La Posta Publications
315 Este Es Road
Taos, NM 87571

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

Vol. 44, No. 2 Whole Number 254 Second Quarter 2013

Vol. 44, No. 2
Whole Number 254
Second Quarter 2013

LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

The 1905 Portland, Oregon Lewis & Clark Exposition Postal Stations

By Charles Neyhart

OUR 44TH YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2013

Resources @ siegelauctions.com

Catalogues and Prices Realized

Images and descriptions for all current sale catalogues are available from our website, as well as all sales going back to 1992, our Rarities sales from 1964 and selected name sales.

Power Search™

Search by Scott number or keyword through all of the sales at our website. The best resource in philately for research.

My Siegel™

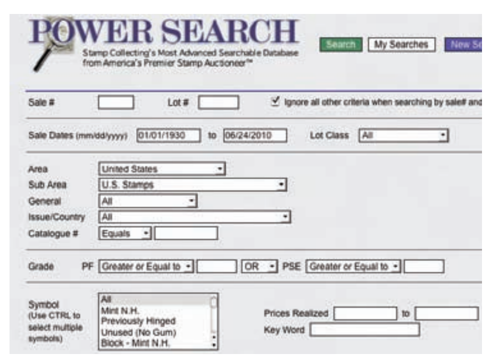
Save your Power Searches as want lists. We will automatically notify you when a match is included in an upcoming sale, whether it's as broad as any Columbian issue, or as narrow as a 241 graded 98. The most powerful want list in philately.

Lot Tracker™

Never miss another lot because you were away from your computer. Log into My Siegel™, then set up notifications to get texts and/or emails 10-30 lots before yours comes up (live bidding is still through Stamp Auction Network).

The Siegel Encyclopedia™

This feature of our website contains a wealth of information gleaned from decades of philatelic research by the dedicated philatelists at Siegel.



Rarities Census

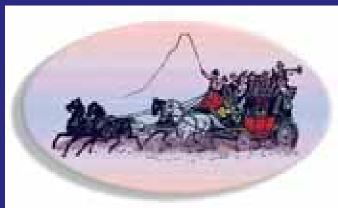
The up-to-date census data for 19th and 20th century U.S. rarities are a valuable resource for buyers, sellers and researchers. Every recorded example of almost 40 different rare stamps is described and, in most cases, photographed.

Exhibits and Mounted Collections

Downloadable PDF files of some of the top exhibits ever formed. See how others collect and benefit from their original research.

Video Presentations

Downloadable video documentaries tell the stories of stamps and covers. This is the ideal way to introduce philately to others.



LA POSTA
THE JOURNAL OF AMERICAN POSTAL HISTORY

Vol. 44, No. 2 Whole No. 254 Second Quarter 2013
Website: *www.la-posta.com*

CONTENTS

COLUMNS

La Posta: The Journal of American Postal History

Annual Subscription Rates		Article Deadlines	
USA	$32 (4 issues)	3rd Quarter 2013	July. 10, 2013
Canada	$38 (U.S. $)	4th Quarter 2013	Oct. 10, 2013
Foreign	$70 via airmail		

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

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

Associate Editors
Jesse Spector
Alan Warren

La Posta: The Journal of American Postal History is published four times a year with issues mailed on or about the 15th of March, June, September and December. Subscription information is available from: La Posta Publications, c/o C. Clark, 315 Este Es Road, Taos, NM 87571
lapostagal@hotmail.com
or by phone in Australia
612-6645-4861

La Posta Benefactors and Sustaining Subscribers

Benefactors

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

Albert Aldham
Gary Anderson
Chip Brown
John A. Cheramy
David C. Collyer
Richard F. Curtin
Elwyn J. Doubleday
Norman Elrod
Edward Fisher
Dave Hamilton
William Kolodrubetz
Russell Lang
Dennis J. Lutz, MD
Millard Mack
Robert L. Markovits
Bernard D. Mayer Jr.
R.J. Randy McEwen
Eric A. Nelson
James K. Oliver
Alan Parsons
Robert Quintero
Robert D. Rawlins
Robert G. Rose
Henry B. Scheuer
Larry R. Sell
Dr. Michael Senta
Timothy M. Sheehan
Gus Spector, M.D.
Jesse Spector, M.D.
Robert Stoldal
James R. Stultz
Ray Woodman
Kenneth C. Wukasch

Sustaining Subscribers

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

Joseph J. Adamski
Raymond Agren
Bill Arata
Ted Bahry
Rex J. Bates
Robert A. Beall
William R. Beith
Dr. Steven J. Berlin
Henry J. Berthelot
John Bigart
John H. Bloor
Eppe Bosch
Roger S. Brody
William E. Brooks
Mike Brown
Edward H. Brown
Maurice M. Bursey
Arden D. Callender Jr.
Thomas E. Caton
Thomas E. Chastang
Walter S. Clarke
Thomas E. Corning
Vince Costello
Joe Crosby
Rod Crossley
Matt Dakin
J. Leonard Diamond
Robert M. Ebiner
Ronald W. Finger
Sidney Fingerhood
Kenton Forrest
Dale Forster
Myron Fox
Ray Getsug
Raymond S. Hadley
Kenneth L. Hamlin
Dr. Edwin J. Helitzer
Robert R. Henak
Gary G. Hendren
Don L. Hofsommer
John Hollister
B. Clyde Hutchinson
James H. Inverarity
Stefan T. Jaronsky
Gordon E. Katz
Lucien S. Klein
Daniel M. Knowles, M.D.
George Kramer
Alfred F. Kugel
Eliot A. Landau
James E. Lee
Rev. David C. Lingard
Richard Londo
Larry Dean Maddux
Craig Martin
Larry McBride
Steven Miedziak
Lynn I. Minneman
Andrew W. Mitchell
Col. Richard Morain
Steven R. Morehead
James Moses
David Mui
James P. Myerson
Burnham S. Neil
Ray L. Newburn Jr.
William A. Nix
John E. Panek
The Philatelic Foundation
John A. Pollard
Stephen Prigozy
Toivo Ranniko
Thomas S. Richardson
Gus Savakis
Paul C. Schroeder
Robert G. Schultz
Joseph Sedivy
Edwin H. Shane
Lawrence Sherman, M.D.
John A. Steele
Rex Stever
W.L. Strauss
Bob Summerell
Robert D. Swanson
Norman Tjeltveit
Don Tocher
Kenneth Trettin
Thomas P. Unterberger
Charles S. Wallis Jr.
David Wessely
Kenneth L. White
Robert B. Whitney
David E. Williams
Wayne Worthington
John Wright

Another Strong Lineup

This Second Quarter issue is another powerhouse with a wide variety of articles covering a large swath of United States postal history.

We begin with Hank Berthelot's "U.S. Foreign Offices' Use and Handling of Fractions on Insufficiently Paid UPU Cards." This is a masterful study of a very difficult subject and Hank does a wonderful job of explaining the rates and how they were applied in an easy-to-understand narrative.

Charles Neyhart then follows with another in-depth feature that investigates the postal stations at the 1905 Portland, Oregon, Lewis & Clark Exposition. After an introductory section that delves into the location and operation of the postal stations, he concludes with a complete listing of the known postal markings.

My thanks to Kirk Andrews who provided the front cover image of the 1905 Portland Exposition cachet that goes with this article.

Also, you'll get a new perspective on our 17th president when you take a look at, "When Fate Intervenes: Andrew Johnson and the United States Presidential Election of 1864" by Jesse I. Spector and Robert L. Markovits.

Two columns that were introduced in the First Quarter issue return. For Prexie fans there's "Prexies Carry Burpee Seeds to Dr. Russell" by Lawrence Sherman and Civil War buffs will appreciate Trish Kaufmann's "U.S. Postage Used in the Confederacy From North Carolina."

Regular contributor John Hotchner follows-up his First Quarter column with "U.S. Auxiliary Markings: What Country Was That? — 'You Can't Get There From Here'" and postcard specialist Charles Frick brings us, "When the Maximum Sizes of a UPU Postal Card Didn't Apply," a subject that is somewhat of a companion to Hank's article.

We haven't forgotten our Alaska and Western postal history fans, as Dan Glickstein adds an interesting look at, "An Alaska Gold Rush Postal Card From Nome."

The *La Posta* Challenge

The *La Posta* Challenge, which we introduced in the Second Quarter 2012 issue, continues in this issue with a challenge to find the most "Interesting Philatelic Dealer Mail." Almost everyone has a few of these covers as a side collection. Look through your boxes and submit your entries by August 15.

Reader contributions for the First Quarter challenge for "Interesting Airmail Etiquette Usages" are illustrated on pages 53-55 with comments from the contributors.

New Advertisers

We continue to move toward our goal of including in *La Posta* all the major dealers and auction houses that offer U.S. postal history. Joining us with this issue is Jim Lee, who many of you know as the country's leading philatelic literature dealer. Jim is phasing out his literature holding but he will continue dealing in stamps and postal history.

Placing an ad for his new book is Ken Wukasch, the 2012 Helbock Prize runner-up. Ken's book was reviewed in the Fourth Quarter 2012 *La Posta*.

Also, two of our regular advertisers have increased their ad size. The Alaska Collectors Club, the premier organization devoted to Alaska postal history and Joe Crosby, the Oklahoma and Indian Territory specialist who also has some other eclectic subjects for which he's on the lookout, both join the half-page club.

We welcome your comments about any postal history subject and we'll feature them in the "Letters" section.

Peter Martin

Figure 1: Short paid card posted in October 1893, rated as card matter in the Chicago foreign office.

U.S. Foreign Offices' Use and Handling of Fractions on Insufficiently Paid UPU Cards

By H. J. Berthelot

From its inception on July 1, 1875, the General Postal Union (GPU) had provisions for handling insufficiently paid items sent between member countries. With the franc /centime of the Latin Monetary Union (Union) as its currency standard, the GPU had member countries equate their currency to that standard, with the option of rounding-off any fractional amounts.

To denote items that were posted insufficiently paid, foreign office clerks in the country of origin marked the items with the letter "T." Taken from the first letter of the French word "*taxe*" and meaning "tax to be paid," the "T-marking" alerted foreign office clerks in the country of destination that additional postage was to be collected on the items.

At a foreign office in the destination country, that additional postage, the "postage due," was determined and indicated on the item in the destination country's currency. The item was then routed to the post office of delivery, where the postage due was collected from the addressee, upon delivery of the item.

Initially, the rate for a single letter sent to another GPU member country was 25 Union centimes; the rate for sending government-issued cards was one-half the single-letter rate.

In the United States, 25 Union centimes was equal to five U.S. cents, which became the U.S. single-letter rate to other GPU countries. The U.S. postal card rate to other GPU countries was one-half of five cents, or two and one-half cents. Since the U.S. did not have fractional currency, it could have rounded up and set its rate at three cents, but it opted to round down, setting its postal card rate to other GPU countries at two cents, which it equated to 10 Union centimes. Effective April 1, 1879, the GPU changed its name and ever since has been known as the Universal Postal Union (UPU).

Over the years, the initial regulations governing how insufficiently paid items were handled have changed regarding not only the manner in which insufficiently paid items were rated, but also the way in which they were marked.

This article will consider: U.S. foreign offices' use of fractions to rate insufficiently paid cards leaving the United States for other UPU member countries; and U.S. foreign offices' handling of fractions on insufficiently paid cards entering the U.S. from other UPU member countries. The mail exchanged by UPU member countries is referred to as "the international mail." My intent is to whet the interest of other collectors and

Figure 2: Handled in January 1894 at the Chicago foreign office, this underpaid card was rated as a UPU letter.

promote further study on the use of "T-markings with fractions" in the international mail.

My principal medium of collecting is the government-issued card (in the United States referred to as a "postal card," and after 1999 as a "stamped card"). The first U.S. postal card was issued in May 1873.

Privately issued cards (in the United States referred to as postcards) that met UPU standards were allowed transmission in the international mail at the postal-card rate beginning April 1, 1886.

Owing to the two card types being handled alike after that date, my medium of collecting also includes post cards that have affixed T-markings. Collectively, they are referred to as "cards." Illustrations herein will be of cards. Note that in some foreign countries, government-issued cards are referred to as "postcards."

At the time the GPU changed its name to the UPU, it commenced a new procedure for rating insufficiently paid items found in the international mail. Foreign office clerks in the country of origin continued to denote such items with a T-marking; however, as of April 1, 1879, they noted on the item the insufficient postage, expressed in Union francs/centimes. The markings denoting insufficient payment were printed in black ink and written in black ink or blue crayon; foreign office markings printed or written in red ink indicated the item was properly paid. After an item was marked insufficiently paid, it was then forwarded to destination.

Sometimes fractions were used in, or with, the T-marking. In those instances, the numerator stated the insufficiently paid item's weight unit, 1 = First, 2 = Second, etc. Foreign office clerks in the country of origin, using the item's weight unit and the insufficient payment, calculated the total amount insufficiently paid as follows:

[Insufficient payment] X [weight unit] =
item's insufficient payment.

The denominator, derived from the above calculation, stated the total amount insufficiently paid, expressed in equivalent Union francs/centimes.

At a foreign office in the country of destination, clerks culled from the incoming mail items that were marked insufficiently paid, doubled as a penalty the total insufficient payment noted on the item, converted the doubled amount into their country's currency and indicated the amount due domestically by affixing a postage due marking to, or writing the postage due amount on the item. The item was then forwarded to the post office of delivery, where, if the destination country issued postage dues, one or more dues were sometimes affixed to the item to account for the amount collected from the addressee upon delivery of the item.

The 1-cent Large Grant card was issued on Dec.16, 1891. A card from that issue, seen in Figure 1, was mailed in Chicago on Oct. 6, 1893, to Somersetshire, England.

At the Chicago foreign office, the card was denoted insufficiently paid with a handstamped T-marking with fraction, struck in black ink. Being oversized, the card should have been rated as a single letter under UPU regulations, with four cents, expressed as its equivalent 20 Union centimes, insufficiently paid (5 cents owed minus 1 cent paid equaled 4-cents deficient; and with 1 cent = 5 Union centimes, 4 cents X 5 Union centimes/¢ = 20 Union centimes). However, the UPU regulation requiring oversized cards in the international mail to be assessed letter-rate postage was not enforced on the large Grant cards until late 1893.

The Chicago foreign office hand stamped "T 1/5" marking meant the card was of the first weight unit and insufficiently paid one U.S. cent, implicitly expressed as its equivalent five Union centimes. The card was then routed to England, where, upon its arrival in the London Foreign Branch Office, a clerk doubled the deficiency to 10 centimes, converted that amount into British currency and over struck the U.S. marking in black ink with the domestic "1D" due marking. Great Britain did not issue postage dues until 1914, so the marking meant one pence was to be collected from addressee, upon delivery of the card.

Compare the handling of the large Grant card in Figure 1 with the handling of the large Grant card in Figure 2. Mailed in Chicago on Jan. 5, 1894, to Berlin, Germany, the card in Figure 2 was denoted insufficiently paid at the Chicago foreign office with a handstamped "T-marking with fraction," struck in black ink. By this date, oversized-Grant cards were routinely handled at the letter rate; thus, for this card, three cents, expressed as its equivalent 15 Union centimes, was insufficiently paid (5 cents owed minus 2 cents paid equaled 3 cents deficient; and with 1 cent = 5 Union centimes, 3 cents X 5 Union centimes/¢ = 15 Union centimes).

The Chicago foreign office hanstamped "T 1/15" marking meant that the card was of the first weight unit and insufficiently paid three U.S. cents, implicitly expressed as its equivalent 15 Union centimes. The card was then routed to Germany. Upon arrival of the card in the German foreign office, a clerk doubled the deficiency to 30 centimes and converted that amount into pfennige (with 4 pfennige equivalent to 5 Union centimes, 30 centimes X 4 pfennige/5 centimes = 120/5 = 24 pfennige), up rated, under UPU regulations, to the next German unit of postage. The clerk wrote the numeral "25" in blue crayon, meaning 25 pfennige was to be collected from the addressee, upon delivery of the card. Germany did not issue postage dues.

Perusing *The Book of T,* I noted that prior to 1966, the Chicago foreign office was the only U.S. Foreign Office listed that used a handstamped T-marking with fraction to denote insufficiently paid items in the International Mail. Does any reader know the earliest known use of the hand stamped T-marking with fraction at the Chicago Foreign Office?

Figure 3: Philadelphia foreign department's December 1893 handstamped "T" marking, used in conjunction with the abbreviated way of writing a fraction.

Other U.S. foreign offices used manuscript fractions in conjunction with the handstamped T-marking associated with the particular foreign office to denote insufficiently paid items in the international mail. (UPU regulations instructed foreign offices of member countries to send examples of their T-markings to the UPU, so that other foreign office personnel could become familiar with the various markings.)

For brevity, foreign office clerks sometimes omitted writing the numerators of fractions. Foreign office clerks in member countries were familiar with this abbreviated method of expressing the fraction's numerator and knew it meant the item was of the first weight unit.

The large Grant card in Figure 3 was posted in Philadelphia on Dec. 1, 1893, addressed to Plagwitz-Leipzig, Germany. The sender had affixed the 1-cent stamp prior to mailing the card. In this instance, the Philadelphia foreign department's handstamped "circle T" marking, affixed in black ink, denoted the card insufficiently paid. The manuscript "/15," in blue crayon, in the upper left-hand corner, exemplified the abbreviated way of writing a fraction.

Here, the oversized card was correctly charged under UPU regulations at the single-letter rate (5 cents owed minus 2 cents paid equaled 3 cents deficient. Since one U.S. cent equaled five Union centimes, the card was marked insufficiently paid (3 cents X 5 centimes/¢ = 15 Union centimes).

