in the appropriate spaces on each side of the card.

In 1909, the threshold for preprinted forms was 3,000 pieces of registered mail per year. Postmasters were required to note the condition of all registered letters and parcels received; Return receipt cards

indicating damage to a registered item are scarce (Figure 4). Since return receipts are accepted in court as *prima facie* evidence of delivery, senders or receivers occasionally attached additional documents to augment the legal record (Figure 5 and Figure 6). After becoming optional on July 11, 1910, return receipts were provided only when requested by the sender; but there was still no additional fee for the service. After Dec. 1, 1910, postal employees were no longer required to ask senders whether they wanted a return receipt.

When insured mail began, along with parcel post, on Jan. 1, 1913 there was another need to provide return receipts. As with everything else associated with the introduction of parcel post, unique forms, No. 3811, were designed (Figure 7).

When the new forms could not be distributed in time for the start date, postmasters were instructed, “Pending their delivery, the Registry Return-Receipt Card, Form 1548, should be used, special care being exercised in every instance to write or stamp the word ‘INSURED’ on the signature side of the card.”

By 1917, the Post Office Department recognized the wastefulness of having two similar forms and revised Form 3811 to serve the dual purposes of providing receipts for both insured parcels and registered mail. That form number has continued until today and Form 1548 was eliminated (Figure 8).

Beginning April 15, 1925, a fee, initially three cents, was established for return receipts. On March 18, 1931, two additional, related service options were added.

For a higher fee, originally 23 cents, the sender could request the delivery details of to whom, when, and at what address the item was delivered. However, this option was not printed on Form 3811 before 1955.

The other new service allowed a sender to request, for a higher fee, originally five cents rather than three

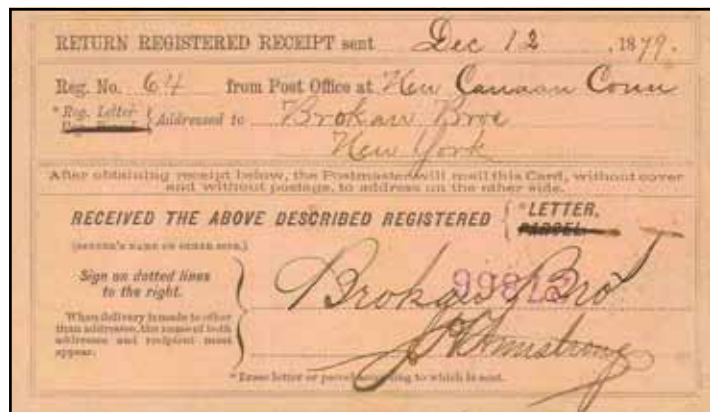
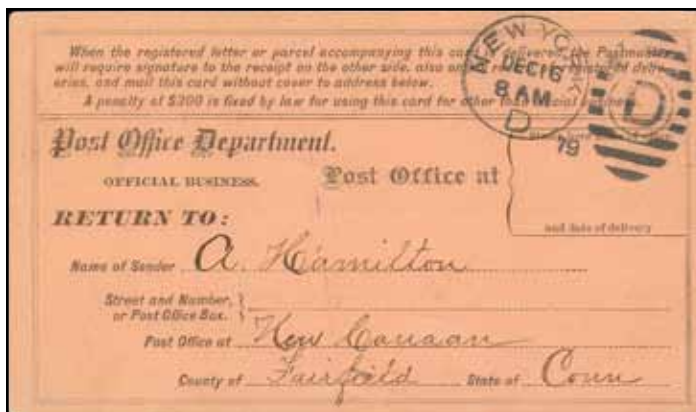


Figure 3: The earliest version of the melon-colored return registered receipt card had a penalty imprint below the instructions. The delivery office applied its cancel (the New York duplex) when the card was signed and mailed back to the sender. The verso describes the registered item, from New Canaan, Conn., and provides a place for the addressee, Brokaw Bros. in New York, to sign indicating receipt of the item.



Figure 4: An 1885 registry return receipt card marked with the purple two-line handstamp “RECEIVED AT NEW YORK P O / REG. DIV. IN BAD CONDITION” to alert the sender as to the poor condition of their registered letter when it arrived in New York.

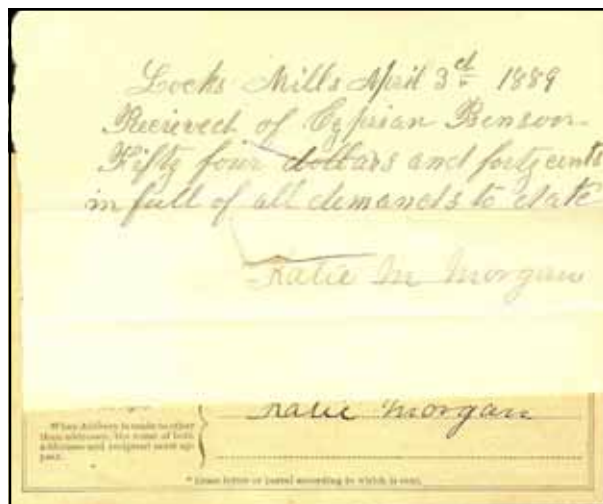


Figure 6: Katie M. Morgan stitched an additional note, “Locks Mills [Maine] April 3rd 1889 Received of Cyprian Benson Fifty four dollars and forty cents in full of all demands to date” to the registry return receipt card that she signed.



Figure 5: The Austria-Hungary Vice-Consulate in Cleveland served a legal notice on one of its citizens in America, Theresie Birinyi in Barberton, Ohio, by gluing a document to the 1907 registry return receipt card.

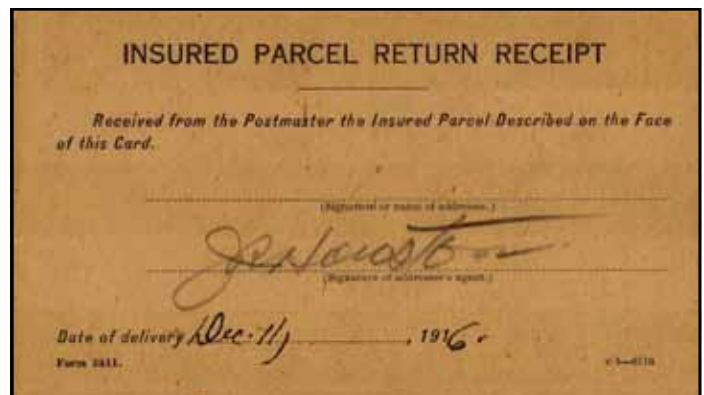


Figure 7: The insured parcel return receipt card, introduced in 1913, was similar in design and function to the registry return receipt card.

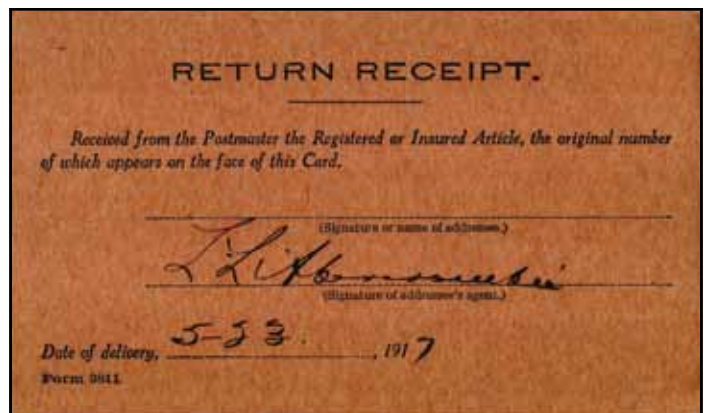
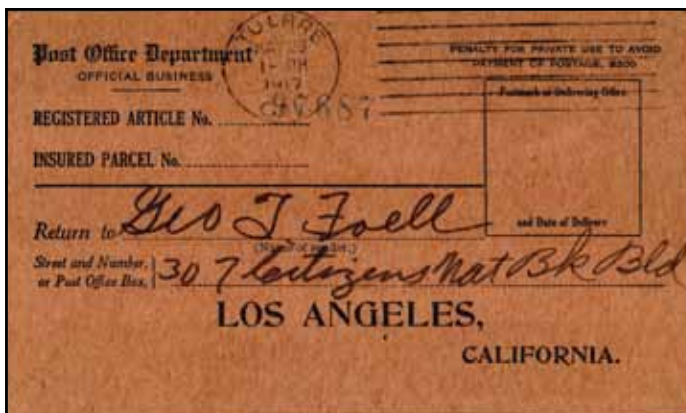


Figure 8: By 1917, registry and insured parcel functions were combined into the new version of a Form 3811, the return receipt card.

cents, a return receipt after the related piece of mail had already been mailed. Although seldom seen, a recipient could be asked to pay the return receipt fee (Figure 9). “If the charge for the return receipt was not prepaid by the sender, it shall be collected from the addressee upon delivery of the article.”

Restricted delivery, a service permitting the sender to limit the delivery of an item to a particular person, could be requested as a free service at least as far back as 1902. When a fee, initially 10 cents, was introduced on July 9, 1934, the purchase of return receipt service was required. Although this option was not printed on Form 3811 before 1955, instructional handstamps were applied when the service was requested (Figure 10).

As the Post Office introduced additional services that required return receipt cards, Form 3811 was modified to reflect those new postal services.

The first was certified mail, which began on June 7, 1955 (Figure 11).

The April 1955 printing of Form 3811, which included certified mail, was also the first version of the form printed with optional check boxes for restricted delivery and obtaining the delivery address. Perforated adhesive strips, for attaching the card to the piece of mail with which it was associated, were introduced with this printing (Figure 12).

Although C.O.D. mail service began July 1, 1913, it was not eligible for return receipt service until much later. Tony Wawrukiewicz speculates that this occurred as early as April 18, 1976. Express mail, which had begun several years earlier, was not eligible for return receipt service until March 22, 1981. Merchandise return, added on April 3, 1988, is the most recent postal service to require a return receipt.

While there was no insurance coverage offered, the service provides senders with proof that their package was safely returned. All of these services are listed on the current version of Form 3811 (Figure 13).

The Post Office switched to a green card stock for return receipt cards in 1969. Except for a couple of printings around 1969-70 that were with green ink on white stock, this color has continued until today.

The U.S. Postal Service, and before them the U.S. Post Office Department, frequently changes the color, text instructions, font, borders and design layout of their forms without much notice. Usually such changes are minor and the older style forms continue to be used until the supply is exhausted.

It is not my intent to publish exhaustive catalogs of all the printing varieties for the post office forms discussed. Rather, these articles will serve as an introduction, highlighting significant changes in the



Figure 9: A vertical coil 4-cent James Madison, stamp cancelled “RR FEE PAID 7 45” collected the unpaid return receipt fee from the addressee at the North Postal Annex in Boston.

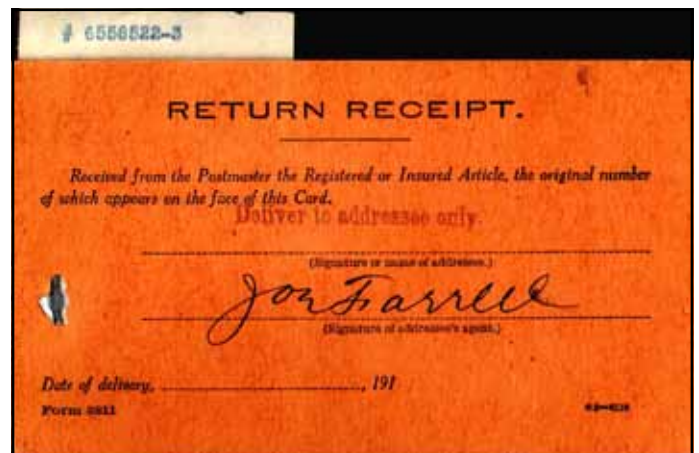


Figure 10: The instruction, “Deliver to addressee only,” was handstamped on the 1918 return receipt card, during the free period for restricted delivery service. An attached receipt, also signed by the addressee, noted the delivery of two Fourth Liberty Loan bonds by the Farmers and Merchants National Bank of Reno, Nev.

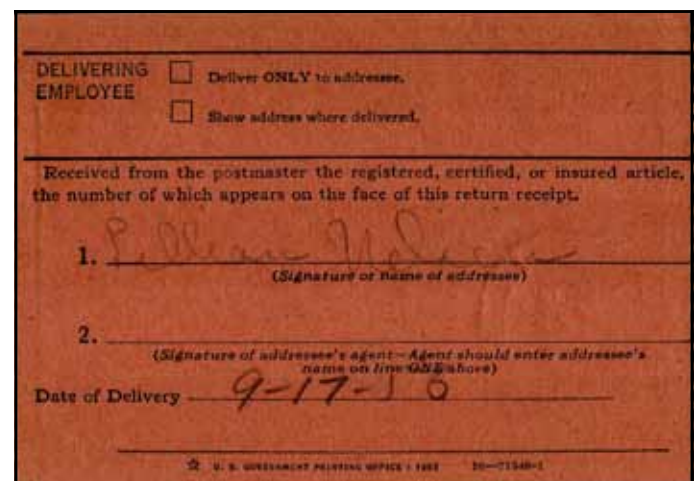
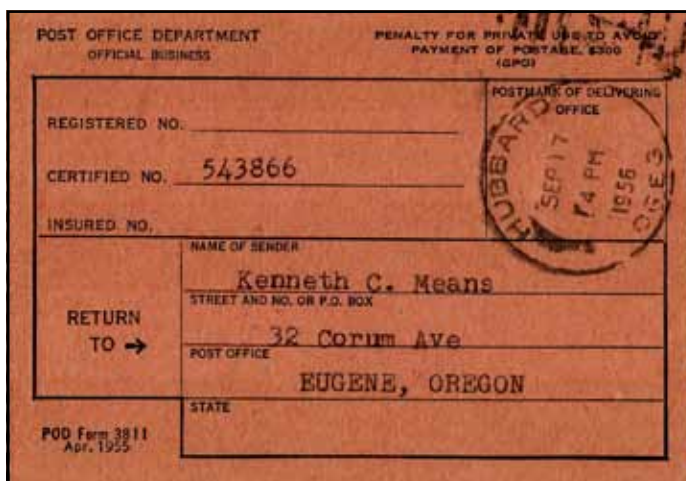


Figure 11: The April 1955 printing of the return receipt card includes a space for a certified mail number as well as check boxes on the verso for restricted delivery and showing the delivery address. Perforations from the new adhesive strips are visible at each side.

INSTRUCTIONS TO DELIVERING EMPLOYEE

☐ DELIVER ONLY TO ADDRESSEE (20¢ additional)

☐ SHOW ADDRESS WHERE DELIVERED IN ITEM 4 BELOW (3¢ additional)

RECEIPT

Received from the Postmaster the Registered, Certified, or Insured Article, the number of which appears on the face of this return receipt.