Upon arrival of the card in Germany, a foreign office clerk doubled the amount owed and converted it to 24 pfennige. Then, rounding up, the clerk marked the card due domestically with the numeral "25," written in blue crayon, meaning 25 pfennige was to be collected from the addressee, upon delivery of the card.

The 1-cent Jefferson card was released on Jan. 2,

1894. Figure 4 illustrates a card from that issue that was sent on Sept. 11, 1897 from Baltimore to Mayen, Germany.

In this instance, a Baltimore foreign office clerk denoted the insufficient payment using that office's handstamped T-marking, struck in black ink, and writing the fraction in blue crayon. Together they meant the card was of the first weight unit and insufficiently paid one U.S. cent, implicitly expressed as its equivalent five Union centimes. Upon arrival of the card in Germany, a clerk doubled the deficiency to 10 centimes, converted that amount into German currency and stated the amount due domestically with the numeral "20," meaning 20 pfennige.

Beginning Oct. 1, 1907, the UPU introduced a new procedure for rating and marking insufficiently paid items in the international mail. Foreign office clerks in the country of origin continued to denote an insufficiently paid item with a T-marking, but as of October 1, they were responsible not only for determining the deficient amount, but also for doubling that amount and noting the total amount insufficiently paid, expressed in Union francs/centimes on the item, which was then routed to the destination country.

At a foreign office in the country of destination, a clerk only had to convert the deficiency noted on the item into that country's currency and indicate with a domestic marking the postage due to be collected from the addressee. The item was then forwarded to the post office of delivery. There, if the destination country issued postage dues, one or more dues were sometimes affixed to account for the amount collected. Other forms of receipt also were used to account for collection of the additional postage.

The Newfoundland 1-cent King George V postal card in Figure 5a, addressed to New Bedford, Mass., was postmarked aboard a C.P. Railway T.P.O. on March 11, 1908.

Figure 4: 1897 Baltimore foreign office "T" marking with manuscript fraction.

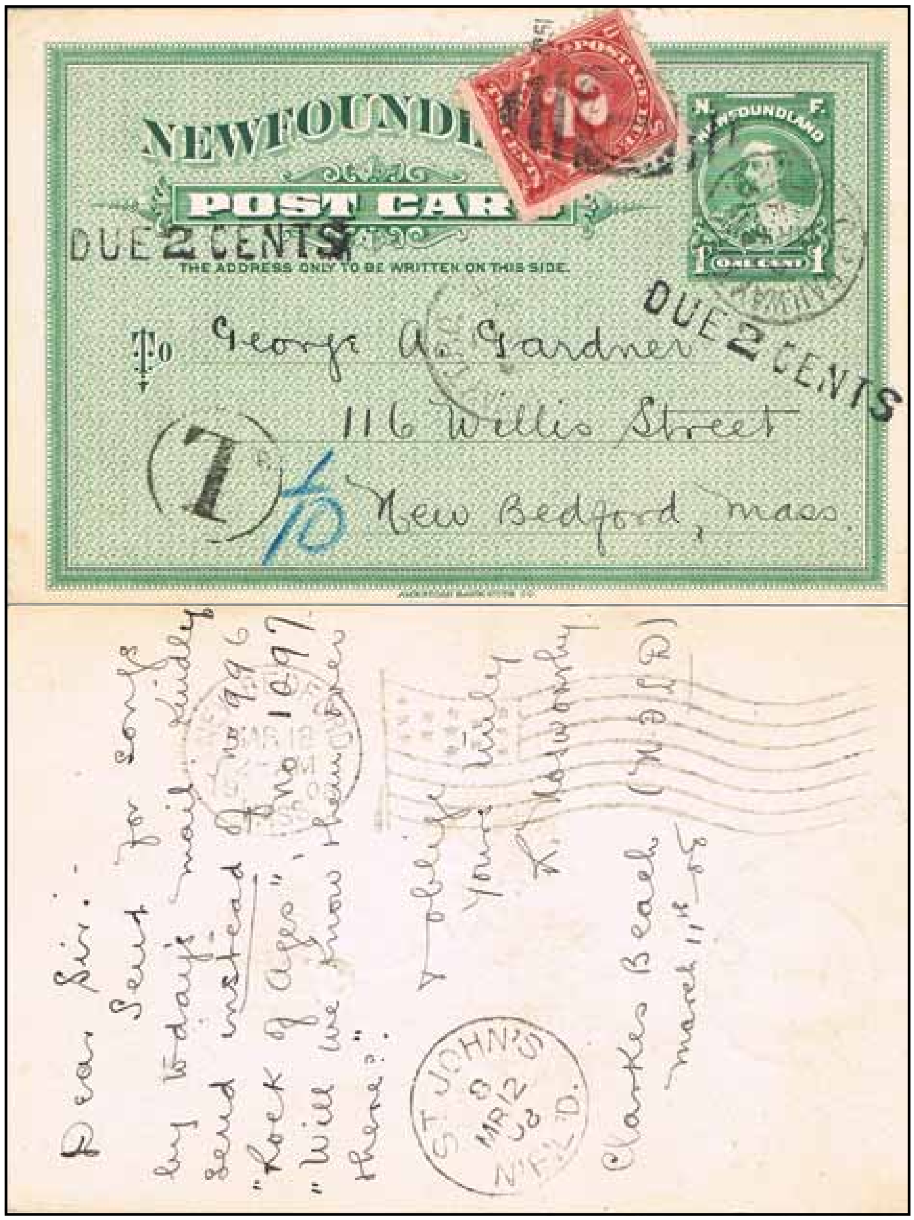


Figure 5a (Top): Card to U.S., rated and marked under UPU procedure, effective Oct. 1, 1907. Figure 5b: Markings on message side of Newfoundland postal card.

Figure 6: Underpaid card posted in May 1914 from U.S. to Germany, handled at the Chicago foreign office.

In St. John's, (datestamp on card's message side, see Figure 5b) a foreign office clerk doubled the one-cent under payment and denoted the card insufficiently paid with the "circle T" marking, handstamped in black ink. The fraction "1/10," handwritten in blue crayon, meant the card was of the first weight unit and insufficiently paid an implicit 10 Union centimes. When the card was received on March 18, in New Bedford, (post office's flag cancellation on card's message side, see Figure 5b) a clerk added the postage due, thus accounting for collection of the additional postage.

While the 1-cent McKinley card was released Aug. 10, 1911, Figure 6 shows a card from that issue posted on May 19, 1914, from Chicago to Brenieu, Germany.

The card was processed at the Chicago foreign office, where a clerk doubled the one-cent under payment, converted that amount into equivalent Union centimes and denoted the card insufficiently paid with the handstamped "T 1/10" marking. Upon the card's arrival in Germany, a foreign office clerk marked it due domestically with the *Porto* (postage due) marking affixed by handstamp device and the manuscript "10" in blue crayon. Those markings indicated to the local mail carrier that 10 pfennige was to be collected from the addressee upon delivery of the card.

Owing to value fluctuations in currencies and the relatively frequent increases in postal rates, the 15th UPU Congress, held from May 29 to July 9, 1964 in Vienna, Austria, introduced, effective Jan. 1, 1966, a different procedure for handling insufficiently paid items found in the international mail. The new procedure made two time-saving changes: (1) foreign office clerks no longer had to refer to "rate tables" for the international single-letter rate of the particular country of origin. (Those extensive rate tables were periodically published by postal officials to assist foreign office personnel.); (2) foreign office clerks no longer had to use the Latin Monetary Union franc/centime standard to equate currencies.

Under the 1966 procedure, insufficiently paid mail was divided into two categories: items with a return address and items without a return address.

Items of the former category were routinely returned to their senders for the additional postage. Items of the latter category were denoted in the country of origin with a T-marking and an "international tax fraction" and forwarded to destination.

While fractions had been used since the late 1800s in rating insufficiently paid items in the international mail, the international tax fraction was distinctly different from the earlier used fractions. The numerator of the international tax fraction was the item's actual deficiency, still doubled as a penalty. The denominator, however, was the international single-letter rate, surface mail of the country of origin.

Since the international tax fraction was a percentage, foreign office clerks no longer had to convert currencies into their equivalent Union francs/centimes. Once an item was denoted insufficiently paid, it was routed to destination. (In the following illustrations, note the numerous styles of U.S. foreign offices T-markings used after 1966.)

Foreign office clerks in the country of destination determined the amount due by multiplying the destination country's international single-letter rate, surface mail, by the international tax fraction. The product of that multiplication was the domestic postage due, expressed in the currency of the destination country. The foreign office clerk then marked the item for collection and routed it to the post office of delivery.

The commercial postcard in Figure 7 was sent on April 3, 1967, via airmail from Hartford, Conn., to Bridgetown, Barbados. At this time, the U.S. international card rate, airmail was 11 cents.

A foreign office clerk denoted the card insufficiently paid with the hand stamped "circle T /11" marking, affixed in magenta ink. Since the card was short paid five cents, the clerk doubled that amount and wrote the numeral "10" as the tax fraction's numerator; the then current 11-cent U.S. international single letter rate, surface mail was the denominator. Thus, the tax fraction was "10/11."

Upon the card's arrival in Barbados, a foreign office clerk calculated the postage due by multiplying the Barbadian 12-cent international single-letter rate, surface mail, by the international tax fraction:

12 cents X 10/11 = 120/11 = 10.9, rounded down to 10 cents

The postage dues were added at the post office of delivery to account for the amount collected from addressee, upon delivery of the card.

The Figure 8 postcard was mailed in New York City, on June 6, 1967, addressed to Helsinki, Finland. At the time the U.S. international card rate, surface mail was eight cents.

A New York foreign office clerk denoted the card insufficiently paid with the handstamped "double circle T" marking, affixed in magenta ink. Since the card was short paid four cents, the clerk doubled that amount and the numeral "8" became the tax fraction's numerator; the then current 13-cent U.S. international single letter rate, surface mail became the denominator.

The circle on the right enclosed the international tax fraction, which was "8/13." When the card arrived in Finland, a Finnish foreign office clerk calculated the postage due by multiplying Finland's 40 penni international single-letter rate, surface mail, by the international tax fraction:

40 penni X 8/13 = 320/13 = 24.6, rounded up to 25 penni

The rectangular postage due marking was applied in light green ink. That marking and the manuscript "25" indicated 25 penni was to be collected from the addressee, upon delivery of the card. Finland did not issue postage dues.

The Figure 9 postcard was posted in Neustadt, East Germany, on Aug. 28, 1967, addressed to Anaheim, Calif.

At the time, the East German international card rate, surface mail was 15 pfennige; its international single-letter rate, surface mail was 25 pfennige. An East German foreign office clerk noted the card insufficiently paid with the hand stamped "boxed T/25"

Figure 7: U.S. card to Barbados, handled under Jan. 1, 1966, UPU procedure.

Figure 8: U.S. card to Finland, noted insufficiently paid at New York foreign office.

Figure 9: East German card sent underpaid in August 1967 to California.

marking, struck in magenta ink. The clerk doubled the five pfennige deficiency and wrote the numeral “10” as the numerator; the international tax fraction was “10/25.” During processing of the card in the United States, a New York foreign office clerk determined the postage due by multiplying the then current 13-cent U.S. international single-letter rate, surface mail by that tax fraction:

13 cents X 10/25 = 130/25 = 5.2 cents, rounded up to 6 cents

The magenta ink “POSTAGE DUE 6 CENTS/ FOREIGN SECTION GPO, NY,” indicated the amount due domestically. There is no indication on the card of how Anaheim officials handled the postage due.

The 4-cent Lincoln precanceled card was issued on Nov. 19, 1962. Seen in Figure 10 is a Lincoln card that was sent in 1969 from Jackson, Miss., to Woodville, Australia. (The card was used as intended. Being precanceled, it was not postmarked at the post office of mailing.)

A U.S. foreign office clerk on the west coast denoted the card insufficiently paid with the handstamped “oval T /13” marking, struck in magenta ink. The clerk doubled the four-cent underpayment as a penalty and wrote the numeral “8” as the tax fraction's numerator. The denominator was the then current 13-cent U.S. international single-letter rate, surface mail. The card was then routed to Australia.

In 1969, Australia's international single-letter rate was seven cents; the postage due (7 cents X 8/13 = 56/13 = 4.3 cents) should have been either four or five Australian cents. There is no indication on the card of how postage due was handled in Australia.

On Jan. 20, 1969, the Figure 11 postcard was sent via airmail from Haute Garonne, France, (department in southwest France, named after the Garonne River; main city is Toulouse) to Mansfield, Ohio. The then-current 20 centime French international airmail card rate was underpaid 10 centimes. In a French foreign office, the handstamped “triangular T” marking was struck in black ink, the underpayment was doubled and the numeral “20” was written as the numerator; France’s then current 70-centime international single-letter rate, surface mail was written as the denominator, giving the international tax fraction as “20/70.”

Upon the card’s arrival at New York’s Kennedy International Airport, a postal clerk multiplied the U.S. international single-letter rate by the tax fraction (13 cents X 20/70 = 260/70 = 3.7 cents, rounded up to 4 cents). Affixing the domestic postage due marking, the clerk then routed the card to its destination. When the card was received in the Mansfield Post Office, a clerk added and cancelled the two dues to account for the amount collected from the addressee, upon delivery of the card.

The Figure 12 postcard was posted in Honolulu on April 28, 1971, addressed to Eden, Sweden. The then current 13-cent U.S. international airmail card rate was underpaid three cents. With no return address, the card was denoted insufficiently paid at the Honolulu foreign office with the handstamped “rectangular T/13” marking, affixed in magenta ink.

The clerk calculated the numerator as follows: 13 cents owed minus 10 cents paid equaled 3 cents deficient, doubled as a penalty to 6 cents. The numeral “6” was handwritten as the numerator. At the time, the U.S. international single-letter rate, surface mail was 13 cents, so the international tax fraction was “6/13.”

Upon the card’s arrival in the Swedish foreign office, a clerk determined the postage due and affixed the LÖSEN (postage due) label, indicating 35 öre was to be collected from addressee upon delivery of the card. When the card was received in the Eden post office, a clerk added and canceled the 35 öre stamp to account for collection of the amount from addressee.

The Figure 13 postcard, mailed from “U.S. Postal Service FL 333” under date of Feb. 12, 1973, was sent via airmail to Denmark. At a U.S. airmail facility, the card was denoted insufficiently paid with the handstamped “rectangular T/15” marking, affixed in magenta ink, showing the international tax fraction as “8/15.” (15 cents owed minus 11 cents paid equaled 4 cents deficient, doubled as a penalty to 8 cents; the numeral “8” was written as the numerator.)

At the time, both the U.S. international card rate, air mail and the U.S. international single-letter rate, surface mail was 15 cents. In Denmark, a foreign office clerk indicated the postage due with the numeral “60,” written in black ink. When the card was received in the post office of delivery, a clerk added the 60 øre postage meter in red ink to account for the amount collected from the addressee.

The Figure 14 postcard was sent by airmail on March 16, 1973, from Tangier, Morocco, to Kansas City, Kansas. Without a return address, the card was denoted insufficiently paid in the Moroccan foreign office with the manuscript “T 1,00/0,70” marking and forwarded to the United States. Upon receipt of the card in a U.S. foreign office, the amount due was noted to be 15 cents. The domestic due marking was affixed and the card was forwarded to destination. In the Kansas City Post Office, the postage due meter was added to account for the amount collected from addressee.

The 6-cent John Hanson-Patriot precanceled card was issued Sept. 1, 1972. A card from that issue, seen in Figure 15, was mailed May 17, 1974 from Birmingham, Ala., to Hertfordshire, England. Although a four-cent meter was added by the sender, the card was short paid

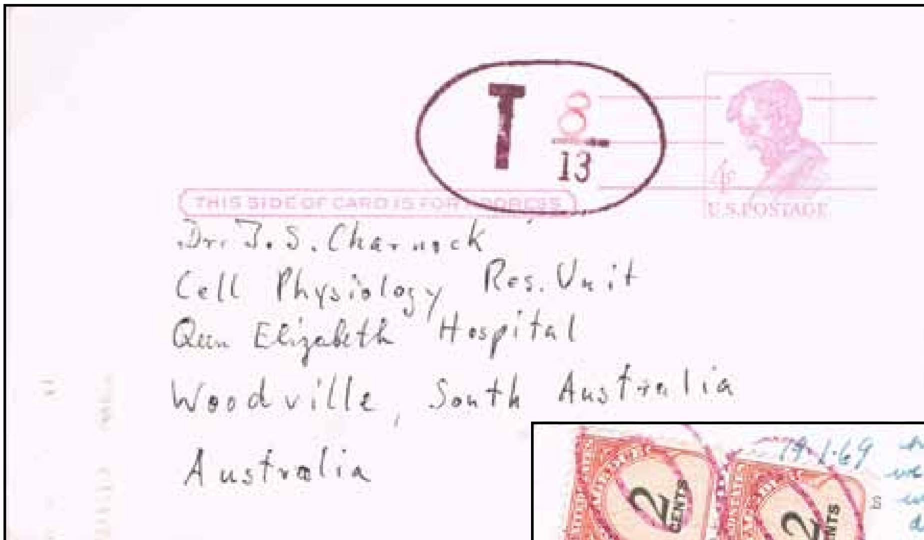


Figure 10: U.S. postal card sent short paid in November 1962 from Mississippi to Australia. Elliptical "T" marking affixed in a West Coast foreign office.

Figure 11: French postcard mailed insufficiently paid in January 1969 to Ohio.

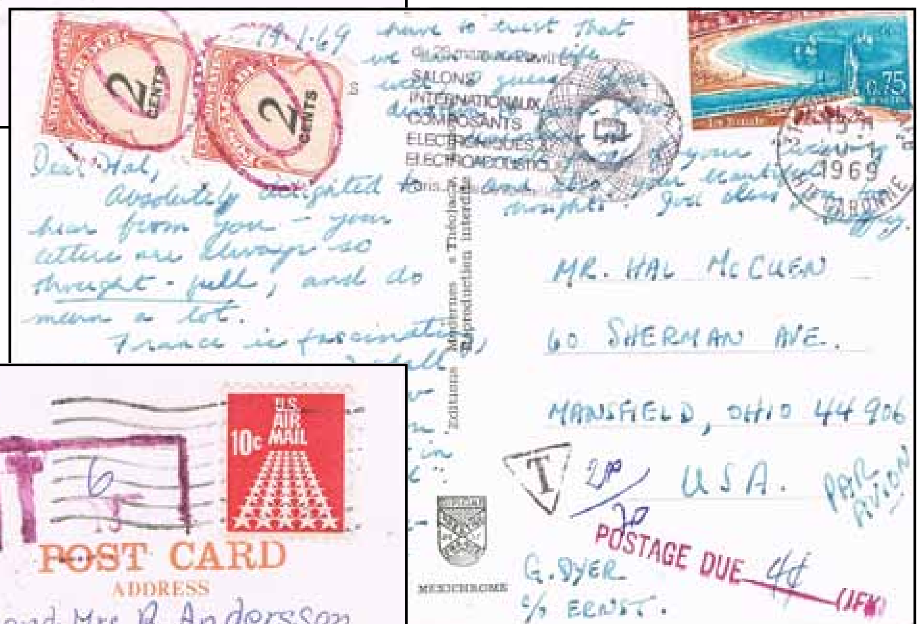


Figure 12: Postcard sent in April 1971 from Hawaii to Sweden. Insufficient payment denoted at the Honolulu foreign office.

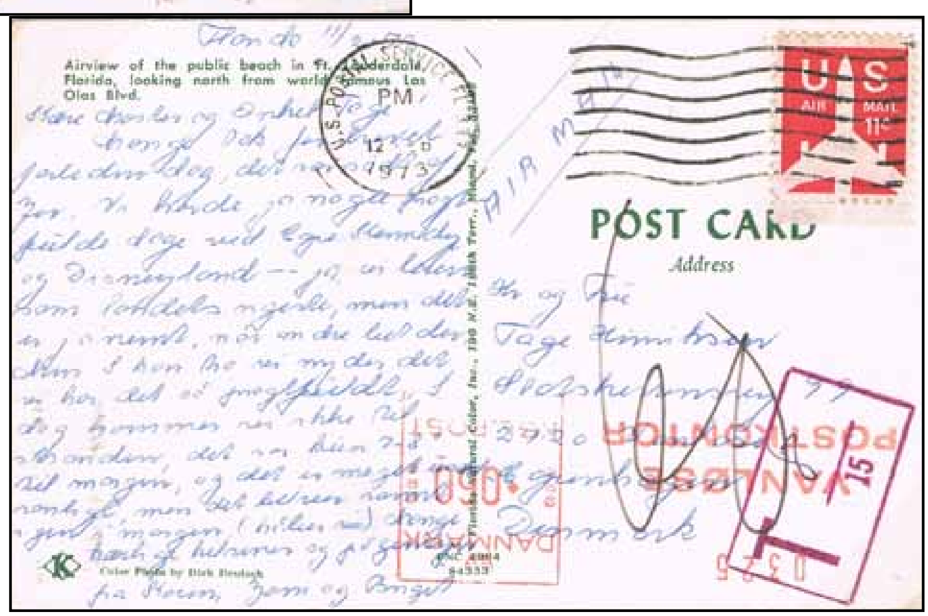


Figure 13: Underpaid postcard sent via airmail from Florida to Denmark.

two cents. (On March 2, 1974, the U.S. international card rate, surface mail had increased from 10 to 12 cents.) In the New York foreign office, a clerk denoted the card insufficiently paid with the handstamped "double circle T" marking, referred to as an opera glass marking, struck in magenta ink. In the circle on the right, the international tax fraction "4/12" was added by hand.

The tax fraction's numerator was the two-cent short payment, doubled; the denominator should have been the then current 18-cent U.S. international single-letter rate, surface mail. The clerk, however, used the then current 12-cent U.S. international card rate, surface mail. (Note that use of the U.S. international card rate rather than the U.S. international letter rate was not an uncommon error on card-rated matter.)

Another error was made by the U.S. Postal Service. This card did not meet the UPU minimum-size standard and should have been returned to sender as nonmailable. It was, however, routed to its destination. Upon arrival of the card in England, a foreign office clerk determined the amount owed and added a British domestic due marking, in light green ink, noting the card was insufficiently prepaid and that there was two pence "more to pay" by the addressee.

The 6-cent John Hanson precanceled card in Figure 16 was sent Jan. 27, 1974, from Phoenix, Arizona, to a local address. The addressee, however, had filed a forwarding order with the Phoenix Post Office and relocated to Ballarat, Victoria, Australia.

Prepaid domestically, the card became insufficiently paid as the result of its being redirected into the international mail. Under UPU rules, such properly paid and redirected items were to be assessed single (as opposed to double) deficiency. Note that this card was marked "nonmailable" and should have been returned to sender since it did not meet the minimum-size standard for card matter sent in the international mail, but that marking was crossed out.

In a west coast foreign office, the handstamped "elliptical T/" marking was affixed, with the international tax fraction handwritten as "4/10." The tax fraction's numerator was the actual (single) deficiency; the denominator incorrectly stated the 10-cent U.S. international card rate rather than the 15-cent U.S. international single letter rate, surface mail. There is no indication on card as to how postage due was handled by Australian postal officials.

Beginning Jan. 1, 1976, a new provision was introduced for handling insufficiently paid international mail. Foreign office clerks in the country of origin continued to denote insufficiently paid items without a return address with a T-marking and an international tax fraction. In this international tax fraction, the numerator was the actual amount insufficiently paid.

Thus ended the long-standing policy of doubling the insufficient payment as a penalty! The denominator remained the international, single-letter rate, surface mail of the country of origin. After the item was denoted insufficiently paid, it was routed to the country of destination. Foreign office clerks in the country of destination continued to multiply their country's international, single-letter rate, surface mail by the international tax fraction. But, in lieu of doubling the deficiency as a penalty, UPU regulations now authorized member countries to add a handling charge to the product of that multiplication. In the United States, the handling charge was 20 cents.

Mailed from the Smithsonian Institute in Washington, D.C., on Sept. 21, 1976, the postcard in Figure 17 was sent to a correspondent in Denmark.

The U.S. international card rate, surface mail at this time was 12 cents; its international single-letter rate, surface mail was 18 cents. At the New York Bulk/Foreign Mail Center, the insufficient payment was denoted with a handstamped "small circle T 3/12" marking. With 12 cents owed minus 9 cents paid, the 3-cent deficiency, noted with the numeral "3," was the tax fraction's numerator.

The denominator, however, should have been the 18-cent U.S. international single-letter rate, surface mail, not the 12-cent U.S. international card rate, surface mail. (Here, we see a handstamp device, prepared for use at a major U.S. foreign office, erroneously stating the international tax fraction.) There is no indication on the card of how postage due was handled by Danish postal officials.

The Figure 18 postcard was mailed Aug. 12, 1977 to Honolulu from Sakyo, Japan. Since the card's dimensions exceed the then-current UPU maximum size standard of four and one-fourth inches by six inches, the card was oversized and required letter-rate postage. Noting the short payment, a Japanese foreign office clerk affixed the "T/90" handstamped marking in black ink. The denominator was Japan's then current 90 sen international single-letter rate, surface mail.

The numeral "10," added by hand as the numerator, was the 10 sen insufficient payment. After marking the card, the Japanese clerk then placed it in the outgoing mail. Upon arrival in the United States, the card should have been assessed 22 cents postage due, determined by multiplying the U.S. international single-letter rate, surface mail by the international tax fraction and to that product adding the 20-cent handling charge (18 cents X 10/90) + 20 cents = (180/90) + 20 = 2 + 20 = 22 cents)

However, the only marking noted on the card was that it had been "FOUND IN CIRCULAR MAIL/ HONOLULU, HAWAII 968."

The Caesar Rodney-Patriot precanceled message-reply card was issued July 1, 1976. Shown in Figure 19 is a Caesar Rodney message-reply card that was sent in February 1978 from Houston to Manchester, England. Since the UPU had discontinued the use of message-reply cards in the international mail effective July 1, 1971, this card should have been returned to sender. In this instance, however, the card was not rejected by the U.S. foreign office clerk who handled it, but was assessed letter-rate deficiency.

The handstamped "rectangle T/18" marking was affixed in magenta ink. Since the card was paid nine cents, the numeral "9," being the nine-cent actual amount insufficiently paid, was written as the numerator. The denominator was the 18-cent U.S. international single letter rate, surface mail.

The card was then forwarded to England. In the Manchester Post Office, the dues were added to account for the nine pence collected from addressee, upon delivery of the card.

Commencing Jan. 1, 1981, the handling charge was increased. In the United States, the handling charge was raised to 42 cents.

The Figure 20 postcard was mailed in Liechtenstein on Oct. 3, 1984, addressed to Leavenworth, Kansas.

Since the card did not have a return address, a Swiss postal official, (since 1921, the principality of Liechtenstein's Post Office has been administered by Switzerland) using the fact that Liechtenstein's international, card rate, surface mail was 600 rappen and its international single-letter rate, surface mail was 700 rappen, determined the card's international tax fraction as follows:

(Postage owed minus postage paid equals insufficient payment)

600 rappen – 100 rappen = 500 rappen; therefore, the international tax fraction was stated as "500/700."

The fraction was written with a blue ballpoint pen in the upper-middle

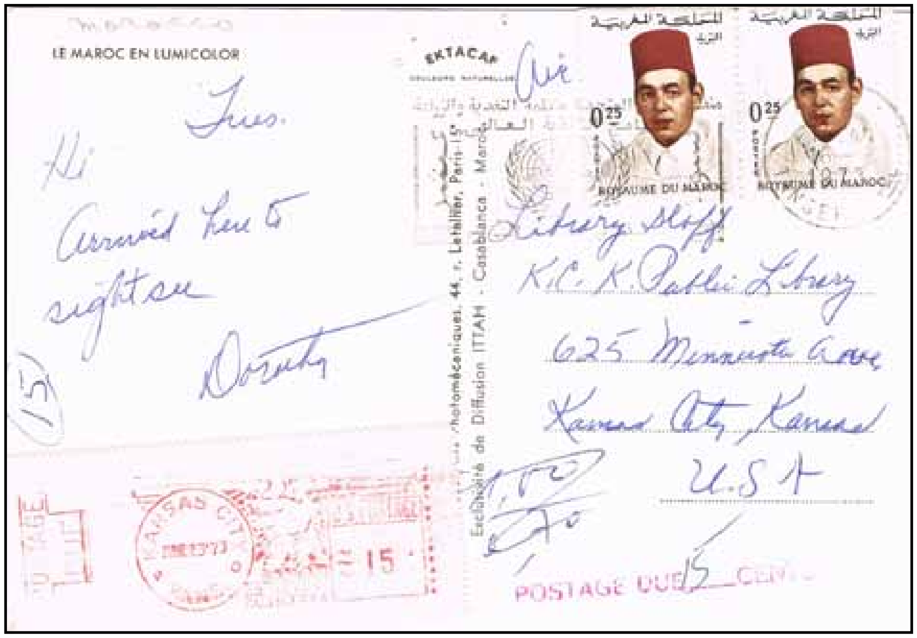


Figure 14: Airmail postcard underpaid from Morocco to Kansas. The postage meter accounted for collection of the deficiency in the U.S.

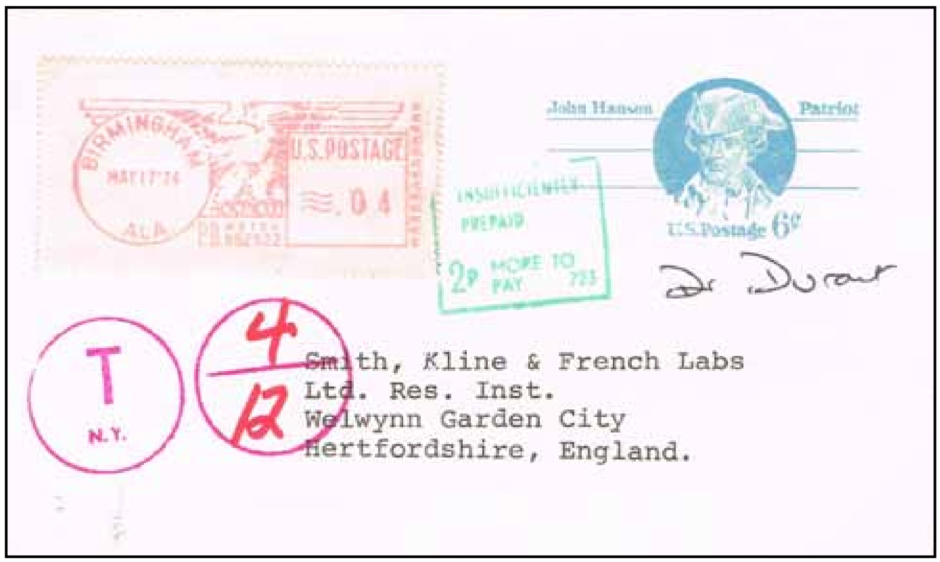


Figure 15: Postal card mailed short paid from Alabama to England. In U.S., card was erroneously rated and marked.

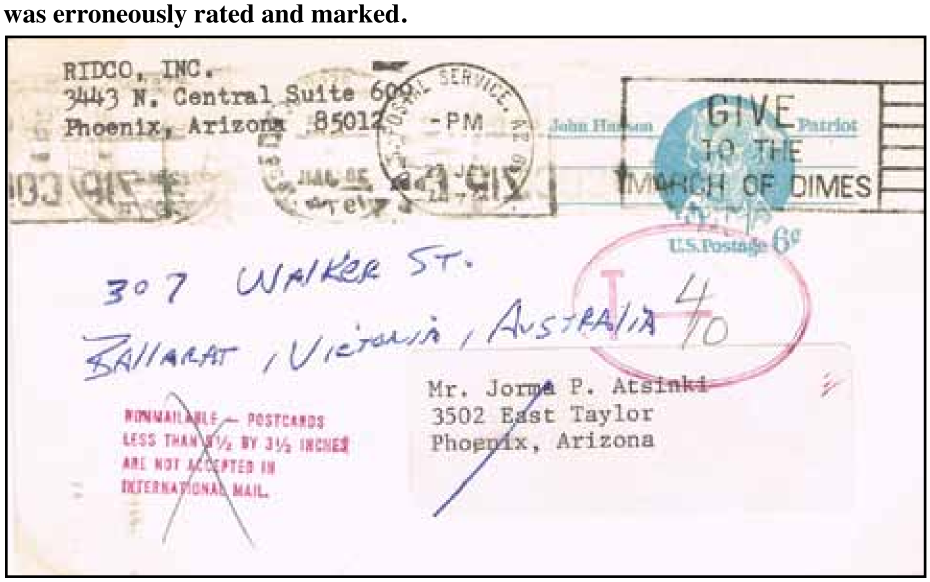


Figure 16: Properly paid card, redirected to UPU mail, assessed "single" deficiency.

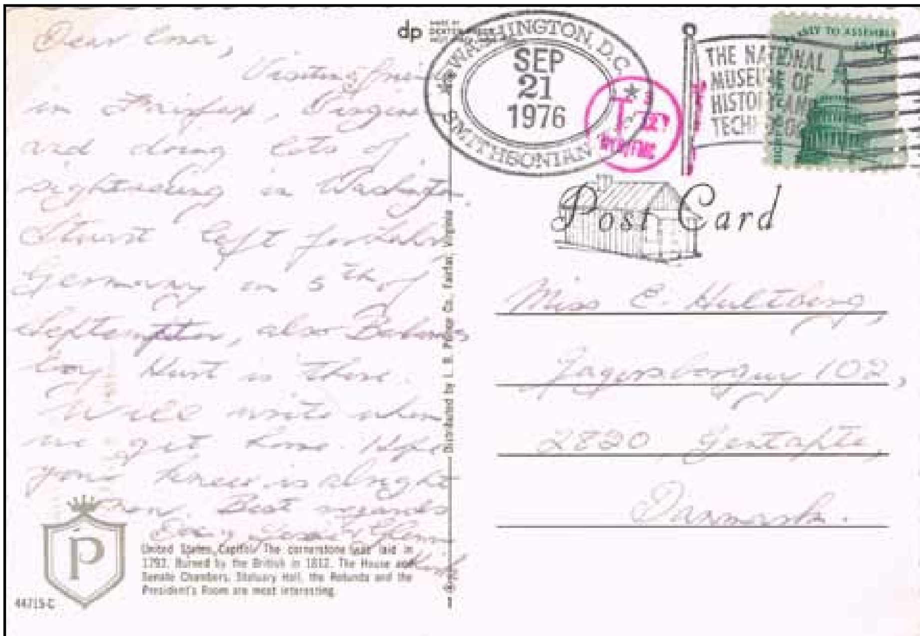


Figure 17: Short paid postcard sent from Washington, D.C., to Denmark, handled at the New York Bulk/Foreign Mail Center, where the international tax fraction was incorrectly stated.