1. SIGNATURE OR NAME OF ADDRESSEE

2. SIGNATURE OF ADDRESSEE'S AGENT (Agent should enter addressee's name in item 1 above)

3. DELIVERY DATE

4. DELIVERY ADDRESS (If different from item 1, enter here)

5. DELIVERY TIME

6. DELIVERY METHOD

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Figure 12: Fees for restricted delivery and showing the delivery address are given on the verso of the December 1955 printing. The gummed strips are still attached to this card.

SENDER: COMPLETE THIS SECTION

■ Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.

■ Print your name and address on the reverse so that we can return the card to you.

■ Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

2. Article Number (Transfer from service label)

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1640

COMPLETE THIS SECTION ON DELIVERY

A. Signature ☒ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes ☐ No If YES, enter delivery address below:

3. Service Type ☐ Certified Mail ☐ Express Mail ☐ Registered ☐ Return Receipt for Merchandise ☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

Figure 13: The current version of the domestic return receipt card shows the six postal services eligible for return receipts.

UNITED STATES POSTAL SERVICE

First-Class Mail Postage & Fees Paid USPS Permit No. G-10

* Sender: Please print your name, address, and ZIP+4 in this box *

function and use of the forms during their lifetime. That being said, when I am aware of attempts to compile catalog type listings, I will share that information. There have been at least four partial listings of return receipts. In order of publication, they are:

“USPS Return Receipts” by Stuart Gitlow, *The American Philatelist*, 95 (August 1981), 718-721.

“USPOD/USPS Return Receipt Penalty Mail Postal Cards” by Bob McDonald, *Official Mail Journal*, 6 (1987), 3-14.

“Some Notes on USPOD Registry Return Receipt Cards Type A” by Carl W. Albrecht and Alfred E.

Staubus, *Postal Stationery*, 35 (1993), 40-46.

“Registry Return Receipts” by Lewis E. Bussey, *Postal Stationery* 37 (1995), 26-35.

(David L. Straight is a retired librarian devoting most of his time to postal history research. His work has appeared in philatelic as well as academic history journals. He is a member of the Council of Philatelists at the Smithsonian National Postal Museum and vice-president of the Postal History Society. Contact him at POB 32858, St. Louis, MO 63132; E-mail, dls@mophil.org)

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- U.S. Eastern Expresses of the 19th century
- Fakes and forgeries of U.S. Carriers and Locals
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The Postal History of the U.S. Naval Mission to Brazil

By Thomas Richards

World War I had a dramatic effect on the traditional concept of warfare. Great changes in weapons, procedures, techniques and materials exploded, e.g. tanks, chemical weapons, submarines and aircraft. Also the interwar period (between World War I and World War II) exposed a transition of naval power in world politics from Britain to the United States.

The Great Powers' (United States, Britain, France, Germany) naval race had a counterpart in South America. Argentina, Brazil, and Chile (the so-called ABC countries) all envisioned expansion of their navy as a result of what was learned about the importance of naval power from World War I.

A French military mission was very successful with the Brazilian army in 1919 and the army convinced the Brazilian navy to seek assistance from a foreign power. Britain and the United States were under consideration. At the time, Britain was heavily involved in Brazil's affairs in areas such as mining, banking, shipping, import, exports and communications.

But the U.S. also had some influence. During World War I, Brazilian navy officers were sent to the United States to take courses and train with the U.S. Navy. There was also a small naval mission in Brazil that consisted of officers teaching at the Brazil Naval War School.

In 1918, Rear Adm. Carl Theodore Vogelgesang was assigned as the head instructor. This would have a great effect later when the U.S. naval mission to Brazil was formed.

In March 1922, Brazil announced that a foreign naval mission would be established, although the nationality of the mission was not announced at that time. Brazil informed the U.S. embassy that they desired to have Rear Adm. Vogelgesang become the mission chief. Brazil had been pleased with Vogelgesang's work earlier at the Brazil Naval War School and Brazil's President-elect Epitácio Pessoa had met Vogelgesang

in 1919 on a visit to the United States and returned with him on the USS *Idaho* (a U.S. dreadnought).¹

Vogelgesang was then the commandant at the New York Navy Yard in Brooklyn. The U.S. government did not heed the Brazilian request because under Adm. Vogelgesang the Navy Yard had been free from strikes and had enjoyed its best financial status in years.

Consequently, the governor of New York, senators and other prominent New Yorkers protested that the admiral should be retained at the Navy Yard. But if Admiral Vogelgesang would not be assigned, Brazil stated that they would contact the British Navy.²

The United States government realized that this would not be to its advantage and the contract was signed in Washington on Nov. 6, 1922, with 16 officers and 19 petty officers making up the mission. Some of them are seen in Figure 1. Adm. Vogelgesang is the tallest person in the front row, third from the left.

Figure 2 shows Adm. Vogelgesang by himself. The group reported to Brazil in the last week of December. This did not set well with Britain, Chile or Argentina.³

A series of telegrams and letters from the ambassador in Argentina expressed the concern of the Argentine government with the U.S. Naval Mission to Brazil.⁴

Britain also expressed displeasure that they were not chosen. There was even concern by Argentina of what rank the chief of mission would have because it could be an embarrassment if a foreign officer of flag rank were to visit Brazil.⁵ Of even more concern was what would be the position of the mission if Brazil would be at war with a neighboring country.⁶

The establishment of the U.S. Naval Mission in Brazil during the unstable times after World War I raised many concerns.

Purpose

The *New York Times* announced the mission's purpose as:

“The purpose of the mission is not to stimulate a big navy, but to aid the Brazilians in developing their navy to a point commensurate with the size and importance of the country.”⁷ The goal of the mission was to assist the Brazilian Navy Department to improve its naval service; however, extending the U.S. presence in the area was of primary importance.

The Naval Mission and Its Cancels

The naval mission is divided into three time frames.

Period 1: 1922-1931

The first cancels were straightline cancels (Figure 3). They were replaced by oval cancels (Figure 4).

Period 2: 1936-1942

This period also had a straightline cancel that appears to be of philatelic origin. Only four have been reported, all with U.S. stamps (Figure 25). This period used a circular cancel with a one-line date (Figure 5) and a three-line date (Figure 24) that reflected the naval mission (NAVMIS). No covers with the NAVMIS cancel have been seen after 1942.

Period 3: 1942-1977

Mail from the mission was put into the U.S. military mail system and used APO 676. Mail can only be determined by the return address of the naval mission.

The arrival of the navy led to the covers and markings that are the subject of this article. This area has been examined in the past with most of the research being done by Robert S. Gordon,⁸ Douglas Kelsey,⁹ and Richard B. Graham.^{10, 11, 12, 13}

None of the covers examined by me or reported in the articles show any Brazilian postmarks.

Gordon and Graham believed that the covers were all carried to the United States in a diplomatic pouch even though most of them are properly franked with Brazilian stamps that show the correct rate. Richard Graham states that:

“Generally speaking, letters sent by U.S. government personnel abroad that were carried by diplomatic pouch or other official pouch and not by regular mail channels still were required by the U.S. government agencies to prepay the regular UPU postage rates with the stamps of the country where they were stationed.

This was done as a courtesy mainly, so that the local postal administration would still receive the postal revenue from such mail.”¹³ A recent discovery of a May 24, 1938, letter from mission attaché Adm. Paulus P. Powell to Adm. Charles Snyder, the president of the Naval War College, provides a different interpretation for the reason for using the diplomatic pouch:

“In Brazil there is real censorship of mail. They are

apt to open or destroy anything they get their hands on, therefore the only safe way to send anything is via O.N.I. [Office of Naval Intelligence], Navy Department where it is put in the diplomatic pouch. All of us have lost mail which was not routed via the pouch.”¹⁴

It appears that Adm. Snyder was also a stamp collector as Adm. Powell mentions in a few other letters that he had enclosed some stamps in a following letter and also comments that stamps from other South American countries are hard to come by because most mail he can access comes from the diplomatic pouch.

The United States was convinced that they needed to send the “best and brightest” to Brazil. In modern sports parlance they would be called “The Dream Team.” For example:

Rear Adm. Vogelgesang later had a Destroyer named after him; the USS *Vogelgesang* (DD-862).

Commander T.G. Ellyson (Figure 9) was the first Navy member to be designated an aviator (Naval Aviator No. 1). In 1941, the destroyer USS *Ellyson* was named for him along with a minesweeper and an auxiliary airfield at the Pensacola Naval Air Station.

Capt. Thomas A. Kearney was the former manager of the New York Navy Yard. Cmdr. Ralston S. Holmes, later a rear admiral, was the former Navy chief of staff, the director of naval intelligence and commandant of the U.S. Naval Academy.

Cmdr. Augustin Toutant Beauregard was a member of the first mission and later chief of the second U.S. naval mission to Brazil (1939-41). The admiral was a grandnephew of Gen. P.G.T. Beauregard, the Confederate officer who commanded the attack on Fort Sumter at the outbreak of the Civil War.

Cmdr. Aubrey W. Fitch, later a vice admiral, became the superintendent of the U.S. Naval Academy. In 1981, the USS *Aubrey Fitch* (FFG-34) was named in his honor. Lt. John D. Pennington received the Navy Cross for action in World War I.

Richard Graham states that the covers are scarce but not rare. Some of the earlier articles suggest that many of the covers are philatelic, but only a few of those that I have seen appear to be philatelic. Most are sent to naval or other government offices, private companies and/or individuals and even to movie stars.

Figure 20 shows an Aug. 20, 1927, piece of fan mail to Warner Oland, who played Charlie Chan in the movies. It is one of only three recorded naval mission covers to movie stars. The other two are to Agnes Ayers and John Barrymore.

I have been able to identify seven different cancels and they are consolidated in Table A.

Period 1 1922 – 1931 Examples

Figure 6 shows one of the early straightline cancels

on a postcard. Figure 7 is the reverse of the postcard that shows the road the card sender takes each Sunday.

The first straightline cancels came in two formats: Type 1 and Type 2.

Type 1
U.S. NAVAL MISSION
TO BRAZIL
RIO DE JANEIRO
MAR 19 1923

Type 2
U.S. Naval Mission to Brazil
Rio de Janeiro, Brazil.
Jul 12 1924

The Type 1 marking appears to have been used only in 1923 and may have been replaced by the Type 2 from 1924 on. This is based on the very small sample that I have seen or that have been reported in the literature. Fewer than 10 of the Type 1 and Type 2 markings have been reported.

Figure 18 shows a Type 1 cancel from Sept. 27, 1923. Figure 6 shows the Type 2 cancel of Jan. 24, 1925. The datestamps appear to be applied separately as they are sometimes above or below or at angles to the basic cancels.

The straightline and oval cancels come in a variety of colors. The text in the oval cancels is in English with the exception of the months, which are in Portuguese.

I have called the oval cancel a Type 3. Figure 21 shows the last day of the oval marking as Jan. 31, 1931. It is signed by Chief Yeoman J.W. Carson, who served as the mail clerk.

Figure 8 shows an Aug. 21, 1927, oval cancel on an official penalty envelope during Period 1 sent to the Bureau of Navigation in Washington, D.C.

Period 2
1936 – 1942 Examples

Figure 25 shows a Type 4 straightline cancel that is probably philatelic as the only four covers reported have U.S. stamps on them. Two are undated and the other two have a March 13, 1937, date. The straightline cancel is in English and Portuguese. It is similar to the Type 1 and Type 2 cancels from Period 1.

Type 4
U.S. NAVAL MISSION TO BRAZIL
MINISTERIO DA MARINHA
RIO DE JANEIRO - BRAZIL

Figure 10 shows a philatelic usage of the Dec. 15, 1938, purported first day cover of the NAVMIS cancel. This is almost two years after the naval mission was

resumed. Figures 11 and 12 show two more philatelic examples using U.S. stamps. Both are dated March 11, 1937, with the Figure 11 cover backstamped in Washington, D.C., on March 25. These two bring the accuracy of the Figure 10 so-called “FDC” into dispute.

Figure 13 shows a March 17, 1938, NAVMIS cancel to Oberlin, Ohio, with Washington, D.C., and Oberlin cancels on the reverse. The cover was then forwarded to Gaylord, Mich. The cover pays the correct first class surface mail rate to the United States of 400 reis.

Figure 14 shows a March 1, 1939, NAVMIS marking to Chattanooga, Tenn., with a return address of c/o Foreign Station Post Office, New York, N.Y. on the reverse (Figure 15).

Period 3
1942 – 1977 Examples

The naval mission lasted until 1977, but after 1942 mail from the mission was put into the U.S. military mail system and received the standard APO postmarks with no indication of place of origin. They can only be identified as being from the naval mission by the return address.

APO 676 was one of several APOs established in Brazil to protect the FAM 22 Southern Atlantic air route. It was established on July 25, 1942, as the headquarters for the U.S. Armed Forces in the South Atlantic. Initially it was in Recife, Brazil, and was later moved to Rio de Janeiro on Nov. 1, 1945.¹⁵

By the end of World War II, the head of the naval mission was transferred into the Joint Brazil-United States Military Commission (JBUSMC). This was a creation of the Joint Brazil-United States Defense Commission (JBUSDC).

The military commission consisted of an army and navy element.¹⁶ The mission contract of 1942 was renewed in 1946 and 1950. Due to economic conditions, the mission size was reduced in 1954 to 10 officers and seven enlisted personnel.⁹ Mail after this date shows only APO markings.

Figures 16 and 17 show the front and back of a Nov. 7, 1951, naval mission cover cancelled by APO 676.

Figure 19 shows a Dec. 16, 1955, airmail APO 676 cover to Newport, R.I., with a U.S. naval mission return address.

Cancellation of the Contract

The mission contract was cancelled in 1977. It was believed that it was cancelled due to then-President Jimmy Carter’s linkage of human rights with military assistance. During the 1976 U.S. presidential campaign he compared Brazil to Uganda in the human rights arena. In reality, by 1977, the formal relationship had run its course and outlived its usefulness. Brazil no longer needed or wanted a military patron.¹⁷

Philatelic Usages

The time period covered by the naval mission cancels was at the height of the collecting of ship and military base cancels. So when the mission was announced, it obviously attracted Navy ship and base cancel collectors. The early straightline cancels are not found in great supply. When the oval cancel showed up (1925) its usage far outnumbered the straightline cancels. The number of oval cancels reported is five times the number of the other types of the cancels. Figure 22 shows a 1930 letter written to the mail clerk at the mission requesting a naval mission cancel.

The requester states:

Mail Clerk July 30/30

US Mission to Brazil

Dear Sir:

Sorry to bother you but would you do me a favor please.

I collect stamps & various cancellations

Just wondering if you would mail this letter to be cancelled by your special cancellation.

Thanks

D. Olin Herriott

2238 North 22nd St

St. Joseph, Mo

P.S. This coupon is good for postage

Figure 23 shows the oval cancel cover that was received. The mail clerk typed a reply on the back of the letter:

U.S. Naval Mission to Brazil

c/o Postmaster, New York, N.Y.

20 August 1930

Returned, complied with. Glad to have the opportunity to be of service to you.

Signed

J.W. Carson, C.Y. U.S.N.

Mail Clerk

Coincidentally, the mail clerk was the same clerk who provided the last day cover shown in Figure 21. Any covers with U.S. stamps are obviously philatelic and some of these are seen in Figures 11, 12, 21 and 25. Figure 10 also would fit in this category.

Summary

The 55 years of operation of the naval mission to Brazil provided a philatelic adventure. It began with a "dream team" of naval personnel, a wide variety of markings and diplomatic mail, and finished with a search of return addresses to identify mail from the mission. In the political arena, it solidified the U.S. Navy's influence in the region.

This article represents an examination of fewer than 50 examples of naval mission mail.

Not all the questions are answered. What were the first and last days of the markings? Why are there so few of the Type 1 and 2 markings? Why are there so few of the period 2 markings?

Only a few covers were from the major players at the mission; where are the ones from Rear Adm. Vogelgesang, Cmdr. T.G. Ellyson and others?

I have put up an APS Youtube video about the U.S. Naval Mission to Brazil cancels. To view it, go to: <http://www.youtube.com/watch?v=a9XRKAyzIN8>

If anyone can add anything to the story, please e-mail me at: thomasR1@ohiodominican.edu.

End Notes

¹ Garcia, Eugenio Vargas, Working Paper Series CBS-14-00 (P), Anglo-American Rivalry in Brazil: the Case of the 1920s, University of Oxford Centre for Brazilian Studies, p. 23.

² <http://www.arlingtoncemetery.net/ctvogelgesang.htm>

³ <http://query.nytimes.com/gst/abstract.html?res=F50B17F6345A1B7A93CAA81789D95>

⁴ images.library.wisc.edu/FRUS/EFacs/1922v01/.../frus.frus1922v01.i0012.pdf

⁵ U.S. Secretary of State Telegram to Ambassador in Brazil, No.760, Nov. 9th 1922.

⁶ Telegram from U.S. Ambassador in Argentina to the U.S. Secretary of State, No. 75, Dec. 20, 1922.

⁷ *New York Times*, U.S. Officers to Aid Brazil Build Navy, Dec. 7, 1922.

⁸ Gordon, Robert S. "U.S. Naval Mission to Brazil," *War Cover Club*, October 1964, p. 21.

⁹ Kelsey, Douglas A. "The United States Naval Mission to Brazil (part 2)," *Bull's Eyes*, July-Sept 1986, #66, pp. 4-6.

¹⁰ Graham, Richard B. "U.S. naval mission to Brazil 1923-40," *Linn's Stamp News*, Feb. 17, 1986, pp. 8-9.

¹¹ Graham, Richard B. "Readers contribute on diplomatic mails," *Linn's Stamp News*, July 14, 1986, pp. 14-15.

¹² Graham, Richard B. "Recap of U.S. naval mission to Brazil," *Linn's Stamp News*, Nov. 10, 1986, pp. 52-53.

¹³ Graham, Richard B. "The U.S. Naval Mission to Brazil, 1922-77," *Linn's Stamp News*, June 18, 2001, pp. 40-41.

¹⁴ Powell, Adm. P.P. letter from attaché at the naval mission to Adm. Charles Snyder, president of the U.S. Naval War College.








¹⁵ Jim Forte, personal correspondence, November 2011.

¹⁶ <http://www.archives.gov/research/guide-fed-records/groups/333.html>

¹⁷ <http://www.dhi.uem.br/publicacoesdhi/dialogos/volume01/vol6mesa1.htm>

(Dr. Thomas Richard's primary interest is collecting all phases of movie mail, including mail to/from movie stars, to/from movie companies, philatelic movie props, etc. He has written extensively about movie related mail and, for the last 10 years, has coauthored a monthly "Stars and Strife" column in the Military Postal History Society Bulletin. He also collects Allied Military Government (AMG) Military Travel Permit stamps, the 1937 and 1942 Christmas seal, and Confederate Texas manuscript cancels. He is currently working on a one-frame exhibit of the U.S. Naval Mission to Brazil cancels.)

Table A
U.S. Naval Mission to Brazil Cancel Types

Type	Example	Period	EDU	LDU	Notes
Type 1		1-1922-1931	Jan. 22, 1923	Dec. 6, 1923	Only nine recorded.
Type 2		1-1922-1931	July 12, 1924	June 10, 1925	Fewer than five recorded.
Type 3		1-1922-1931	June 6, 1924	Jan. 31, 1931	This cancel has the largest number of recorded examples.
Type 4		2-1936-1942	March 13, 1937	March 13, 1937	Only four reported.
Type 5		2-1936-1942	Oct. 5, 1936	Oct. 5, 1936	Only one reported. Combination of Type 4 and Type 6.
Type 6		2-1936-1942	June 2, 1936	March 1, 1939	Single-line date Only seven recorded.
Type 7		2-1936-1942	May 24, 1939	Aug. 20, 1942	Three-line date Only five recorded.

EDU = Earliest Documented Use
LDU = Latest Documented Use



Figure 1: The Brazil Naval Mission on Dec. 1, 1922. Front Row (From left): Capt. L.M. Overstreet, Capt. Thomas A. Kearney, Chief of Mission Rear Adm. Vogelgesang, Capt. J.J. Cheatham, Cmdr. V.S. Rosalter, Cmdr. Aubrey W. Fitch. Back Row: Cmdr. T.G. Ellyson, Cmdr. Augustin Toutant Beauregard (later Chief of the second mission), Lt. John D. Pennington, Cmdr. Ralston S. Holmes and Lt. P.S. Carroll.



Figure 2: Rear Adm. Carl Theodore Vogelgesang.



Figure 3: A Period 1 straightline cancel.



Figure 4: A Period 1 oval cancel.

Below:
Figure 6: A Period 1 straightline cancel on a postcard to Pennsylvania.
Figure 7: Reverse of Figure 6.



Figure 5: A Period 2 NAVMIS cancel.

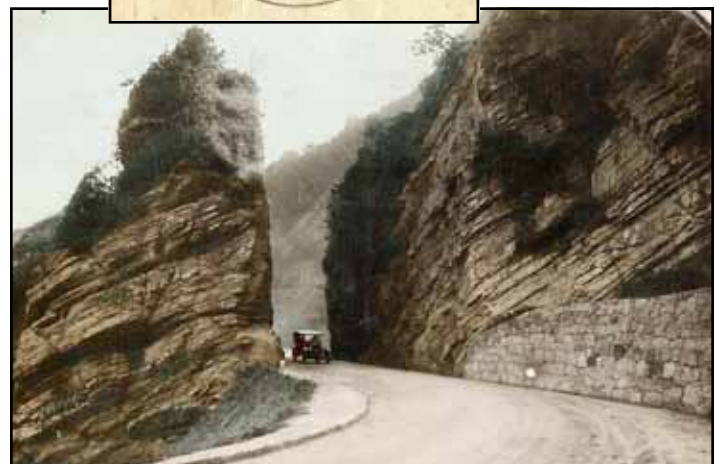
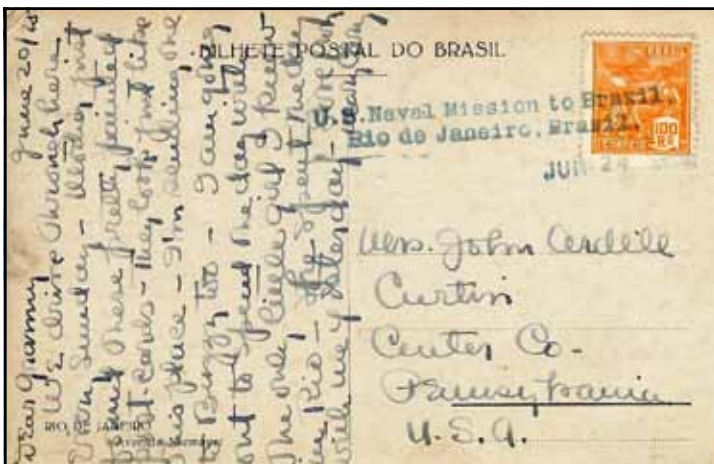




Figure 8: A Period 1 oval cancel on a 1927 Official Business penalty envelope.



Figure 9: Theodore G. Ellyson, the first naval pilot.



Figure 10: A NAVMIS first day cover.



Figure 13: NAVMIS usage to Oberlin, Ohio.

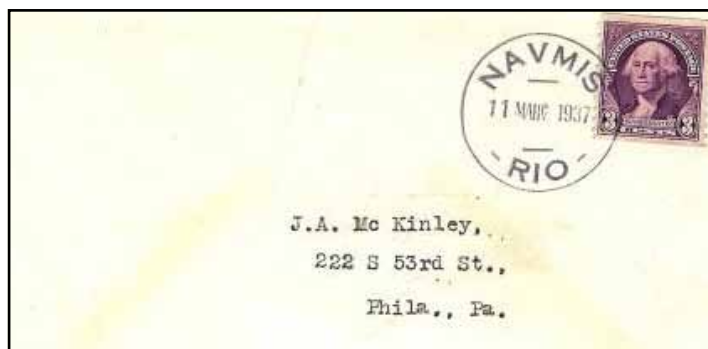


Figure 11 (above) and Figure 12 (below): Two philatelic usages.



Figure 14 (above): NAVMIS usage to Chattanooga, Tenn. Figure 15 (below): The Figure 14 return address of c/o Foreign Station Post Office, New York, N.Y.

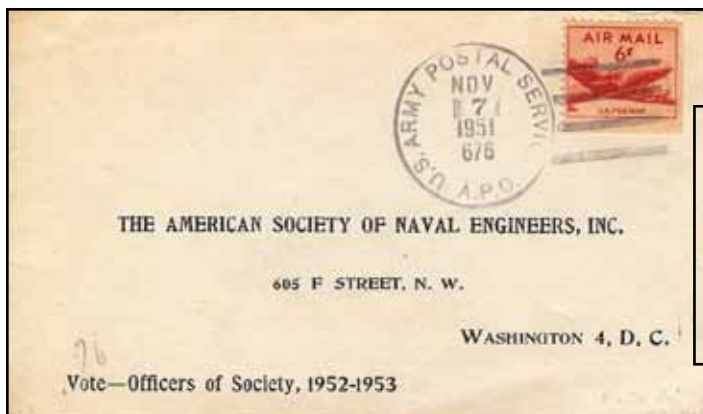


Figure 16: A naval mission cover cancelled by APO 676.

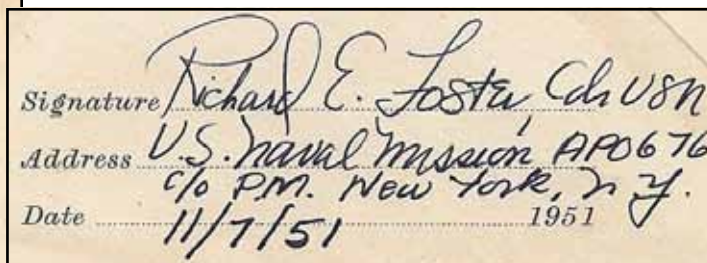


Figure 17: The naval mission return address on the back of the Figure 16 cover.



Figure 18: Type 1 cancel dated Sept. 27 1923 on a letter to Chattanooga, Tenn.



Figure 20: Period 1 fan mail to Warner Oland (Charlie Chan).



Figure 19: An APO 676 cover with a naval mission return address sent to Newport, R.I.



Figure 21: A cover to Hoboken, N.J. postmarked on Jan. 31, 1931, the last day of the Period 1, Type 3 oval cancel.

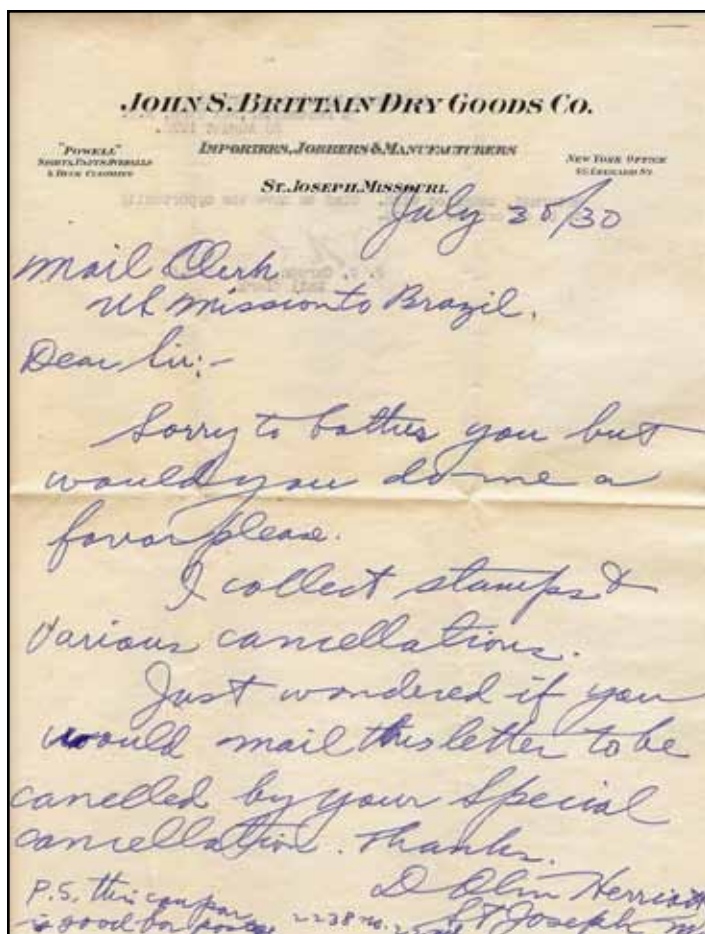


Figure 22: A July 1930 request for a Period 1 oval cancel.

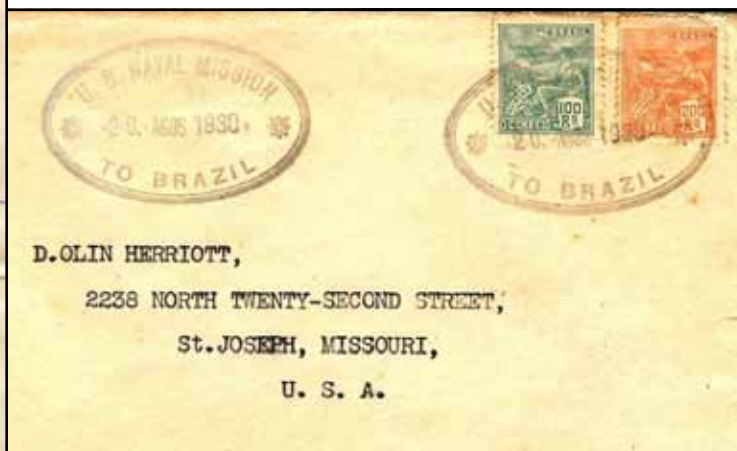


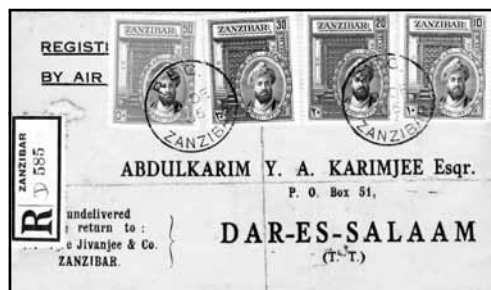
Figure 23: The Period 1 oval handstamped cover sent in response to the Figure 22 request.