Figure 18: Japanese card exceeding the then current UPU maximum size standard, incorrectly handled in the Honolulu post office.

part of the card. In this instance, no T-marking was affixed, but the stamp was placed within a box drawn with the blue ballpoint pen. This denotation had been used for years, along with the cipher "0" to indicate that a stamp was of no value.

Here, the Swiss official wanted to call attention to the stamp being of insufficient value. The card was then routed to the United States. In the New York foreign office, a clerk determined the postage due by multiplying the U.S. international single-letter rate, surface mail by the international tax fraction and to that product adding the 42-cent handling charge:

(30 cents X 500/700) + 42 cents = (150/7) + 42 = 21.45, rounded down to 22 cents + 42 cents = 63 cents

The domestic postage due marking

POSTAGE DUE___________ ¢
NYB&FMC 07097 TOUR 11

was then affixed in magenta ink. On the blank space, the numeral "63" was written in black ink. The acronym "NYB&FMC" stood for New York Bulk and Foreign Mail Center. The five-digit number 07097 designated the center's ZIP code and "TOUR 11" referred to a specific work period.

After being marked postage due domestically, the card was forwarded to the Leavenworth, Kansas, Post Office. Upon receipt of the card in that office, a clerk added a 50-cent, 10-cent, 2-cent and 1-cent postage due to account for the 63 cents collected from the addressee, upon delivery of the card.

Figure 21 shows a postcard sent on Sept. 4, 1985, from St. Louis to Widdern, West Germany. With the U.S. international card rate, airmail, being 33 cents at the time and its international single-letter rate, surface mail, being 37 cents, a Foreign Office clerk denoted the card insufficiently paid with the handstamped "large circle T/37" marking. The international tax fraction was "11/37." (33 cents owed minus 22 cents paid equaled 11 cents deficient, handwritten as the numerator.)

In Germany, a foreign office clerk marked the card postage due domestically with the manuscript "36," in blue crayon. The framed *nachgebühr* marking, applied in red ink, translates to postage due.

Issue 30 of the *International Mail Manua*l, dated August 2004, instructed receiving Exchange Offices in the United States to handle short paid mail by multiplying "the T fraction by the U.S. international letter rate to determine the short paid amount in U.S. currency." The postage due to be collected on delivery was the short paid amount, plus a 45-cent handling charge.

The Figure 22 commercial postcard was mailed unpaid on April 6, 2005 in Basel, Switzerland, addressed to New Haven, Conn. Although there was a return address on the card, a Swiss foreign office clerk did not

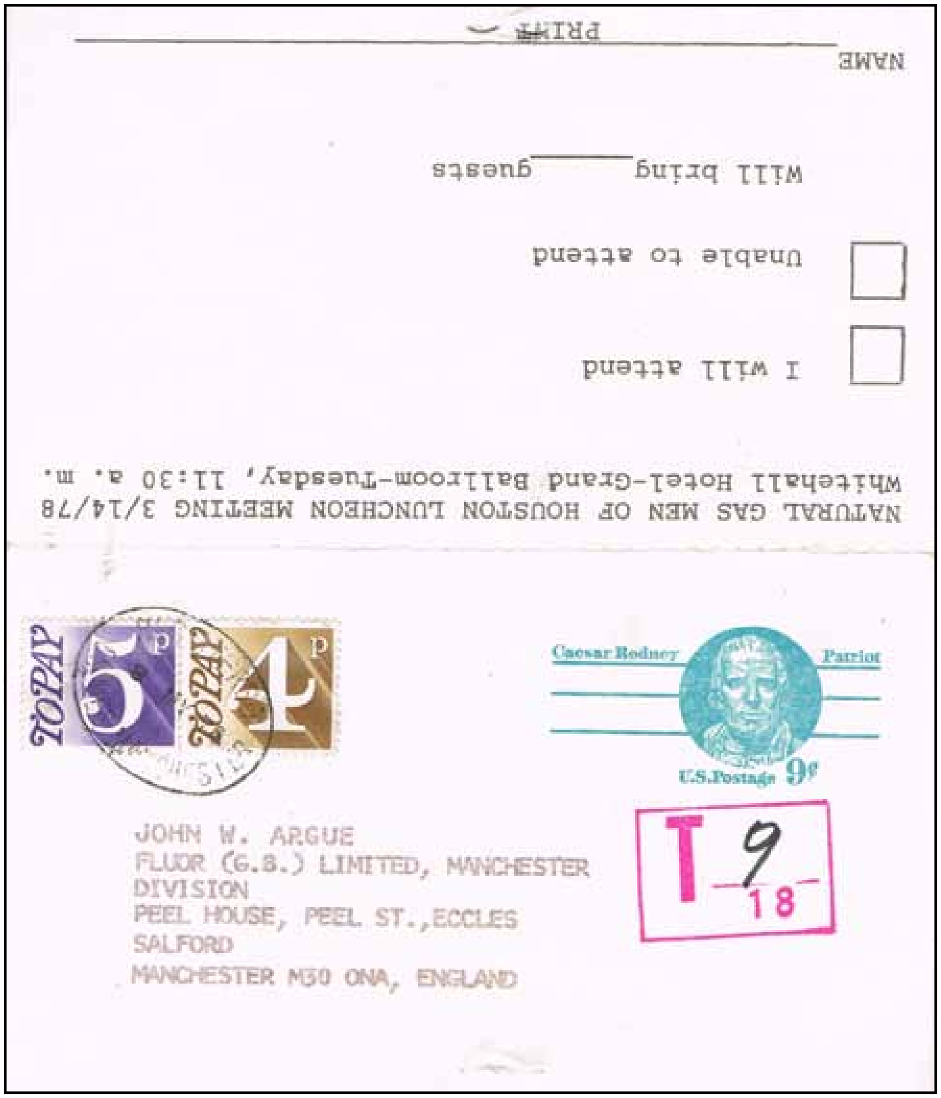


Figure 19: U.S. message-reply card posted in Houston to England, after use had been discontinued in 1971, by the UPU. Letter rate postage was assessed.

Figure 20: Liechtenstein postcard mailed in October 1984, short paid to Kansas. Card assessed in U.S. with 42-cent handling charge that went into effect on Jan. 1, 1981.

Figure 21: Postcard sent airmail in September 1985 from St. Louis to West Germany.

Figure 22: Swiss postcard mailed unpaid to Connecticut in April 2005.No postage due was assessed in the U.S

return the card, but noted it insufficiently paid with the "T 140/130" marking, struck in black ink and placed it in the outgoing mail. Upon arrival in the United States, the card was not handled correctly. No consideration was given to the insufficient payment, thus no postage due was collected!

The U.S. foreign office should have determined the amount owed by multiplying the U.S. international single-letter rate, surface mail by the international tax fraction, then adding to that product the 45-cent handling charge:

(80 cents X 140/130) + 45 cents = (1120/13) + 45 cents = 86.15 + 45 cents = $1.31 or $1.32.

Finally, beginning Jan. 8, 2006, the handling charge on an insufficiently paid item entering the U.S. increased to 50 cents. It is noted that no handling charge is assessed or collected on insufficiently paid items that enter the United States from Canada. Section 732 of Issue 32 of the *International Mail Manual* provides that "short paid mail from Canada is marked with a T in a circle with the actual amount to be collected entered in the circle."

While U.S. postal regulations still require the collection of postage due on insufficiently paid mail, it seems that postal officials in general are becoming more and more lackadaisical in enforcing those regulations. They believe the effort versus the result is not cost effective. But, the reason for collecting postage due is to protect postal rates, not to generate revenue!

References

Beachboard, John H., ed. *United States Postal Card Catalog, 50th Anniversary Edition*. Redlands, Calif.: United Postal Stationery Society, 1995.

Leahy, Edward W. *The Book of T A Reference on Postage Due Around the World*. Apache Junction, Ariz.: Mildred Leahy, 1999.

United States Postal Service. *International Mail Manual*, Section 730, Shortpaid Mail to the United States; Online edition, *http://pe.usps.gov/text/imm/immc7_003.html.*

Wawrukiewicz, Anthony S. and Henry W. Beecher. U.S. International Postal Rates, 1872-1996. Portland, Ore.: CAMA Publishing Company, 1996.

(An avid philatelist, Berthelot enjoys researching postal card postal history topics.)

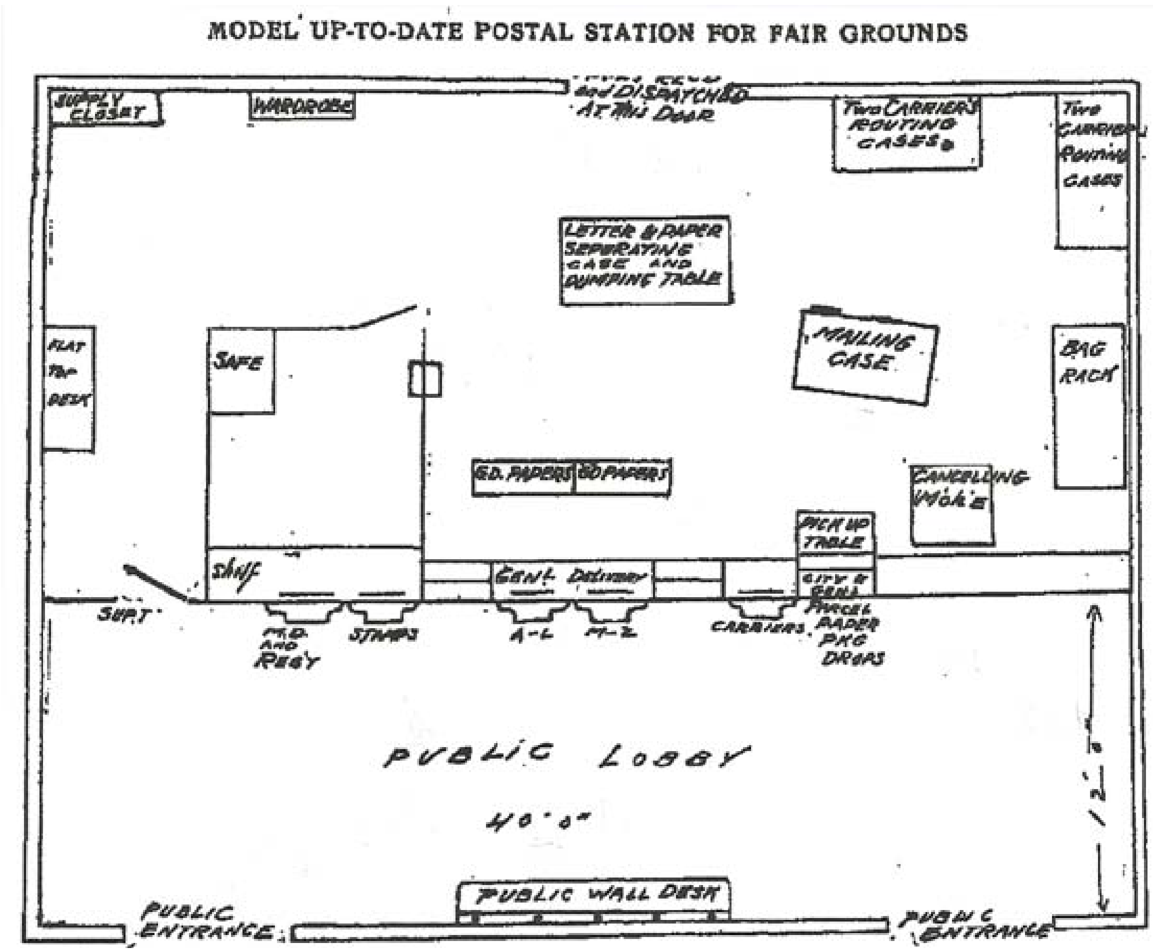


Figure 1: The physical layout of the Exposition's model post office. *(Morning Oregonian, March 10, 1905)*

The 1905 Portland, Oregon Lewis & Clark Exposition Postal Stations

By Charles Neyhart

The Lewis & Clark Centennial and American Pacific Exposition and Oriental Fair officially opened in Portland, Ore., on June 1, 1905 and ran until October 15 of that year. The tasks of organizing and managing the Exposition were performed by a private corporation, which itself was monopolized by important members of Portland's business community.[1] For Portland business leaders, the Exposition was seen as a means to leverage Portland's physical assets and social aspirations to intensify economic growth and to increase their personal wealth.

The Lewis and Clark Exposition is not considered a "major event" by world's fair standards, but it was the first national fair held in the western United States. Portland organizers had two goals in mind: historical commemoration and regional boosterism.[2] The site chosen for the Exposition was Guild's Lake, northwest of downtown Portland.[3] This was a 406-acre site, of which 220 acres were under water. Prior to the Exposition, the "lake" was best described as a marsh, fed seasonally by a local creek, but cut off from the Willamette River at its eastern border. The 46 individual land parcels around the site supported dairies, small truck farms, the city dump and incinerator, a sawmill and some hillside lots held by land speculators. These were purchased outright or leased by the Exposition.

Yet, it was the lake, now with fresh water pumped in regularly from the Willamette River, that formed the geographic centerpiece of the Exposition with the United States Government Building strikingly placed on a peninsula near the center of the lake and connected by the lighted 1,000 foot long Bridge of Nations to the bulk of the Exposition build out on the lake's southern edge. If the Exposition site is superimposed on today's Portland grid, the public walk-in entrance

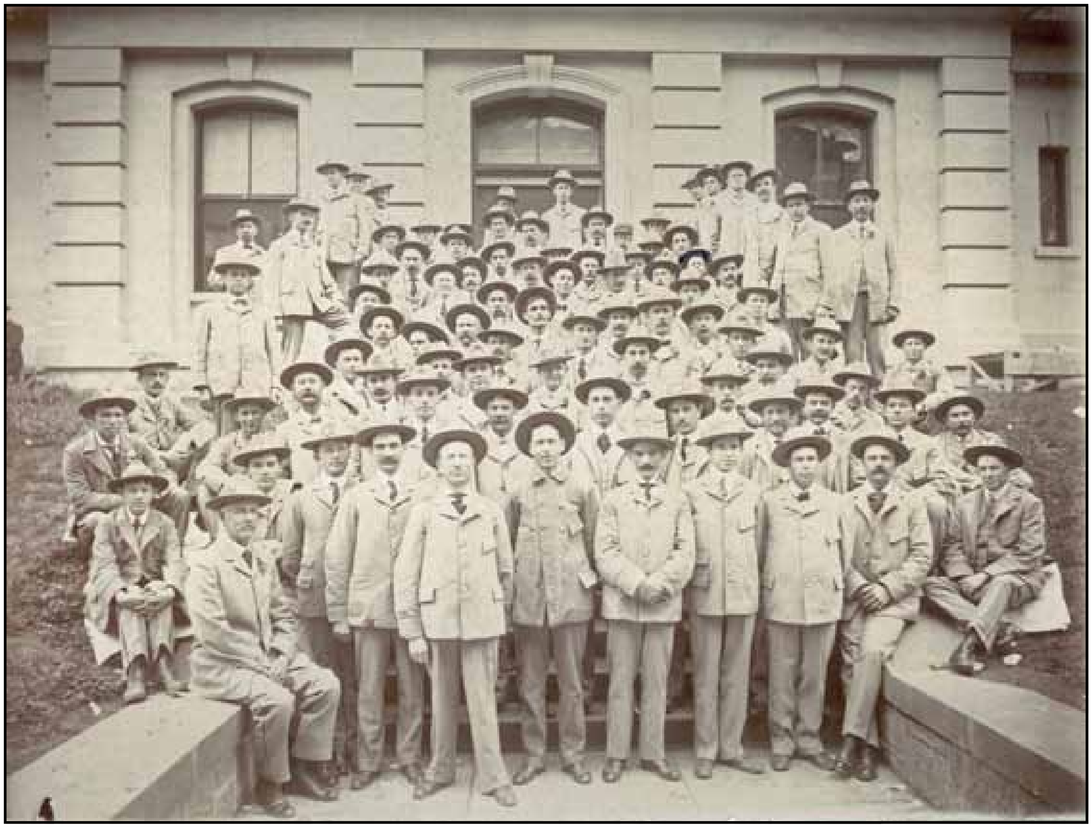


Figure 2: Portland's Pioneer Post Office, 1905. *(Courtesy, Branch 82, National Association of Letter Carriers)*

to the Exposition site was between NW Upshur and NW Vaughn Streets and between NW 26th and NW 27th Avenues. The Exposition drew more than 1.5 million visitors and generated a modest profit of $84,000.[4] The Exposition gave Portland the character and distinctiveness it needed to become an established city. Remarkable economic growth did ensue after the Exposition (1905-12) fueled by added population and capital inflow. Civic pride and improvements from that time still resonate today.

This, however, is not intended to be a comprehensive history of the Lewis and Clark Exposition. That has been chronicled admirably by many others producing a rich bibliography. (An excellent item on that list is *The Great Extravaganza* by Portland educator and historian Carl Abbott.)

Instead, this article focuses on the impact of the Exposition on the postal operations of the Portland Post Office and the postal markings left in its wake.[5] It traces the actions of both the U.S. Post Office Department and the Portland Post Office (and its stations) in responding to the demands brought on by the Exposition.

The U.S. Post Office Department
The National Postal Players

George Cotelyou, Postmaster General
Edwin Madden, Third Assistant Postmaster General
Merritt O. Chance, Exposition Representative
Ira Slack, Exposition Chief Special Agent

The chief clerk in the office of the Postmaster General, Merritt O. Chance, was charged with representing the Post Office at the Lewis and Clark Exposition. This was not a new task for the Post Office inasmuch as illustrating the "…methods and administrative faculty of the postal service in times past and present…[6] had been fulfilled similarly at prior national expositions in Atlanta (1895), Nashville (1897), Omaha (1898), Buffalo (1901) and St. Louis (1904). The plan was to mount a Post Office exhibit in 6,000 square feet of space in the west end of the U.S. Government Building. This exhibit came in two parts: an array of postal artifacts and a model post office.