Figure 24: A Period 2 NAVMIS three-line date cancel.



Figure 25: A Period 2, Type 4 straightline cancel on a handdrawn cover addressed to Chicago.



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Figure 1: A censored special delivery letter to Rudolf Heydner in alien detention, July 1918.

The Rudolf Heydner Piano Competition

By Jesse I. Spector and Robert L. Markovits
with Erwin Strouhal, Heinz Medjimorec and Oliver Margulies

To write history one must develop a lack of fear of the concept of time. Our contemporary ability to research information electronically has allowed researchers to explore centuries of documents globally in a manner previously unheard of. Equally important is our almost unlimited and instantaneous ability to communicate with individuals throughout the world. Thus, tackling a historical project of seemingly foreboding nature can be performed with a combination of perseverance, contacts and, yes indeed, luck.

Of course a degree of skill never hurts. For all these reasons our story today truly titillates the authors, perhaps not so much for any novelty, earth-shattering discovery or prose that will be applauded for decades, but rather for the satisfaction of solving a mystery and bringing to life a bit of history that would otherwise have remained unearthed. When one asks, “Why are these authors smiling?” that is the reason.

There is a saying that to consider our lives and destinies as anything more than evanescent is to believe we are the only pebble on the beach.

A dramatic visualization of this fact is brought home in a 1890s encyclopedia photograph of a mammoth, newly built Baldwin locomotive with the 100-plus workers who built the behemoth standing on its huge frame. A contemporary caption below reads “in one hundred years, all new faces.” The intriguing postal history cover we now present reinforces this mortal thought, if we indeed really need further convincing.

This splendid Figure 1 cover is a 3-cent Washington stamped envelope (Scott U436) mailed special delivery from New York City with a 10-cent Scott E11 to Mr. Rudolf Heydner in Trenton, N.J., on July 10, 1918. The name Heydner is printed above the script-written surname, giving a sense of urgency that the writer wanted to be absolutely certain the delivery would reach Mr. Heydner and not lose its way, since the scripted version was a bit compressed.

Add to this the special delivery mailing for a relatively short distance and one further senses the apparent need for expedience. The foreboding, large, purple rectangular censor’s stamp of the U.S. Dept. of Justice in Trenton, N.J., would make almost anyone become somewhat weak-kneed.

The writer also made it quite clear in the lower left-hand corner scripted notation that Mr. Heydner was being held in the “Alien Detention Room.” Immigration records from 1917 indicate that 96 Cooper St. in Trenton, N.J., was the site of an immigration detention facility, although in contemporary times all that remains at this spot is a parking lot.

The cover is disturbing not so much in what it says, rather, in what one perceives regarding its implications in wartime America with our entrance into the Great War on April 6, 1917, and the subsequent creation of onerous Alien Sedition Laws.

While we know not who the sender was, this cover does serve as an introduction to the receiver, an alien

in the United States at a time when his native Austria was a belligerent of this country; and whose life will become fleetingly open to our inspection, then vanish, in Kafkaesque fashion and then...but that would be getting ahead of ourselves.

Rudolf Heydner was born in Vienna, Austria, on Aug. 25, 1887. A ship manifest of alien passengers arriving from Trieste on the S.S. *Kaiser Franz Joseph I* in 1914 lists his occupation as “merchant” (Figure 2). As mandated by federal law this 30-year-old male was required to register for the draft following the declaration of war in April 1917, and he did so in May 1917 (Figure 3).

At the time he was an “alien,” meaning a non-U.S. citizen, was single, and listed himself as a self-employed importer. Despite his registration, he was apparently considered a security risk and was held by the U.S. Department of Justice in the Trenton, N.J., detention facility. We then lose track of Rudolf Heydner temporarily, but he resurfaces in 1922, apparently no worse for wear, when he returned to the United States on the S.S. *President Harding*, steaming from Bremen, Germany to New York. The passenger manifest (Figure 4) informs us that Rudolf is 35 years old, his occupation listed as “merchant,” he is an Austrian citizen, and that his mother is “Wilma Heydner,” living at 18 Seirgasse in Vienna.

Rudolf Heydner falls off the map for the next 28 years, then again comes to light in most distressing straits. We obtained the records of the Dachau Concentration Camp compiled by the JewishGen volunteers (Figure 5) and the Registers of German Concentration Camp Inmates cryptically indicates that Rudolf Heydner arrived in Dachau on June 13, 1942, nationality Austrian, and was “English transferred” on Sept. 10, 1942 to a place unknown.

After this last troubling piece of information, the authors’ intensive international search for Rudolf Heydner yielded negative results with the exception of one tantalizing Internet report pertaining to a Rudolf Heydner Piano Competition and the Rudolf Heydner Foundation. This Vienna-based enterprise awards research grants to the accomplished European Union student winner of the biannual Heydner piano competition, most recently held in January 2010. A Google search easily yields the names of young virtuosos who have won this competition and subsequently moved on to acclaimed international careers.

So, you say, no problem, simply contact the foundation/competition for the information desired on our protagonist. Ah, life should be that simple but, *au contraire*, that is often not the case.

An initial contact with the Austrian Agency for International Cooperation in Education and Research, to which the competition site refers inquiries,

Dachau Concentration Camp Records	
Name:	Rudolf Heydner
Birth Place:	Wien
Birth Date:	25 Aug 1887
Arrival Date:	13 Jun 1942
Prisoner Number:	30415
Nationality:	German or Austrian (German)
Arrival Notes:	arrived 13 Jun 1942
Disposition Notes:	English transfered transferred 10 Sep 1942
Description:	prisoner German or Austrian
Prior Residence:	Wein 4
Street Address:	Seisg. 18
Page:	2158/Sch.
Original Notes (desc. / arr. / dis.):	Sch. DR. / zug. 13 Jun 1942 / e.u.üb. 10 Sep 1942
Source Information:  JewishGen volunteers, comp. Germany: Dachau Concentration Camp Records, 1945 [database online]. Provo, UT, USA: Ancestry.com Operations Inc, 2008. Original data: Miscellaneous Lists and Registers of German Concentration Camp Inmates, Originated or Collected by the International Tracing Service (Ahlhorn); (National Archives Microfilm Publication A3355, rolls 15-19); National Archives Collection of Foreign Records Seized, Record Group 242; National Archives, Washington, D.C. This data is provided in partnership with JewishGen.org . Description: This database contains information on Dachau prisoners who were included on a survivors list prepared after the end of the war. Generally the following information was recorded about individuals: name, birth date, birthplace, last residence, prisoner number, when arrived and from where, and disposition. Learn more...	

Figure 5: Dachau Concentration Camp record for Rudolf Heydner, 1942.

rather incredulously stated, “we don’t have further information on Rudolf Heydner.” Having received such a disheartening response, we sought and graciously received the collaboration of Swiss violist and music physiologist, contributing author Oliver Margulies.

That should truly do the trick you say. Well, not so fast, at least not on the first go-round. Despite direct telephone contact and e-mails to the University of Vienna music department and the Rudolf Heydner Foundation we were dumbfounded by the total unavailability of any biographical information for this person.

Not to be deterred, we then contacted four of the winners of the Rudolf Heydner Piano Competition, each of whom has gone on to triumphant international performing and recording careers. Of the one responder to our request for information pursuant to their benefactor—total ignorance of the man—and for the remaining three—not a word mind you. Now that is truly most discouraging.

Well then, we are not ones to call it a day until or unless bludgeoned down a bit further and we therefore retreated to our own natural instincts, namely theorizing, speculating and deducing an outcome that makes sense.

We surmised the following scenario: Rudolf Heydner either survived imprisonment in concentration camps or he did not. That is not rocket science you say,

but be patient dear reader. If the Rudolf Heydner whom we have followed from his birth on Aug. 25, 1887, through imprisonment in 1942—and our information unequivocally confirms him to be one and the same person—is the same Rudolf Heydner of the Rudolf Heydner Piano Competition, he either was a benefactor in establishing the competition or, if he died at the hands of the Nazis, the foundation was named by a benefactor as a memorial tribute to him as a martyr. Yes, that to us makes reasonable sense.

There remains the disquieting reality, however, that our protagonist and he of the piano competition may be two entirely different individuals. This possibility would remain a moot point unless someone belatedly came out of the woodwork to enlighten otherwise.

For your information, the name Heydner is the 99,168th most common surname in the United States, which in reality makes it not that uncommon. Now that is a fact we are certain you will wish to discuss at the dinner table this evening. You may actually wish to discuss the fact that such facts are actually tracked.

Well now, it behooved us to then find someone to indeed come out of the woodwork with the missing piece, namely who is Rudolf Heydner number two, and is he perhaps in reality Rudolf Heydner number one.

The odds of it being the latter were markedly diminished however with the notable piece of information that he had been a prisoner in Dachau in 1942, but had been transported out in September of that year. Transport out of Dachau was usually to an extermination camp, and most Jews imprisoned in Dachau were transported for extermination far earlier than the end of the war.

But for that matter we had not established Rudolf's religion. The intriguing statement on the Dachau record was the notation: "English transferred 10 Sep 1942." This cryptically at least suggested that his imprisonment was not for the "crime" of being Jewish. That would have required nothing more than the fact that one was Jewish. We state this not just in retrospect, since this thought did bother us even early on as we mulled over what might have permitted him to survive the war after imprisonment in a concentration camp almost three years before the European conflict ended.

Our search took us through multiple institutions and organizations including consulates, embassies, museums, universities, foundations, libraries, religious societies and even companies producing pianos.

We had shot our bolt and were about to conclude that we could not conclude that "our" Rudolf Heydner was he of the Heydner Foundation, let alone who this latter person was. And then the aspect of luck arose, although ego would perhaps have us consider that it was perseverance that paid off. Well, maybe so, but we will take it however it is offered to us.

A librarian at the Austrian National Library located a Rudolf Heydner in 1910 and 1920 Vienna directories. No additional information was noted; however a directory listing in 1930 recorded his occupation as merchant, similar to our passenger manifests and World War I United States draft registration listings, with a cross reference for Pinter & Co. We even had a home address at Brahmsplatz 4 in Vienna. A final listing in 1933 showed a move to Margaretengürtel 6 also in Vienna. The librarian then forwarded our request to the Department of Music of the Austrian National Library where we hit pay dirt (an idiom that may be difficult to translate for our European colleagues) when Dr. Andrea Harrandi put us in touch with our co-author Erwin Strouhal.

This is where goose bumps invariably beset the historian who has opened the dust-covered and cobwebbed door of the past; for the key to our cover's history and that of the one, or is it two Heydnors, would come alive with the discovery of the sister of Rudolf Heydner of the Rudolf Heydner Foundation.

We introduce you now to Rudolf's sister Margarete Mattioli, whose existence Strouhal discovered in a 1967 file at the archives of the University of Music and Performing Arts in Vienna. We learn that Margarete Mattioli had been entrusted to carry out the wishes of her late brother, Rudolf Heydner, to bequeath the sum of 200,000 Austrian schillings (\$180,000 U.S. dollars at the 1967 exchange rate) to support Austrian students at the Academy of Music and Performing Arts, and to establish a piano competition to be held annually in the month of January to award grant funding for the winning musician. According to a memo, the first contact between Mrs. Mattioli and the academy took place in September 1965, and from this we assume that her brother had died probably in 1964 or 1965.

We have now established the identities of Rudolf Heydner of our postal history cover, and Rudolf Heydner of the Heydner Foundation and Piano Competition. Might that be the end of it? It might well have been, although we will not leave it there.

Strouhal followed the trail of Rudolf's history when he resided at Seisgasse 18 in Vienna (the address listed in his Dachau records) reviewing old Viennese address books—an absolute must for those of you perhaps fatigued with your summertime novel reading.

It seems that Rudolf's mother Wilhelmine "Vilma" Heydner according to earlier editions of the address book was the widow of a Julius Heydner. The 1908 address book indicates that Julius was the director Aktien-Ges. Dynamit Nobel Ltd. We do not believe this requires further translation even for those non-German speaking readers. Julius is last mentioned in the 1911 directory so it was assumed by Strouhal that he likely died shortly thereafter.

Wilhelmine relocated on two further occasions before settling at Seisgasse 18 with Rudolf.

Now for the final act. As is true of Shakespearean works, great operas and the products of innumerable playwrights and writers of novels, the audience anticipates, if not demands, a conclusion that ties all together. We now hope to accomplish just that.

For you see, it was at this point that co-author Strouhal did some, shall we say, monumental, or with less hyperbole and punning, cemetery exploration and in his own words, which some may find unusual in this line of work, gave us the “good news” that he had found the Heydner family burial site!

Rudolf Heydner, born Aug. 25, 1887, died Oct. 14, 1964. Rudolf was the son of Julius Heydner, who died in Germany in 1910, and whose ashes were brought back to Vienna where they were interred on July 12, 1910. Wilhelmine Heydner, Rudolf’s mother, was born June 8, 1859, and died Jan. 6, 1953 (very likely why Rudolf requested the piano competition to be held in January in honor of his mother).

Rudolf, the brother of Margarete Mattioli, is buried at the Evangelical Protestant Cemetery in Simmering, Vienna’s 11th district, “Group 1, Grave sites No. 42 & 43” (Figure 6).

Hold on just a bit longer dear reader for there is yet an encore to be heard. After all was said and done, one more actor made a belated appearance onto the stage and it was worth the price of admission; for up until now we have known Herr Heydner only in the third person, an almost inanimate object.

But no longer. The one winner of the Heydner Piano Competition who had indeed responded to our inquires, the renown pianist Christoph Traxler, had put us in touch with his former piano teacher at the University for Music in Vienna and this individual, co-author Heinz Medjimorec literally brought Rudolf to life.

He recalled meeting Rudolf in the 1960s when he himself was a student at the Academy of Music and Art in Vienna. Rudolf was very interested in classical music and arranged “house concerts” in his apartment in Vienna. These were well attended by music students and young musicians who played chamber music or performed solo works on his baby grand piano, which Medjimorec remembers as “an instrument that was a bit problematic.” Rudolf truly enjoyed the young people and was quite generous in his wonderful post-concert buffets. What a difference these reminiscences make!

Following Rudolf’s demise, his sister Margarete visited the president of the Viennese Music Academy and related the wishes of Heydner to bequest the large sum of money in order to establish an annual piano competition for Austrian students. The program was required to include works by Schubert, Liszt, Haydn and an Austrian composer of the 20th century. The



Figure 6: Heydner family monument, Evangelical Protestant Cemetery, Vienna, Austria.

winner and the second place competitor would obtain a two-semester scholarship. Inflation over the years has resulted in a biannual rather than annual competition and the competition was subsequently opened to all piano students who are citizens of the European Union.

We conclude with the poignant words of our friend Erwin Strouhal: so it is clear that “your” and “my” is “our” Rudolf Heydner. Yes he is. Yes he is indeed.

Perseverance, contacts, luck, that is how history is explored. And why you might ask? Well think of it this way. Those benefactors of Rudolf Heydner, the artists, and the foundation itself, had lost the knowledge of their benefactor. Would life go on? Yes of course. Would something be lost? Yes, indeed.

As stated at the outset of our dialog our lives are evanescent; we are certainly not the only pebble on the beach. But somehow in the learning experience of mankind over generations we benefit from the reminders of those whose kindness, benevolence, wisdom or compassion moves us to similar deeds and sensitivities. That is truly the almost imperceptible chain of the meaningful life. That is what history brings to us when we have become perhaps a bit unseeing. Rest in peace Rudolf.

Postcard Pursuit

By Charles A. Fricke

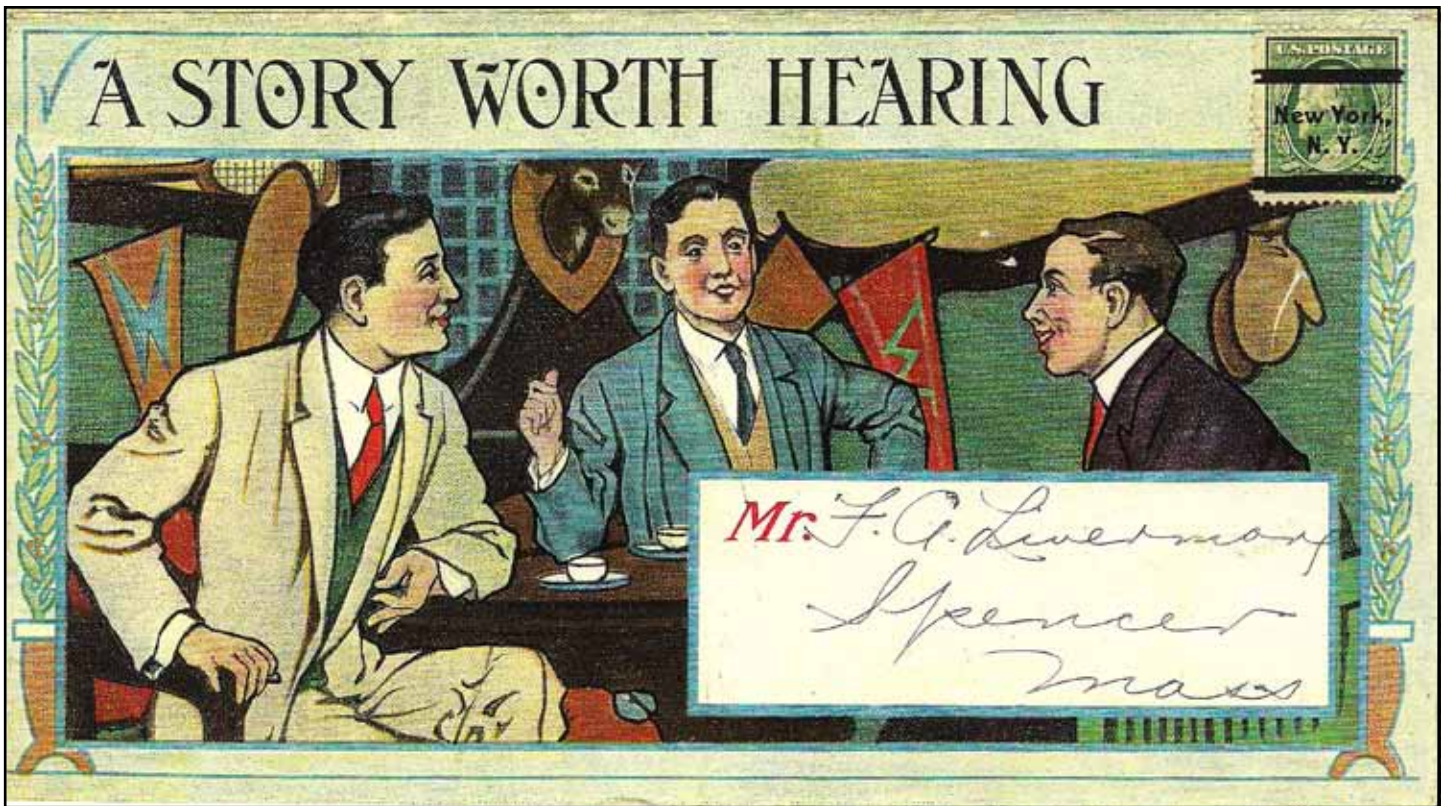


Figure 1: The front of the International Tailoring Co. advertising postcard with a precancelled 1-cent stamp.

An Oversized Two-Panel Suits Advertising Postcard: Catering to the Well-to-Do College Crowd

The oversized (8 x 4-5/8 inch) two-panel suits advertising postcard shown in Figure 1, titled “A STORY WORTH HEARING,” pictures three obviously very wealthy and well-to-do college students lounging in a college dormitory with a variety of wall hangings together with an open block for the address.

The postcard is addressed to F.A. Livermore, Spencer Mass., and mailed with a 1-cent stamp (Scott 374) with a local precancel of “New York, N.Y.”

When opened, as shown in Figure 2, the postcard reveals a full size picture of a young lady in white holding a book with her two admirers looking on. The headline reads, “INTERNATIONAL FASHIONS.”

The young man on the left is wearing a suit called “Model No. 651, The Redfield.” The other student is wearing a suit called “Model No. 650, The Winthrop.” Just the names imply wealth.

The back panel, shown in Figure 3, has the details for the absolute finest in fashion as produced by the

International Tailoring Co., and suggests “Join the rest of the boys,” thus stating that the hundreds of thousands of International customers have made the International Tailoring Co. famous.

What does seem odd is that there isn’t any address for the company. But, then again, being so famous maybe they didn’t need any.

Be that as it may, the extraordinary quality of the oversized two-panel advertising postcard offers a treat for collectors of advertising copy on philatelic material and/or postal history.

This can only be described as one of the finest examples of a combination of the two collectible categories.

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

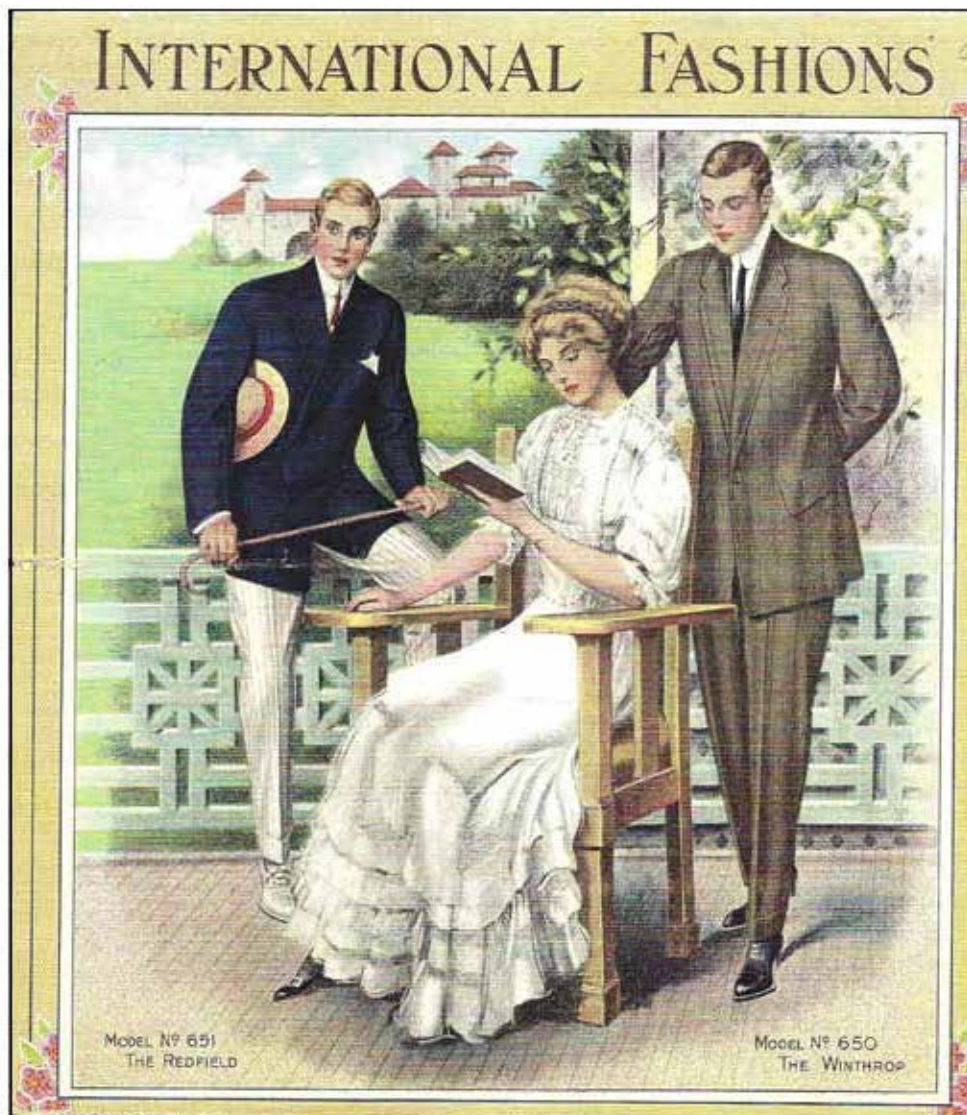


Figure 2: The inside panel.

EVERY garment made by the International Tailoring Co. is guaranteed all wool—the soft, fleecy, long-fibred kind.

Every pattern of goods is of the very latest mode. Stylish, attractive, full of that character for which International Tailoring is famous.

Every detail of the making of these garments is looked after with scrupulous care. From the time a customer is measured until he receives the finished garments, the work is in the hands of expert designers and tailors.

We satisfy because we give full value. The man who orders International Tailoring may be sure of broad, liberal treatment.

Why not join the hundreds of thousands of International customers and have your next garment made to measure in the latest fashion and at very moderate prices?

You always get the newest ideas when you patronize this concern. They are noted for originality and fine workmanship.

Join the rest of the “boys.”

Figure 3: The back panel.



From left: J. Edward Day with former Postmaster General James A. Farley and Postmaster General Arthur E. Summerfield on Jan. 18, 1961, three days before taking office. (USPS photo)



PMG Day dedicating the Louisiana Statehood commemorative stamp in New Orleans on April 30, 1962. (USPS photo)

Postmaster General LV James Edward Day 1961-1963

By Daniel Y. Meschter

James Edward Day was born on Oct. 11, 1914, in Jacksonville, Ill., about 40 miles west of Springfield, the son of a surgeon. He received his basic education in public schools in Springfield and studied at the University of Chicago where he graduated in 1935. He then entered Harvard University Law School from which he graduated with a bachelor of laws degree in 1938. He was admitted to the bar the same year and joined a Chicago law firm with which he was associated until 1949.

During 1940 and 1941 he trained with the U.S. Naval Reserve and entered the Navy in 1942 as an ensign. He saw action in both the Pacific and Atlantic theatres as a submariner.

Day became interested in politics perhaps as early as his school days in Springfield where he may have been influenced by the Illinois State Capitol, and certainly at Harvard where he was the legislative editor on the *Harvard Law Review*.

He supported Adlai Stevenson for governor in 1947. Stevenson's election raised Day to an influential role in Illinois politics, first as a legal and legislative assistant to the governor and then as a member of the Illinois Commission on Intergovernmental Cooperation, as well as several other commissions. The most important was his appointment as state insurance commissioner, which opened a door to the insurance industry for him.

With the end of Stevenson's term as governor and his defeat in the run for president in 1952, Day accepted a position as assistant general solicitor with the Prudential Insurance Company in New Jersey. He was promoted to associate general counsel in 1956 and was transferred the next year to Los Angeles as senior vice president of western operations.

The Los Angeles Democratic Central Committee quickly recognized Day as an effective leader and influential member of the national party. It had no hesitation naming him to a number of local and statewide committees, usually as chairman.

Day initially backed the nomination of California Governor Edmund (Pat) Brown for president at the 1960 Democratic National Convention in Los Angeles,



J. Edward Day

but shifted to Senator John F. Kennedy of Massachusetts when Brown's campaign faded. Close to Kennedy in age, training, and experience, except that Day had never run for public office, he succeeded in influencing the California delegation to back Kennedy's nomination instead of Brown.

When organizing his administration, Kennedy was less than enthusiastic about appointing westerners to his cabinet and passed over Day, the logical candidate for attorney general, in favor of his brother, Robert F. Kennedy. Instead he

nominated Day as postmaster general in December 1960 and he took office on Jan. 21, 1961.

Washington officialdom was puzzled by Day's appointment. He was virtually unknown, never having been elected to Congress nor having been a member of the National Central Committee as so many of his predecessors had been.

But the *New York Times* had a better view of him where it said, "If anyone doubted that Mr. Day had been picked because he had a reputation as a highly capable administrator with a quick grasp of complex issues, there was always his own explanation or how he met most of the qualifications for a top spot in the Kennedy Administration, 'I went to Harvard, I served in the Navy and my wife went to Vassar,'" things he had in common with Kennedy.

Nevertheless, the *New York Times* recognized a genial side to his personality that allowed him to overcome his Washington obscurity: "Within weeks he was known as the Kennedy Administration's resident wit and house raconteur," who, "almost as soon as he took his position behind the oversized desk in the huge Postmaster General's office he described as 'a lobby looking for a hotel.'"

As he recalled later, Kennedy gave him three assignments: reduce the Post Office Department's deficit approaching a billion dollars a year, improve service and raise employee morale.

It was said that he accomplished the first by streamlining mail deliveries, an improvement that was facilitated by his strategy to raise employee morale



The Post Office Department Advisory Board with Postmaster General Day in 1963. From left: Paul J. Perocchi, Charles H. Earl, James F. Reilly, J. Edward Day, Carl Murphy, Robert E. MacNeal and an unnamed official. (USPS photo)

through recognition of the postal workers unions and negotiating, and signing, a labor contract, the first of its kind.

It became apparent about this time that from the frequency of its use, James Edward Day preferred to be called J. Edward rather than James E. Day.

After five years as an executive officer in a major corporation and 15 years of political activism J. Edward Day must have found his routine duties as postmaster general dull. He did succeed in reducing the Post Office's deficit somewhat and did much to raise employee morale by granting them union representation.