The postal artifacts in the exhibit were a varied lot comprising the following categories: Stamps, including a complete collection of U.S. stamps; mail equipment; mail transportation; history, records and statistics; and dead letter collection.[7]

The model post office was a working reproduction and was described by H.B. Hall, assistant superintendent, salary and allowance division of the Post Office Department,

> *"…is built of wire and glass so that everything is visible. It contains all the latest modern appliances and apparatus, including cancelling machines and other mechanical devices. While a model, it will be also a substation of the local postoffice and will handle mail to and from the Fairgrounds."*[8]

Figure 3: The white arrow at bottom right denotes the drug store location of Postal Station 5 three blocks east of the Exposition. The site today is occupied by the Northwest Branch of the Multnomah County Public Library. *(Courtesy, Mike Ryerson)*

A floor plan of this post office is shown in Figure 1. This 40 x 30 foot space was divided into a 40 x 12 foot public lobby and a 40 x 18 foot postal work area. The partition between the two areas was made of glass with oak and brass trim. Note from Figure 1 that the canceling station was located next to the partition for easy viewing.

The Portland Post Office
The Portland Players

George Chamberlain, Governor of Oregon
George Williams; Harry Lane, Mayors of Portland
Henry W. Goode, President, Exposition Co.
Jefferson Smith (D-Salem), Chairman, Oregon State Commission
John W. Minto, Portland Postmaster

The main Portland Post Office was located at Pioneer Post Office in the central business district of downtown Portland.[9] The entrance to the Exposition site was 46 blocks north and west of the main post office or 1.93 miles as the crow flies.

At the time of the Exposition, two northwest neighborhood contract stations were in relative proximity to the Exposition site: Station 5 at 760 Thurman (now 2300 NW Thurman) operated by R.A. Preston, the owner and proprietor of a drug store; and Station 6 at 215 23rd Street N (now 937 NW 23rd Avenue) inside a confectionery owned by Walter E. Jackson with Mary F. Jackson, a postal clerk, in charge (Figures 3 and 4). Both stations were on the way to the Exposition and accessible either by walking or by trolley. Interestingly, from mid-1903 Pioneer was undergoing renovations and the main post office was temporarily moved to leased space six blocks north between Ankeny and Burnside Streets and Sixth and Seventh (now Broadway).[10] The return to Pioneer commenced May 27, 1905, less than a week prior to the Exposition opening.

During the 1901-05 run-up period to the Exposition, the Portland Post Office had a succession of postmasters: Allen B. Crossman, Fred A. Bancroft (Jan. 13, 1903) and John W. Minto (June 10, 1904).

Figure 4: Corner of NW Lovejoy Street and 23rd Avenue in 1978. The white arrow in the center indicates the geographic location of Postal Station 6 in 1905—12 blocks south and east of the exposition site. The Nob Hill Bar & Grill is currently located there. *(Courtesy, Mike Ryerson)*

A.B Crossman's only recorded involvement with the Exposition was to recommend to the Postmaster General that the Exposition Company be granted the franking privilege for all printed matter sent from Portland for purposes of attracting attention to the Exposition. A March 22, 1902, reply from First Assistant Postmaster General, J.M. Masten, denied the request, noting "… *the Post Office Department has no authority to extend the franking privilege to any one, such privileges being conferred only by act of Congress."*[11] There is little else in the available record about his tenure during this time.

F.A. Bancroft was called upon by the Exposition organizers to forward two requests to the Post Office Department. The first, occurring in late 1903 or early 1904, was to have a set of new postage stamps issued to commemorate the Lewis and Clark Exposition. Despite issuing postage stamps for other recent national expositions, most recently the Trans-Mississippi series of 1904, the Department ultimately denied the request.[12] The Exposition Company also requested, through PM Bancroft's office, a city-wide cancel to bear mention of the Lewis and Clark Exposition with the following inscription: "American Pacific Exposition, Portland, Or., 1905."[13] This inscription was not adopted.

Instead, the slogan cancel used prior to, and during, the Exposition was "World's Fair Portland 1905" on four lines.[14] This cancel was used on all non-Exposition first-class Portland mail (Figure 5). Ironically, not one of the official postal markings applied during the Exposition gave mention to Lewis and Clark.

Portland postmasters and letter carriers were routinely challenged by staffing levels and related allocation decisions, with staffing levels historically insufficient to match the natural growth in demand for services. The potential short, and long-term, impact of the Exposition on the demand for local mail service was clearly a cause for concern.

That notwithstanding, the Multnomah Branch (Branch 82) of the National Association of Letter Carriers, which had a vested interest in the matter, was largely supportive of the Exposition. A review of branch minutes from that time reveals a number of references championing the Exposition. In fact, the first reference in the minutes, dated Nov. 24, 1901, records approval of a $200 stock subscription by the branch to the Lewis and Clark Exposition.[15]

Figure 5: Portland four-line slogan cancel promoting the Exposition. *(Author's Collection)*

Exposition Station
The Exposition Postal Players

Frank E. Ross, supervisor, Station 9 (Government Building)
Jennie McCready, supervisor, Station 7 (American Inn)
C.B. Franklin, supervisor, Station 3 (Chamber of Commerce)

In a May 24, 1905, letter to H.W. Goode, president of the Lewis and Clark Exposition, Postmaster John Minto submitted a list of post office personnel assigned to the Exposition and its grounds.[16] Minto described this as "the entire working force" but reserved the right to make changes, *"… which I am certain to do."* The administrative component consisted of Assistant Postmaster J.J. Shipley, Superintendent of City Delivery Z.A. Leigh, Superintendent of Salary and Allowance Division H.B. Hall and Post Office Inspectors A.R. Butler and O.C. Riches. Seven clerks were assigned to the Exposition, as were four letter carriers and five messenger boys.[17]

Exposition Station (Station 9 in the administrative records of the Portland Post Office) was established as a temporary postal unit at the Lewis and Clark Exposition site from June 1, 1905, to Oct. 15, 1905, inclusive.[18] Station 9 had been renamed Station A on Aug. 15, 1904, but that station number was not used again until the Exposition. Station 9 operated the Post Office Department's model post office in the U.S. Government Building (Figures 6 and 7). Minto designated Frank E. Ross, a clerk at the main post office, in charge.

A second temporary postal unit, Station 7, was moved from East 21st Street and Powell on Portland's east side and installed at the American Inn (Figure 8) from June 1, 1905 to Oct. 15, 1905, inclusive. The American Inn was the only hotel on Exposition grounds.[19] Postmaster Minto named Jennie McCready, operator of the American Inn, in charge of the station.

By orders of the Postmaster General (Order Nos. 407 and 511), Exposition Station (i.e.: Station 9) was established with facilities for the transaction of money order and registry business, the sale of postal supplies and the receipt and dispatch of mails; whereas, Station 7 was established with facilities for the transaction of money order and registry business and the sale of postal supplies.[20] Similarly, Postmaster Minto, in a June 3, 1905 article in *The Morning Oregon,* calls Station 9 the "post office" and Station 7 a "substation" on the Exposition grounds.

Official records of the main Portland Post Office, which might well have been instructive regarding details of the substantive interactions with Stations 7 and 9 and with the Post Office Department in Washington, D.C., have been disposed of over time and are not available.

Exposition Station records, which are also no longer available, would be neither extensive nor necessarily interpretive because Stations 7 and 9 were technically contract stations and operated at the Exposition for only six months. These records likely would have been limited in scope to staffing, statistical counts and accounting matters.

Frank Kiernan was awarded the Post Office Department contract to carry the mail, by secure automobile, between the main post office at Pioneer and Station 9 at the Exposition. Service was provided six times per day.[21]

The official map of the Exposition grounds, which was included in the daily admission program, erroneously designates a "post office" just inside the

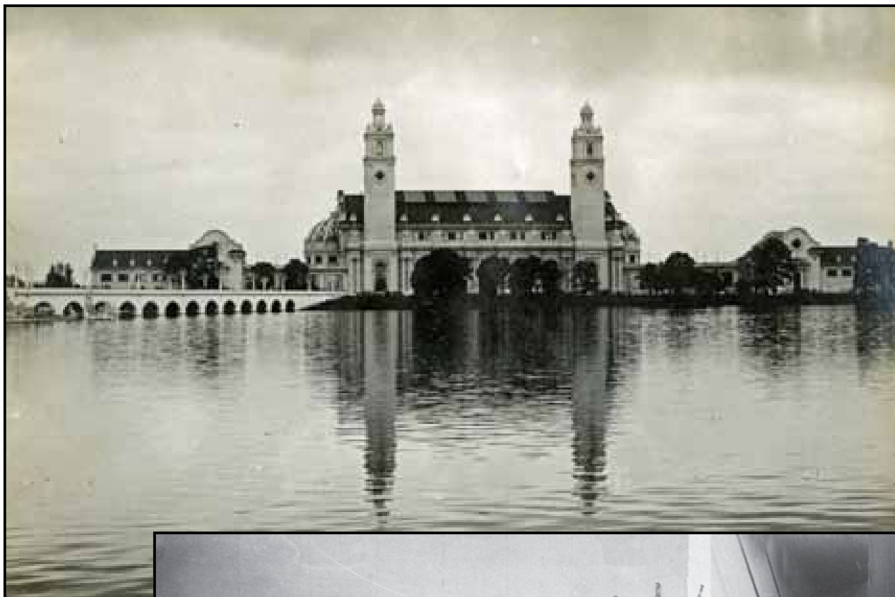


Figure 6: U.S. Government Building, the home of Station 9. *(Courtesy, Portland City Archives and Records Center)*

Figure 7: Post Office Department exhibit in the U.S. Government Building. Station 9 is directly through the arched opening in the back. *(Oregon Historical Society)*

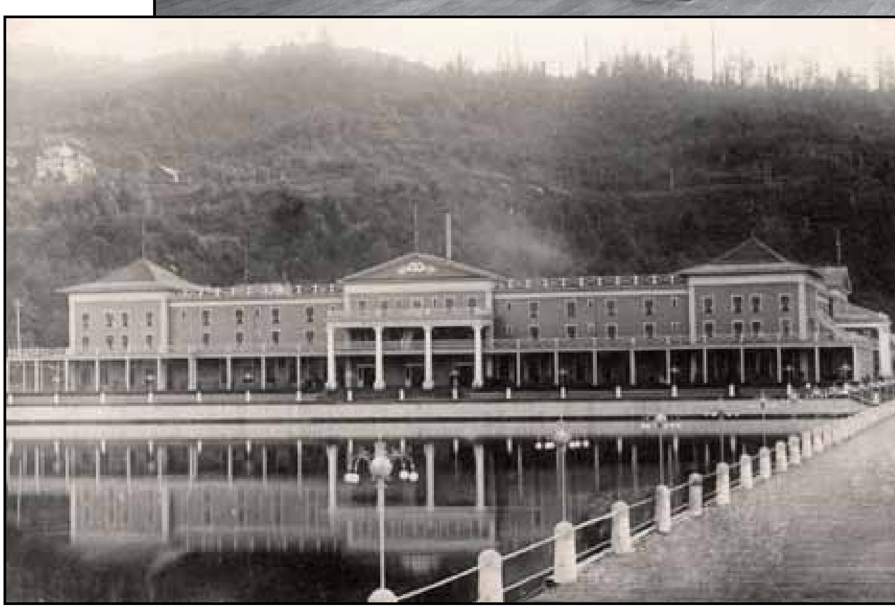


Figure 8: The American Inn, the home of Station 7. *(Courtesy, Portland City Archives and Records Center)*

main public entrance to the grounds. An April 11, 1905 construction contract with J.E. Bennett Company did call for a building to accommodate, among other things, a post office and an express office.[22] There is nothing in the record, however, to support a post office ever being at this location. An examination of photographs of the building in question confirms an express office, but not a post office. Surprisingly, the official map makes no reference to either Station 7 or Station 9.

Finally, as part of Postmaster Minto's allocation order, Station 3 was moved from Third and Washington Street to the Chamber of Commerce Building at Third and Stark Street in April 1905. This move was undoubtedly based on the expectations that business visitors to the Exposition would likely gather in the Chamber rooms and they would require postal services. Minto designated C.B. Franklin, a clerk in the main post office, in charge. All first class mail from this station was given a standard Portland city cancel at the main post office four blocks away.

Overall, Postmaster Minto was allocated 17 extra positions related to the Exposition. At its conclusion, Minto requested that he be allowed to permanently retain at least 10 of these positions due to forecasted increases in post office business.[23]

Station Operations

Station 9, although numbered as a contract station, was effectively operated as a classified station during the Exposition. Station 7, however, was clearly operated as a contract station in regard to scope of services, although it was likely staffed at some level with career post office personnel.

Postal markings do not identify either Station individually by number; rather, all markings use "Exposition Station" or a variant "Exposition Sta."

One can, however, surmise the allocation of marking devices to the two stations. Station 9 operated the model post office in the U.S. Government Building and had available all marking devices, both handstamp and machine, of a modern first class post office. Station 7 received marking devices for registry, money order business and parcels. Curiously, I could find no record confirming that either station had been issued a traditional round-dater, or a substitute for it, to denote Exposition Station as the point of origin or receipt.

Markings for registry, money orders and parcels were applied by handstamps with a rubber base. These devices were made locally. The die faces for the duplex cancelers and machine cancelers were made of steel and procured from the manufacturers through the Post Office Department.

Some clarifying comments are in order relative to questions about some of the Exposition canceling devices. First, based on recorded postal markings, Station 9 at the model post office was allocated two electric machine cancelers: one manufactured by International Postal Supply Co. and one made by American Postal Machine Co. These were popular choices in the Post Office Department fleet.

The International imprint was a straight-line cancel; the American imprint was the well-known flag cancel. The International die had blank spaces within the obliterator purposely cut out to insert informational "slugs." One slug had a number that identified a particular machine or clerk; another had the name of the station; and a third contained a field into which one of several slugs could be inserted to describe the type of mail being canceled. These alpha type designators are: C – collected from local letter boxes, D – deposited at the post office or station, R – received from another post office, or T – transferred through distributing post office (in transit).[24] Most Exposition examples are canceled with the "D" slug inserted.

Then, there are recorded examples of Exposition mail being canceled using hand-cranked machines. These machines, one an International model and one American model, were actually part of the equipment inventory at the main Portland Post Office and were used in this context to handle things in a pinch like unscheduled electric-powered machine downtime[25] and varying mail loads at Station 9. Steel dies for these machines would likely have been acquired as a contingency at the time of ordering the dies for the electric machine cancelers.

Exposition Markings

The ensuing discussion employs the numbering system developed by William Bomar for each identifiable Exposition postal marking.[26] This numbering scheme always starts with "P05" signifying "Portland 1905" followed by a two digit sequential number. The black and white tracings of the markings are reproduced courtesy of David Savadge. The number of recorded examples is taken from the third edition of Bomar.

The Exposition took place during the "golden age" of private postcard use. I have reviewed a compilation that lists 19 different printers producing 46 Exposition imprints with 267 captions.[27] In fact, one printer, B.B. Rich, produced a single imprint postcard with 25 different captions! Postcards were a popular medium and were collectible for their face subjects.

Ironically, much of what is known today about Exposition postal markings is from the reverse side of postcards.[28] Bomar notes the prevalence of postcards and the relative scarcity of covers. Commercial covers are known; the various Exposition officials and exhibitors and vendors conducted business using the letter form of communication. Also, there is evidence of "collector inspired" covers (see Figure 18 and related discussion).

Figure 9: Steel duplex handcancel.

Figure 10: International electric machine cancel with "STATION" spelled out. Note the receiving mark from Portland's Station C. *(Courtesy, Larry Maddux)*

P05-01, Figure 9

A steel die duplex handcancel comprising a circular postmark and a barred oval-shaped obliterator with the year date placed in between.

Bomar makes several points about this particular marking: it is scarce, with a census of fewer than 15 recorded examples; most recorded strikes are incomplete or partial; and no example with a number "1" in the obliterator has been verified. These observations deserve further consideration, albeit conjectural.

I believe the use of a number in the obliterator was to designate the station to which the duplex device was assigned. This designation was a common usage for postal stations.

It would seem odd for the number to represent other possible designations such as a clerk number or a canceling position, e.g., special delivery.

These latter descriptions would have been more apropos to a large central post office. Thus, I believe duplex handstamp devices were almost certainly issued to both Stations 7 and 9; but, because all first class Exposition mail was to be more efficiently canceled by the machine cancelers at Station 9, the assignment of the duplex devices was likely based more on time-honored tradition rather than on their actual utility.

The absence of an example with the numeral "1" is odd to say the least, but that device could have been damaged, lost, or saw no, or very little, use. If there were, in fact, two such devices, "1" would most likely have been issued to Station 9 because of its relative status and "2" to Station 7.

Yet, there is presently no conclusive evidence about either the existence of "1" or the location of "2." A demographic review of the census covers may prove useful in this regard.

The scarcity of this marking is due principally to there being very little need or opportunity for its use, given that its intended use was administratively limited to those uncommon situations that fell outside the regular course of canceling operations — usually, specific requests for the cancel, i.e., favors, or the physical nature of the mail piece, e.g., novelty wooden postcards.[29]

P05-02, Figure 10

This cancel was applied using the electric-powered International Rapid Flier machine, D25. The die produced a dial Type 5 and killer Type 5s. "EXPOSITION STATION" is centered within seven horizontal lines. The "1" in the canceller identifies a particular machine in use at Station 9; the "D" indicates mail picked up from Exposition Station drop boxes.

This was a workhorse cancel for first class Exposition mail. It was also used as a receiving stamp on incoming Exposition first class mail. More than 60 percent of known examples are on postcards.

Bomar's data notes an EDU of June 6, 1905, and LDU of Oct. 15, 1905, the last day of the Exposition.

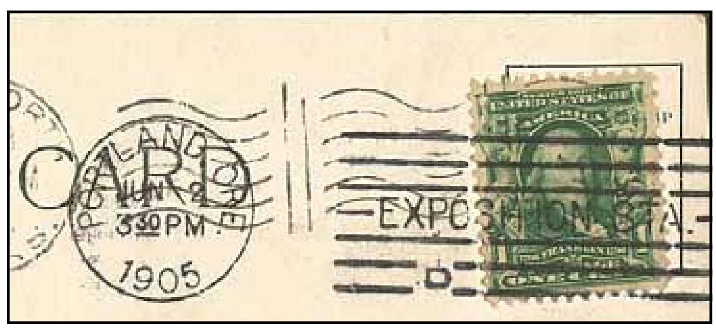


Figure 11: International hand-powered machine cancel with 'STA.' *(Courtesy, Kirk Andrews who discovered this variety)*

P05-03, Figure 11

Only two copies of this marking, both on postcards, have been recorded. It is structurally similar in appearance to P05-02. It was applied by using a hand-driven International Model L machine. The different die for this machine produced an imprint with dial Type 5 and killer Type 5s. The known examples have a "1" and a "D" in the obliterator.

This marking differs from P05-02 in the following ways: the abbreviation "STA." replaces "STATION;"

the heaviness of line and reduced clarity of the impression confirms it was applied by a hand-operated machine; and the length of the canceling lines is considerably shorter (44 vs. 55 mm) than for PO5-02. Savadge reports June 2, 1905, as the only date seen, and suggests this imprint might have been used only during the first week of the Exposition and then replaced by the more prolific electric machine producing P05-02.

This may have been the result of a scheduling problem. Possibly the electric-powered International machine did not go online until after June 2, either because it was not mechanically ready, because personnel training had not been perfected or because the Exposition's dedicated electric grid was not yet sufficiently calibrated. The Exposition opened on June 1, a Thursday. Expected mail quantities probably could be managed for a few days by the International hand-operated machine. (Sunday events at the Exposition were curtailed and otherwise limited until a July 30 injunction allowed the Exposition to be open seven days a week.)

The EDU for the electric machine cancel, P05-02, is June 6, a Tuesday, but it could have been earlier. Other explanatory scenarios may apply and ought to be explored.

Figure 12: Flag cancel applied by an electric-powered machine. *(Courtesy, David Savadge)*

P05-04, Figure 12

This is the well-known Flag cancel from the American Postal Machine Co. No. 1 [electric]. The die imprint has a Type B dial with "PORTLAND" curved around the top rim of a split ring dial and "ORE" curved around the bottom. The flag is Type 38 in two halves: on the left is the station name and the flag stripes are on the right. It was applied using an electric-powered machine.[30] The EDU is June 23.

P05-05, Figure 13

The imprint is structurally similar to P05-04, i.e., Langford Type B-38, but, it was produced by a different die using the American Model No. 1 (hand-operated). Bomar provides five points of differentiation between

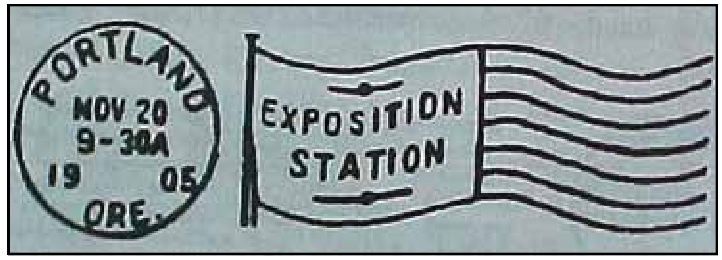


Figure 13: Flag cancel imprinted by a hand-operated machine.

the two markings, but the most robust is that the "T" in the word "EXPOSITION" on PO5-05 aligns vertically with the "I" of "STATION," whereas they do not on P05-04.[31] Fewer than five examples are known.

The only known dates of this imprint, November 20 and 21, fall over a month after the close of the Exposition. Undoubtedly, the model post office had been dismantled and shipped prior to that date.

This was indirectly confirmed in Oct. 12 and Nov. 10, 1905, letters from Postmaster Minto to the president of the Exposition and a *Morning Oregonian* article dated October 26, 1905. Thus, P05-05 must have been applied at the main post office, probably as a favor cancel, to explain the small quantity recorded.

Another possibility is that the covers may have been discovered after-the-fact in an Exposition mail receptacle and mailed late to the intended recipients, who may have been expecting Exposition markings.

An Exposition cancel, P05-05, would have been applied to reflect its original Exposition source. (One might expect a service marking to explain this situation, though.)

Figure 14: Utility handstamp cancel.

P05-06, Figure 14

This cancel is a roughly two by one inch undated boxed rubber handstamp intended for use on small packets and parcels, canceling stamps on registered mail, and canceling stamps missed on a mail piece by a regular canceling device.

This utility marking performed essentially the same function as the later and well-known double ring oval marking. The handstamp would have been available at both Station 7 and 9. Only 12 examples are recorded.

Figure 15: Registry handstamp marking.

P05-07, Figure 15

This cancel is a dated boxed rubber registry handstamp applied in magenta ink. Prior to 1910 the postmark for registered mail was typically placed on the face of the envelope. It wasn't until 1910 that the Post Office Department declared that no postmark could be placed on the face of registered matter. This ruling was intended to address the problem of postal workers not checking the reverse side of registered mail that passed through their hands for signs of tampering.

Thus, city, date and transit information had to be placed on the reverse side of the matter.[32] This explains why examples of this Exposition marking are found on the face of registered mail pieces, i.e., it was then standard practice. (This marking would be accompanied by the boxed utility cancel applied to the stamps, P0-06, and a registry exchange label if mailed to a foreign destination.)

Fewer than eight examples have been recorded. Bomar reports a surprising EDU of Sept. 18, 1905. Few parties, save varied official representatives at the Exposition that might deal with sensitive and important matters through the mails, would find need for this type of secure service. Moreover, many of those representatives would also find it as convenient, if not more so, to procure this service at Station 3 (Chamber of Commerce) or at Pioneer Post Office, both in the Portland business district.

Figure 16: Money Order Business handstamp marking.

P05-08, Figure 16

This cancel is a dated double circle rubber handstamp for money orders, applied in magenta ink. No examples have been recorded. Documents that normally would have been stamped with the M.O.B. imprint in 1905, including the money order receipt stub retained by the issuing post office, the advice sent to the payee post office and the official envelope to transmit the advice, were held only for a required minimum time by the post offices involved and then destroyed as waste paper.

It is possible that an official of the Exposition could have made a vendor payment using a money order and then attached the stamped handback money order receipt with a copy of invoice as proof of payment, although none has yet been recorded.[33]

According to Bomar, imprints that do exist are "proof" strikes on plain paper dated Oct. 5, 1905.

The absence of M.O.B. examples may also reflect a tendency of patrons to cater to a presumed increased security or an implicit promise of speedier delivery afforded by purchasing the money order at the main post office. Postmaster Minto regularly found it necessary to remind the public (particularly around the Christmas holidays) that money orders could be purchased at sub-stations around the city and it would not only be more convenient for the patron, but it would also reduce pressures on the money order windows at the main post office. Then, there is the very real question of why one would pay to attend the Exposition for the purpose of purchasing a money order.

Figure 17: A receiving marking; note 'REC'D' in postmark. *(Courtesy, Jim Mehrer)*

P05-09, Figure 17

This is the slogan cancel shown in Figure 5. It is printed from an International electric-powered machine. The die is dial Type 5 and the killer is a variety of Type 5. It was applied to first class mail at the main post office and all lettered first class stations in Portland that had machine cancelers.

Bomar reports a third class undated usage. This cancel was not used on mail deposited for posting on the Exposition grounds. All examples of this cancel have a "1" in the obliterator. Bomar lists an Aug. 25, 1904 EDU and an LDU of Oct. 16, 1905, the day after the Exposition closed.

P05-10

This cancel is a variation of P05-09. It was used as a receiving postmark with a "REC'D" after "PORTLAND, ORE." in the upper rim of the postmark. Properly used examples should appear on the reverse

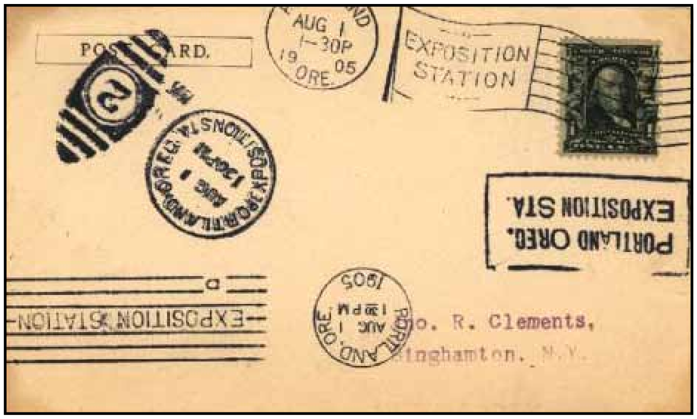


Figure 18: A postcard "prepared" by noted exposition collector John Clements. *(Courtesy, Jim Mehrer)*

side of the mail piece. All recorded examples have a "2" in the obliterator. Bomar notes an example with mute month/day/time slugs and another example in which it was used (erroneously) as a cancel.

Earlier, it was noted that there had been contemporaneous collector interest in Lewis and Clark Exposition markings. The postcard in Figure 18 is addressed to "Jno. R. Clements," a now renowned pioneer collector of exposition markings. John Clements was among the first collectors to develop a specialty collection of exposition postal history. The postcard is favor-imprinted with all four Lewis and Clark Exposition cancels (the three cancels with daters were dated Aug. 1, 1905).

This postcard presents an interesting dilemma: where did Clements get the respective cancels? We know the machine cancels were applied at Station 9. I suspect these were done first to better define space available on the card for the remaining two handcancels.

He should have been able also to get the handcancels at Station 9, but, as I suggested earlier, the duplex cancel with the "1" in the obliterator was otherwise unavailable there. Or, it could have been that Clements decided to spread the wealth and get the handcancels at Station 7, which is where I believe the "2" duplex was located. Clements probably also requested the same time stamp for each cancel.

Ephemera — Seals

One set of 12 bicolor seals to commemorate the Exposition were produced and sold at the Exposition. The seals show portraits of Jefferson, Lewis, Clark and nine of the Exposition exhibition buildings. The frame color was red or green; the vignettes were printed in black. The seals were issued in sheets of 12, perforated all around. A full sheet of seals with the green frame is shown in Figure 19.

These seals appear to have been surface printed. The frame source appears to be a product of a drafting shop; the vignette, particularly the examples with structures, likely came from drawings. Printing the seals would have involved a choice between the use of interlocking frame and vignette plates or requiring two separate passes through the press, one for the vignette plate and a second for the frame plate.

I would opt for the (rarer) former method in this case since the registration between the frame and vignette is consistently quite good. These poster stamps were produced by the brothers J.L. and Farran Zerbe.[34]

Figure 19: A full sheet of 12 of the Exposition seal. *(Courtesy, George Painter)*

Exposition Station — Epilogue

The Lewis and Clark Exposition closed Oct. 15, 1905. Almost immediately, the model post office at Station 9 was disassembled for eventual return to Washington, D.C. Station 7 operations at the American Inn terminated soon after the closing date.

The November closings reported in the December 1905 *United States Official Postal Guide* likely encompass the time necessary to take inventory, reconcile accounts and records, and to reflect the formal administrative transfer back to the main Portland Post Office.

Station 7 was re-established Dec. 1, 1905, at 1306 Belmont on Portland's east side; Station 9 was not re-established until July 15, 1917.

In a Dec. 31, 1905, *Morning Oregonian* article, it was reported that 33,000,000 pieces of mail matter of all classes passed through the Portland Post Office during the year. Total 1905 receipts were $472,722.84, compared to total 1904 receipts of $379,522.70.

Postmaster Minto attributed this substantial increase in large part to the extra business caused by the "Fair," but noted it was also traceable, in part, to the natural growth of the city.

The Portland Post Office had been ordered to hold in storage all of the paneling, grills, glass and brass work of the model post office and other interior devices of the U.S. Government Building until further notice. Because some heavy equipment and lighting devices from the Building were later auctioned locally by the Portland Post Office, I've long wondered whether any of the post office fixtures, particularly those with a decorative esthetic, weren't kept and eventually incorporated into Pioneer Post Office or other classic Portland stations.[35]

The American Inn, home to Station 7, and its land were put up for sale Oct. 7, 1905. The American Inn Company had lost $150,000 during the Exposition. After auctioning furniture and sundries, the property, along with other parcels, both within and outside the Exposition grounds (part of the 100-acre Cottel tract), were purchased for $300,000 by the United Railway Co. for use as yards at the northern approaches to the city.

The inn was eventually torn down; but, there appears to be increasing acknowledgement among architects and historians that the central section of the inn was dismantled and, in 1906, moved to a new location in northwest Portland approximately 20 blocks southeast of its Exposition location (Figure 20). The building today houses condominiums.

Fortuitously, the lobby and its environs, where Station 7 was probably located, have largely retained the original configuration and appearance and celebrate its history with period photos.

Figure 20: The central section of the American Inn, now at 2129 NW Northrup Street. *(Author photograph)*

Figure 21: "Sighting the Pacific" cachet. The design was copyrighted in 1903 by the Lewis and Clark Exposition Co. *(Courtesy, Len Lukens)*

Acknowledgements

As is often the case, I owe a huge debt of thanks to many people who graciously helped in this project. These people provided leads, gave me new ideas, argued for alternative viewpoints and allowed me to use their materials. Many thanks to: Kirk Andrews, Len Lukens and Larry Maddux, Branch 82, National Association of Letter Carriers, Portland City Archives and Records Center, Jim Mehrer, Multnomah County Library, Oregon Historical Society, George Painter, Mike Ryerson and David Savadge. Archives for *The Oregonian*, dating from 1861, and the Sanborn insurance maps are available through Multnomah County Library's online catalog, *http://www.multcolib.org*. An MCL library card is necessary to gain access.

Endnotes

1 In 1903, the Oregon legislature formed the 10-member Lewis and Clark Centennial Exposition Commission to oversee the state's investment and interests. Nonetheless, political leaders presumed the Exposition to be a private enterprise. See: E. Kimbark MacColl, *Merchants, Money & Power*, 1988, p. 357.

2 Carl Abbott, *The Great Extravaganza*, Oregon Historical Society, 1996 rev., p. 14.

3 Geographically, Portland is bisected into east and west by the Willamette River. The west side was developed first and, at the time of the Exposition, encompassed the downtown business core and the associated accoutrements of wealth.

4 The U.S. Government and the state of Oregon provided funding in the amounts of $1,775,000 and $500,000, respectively. The population of Portland in 1905 was relatively small, estimated at between 100,000 and 120,000 residents.

5 An excellent primer on Portland post offices is Richard Helbock's *Portland Area Postal History*, 1983.

6 *Report, United States Government Exhibit, Tennessee Centennial Exposition*, 1901, p. 58.

7 A complete list of the individual items can be found in *Official Catalogue, U.S. Government Exhibit, 1905*.

8 "Praise for Postoffice," *Morning Oregonian*, Jan. 10, 1906, p. 16.

9 This federal building, which opened in 1875, has been alternatively referred to as Pioneer Courthouse. The main Portland Post Office moved to a new Federal Building at 511 Broadway N in 1919, at which time the old post office site was renamed Central Station. Central Station was moved in 1933 to a new Federal Courthouse at SW Broadway and SW Main but, because of public complaint, Pioneer Station was established at the original site in 1937. Pioneer Station was moved to the west annex of the building after a 1973 remodeling and was closed in 2005 after yet another remodeling.

10 For architectural historians, the renovations to Pioneer involved adding two three-story wings and a one-story connecting center wing to the west side of the building.

11 *Lewis and Clark Centennial Exposition Records*, Mss 1609, Oregon Historical Society Research Library, Box 11, Folder 8.

12 This decision was supported in the press. See: "The Big Postage Stamp, Department Refuses to Issue Any for the Lewis and Clark Exposition" *The New York Times*, Oct. 30, 1904.

13 *The Morning Oregonian*, May 4, 1904.

14 The same slogan was used in St. Louis in 1904 and Seattle in 1909.

15 The 1905 NALC National Convention was held in Portland during September.

16 *Lewis and Clark Centennial Exposition Records*, Mss 1609, Oregon Historical Society Research Library, Box 13, Folder 7. The list was submitted to secure transportation and Exposition passes for the contingent.

17 Minto, the postmaster most engaged in negotiating staffing levels with the Post Office Department, dedicated two carriers to the Exposition site on May 1, 1905, prior to the Exposition opening, for deliveries to exhibitors, concessionaires, and to all offices. Minto stated that the force would be gradually increased as their services were needed. *The Morning Oregon*, May 2, 1905.

18 *The United States Official Postal Guide*, May 1905, p. 49.

19 The American Inn was physically imposing: 450 feet of frontage and 350 feet of depth in three stories, with rooms for 1,150 guests and a dining room that could seat 1,000. Jennie McCready, manager of the American Inn, operated a similar Inn at the 1904 Louisiana-Pacific Exposition.

20 *Daily Bulletin, Post Office Department*, April 20, 1905 and June 5, 1905.