His most meaningful accomplishment, however, was vastly improving service and post office efficiency through a new mail processing system that, of course, was the foundation of his "streamlining" of mail deliveries.

It actually began during the administration of Postmaster General Frank C. Walker (1940-1945) when, in 1943, the Post Office, faced with a shortage of experienced clerks during World War II, devised a system that divided 124 of the nation's largest cities into numbered or coded postal zones, such as Minneapolis 16 Minn., in effect making the postal zones much like separate towns.

The use of these numbers made sorting easier for the inexperienced clerks who otherwise were unfamiliar with the street addresses in these zones.

The system was a great success. Mail arriving at the city's central post office was sorted there by postal zones and sent on to the respective branches for delivery.

It was a young postal inspector, Robert A. Moon (1917-2001), who visualized extending digital coding for processing mail to the whole country. The Postal Service credits him with defining the first three digits of the five digit nonmandatory ZIP (Zone Improvement Plan) code that Postmaster General Day approved and published in 1963, effective July 1.

The first digit in Moon's proposal ('0' to '9') stands for 10 regions made up of states and, often, parts of states and, in some cases overseas addresses, beginning with New England (0) in the northeast and stretching south and west to the Pacific Coast states (9).

His second and third digits, taken together, comprise numbers from '01' to '99' standing for "sectional facilities," the centers where mail was sorted and distributed. The objective of numerical codes was to facilitate machine sorting.

Two digits, the fourth and fifth in the five digit code, in addition to Moon's first three, were added later to represent address areas. In the cases of smaller towns the post office name is the same as the address area. In the cases of larger towns and cities, more than one ZIP code may be assigned to the same facility center. In cities, the last two digits conform to the former postal zone numbers.

In practice, therefore, a letter mailed at a local post office, if not already a sectional center facility, would be forwarded directly to the facility serving that address area of origin, processed, machine sorted by facility, and forwarded to the facility for the address area. There it would be sorted by address area (fourth and fifth numbers of the ZIP code) and forwarded there for delivery. There are, of course, many exceptions to this ideal process and some sectional center facilities may handle more than one ZIP code.

Paradoxically, the organization of the ZIP code system was very similar to the mail distribution system developed and installed in 1800 by Joseph Habersham, the third Postmaster General (1795-1801) in response to the explosive growth of the postal system in both the number of post offices and the complexity of mail routes during the 1790s.

Habersham's system lasted until the introduction of railway mail cars during the Civil War and the establishment of the Railway Post Office Service. The ZIP code system simply substituted 'sectional center facilities' for Habersham's distributing mail post offices with a 100-year gap between them when the Railway Post Offices performed the basic sorting.

The differences between the two systems were that the sorting in Distributing Post Offices was by hand using spelled-out place names while the ZIP codes system used machine canceling, scanning, and sorting by codes (numbers) to increase efficiency and speed.

Moon's suggestion of nationwide postal zones lingered for 20 years until a committee was finally convened in 1962 under the direction of Postmaster General Day to deal with the problems of vastly increasing volumes of mostly commercial mail, bills, financial statements, advertising, etc., and a change of transportation methods.

Far more mail now was being carried by air over longer routes than by rail and by motor vehicles over short ones. Complaints of intolerable delays in delivery were becoming more common. At the same time the Railway Post Offices were being phased out with no viable substitute for the mail sorting they had performed for so long. The answer was the ZIP code system that Postmaster General Day installed effective July 1, 1963.

Postmaster General J. Edward Day had barely installed the ZIP code system when he began to think of leaving the Post Office, not necessarily for the first time. While the postmaster general was well enough paid at \$25,000 a year by most standards, it was far from attractive for a lawyer with his talents and experience.

He shared his plans with Kennedy early enough that when he handed in his letter of resignation on Sept. 9, 1963, to take effect when his successor was ready to take office, the president was prepared to appoint John A. Gronouski of Wisconsin the same day. Day's



Postmaster General Day with Vice President Lyndon B. Johnson (center) and an unnamed official. (USPS photo)

resignation became effective on September 29, the day before Gronouski was sworn in as postmaster general on September 30.

Day remained in Washington to join an important law firm. In the meantime, he purchased a residence in Chevy Chase, Md., a Washington suburb, where he lived for the rest of his life. He resigned as the head of this firm in 1976 due to an internal dispute.

During the period after he left the Post Office Department, he served as a director for a number of corporations, including several insurance companies. He remained active in the practice of law until his death.

In October 1996, J. Edward Day was attending a business meeting in Hunt Valley, Md., when, on the 29th at age 82, he was stricken with a fatal heart attack.

His personal papers are preserved in the Kennedy Presidential Library in Massachusetts.

References

- La Posta*, January 2004, pp. 16-24, "IIIA Joseph Habersham and the Mail Distribution System."
- La Posta*, Autumn 2011, Vol. 43, No. 3, pp. 54-55.
- New York Times*, October 1, 1963.
- New York Times*, April 14, 2001 for a biographical sketch of Robert Moon.
- Vexler; *New York Times*, Nov. 1, 1996; and miscellaneous Internet articles for biographical sketches of James E. Day.

Editor's Note: This was the final installment of the *Postmaster General* series submitted by Daniel Meschter prior to his death.

The La Posta Challenge

"The La Posta Challenge" offers readers the opportunity to dig through their collections to see if they have items that match the subject in each issue. Readers can send scans or photocopies, along with a brief description of the item, and we'll showcase the responses received by the deadline in the next issue. Readers should submit items to The La Posta Challenge, POB 6074, Fredericksburg, VA 22403; E-mail, pmartin2525@yahoo.com. Be sure to include your name, address and e-mail address.

The Smallest Post Office in the United States

In the Second Quarter *La Posta* we started "The La Posta Challenge" column and invited readers to submit their most interesting Mr. ZIP card or cover. Several readers accepted the challenge and their submissions are featured on the following pages 51-53.

The Third Quarter *La Posta* Challenge is identify the smallest post offices in the United States. This subject frequently comes up any time a group of postal historians get together and there are usually many candidates offered.

Currently, the title is asserted by the Ochopee, Fla., Post Office that opened in 1932 and is shown below. Located in Collier County, the building measures 7 feet 3 inches x 8 feet 4 inches.

Your challenge is to identify other post offices that claim, or have claimed, to be the smallest post office. A number of states, including California, Maryland, Minnesota, North Carolina, Pennsylvania and West Virginia, have had post offices claiming to be the smallest. There are probably others.

The claim can be the smallest in a state or in the nation. The claim can be old or new, legitimate or illegitimate. Because small post offices frequently

close, legitimate claims can be made for different time periods.

Evidence of the smallest claim must be shown with a philatelic or paraphilatelic item. Covers, postcards, postmarks, cachets or even photographs or newspaper articles can be submitted. As long as there is a printed claim of being the smallest, it qualifies.

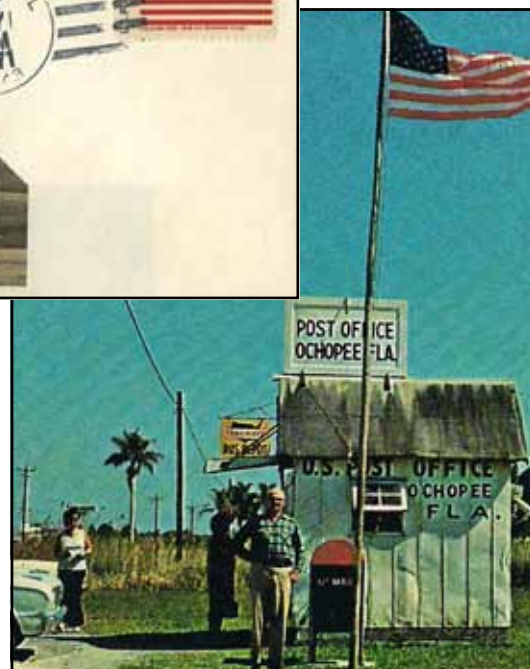
Be aware that the claims and listed sizes frequently differ. Some measurements were of the inside of the building, some of the outside. Today, the square footage is usually used as the point of comparison. While the smallest post office designation is generally restricted to a building, for this challenge you may also submit areas that are not stand-alone post offices.

For example, one such candidate would be the now closed post office in Zion National Park that was located in what amounted to a closet under the stairs in the main hotel.

For each entry provide the name of the post office, its location, what claim it made and when the claim was made. Feel free to add more information if it is available. Submit your entry for the smallest post office by October 10 to the address at top of the page.



Submission Deadline:
October 10, 2012



The Most Interesting Mr. ZIP Card or Cover



A Dick Tracy Cinderella stamp promoting ZIP code use. That wrist phone was way ahead of its time.

Peter Martin



Above: Shown is a Mihon sheet (like the U.S. first day announcement pages, except the stamps are affixed and overprinted specimen) featuring Scott 1118-1119, two of Japan's Mr. ZIP stamps. Japan's Mr. ZIP never had a formal name (some call him Mr. Simple, but that doesn't translate well) but, in a 1967 U.S. Post Office Department handout, our Post Office hailed him as the "Japanese Mr. ZIP." His first appearance on stamps is Japan Scott 997-998.

Rich Hemmings
Stewartstown, Pa.

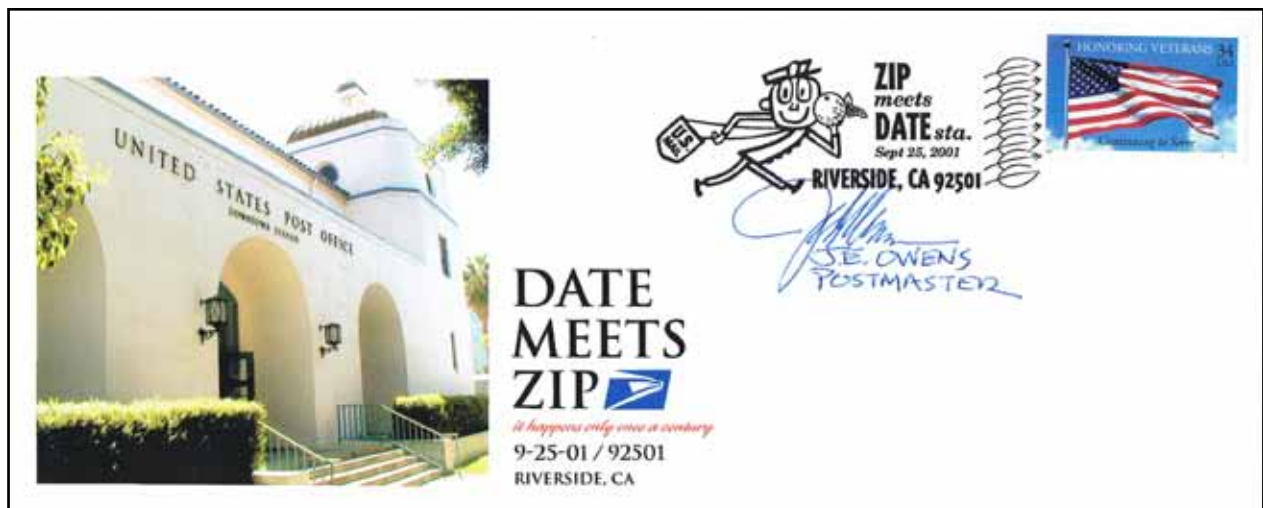


The top item commemorates Mr. ZIP's participation in the Pikes Peak auto race in 1969. While Mr. ZIP has gone to the World's Fair and many other places, this is one of the highest places he has travelled to. This cover is special because of the stamp collar at the top showing Mr. ZIP as well as the cachet of him driving.

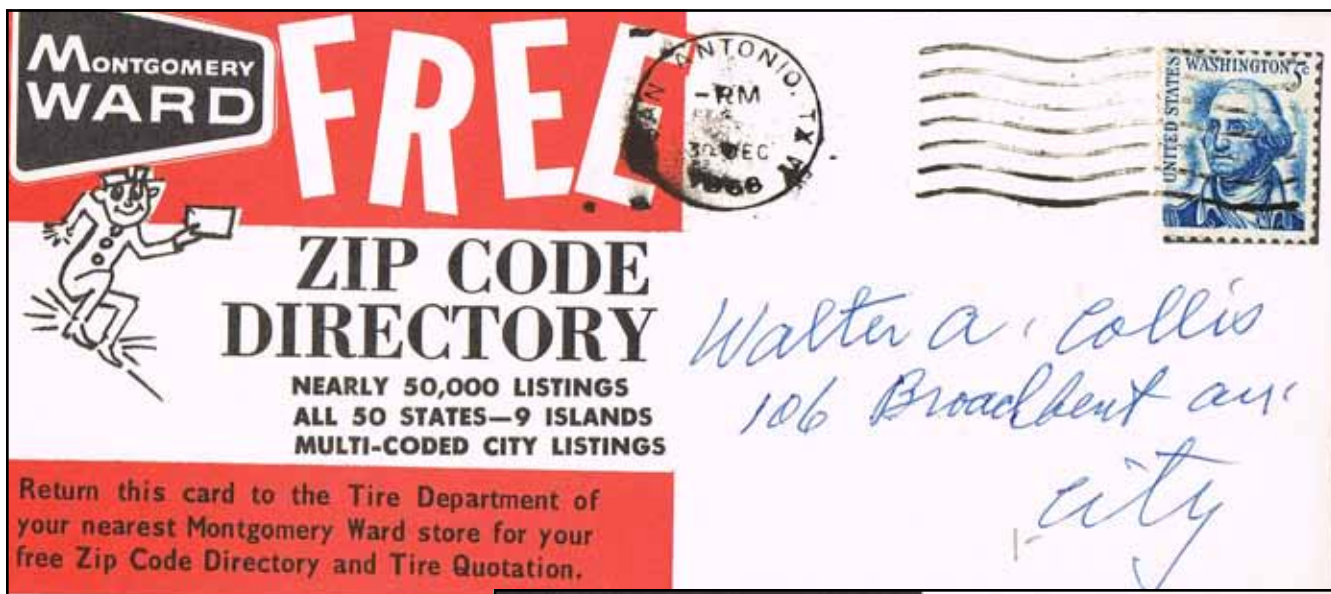
The item at right technically does not show Mr. Zip, but it is one of the annual sheets (1975) from the Wilkinsburg Stamp Club, and makes fun of the 1974 ZIP code stamp and the 1974 first class rate increase.

Richard Martorelli
Drexel Hill, Pa.