21 *Daily Bulletin, Post Office Department*, May 3, 1905.

22 *Lewis and Clark Centennial Exposition Records*, Mss 1609, Oregon Historical Society Research Library, Box 35, folder 6.

23 *The Morning Oregonian*, October 3, 1905.

24 G.A. Chandler, "Postmarks," *Mekeel's Weekly Stamp News*, July 1914.

25 This would include downtime from outages in the electric service, although no power failures were recorded. In 1902, Portland General Electric Co. built a small generating substation (two 1500 KW turbines generating both direct and alternating current) just east of the Exposition grounds to supply electricity to the Exposition. Transformers were hidden underground and in buildings throughout the Exposition site.

26 David Savadge, Editor. *William J. Bomar's Postal Markings and Postal History of United States Expositions, 3rd ed.*, (digital on CD), Livermore, Calif., 2007.

27 I discovered this detailed mimeographed compilation in the archives of the Northwest Philatelic Library, Portland, Ore. No title, author or date of publication is given.

28 At the time of the Exposition, a message could be written only on the face of the postcard. This rule was not changed until March 1, 1907.

29 Similar results were found at the 1907 (Jamestown) and 1909 (Alaska Yukon Pacific) Expositions. Bomar reports fewer than 40 examples from the former and fewer than 15 from the latter.

30 Frederick Langford. *Standard Flag Cancel Encyclopedia, 4th ed.*, Author, 2008.

31 Bomar's other differences are; (1) the circumference of the dial of -05 is 1 mm larger (24 v. 23); (2) the length of the box containing EXPOSITION STATION on two lines is shorter on -05 by 1½ mm (29½ v. 28); (3) the top wiggly line ornament above EXPOSITION is longer on -04, but the wiggly line below STATION is longer on -05; and (4) the dial is split on -04, but solid on -05.

32 Henry W. Beecher and Anthony S. Wawrukiewicz. *U.S. Domestic Postage Rates, 1872-2011*, APS, 2011. The authors point out that the practice of placing the postmark on the face of the mailpiece effectively continued into the 1920s.

33 For example, the papers of Exposition president, Henry Goode, include a carbon copy of a letter notifying the addressee that payment on account owed was made by money order. The money order receipt with the M.O.B. imprint was attached to the carbon copy of the letter. The money order was drawn Nov. 4, 1904 at Portland's Station 11 (Meier & Frank Department Store) prior to the opening of the Exposition. *Lewis and Clark Centennial Exposition Records*, Mss 1609, Oregon Historical Society Research Library, Box 15, Folder 1.

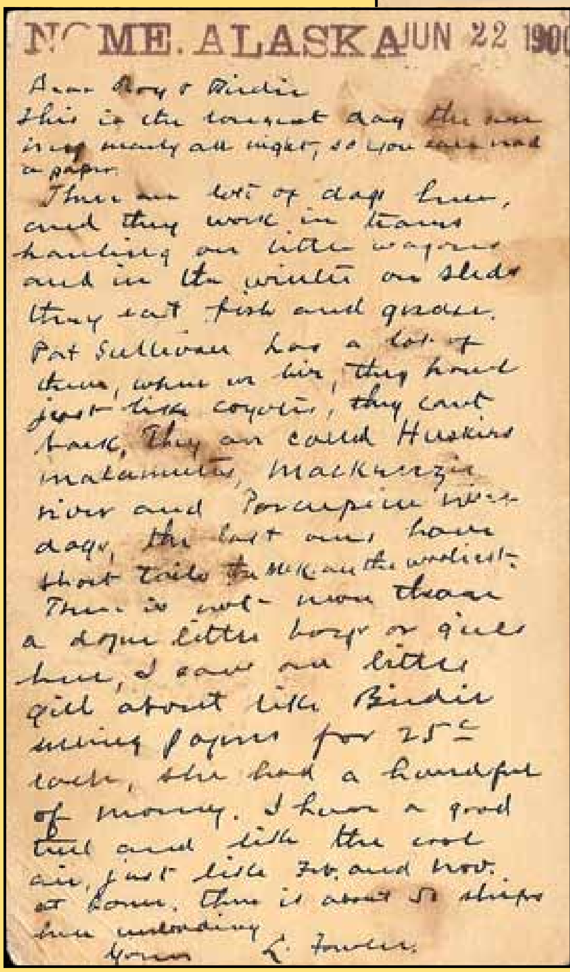
34 "Seals Recall Lewis and Clark Exposition of 1905," *Western Stamp Collector*, Tuesday, July 13, 1954. Farran Zerbe was chief of the souvenir coin department at the Exposition and a world-renowned numismatist.

35 In 2005, I was able to tour Pioneer while it was closed for renovation. Much to my surprise, the original post office configuration on the first floor with its north-south and east-west bays with dark wood paneling, wicket/pebbled glass door windows, and the use of brass fixtures were still largely visible even though the space was then used for other functions. (Regrettably, the GSA did not allow me to take photographs.)

(Charles Neyhart is a retired university professor and was president of the Northwest Philatelic Library in Portland from its 2003 inception until the end of 2011. He currently resides in Pacific Beach, Calif.)

An Alaska Gold Rush Postal Card From Nome

By Don Glickstein



Suddenly, in the fall of 1899, the miners heard that Nome's beaches were made of gold sand (or so the rumor went). The epicenter of the Alaska Gold Rush — 10,000 miners and merchants — lurched west from Canada's Yukon Territory to Norton Sound on the Bering Sea. It was 800 miles from the Yukon to Nome as birds flew; much longer by steamers on the Yukon River or from Skagway up the coast and around through the Aleutians.

One of the miners was Lincoln Fowler from Arizona which, like Alaska, was then an American territory. On June 22, 1900, Fowler wrote a postal card to: Master Roy Fowler (perhaps his son, brother or cousin), 34 S Center St, Phoenix, Ariz. He wrote:

Dear Roy & Birdie

This is the longest day the sun is up nearly all night, so you can read a paper.

There are lots of dogs here, and they work in trains hauling on little wagons and in the winter on sleds. They eat fish and grass.

Pat Sullivan has a lot of them, where we live, they howl just like coyotes, they can't bark. They are called Huskies, malamutes, Mackenzie, lion and Porcupine river dogs. The last ones have short tails, tho McK. are the wooliest. There is not more than a dozen little boys or girls here. I saw one little girl about like Birdie selling papers for 25c each. She had a handful of money. I have a good time and like the cool air, just like Feb. and Nov. at home. There is about 50 ships here unloading.

Yours L. Fowler

The 1-cent Jefferson postal card, Scott UX14, has a cancel from the Nome Post Office, classified by Bill Helbock's *Postmarks of Territorial Alaska* as Type 2, but without the killer part of the duplex, which might make it a new type or subtype. Helbock pegged the rarity factor of the cancel as a 6 or 7, which in 1986 was valued at anywhere from $100 to $500. It sold in 2012 on e-Bay for $38.50. The depressed price no doubt was due to the card having a crease, stains and scrapes. The magenta city and state on the message side might be from the post office, but it doesn't match the two straightline cancels that Helbock illustrated.

References

1. "Alaska-Yukon Gold Rush Participants," *Family Chronicle,* September/October 1996; *http://www.familychronicle.com/klondike.htm*
2. Colby, Merle. *A Guide to Alaska* (Federal Writers Project). New York: The MacMillan Company, 1944.

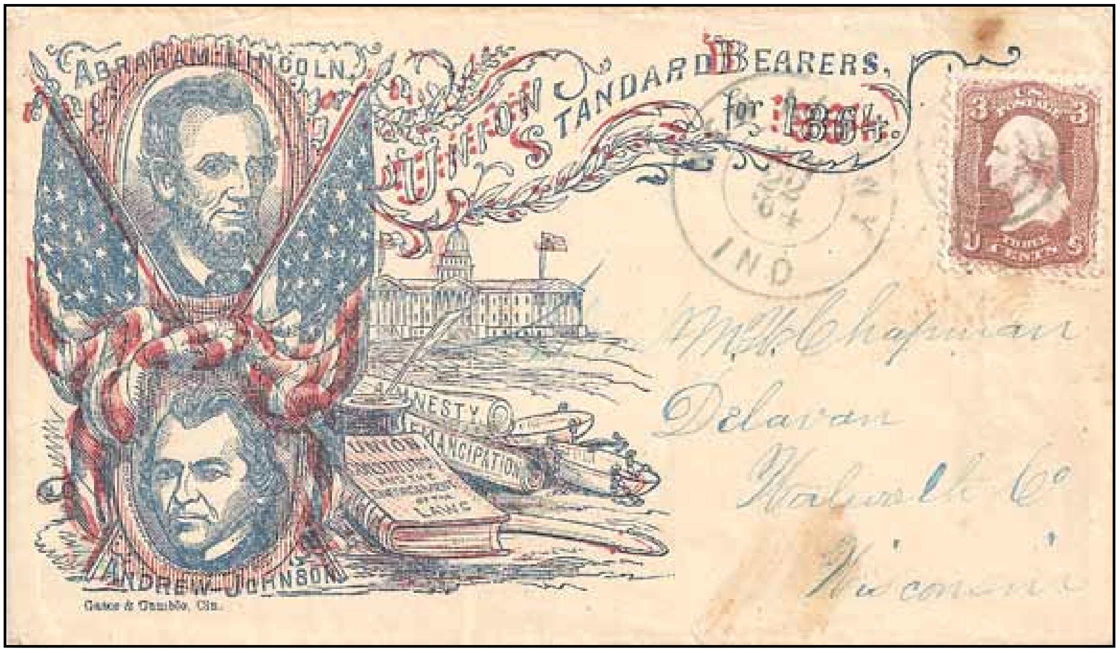


Figure 1: A Patriotic cover from the Lincoln-Johnson presidential election, Nov. 22, 1864.

When Fate Intervenes: Andrew Johnson and the United States Presidential Election of 1864

By Jesse I. Spector and Robert L. Markovits

A study of the vice presidency of the United States, we suspect, would arguably be low on the list of PhD thesis topics chosen by doctoral candidates in the humanities. A certain lack of pizzazz, and the fact that for many decades after the establishment of our republic, the vice president had little to do, and had little influence on, the president's policies, did not make for exciting study.

Granted, the Constitution of the United States clearly defines the role of the individual who would be "a heartbeat away" from becoming the Commander in Chief in line of succession, yet, the actual nuts and bolts of the position was once so famously remarked upon—and oft quoted—when Vice President John Vance Garner, living in the shadow of FDR, would state that the job "was not worth a bucket of warm piss." Until times would become more liberal with regard to the use of the vernacular, his remarks were modified euphemistically to "warm spit."

Well now, having come into possession of two marvelous pieces of postal history related to the presidential election of 1864, we will take issue with our own musings and assume the contrarian position: that history has indeed shown a remarkable resiliency associated with the position, not just in terms of a greater contemporary role and visibility for the VP, but a historically impressive record of serving as a launching pad towards the presidency, based on both politically-derived succession, as well as more tragically, a constitutionally-derived mobility following the death through illness or assassination of a sitting president.

The fact that 14 vice presidents would succeed to the presidency over two centuries of our republic is no small matter. With that fact in mind we now take you back to the darker days of The Great Insurrection, when in 1864, the Union, in the grueling third year of the Civil War, would enter into the well known ritual of the rites of a presidential election. And not just any election as we all well know, for events that would indelibly alter history would follow the outcome of this election, waiting impatiently in the wings for but a number of weeks.

Patriot covers related to the Civil War represent a well-respected topical area of philatelic collecting possessing great depth, scope and aesthetic qualities. There are current estimates of more than 10,000 varieties being produced in the North and the South.

The cover that attracted our attention (Figure 1) had literary volumes to say. Aesthetically it is a winner. The traditional red, white and blue design occupies

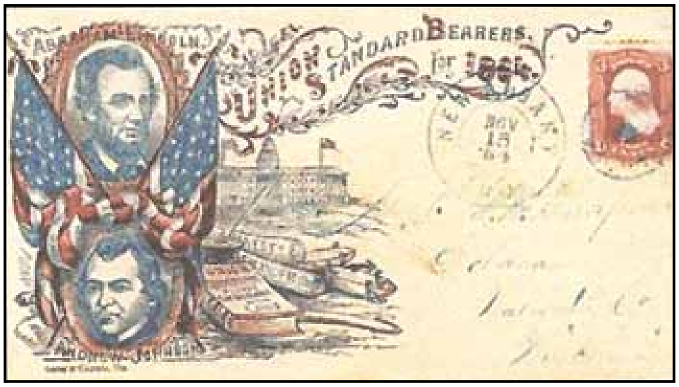


Figure 2: Cover to same addressee as Figure 1, Nov. 15, 1864.

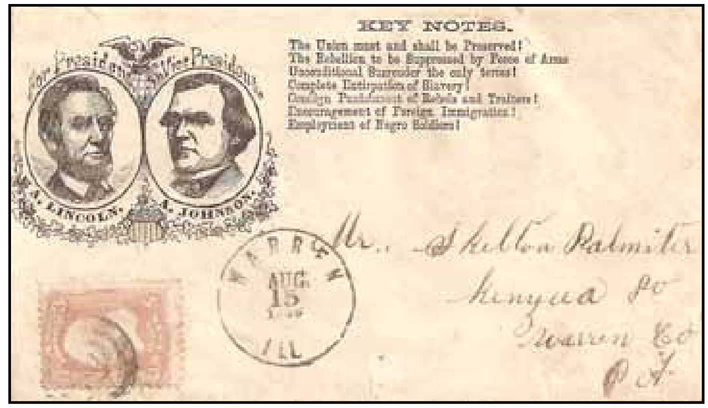


Figure 3: Lincoln-Johnson cover sent in August 1866. Andrew Johnson became the 17th president of the United States following Lincoln's assassination.

fully three-quarters of the front piece. It is marvelously detailed with flags, portraits of the "Union Standard Bearers" of the Republican Party, a sketch of the White House; and, using a classic artistic technique of the 17th through 19th centuries, whereby images (in this case scrolls, a book and nautical paraphernalia) wordlessly relate the message of the Ship of State.

To leave nothing to the imagination the printed words inform us that these two serious-looking portraitures of Abraham Lincoln and Andrew Johnson are the embodiment of a message espousing emancipation, amnesty to a belligerent power and respect for the constitution of our republic. Certainly, well done and no small feat for a cachet produced by the Gates and Gamble Co. in Cincinnati, Ohio.

To complement the artistic aspects of the cachet we find a large, double concentric circle postmark from New Albany, Ind., dated Nov. 22, 1864 with a three concentric circle cancellation of a 3-cent Washington stamp (Scott 65) with all imprints in a lovely blue ink, fittingly appropriate for the overall appearance of the mailing. As if the sender wished to maintain the full artistic effect produced by the above, or perhaps just happenstance, the scripted receiver information to M.W. Chapman in Delvan, Walworth County, Wis., tastefully matches in pale blue ink.

Delvan is located in southeastern Wisconsin just above the Illinois border, and New Albany is situated on the Kentucky River, just above Louisville, Ky. Coincidentally, and most fortuitously, we have come across an identical cover presented in an article on philatelic genealogy in Wisconsin.[1]

That cover (Figure 2) was mailed just seven days earlier on Nov. 15, 1864 to the same receiver as our cover. What a wonderful discovery indeed. Clearly, this website fit to a tee its intended goal of promoting exchange between postal history collectors.

Additionally, we have obtained a belated use of a Lincoln-Johnson cover (Figure 3), which would contain the key issues of the Republican platform and was mailed locally in Warren, Ill., on Aug. 15, 1866, a year after the conclusion of the Civil War.

Mrs. M.W. Chapman, the recipient of our letter, can be found in Delvan, Wis., in the 1870 Federal Census. She is indeed the wife of Menzo W. Chapman of Delvan, whose Civil War records state that he was a corporal in Company D of the 22nd Wisconsin Infantry from 1862 to 1865, thus truly bringing this cover to life.

Nancy Chapman was born in Pennsylvania on Aug. 12, 1840 and her husband Menzo was born in New York on Feb. 7, 1829. We were delighted to determine that both would still be alive at the turn of the century as evident in the 1895 and 1905 Wisconsin Census reports and, even better, were still with us in the 1920 Federal Census with Menzo now 92 years old and Nancy 82.

Nancy died on Nov. 22, 1922, and Menzo passed away on May 19, 1925 at the age of 96. They rest alongside one another in the Spring Grove Cemetery in Delvan (Figure 4).

The year 1864 would assuage a surprisingly difficult year for the Union from a military perspective. Victory over the Confederacy at Gettysburg in July 1863 had removed the threat of the South winning the war, a real concern in the preceding two years of conflict, yet 1864 still saw 700,000 Confederate combatants confronting one million Union soldiers on a myriad of battle fronts across large swathes of the United States. The learning curve for Union military leadership had been steep,

Figure. 4: Burial plot for Menzo and Nancy Chapman in Delvan, Wis.

and had been compounded by failure to aggressively follow up victories on the battlefield with a ceaseless harassment of an enemy on the run. Furthermore, despite the North's numerical and vastly superior industrial capacity, morale and fighting spirit of Southern forces remained strong, which together with audacity and superior tactics of Confederate generals would deny the North the final triumph against the insurrection that would statistically at least seem a forgone conclusion.

Thus, the year that would herald the presidential election in November would be influenced by events including the Battle of the Wilderness where both sides would suffer horrendous casualties and end inconclusively with General Grant breaking off and moving southwards, and the subsequent Battle of Spotsylvania resulting in a similar outcome.

Confederate victories would include the Battles of Mansfield, Crater and Cold Harbor, as well as the Battle of New Market in May, and a week later the Battle of Ware Bottom Church. The initial Battle of Petersburg would see-saw with the South finally succeeding in entrenching against a determined but unsuccessful foe.