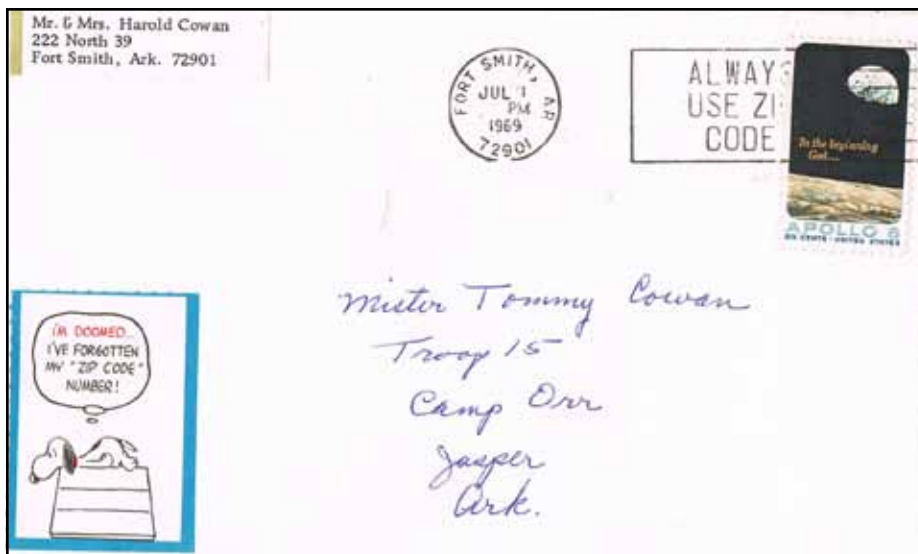




Sponsored by stamp clubs, local government, individuals, or the postal service itself as in this case, ZIP code match-ups with dates have given a nice opportunity to spread a little good will while also creating a philatelic souvenir. Given the number of such covers that could exist, I have “amassed” only 11 different, stretching from Connecticut to California, beginning in 1987 and ending in 2001. I’m sure there are many more examples, especially from the earlier days of Mr. ZIP when they might have played a part in the publicity campaign to promote use of the system. My examples are: May 31, 1987 (Waukesha, Wis.), Oct. 5, 1987 (Shenrock, N.Y.), Oct. 5, 1989 (Somers, N.Y.), June 30, 1991 (Rosebud, Mo.), June 22, 1994 (Troy, Ill.), Dec. 5, 1994 (Wingdale, N.Y.), May 30, 1995 (West Bend, Wisc.), June 28, 1996 (West Frankfort, Ill.), June 4, 1997 (Stratford, Conn.), June 2, 2001 (Springfield, Ill.) and Sept. 25, 2001 (Riverside, Calif.).

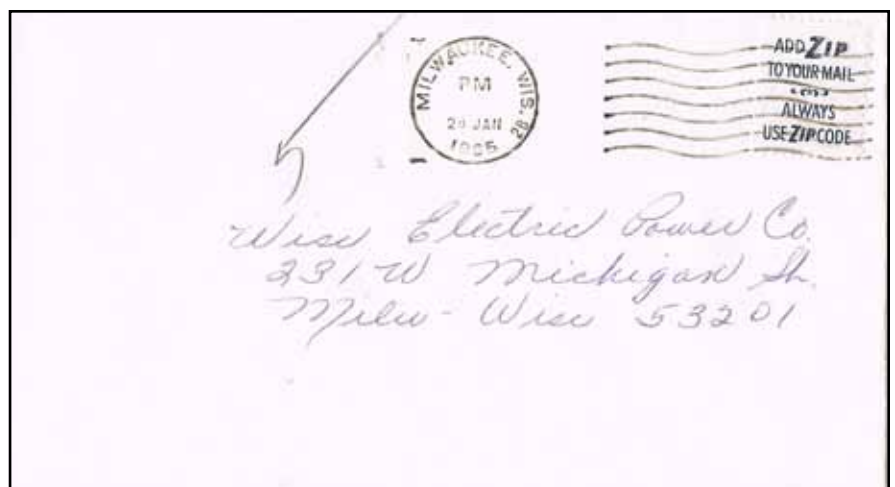


Nothing like getting a free ZIP Code Directory with your new tire quotation! This 1968 offer from Montgomery Ward (shown front and back) makes Mr. ZIP an integral part of their merchandizing of tires. Happily, the addressee did not return the card to the tire department of his nearest Montgomery Ward store as instructed.



America's best-known dog bemoans his bad memory on this cover cancelled with an "Always Use ZIP Code" cancel from Fort Smith, Ark., in 1969. The *Peanuts* character label featuring Snoopy on his dog house roof is not identified as to source, but from the rouletting on two sides it seems to have come from a larger grouping of labels. Whether they were all the same, or different, images is unclear?

This 1969 cover features the Use ZIP code publicity label from a 5-cent Washington (Scott 1213) booklet pane. The labels were tagged along with the stamps in the booklet, so they made it past the facer-canceller. I have a similar 1973 cover using the 8-cent Ike booklet publicity label and a 1981 cover with the margin image of Mr. ZIP substituting for postage from a pane of unknown commemoratives.



These four items are from a small box of ZIP connected stuff that I have saved over the years. It's all fascinating.

John M. Hotchner
Falls Church, Va.

Tid Bits

Leonard Bonney Killed During Maiden Flight of *Bonney Gull*

Leonard Warden Bonney (Dec. 4, 1884-May 4, 1928) was a pioneering aviator with the Wright Brothers. He was born in Wellington, Ohio, and attended Oberlin College.

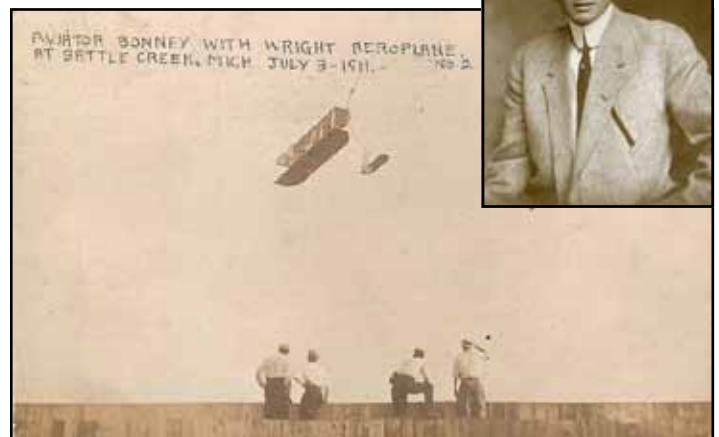
In 1910 and 1911, he flew for the Wright exhibition team and was the 47th licensed pilot. Subsequently, he worked for the Sloan Airplane Company as a test pilot; was a military aviator for the Mexican government under Gen. Carranza; and, during World War I, became an Army instructor at Garden City, N.Y., and a naval instructor at Smith's Point, N.Y.

In 1925, Bonney married Flora MacDonald and started designing and constructing, in Garden City, N.Y., a novel plane with duraluminum folding gull-like wings and a side-by-side cockpit. He called the plane the *Bonney Gull*.

Bonney was killed May 4, 1928, during the maiden flight of the *Bonney Gull* when the aircraft nosedived into the ground, seconds after taking off from Curtiss Field on Long Island.

At right, Bonney is shown in 1911 with the Wright Brothers at Battle Creek, Mich., and as an inset.

By Paul Petosky





United States Post Offices, Volumes 1 through 8 **Compiled by Richard W. Helbock**

The *United States Post Offices* series is the first complete listing of all of the United States post offices that have ever operated in the nation. The listings are based on the U.S. Post Office Department's "Records of Appointments of Postmasters," but contains data that has been refined by numerous postal historians who have published listings of the post offices that operated in individual states.

United States Post Offices is a single set of CDs that contain the name, county and state location, dates of operation, and scarcity index value for each and every independent post office to have operated in the nation. Hard-to-find historic maps show early county boundaries, and post office listings are presented both in PDF and Excel spreadsheet format, making them readily searchable and sortable.

This remarkable series was researched and written over a period of 14 years, commencing in 1993 with Volume 1- The West, and concluding in 2007 with Volume 8 – The Southeast. Originally published as books by La Posta Publications, they are available now only on CD or by direct download. The late Richard W. Helbock published *La Posta: A Journal of American Postal History*, for 42 years, and conducted nearly 100 auctions of American postal history.

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More About Postal History Exhibiting

By Patricia Stilwell-Walker

I am writing in response to half of Steve Edmondson's "The Health of Postal History and Postal History Exhibiting" commentary in the Second Quarter *La Posta*, the part that discusses exhibiting.

First, I want to make it clear that I agree with Steve that we need more of the types of exhibits he describes as being more interesting to the viewing public. However, I disagree that they need to be part of the postal history genre and, in fact, they are perfectly possible now and quite a few already exist.

In the United States, the rules for exhibiting are laid out in the *Manual of Philatelic Judging 6th edition*, available online from the APS website at <http://stamps.org/Manual-and-Scoresheets>. There are two divisions of exhibits that already allow the kinds of exhibits that Steve Edmondson wants to see:

Illustrated Mail Division—Among other types of exhibits this includes exhibits based on advertising covers. There are several highly successful ones being shown today that are based on a theme. Two of my favorites are the single frame exhibits: "Making America's Favorite Dessert: The Apple Pie" and "Laundry Day." What I love about the latter one is that it includes illustrations of 19th century technology that many viewers would find quaint or laughable, such as hand-cranked washtubs, but also the clip spring clothespin that we still use today (and it looks just the same)...

Display Division—This division allows an exhibitor to use material from all other divisions, as well as a judicious amount of nonphilatelic material. Because many display division exhibits are thematic in nature, a lot of people believe that this is the only type allowed. This is definitely not the case. The display division is perfectly suited to show what Steve defined as "Ethnic," "Personal" and especially "Town and County" exhibits. The difference is that the exhibitor is not confined to using covers. What adds great interest is the use of material such as: letter contents, letter addressees, revenue documents (e.g., old checks),

the aforementioned advertising corner cards—even stamps! Great visual interest is added by nonphilatelic material such as old photos, stereo views and postcards.

In the "Personal" category I am aware of two really good exhibits: "James William Denver—The Man and His Times" and "The Gentleman from Pennsylvania" about James Buchanan. An example that fits the "business model" is an excellent exhibit about the development of the Argentine railroad system.

For a collector of "home town" or "home county" postal material who is frustrated by trying to create a significant postal history exhibit—rates, routes and markings—because their home area does not allow them to show much depth or complexity, my personal advice is to seriously consider a display division exhibit. It's easier for the exhibitor to tell the story of their "home area" and is much more fun for the viewer to read. In fact, this is the kind of exhibit that attracts a lot of interest by the nonspecialist.

However, I'm not surprised that Steve hasn't seen one of these. In my personal opinion there are not enough of them around. I've done my home county that way ("Howard County, Maryland") and there is at least one home town (Covington, Ky.) exhibit on the circuit. We need more of them!

I also respectfully disagree that the "postal history establishment" isn't welcoming change. The FIP Postal History Commission (the international group that makes "rules") has added, as of Jan. 1, 2009, a new "class" of postal history exhibits that encourages social aspects to be the exhibit centerpiece. For details you can read about Class 2C on their website: <http://www.fippostalhistory.com/>.

It is my belief that we have seen very little discussion about this innovation in the United States because the display division already allows an exhibitor the scope to create this type of exhibit.

(Patricia Stilwell-Walker is vice president of the American Association of Philatelic Exhibitors. She can be contacted by e-mail at: psw789@comcast.net)

Ask La Posta

"Ask La Posta" is intended to help readers get answers to difficult postal history questions or to identify resources to help get those answers by using the vast and varied experience of the *La Posta* family. Readers can e-mail or write in with questions and answers to: Ask La Posta, POB 6074, Fredericksburg, VA 22403; E-mail, pmartin2525@yahoo.com. Be sure to include your name, address and e-mail address.

To date, there has been no response to question 2012-2-1. Send in your questions today.

Book Reviews

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.



2012 Durland Standard Plate Number Catalog

2012 Durland Standard Plate Number Catalog edited by W. Wallace Cleland. Katy, Texas: United States Stamp Society, 2012. Perfect or spiral bound, 8-1/2 x 10-7/8 inch, 432pp., color illus.

Available for \$26 perfect bound or \$28 spiral bound from: USSS, POB 6634, Katy, TX 77491 or via the web at: www.usstamps.org.

The *2012 Durland Standard Plate Number Catalog* came out earlier this year and it just keeps getting better.

This is the ninth edition published by the United States Stamp Society and it marks the 62nd anniversary of the introduction of the *Standard Plate Number Catalog* by the Sterling Stamp Co in 1950.

The Sterling Stamp Co. continued to publish the catalog through 1981, when the Bureau Issues Association (today's USSS) took over.

Through the 2005 edition, the catalog was in a 6 x 9 inch format with pages featuring two-column listings. The 2008 edition was the first to be produced in an 8-1/2 by 11 inch format with three column listings and that change, along with the change to color images and the significant increase in the number of illustrations, has made the new format extremely popular.

The catalog has had well-known editors through the years, starting with Clarence B. Durland for whom the catalog is named. William Patten was followed by George Godin with W. Wallace Cleland serving as the editor today.

While, with its recent actions, the U.S Postal Service seems to be trying to kill the plate number collecting specialty, there are still many adherents, especially for classic stamps. The interest has transferred to postal history and first day cover collectors who find that plate numbers on cover are both interesting and hard to find.

For everyone interested in plate numbers, the *Durland* is an essential reference. It is a virtually complete listing of all U.S. postage stamps from 1851 through the Danny Thomas issue of 2012. Back of the book stamps, such as airmails, semipostals, postage dues, special delivery, booklets, Confederate, U.S. possessions, and even revenues, are included.

The catalog is also the most comprehensive resource for marginal markings.

Appendices A through N provide detailed information about a wide variety of more specialized subjects, from a list of privately produced vending and affixing machine coils to unreported plate numbers and press data.

For ease of reference, stamps are identified by Scott number, denomination and issue name. That is followed by a list of all known plate numbers and plate positions, along with a catalog value. More complex areas, such as the 5-cent Beacon airmail plates, offer additional information and charts to help collectors understand the collecting possibilities.

The comprehensive table of contents makes it easy to find any category, which makes it puzzling why the page numbering is split between the stamps section and the back of the book issues (where the page numbers start over with an A prefix).

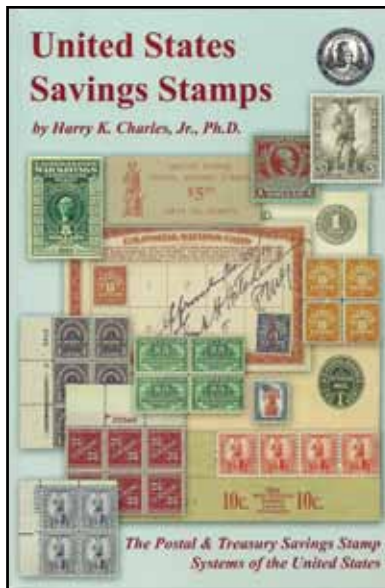
Color images enhance the listings and, while many are a bit dark, they are all serviceable.

The 2012 edition has 40 more pages than the 2008 version and, in addition to the updating of new stamps and previously unreported plate numbers, several other items have been added since the 2008 edition, including the first-time listing of Bureau precancel plate blocks.

The recent discovery of proofs and Bureau records has allowed the Beer section to be greatly expanded and the taxpaid section also has many new listings.

Kudos to the USSS for continuing to improve such an already high quality reference. For anyone with an interest in United States plate numbers and marginal markings, this catalog is highly recommended.

Peter Martin



United States Savings Stamps

United States Savings Stamps by Harry K. Charles Jr. Katy, Texas: United States Stamp Society, 2012. Perfect bound, 6 x 9 inch, 251pp., color illus.

Available for \$28 from: USSS, POB 6634, Katy, TX 77491 or via the web at: www.usstamps.org.

United States Savings Stamps, with a subtitle of "Postal and Treasury Savings Stamps Systems of the United States," is another recent book that covers one of the lesser known back of the book subjects.

Written by Harry K. Charles Jr., PhD, an electrical engineer with degrees from Drexel University and Johns Hopkins University, this book is comprehensive in its coverage and a welcome addition to the lexicon.

The book started as a series of seven articles

published in the *United States Specialist* from November 2009 through September 2010 and grew into its final form with this publication by the United States Stamp Society earlier this year. The author received the 2010 USSS Walter W. Hopkinson award for his philatelic writing.

While the book focuses on the Postal and Treasury Savings stamps and their related collection cards and booklets, there's plenty for the postal historian with a whole chapter covering postmarks and meters, including a large number of illegal usages where the stamps were used for postage.

One particularly interesting usage is a 1928 first flight cover with a 10-cent Postal Savings stamp used to pay the special delivery fee. It appears to have made it safely through the postal system.

The 251-page book is divided into 10 chapters with an epilogue, bibliography and index. In addition to the coverage of the stamps, the author has added detailed background information to help readers to understand the operation of the Postal and Treasury Savings stamp systems, which were in operation between 1910 and 1970. Essays, proofs, postal stationery and ephemera also are covered,

This work is extensively illustrated in color and while all the images are clear and easy to read, many are a shade or two dark, as is usual for the increasing number of books printed by digital color photocopyers.

The index and bibliography are both useful inclusions.

Charles should be commended for his thorough coverage of this subject and, thanks to his efforts, anyone with an interest in the U.S. Postal and Treasury Savings stamps will have an invaluable guide.

Peter Martin

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Closed Album

Richard B. Graham 1922-2012

Richard B. Graham, 89, the dean of United States postal historians, died July 18 at Riverside Methodist Hospital in Columbus, Ohio.

For more than four decades, Graham's writing appeared in a wide range of stamp publications and his editorial stewardship shaped many important books.

He is best known as the author of the weekly postal history column in *Linn's Stamp News* that he began in 1982 and continued for more than 20 years.

He also authored the *United States Postal History Sampler*, an 186-page book published by *Linn's* in 1992 that featured material from 60 of the nearly 500 columns Graham had written to date.

Graham also established a reputation for thorough research and an easy-to-read writing style in journals such as *The Confederate Philatelist*, the *Chronicle of the U.S. Philatelic Classics Society* and *The American Philatelist*. While he covered the whole gamut of postal



Richard B. Graham

history, he was well known for specializing in covers from the Civil War. He was equally adept at covering classic and modern postal history material.

Graham graduated from the Ohio State University School of Engineering with a bachelor of mechanical engineering degree in 1947. He retired as director of research and development for Jeffrey Manufacturing after many years of service.

He was a U.S. Army veteran with service during World War II as a tech 5 sergeant in the 106th Division, 423rd Regiment, Anti-tank Group at the Battle of the Bulge. He was a prisoner of war and received a Purple Heart and two Bronze Stars.

He is survived by his wife of 63 years, Doris, and sons Thomas L. Graham of Plain City, Ohio, and Stephen P. Graham of Powell, Ohio.

Peter Martin and Alan Warren
Photo courtesy *Linn's Stamp News*



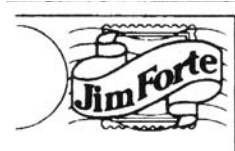
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An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the *La Posta* website at www.la-posta.com.

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The Philatelic Union Catalog

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Philatelic Union Catalog Available Online

APRL Librarian Tara Murray reports that the Philatelic Union Catalog, hosted by the American Philatelic Research Library, now allows you to search the holdings of multiple philatelic libraries simultaneously.

Currently, the catalog includes the holdings of seven libraries: the American Philatelic Research Library; the Collectors Club of New York Library; the Harry Sutherland Philatelic Library at the Vincent Graves Greene Philatelic Research Foundation (Canada); the Peggy J. Slusser Memorial Philatelic Library at the Postal History Foundation; the Rocky Mountain Philatelic Library; the Royal Philatelic Society London; and the Western Philatelic Library.

The APRL is working with several other libraries, including those of the Collectors Club of Chicago and the Smithsonian National Postal Museum, to incorporate their holdings.

Records in the catalog represent books, journals, auction catalogs, and other library holdings. The types of materials that are included and level of comprehensiveness varies by library. In addition to

the library holdings, the union catalog also includes journal article records. The majority of these come from PHLNDX, compiled by Gene Fricks. The Postal History Foundation is also using the union catalog database to index their journal, *The Heliograph*.

The union catalog got its start at a 2008 meeting of representatives from the APRL, the Collectors Club, New York, the Postal History Foundation, and the Rocky Mountain Philatelic Library. The database includes 89,000 book and journal records and 180,000 article records and is growing daily.

The database helps researchers locate library materials. It also promotes sharing among libraries by helping libraries to find homes for duplicate material and sources for filling collection holes.

The catalog is available online at <http://catalog.stamplibrary.org>. To access material, contact the holding library, identified by its initials in catalog records. For article records that have no location, search the catalog again on the journal title to see which libraries have the journal.

APS Hosts Seventh Postal History Symposium

The Seventh Annual Postal History Symposium will be held November 2–4, at the American Philatelic Center in Bellefonte, Pa. The theme of the symposium is “Blue & Gray: Mail and the Civil War.”

The symposium will be held in conjunction with a philatelic exhibition hosted by the U.S. Philatelic Classics Society. The USPCS is a nonprofit, volunteer-run association of collectors that promotes study of the stamps and postal history of the United States until 1894.

Panels will be interspersed with opportunities to view award-winning exhibitions of stamps and postal history and to use the collection of the American Philatelic Research Library. There will be a reception and a keynote address on one evening.

The symposium papers can address any aspect of the mail and post office related to the Civil War. The topic is not limited to just soldier’s mail or to the years



of armed conflict. Papers may consider the political, economic, social, or cultural, as well as military aspects of the mail.

Possible themes range from the role of the mail in the debate over slavery beginning with the 1835 burning of abolitionist mail in the Charleston, S.C., Post Office through the reestablishment of postal service in the South during reconstruction.

Conference papers will be posted on the American Philatelic Society website and will be considered for possible publication.

The conference is sponsored by the American Philatelic Society, the American Philatelic Research Library and the Smithsonian National Postal Museum. The conference co-chairs are Thomas Lera, Tara Murray, and David L. Straight.

For more information, visit the American Philatelic Society website at www.stamps.org.

Construction Begins on NPM's Gross Gallery

The Smithsonian Institution's National Postal Museum has begun construction of the William H. Gross Stamp Gallery. When completed, the gallery will be the world's premier museum gallery dedicated to philately. Scheduled to open in September 2013, the gallery will enable the museum to reach its full potential by dramatically increasing the collection's visibility, advancing its educational mission and reinvigorating public interest in philately.

A construction project to perform infrastructure renovation for the new gallery was awarded to Clark Construction Group, one of the largest general contractors in the United States. Headquartered in Bethesda, Md., Clark was selected by the Smithsonian Institution on the strength of its technical and cost proposals in a two-step, full and open competition.

The project, which will convert the site of the former Capital City Brewery restaurant in the Postal Square building into the new gallery, includes heating, ventilation, air conditioning, electrical, sprinkler and security upgrades, as well as windows with stamp graphics, new restrooms, elevators and stairs. Mezzanine renovations, providing new space for the museum's educational programs, are part of the project as well.

Named after its primary benefactor, the William H. Gross Stamp Gallery will provide an experience available nowhere else and will offer something for everyone, from casual visitors to experienced collectors.

As visitors move through six thematic areas, displays and interactive moments will reveal the stories that unfold from the museum's collection. Distributed throughout the thematic areas will be hundreds of pullout frames containing more than 20,000 objects,



providing ample opportunities to view noteworthy stamps that have never been on public display.

A glowing wall of windows featuring reproductions of 54 historic U.S. stamps will provide a backdrop to the 12,000 square feet of exhibits and continually remind visitors that the history of stamps is intertwined with the history of America.

Several other new museum projects will complement the gallery and further enrich visitors' experience:

- "Windows Into America," the spectacular wall of windows featuring stamp art, will announce to people outside what wonders await them within the museum.

- The main historic postal lobby will be transformed into a welcome center that orients visitors and prepares them to get the most out of their visit.

- Within the historic lobby, a social network center featuring eight touch-screen kiosks will enable visitors to personalize their museum experience and share feedback with other visitors.

- An adjoining postmaster's suite will present rotating, high-caliber philatelic exhibitions on topics of special interest.

- New education spaces, including a learning loft above the stamp gallery and an education innovation center, will provide students, educators and families with diverse programming that incorporates the newest media.

The National Postal Museum is located at 2 Massachusetts Ave. N.E., Washington, D.C., across from Union Station. The museum is open daily from 10 a.m. to 5:30 p.m.

For more information about the Smithsonian, call (202) 633-1000 or visit the museum website at www.postalmuseum.si.edu.

National Postal Museum Launches Virtual Tours

The Smithsonian's National Postal Museum has launched new virtual tours of its most recently opened exhibits, "Mail Call," "Systems at Work" and "Fire & Ice: Hindenburg and Titanic." Additionally, virtual tours of previously imaged galleries and exhibit spaces have been upgraded to include recent advances in digital photography and image processing capabilities.

The museum enjoys almost three million visits to its websites each year from more than 170 countries.

These new virtual tours provide the museum an exciting new way to engage the audiences around the world who are not able to visit in person.

Desktop and mobile versions deliver 28 interconnected, high-resolution panoramas of museum spaces to whatever devices are accessing the tours, be it 30-inch monitors or smart phones.

To try the new virtual tour on the desktop version go to: www.npm.si.edu/virtualtour/desktop/

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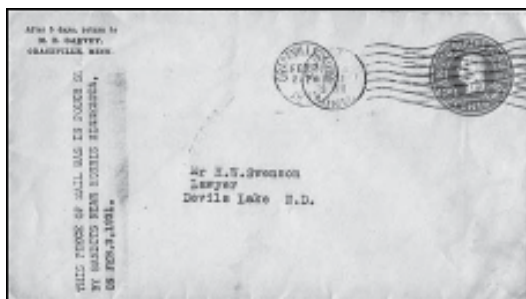
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Civil War Patriotics from the June Kelleher Auction

“Auction Highlights” is a new column that features interesting U.S. postal history results from top auctions around North America. The first offering is from Daniel F. Kelleher Auctions in Danbury, Conn.

The firm’s Sale 630 was conducted June 28-30 and featured an excellent group of the popular multicolored Civil War Patriotic covers. A select group is shown here.

For ease of reference, the lot number, catalog lot description and price realized (including the 18 per cent buyer’s premium) are provided.



1016 Newark N.J., bronze Magnus design (Bischel-1118, W-679var) franked with 3¢ rose (#65) tied by 'Alexandria VA' postmark, addressed to Franklin NY, expertly cleaned, Realized \$2,242



1008 Portraits of Generals Heintzelman, McDowell and Blenker, multicolor Magnus patriotic design (Bischel-894, W-unlisted) on cover bearing on reverse 3¢ rose (65) tied by 'Washington D.C. Jun 25 1863' postmark to Gayhead, N.Y.; reduced at right. Realized \$1,180



1022 U.S. Capitol (West Front), Washington, D.C., all-over multicolor Magnus design (Bischel-1142, W-unlisted) on cover bearing 3¢ rose (65) tied by star fancy cancel duplexed with 'Washington D.C. Jun 13, 1864' cds to West Medway, Mass.; small edge tear. Realized \$1,180



1011 General Sprague over Harbor Scene and Eagle with spread wings, multicolored Magnus cover franked with 3¢ rose (#65) tied by Washington DC, Sept 10 1865 postmark, trifle bit reduced at right which barely clips edge of stamp, lightened crease along top, addressed to Brookfield, NY (Bischel #969). Realized \$1,121



1038 Battle at Pittsburgh Landing or Shiloh Apr. 7. 1862, No. 3, all-over multicolor Magnus patriotic design (Bischel-unlisted, W-unlisted) on cover bearing on reverse 3¢ rose (65), nat. s.e. at left, tied by 'Washington D.C. May 8 '64' duplex to Millville, N.Y.; open on three sides for display, 1981 P.F. Certificate. Realized \$2,832

Auction Highlights



1039 Battle at Newbern N.C., No. 8, all-over multicolor Magnus patriotic design (Bischel-1240, W-711) on cover bearing on reverse 3¢ rose (65) tied by 'Alexander N.Y. Aug 21' postmark to Rushford, N.Y., ex Knapp, 1993 P.F. Certificate. **Realized \$2,714**



1056 Repudiation - Jefferson Davis caricature, humorous Berlin & Jones caricature design on cover to Gilsum, N.H., franked with 1861 3¢ rose tied by 'Washington, D.C., Oct 3' cds, Scott No. 65. **Realized \$944**



1051 Camp Scene, No. 2, Nine Soldiers around Bayonettes, multicolor Magnus patriotic design (Bischel-1352, W-unlisted) on cover bearing on reverse 3¢ rose (65) tied by blue 'Alexandria Va. Nov 19 1863' cds to South Kingston R.I.; slightly reduced at right, some tone spots and minor edgewear. **Realized \$944**



1061 Romeo and Juliet Valentine, variation of the 'Soldier's Farewell' large valentine patriotic envelope (Bischel-2115, W-2381) in red and blue, bearing 3¢ rose (65) tied by 'Washington D.C. Feb 12' cds to East Corinth, Maine.; Soldier valentine enclosure; some edgewear. **Realized \$3,304**



1052 Camp Scene 17, Five Soldiers and Horse surrounding Tree, multicolor Magnus patriotic design (Bischel-1359, W-778) on cover bearing 3¢ rose (65), repaired, tied by 'Washington D.C. May 24 1862' cds to East Machias, Me.; corners repaired. **Realized \$944**



1075 New Jersey - 'For the Union,' two-panel multicolor Magnus patriotic design (Bischel-unlisted, similar to 3250, Walcot-unlisted), on cover bearing 3¢ rose (65) tied by 'Alexandria Va. Sep 23' postmark to Olean, N.Y.; reduced slightly at right. **Realized \$1,062**



a.k.a. CoverCrazy2

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