We could go on, but won't, for want of the need to not lose site of our intended goal—the presidential election. Yes, there would also prove to be Union victories including the capture and burning of Atlanta and the Battle of Mobile Bay, etc., but before the election, the sway of battle would also draw political battle lines within Lincoln's Republican party, let alone the ever-present confrontation from the opposing Democratic party.

Leading up to the November election, Lincoln had grave doubts that he would win reelection and the prospect of a continued long and bloody war made the idea of "peace at all costs" a real possibility. Lincoln was described as having aged tremendously with dark rings under his eyes, his face craggier than ever, his migraine headaches incapacitating and frequent, and his gait being that of a man slapping down one foot at a time before moving on to the next, giving him a shuffling albeit brisk appearance on his outsized lanky frame.

Lincoln would spend great periods of time at the War Department, located in a three-story, brick building on the White House grounds. There he would appear, on average, three times a day going over the telegraph messages from his commanders that were decoded and placed in a box in the order received for his review. The White House had no direct telegraph line for receipt of communication so that the coded messages were telegraphed to the War Department House where the decoders sat within feet of the president, who positioned himself in a chair alongside a desk by a window where he kept his own council. It was a lonely and troubled time for the commander in chief, indeed.

Figures 5: Stephen A. Douglas presidential campaign covers for the 1860 election.

For the many generations brought up learning of Lincoln, the Great Emancipator, we must add a caveat that perhaps trumps this memorable accomplishment, if for no other reason than were he not, par excellence, the consummate and brilliant politician of not just his age, but of the ages of our democratic society, he would not have succeeded to a position permitting him to empower his philosophy for the republic.

Both in his closely lost congressional race to Stephen A. Douglas in 1858 and in his strategically superb presidential campaign of 1860, first winning the party nomination over William Seward, and then the general election over Stephen Douglas (Figure 5) and John C. Breckinridge, the backwoods, rail-splitting, Illinois country lawyer, who Nathaniel Hawthorne would describe as "about the homeliest man I ever saw," would belie all expectations of his contemporaries, and as a profound tribute would captivate historians subsequently for all time.

The crux of the election campaign for Lincoln would be relatively straight-forward: Lincoln, the "war president" was being criticized for the war not going well, so that a dissident section of the Republican party sought a "peace candidate" who would negotiate an armistice with the Confederacy at the earliest opportunity; His Emancipation Proclamation, espoused in 1862, did not sit well with many conservative Northerners who saw the negro as an unwanted competitor for jobs and who

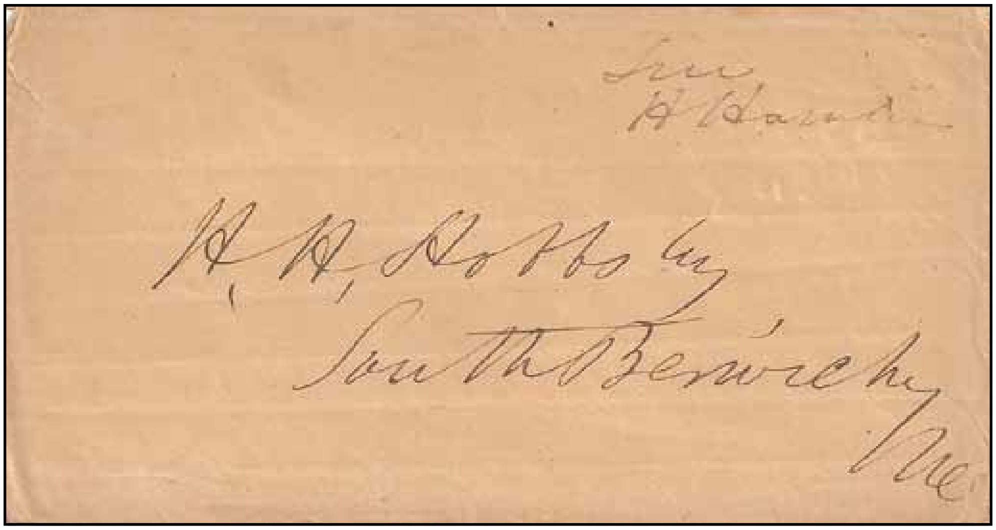


Figure 6: Vice President Hannibal Hamlin's free frank signature on cover.

were culturally opposed to racial equality; and, finally, the Democratic Party, which had always nominally been partial towards the South, desired an immediate cease fire and terms for subsequent marked leniency towards their former adversaries.

Conservative Republicans would nominate John C. Fremont, while the regular Republican Party who were Lincoln supporters would join with Democrats who supported the war effort and create a new political party: The National Union Party.

The Democratic Party would choose as their nominee George B. McClellan, the former phlegmatic Union general who had been previously relieved of command by Lincoln. McClellan ostensibly ran as a peace candidate, although his true inclination was to pursue the war but in a manner that he believed would be superior to Lincoln's tactics. John C. Fremont would later withdraw and endorse Lincoln, so that the 1864 election would pit Lincoln against McClellan.

Lincoln threw overboard his vice president, Hannibal Hamlin (Figure 6 is a free-franked letter signed by Vice President Hamlin) with whom he was dissatisfied, and had the convention nominate Gov. Andrew Johnson of Tennessee as his running mate. Johnson, a War Democrat, was the fitting partner for the president, in that he was a Southerner with strong Union support, thus coalescing the disparate parties needed to cobble together a winning ticket in November.

The turning point came in September 1864 when Sherman's capture of Atlanta reinvigorated the Union war effort. In the November election Lincoln would win 23 of the 25 states (212 to 21 electoral votes) and 55 per cent of the popular vote to 45 per cent for McClellan. It was a true landslide. Lincoln would also prove to be highly popular with soldiers, such that in those states allowing soldiers to cast ballots Lincoln would receive 76 per cent of the vote.

The last previous wartime election was in 1812. While absentee ballots had been in existence since colonial times, this would be the first time that that they would be in widespread use. The rules varied by state such that soldiers from Ohio and Pennsylvania could cast their ballots in the field, whereas other states required the soldier to vote within the geographical confines of the state within which they were registered.

Forty thousand soldiers would cast their votes during this election by absentee ballot and, as mentioned, Lincoln would achieve on average a three to one majority of the votes over McClellan.

We have been most fortunate to come into the possession of one of these rare surviving covers (Figure 7). This large manila envelope postmarked in Portsmouth, Virginia on October 21 and paid for with two Washington 3-cent stamps (Scott 65), with four concentric-ringed, socked-on-the-nose cancels is a real beauty. Printed on the left of the envelope is the extract from the law regarding the specific instructions by which the receiver was to handle the sealed enclosed ballot. This inner ballot was to be opened only by an election official at the polls, thus maintaining the privacy and integrity of the ballot. All in all, a splendid and timely addition to our discussion.

And that brings us to Andrew Johnson. In our current age, which prioritizes instant gratification, any delay may seem unseemly. Yet to appreciate our protagonist and, more so, to relate events to the larger picture that we wish to portray, one cannot come charging up the aisle. No, one must wait in the wings until the time is opportune; and, that time has now arrived. Having been forewarned by history that Andrew Johnson's legacy would place him near the very bottom of critics' lists of presidential ratings, we would find it most interesting that Johnson was, well, actually quite interesting.

Andrew Johnson (Figure 8) was born Dec. 29, 1808 in the family's one room cabin in Raleigh, N.C. to Jacob and Mary (Polly) Johnson, a Scotch-Irish family

Figure 7: 1864 presidential election soldiers' absentee ballot cover.

as proverbially poor as church mice. His father would become a town constable, Polly would be a seamstress, and Andrew would grow up without a formal education, but would become self educated, learning to read and write and to become a master tailor. We had to stop and catch our breath for a moment when we contrasted this upbringing, and, indeed, that of his running mate, Abe Lincoln to the heritage of most of our contemporary candidates for the highest offices in the land.

What struck us about Andrew Johnson was the Horatio Alger rags to riches story that would mark the life story of the president-to-be. Self educated, attaining significant political success, and marrying Eliza McCardle and raising five children, he would limit his social life in order to spend the time studying in the Congressional Library to improve on his pool of knowledge. He would remarkably acquire significant wealth in the tailoring business, and would become wholly committed and steadfastly focused on a single driving political issue, the eventual passage of the Homestead Act, offering poor, landless white men the opportunity to obtain free land in the western United States. Notice we said white men, not all men, and this will be addressed shortly.

Andrew Johnson's political career would be meteoric. He served as an alderman and then as mayor of Greenville, Tenn. He would succeed to both houses of the Tennessee legislature, then serve five terms in the United States House of Representatives, two terms as governor of Tennessee, and at the time of the South's secession movement in 1861 would be a U.S. Senator from Tennessee—all of this accomplished by age 53.

His politics was finely targeted, strictly adhered to and devoid of what we today describe as "flip-flopping." He was a lifetime Jeffersonian and Jacksonian, a conservative, Democratic politician who strongly believed in small government and states-rights trumping an enlarged central Hamiltonian-type bureaucracy. He would for many years into the Civil War era espouse a pro-slavery sentiment, and he himself possessed seven or eight slaves.

Johnson stated that slavery was a form of property guaranteed by the Constitution of the United States, and that neither the states nor the federal government had the authority to abolish it. "The black race of Africa are inferior to the white man in point of intellect-better calculated in physical structure to undergo drudgery and hardship-standing, as they do- many degrees lower in the scale of gradation that expresses the relative relation between God and all that he has created than the white man."

This statement, made on the floor of the House of Representatives in the late 1840s, and made by an ostensibly religious non-denominational Christian, while not sitting well with many Northern democratic colleagues, would, nevertheless, be a sentiment of many "educated" individuals in the 19th century, particularly with the subsequent introduction of Darwinian philosophy into the world of the natural sciences.

Such was his increasing recognition and respect that Johnson would be nominated for the presidency during the 1860 Democratic national convention, although he would withdraw from the race due to political infighting. Later that year, with Lincoln's triumph and the South's determination to secede from the Union, Andrew Johnson would become the only Southern senator to not withdraw from the U.S. Senate.

In a dramatic speech reported in the *New York Times* he would retort, "I will not give up this government. No, I intend to stand by it, and I invite every man who is a patriot to rally around the alter of our common country and swear by God that the Constitution shall be saved and the Union preserved." Johnson would be reviled by his former Southern colleagues, but would be rewarded by Lincoln with the position of military governor of Union-occupied Tennessee in March 1862.

Johnson tenaciously upheld the ideals and political inclinations of the Union despite his Southern roots, and Lincoln saw him as the ideal War Democrat to run as his Republican counterpart in the 1864 presidential election. The rest, as we previously described, is history. One aside worth mentioning is that at the inaugural ceremony on March 4, 1865, Johnson had, on this rare occasion, imbibed heavily (this in a man of great sobriety) and his rambling speech under the influence of alcohol was certainly noted and widely reported to his everlasting chagrin.

Within five weeks, Abraham Lincoln would be dead from a bullet wound to the head and Andrew Johnson, tailor and self-educated Southerner, would become the 17th president of the United States. The Civil War would conclude within the ensuing month and Johnson would oversee the reconstruction of the South that would pit a divided North, some who sought severe retribution from the defeated Confederacy, and others who favored conciliation to reestablish the republic to a unified greatness and self respect.

Johnson initially spoke to the nation as one reconciled to bringing about peace through compromise and forgiveness; yet, he remained ambivalent at sharing the sacrifices of the 650,000 dead from the war by giving the freedman rights or suffrage.

His personal belief in white supremacy would remain an expression of his reconstruction policy. As we previously stated, Johnson held strong, personal lifetime views that would often prove inflexible, regardless of the political fallout. To his credit, however, he would, over time, modify his intransigence ever so slightly by offering voting rights to blacks who had served as soldiers in the Union army.

Yet, in the long run he supported laws that subordinated blacks to inferior legal status, infuriating Northerners who had struggled for years in the abolition movements preceding the Great Insurrection.

Johnson would veto the first Civil Rights Bill of 1866 stating that "This country is for white men, and by God, as long as I am President, it shall be governed by white men." Republicans in Congress would succeed in garnering enough votes to override Johnson's veto and the Civil Rights measure became law, if not reality in the South. Johnson would also rail against the 14th Amendment granting citizenship to every person in the United States (except Indians on reservation), but was not empowered to deny its approval.

Johnson's politics of Reconstruction and particularly his conciliation of the South would, in 1868, result in his becoming the first president to be impeached by the United States House of Representatives, after an earlier impeachment attempt had failed (Bill Clinton would be the only other president to follow suit). He would succeed to an acquittal by just one vote in his subsequent Senate trial. As one of his last acts as president he would grant unconditional amnesty to all Confederates on Christmas Day, 1868.

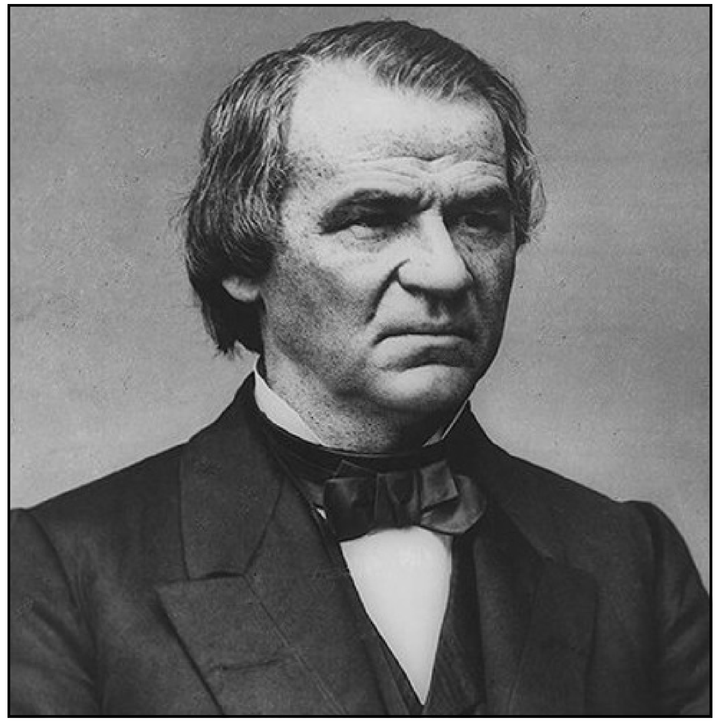


Figure 8: President Andrew Johnson, 1865.

Andrew Johnson would reprise after his term in office with several unsuccessful bids to return to political office, but would eventually succeed when in 1874 Tennessee would elect him to the U.S. Senate, making him the only former president to subsequently serve in the Senate.

Johnson would die of a stroke on July 31, 1875 and was buried in Greenville, Tenn. in what is now part of the Andrew Johnson National Historic Site. He was buried wrapped in an American flag with a copy of the Constitution placed under his head.

Andrew Johnson's legacy would wax and wane over time. Revered by some historians and reviled by others, the winds of political change would influence his stock in one direction or another. Among the most telling comments, we believe, would be the statement of one of his biographers who mused that his courageous stand for the Union was indeed honorable, and that it was not for want of education that his legacy would be tarnished; rather it was his failure to outgrow a Jeffersonian-Jacksonian background that made him "a child of his time, but he failed to grow with it."

Fourteen vice presidents have subsequently attained the presidency of the most powerful democracy on earth, four of them succeeding to the highest office in the nation following the assassination of their predecessor: Chester A. Arthur for James A. Garfield, Theodore Roosevelt for William McKinley, Lyndon B. Johnson after John F. Kennedy, and of course Andrew Johnson after the loss of Abraham Lincoln.

For those of us who clearly, nay indelibly, can recall in our mind the picture of Lyndon Baines Johnson, taking the oath of office with one hand on the bible on Air Force One on Nov. 22, 1963, a traumatized, bloodstained Jacqueline Kennedy standing by his side, the face of Johnson is not to be forgotten—a sense of simple truth in humanity, a certain dread, a wrinkled sorrow, all in one perceptive image—regardless of the man's upbringing, political nuanced power and human foibles. It is likely that similar images would prove to be the case for his predecessors assuming power under similar circumstances in the past.

For we many armchair politicos, with our sense of seeming infallible correctness in a perceived virtuous sense of governorship, the individual paths taken in the lives of those who we with alacrity criticize not infrequently deserve a tempering of our own passions.

This philatelic experience for 1864 reminds the authors that the finer details of our perceptions are often a better indication of where truth resides than are the rapidly produced synaptic images that so seemingly conveniently come to the forefront of our thoughts when we tackle an intellectual challenge. So, we thank Andrew Johnson, not for his specific beliefs, but for reminding us that ideas are the products of multiple factors, the outcome of which is often little better than the numbers that come up with the role of dice. Fatalistic, you say, yes indeed, but not inconsistent with so much of history, would you not agree?

Endnote

1. Miller, James R. "Philatelic Genealogy in Wisconsin: An Introduction." *Wisconsin State Genealogical Society Newsletter*, Vol. 56, 2010, pp. 103-112.

References

Flood, Charles B. *1864, Lincoln at the Gates of History*. New York: Simon and Schuster, 2009.

Winik, Jay. A*pril 1865:The Month That Saved America*. New York: HarperCollins, 2001.

Andrew Johnson. *http://en.wikipedia.org/wiki/Andrew_Johnson*

Andrew Johnson. *http://www.visitingdc.com/president/andrew-johnson-picture.htm*

United States presidential election, 1864. *http://en.wikipedia.org/wiki/United_States_presidential_election_1864*

Vice President of the United States. *http://en.wikipedia.org/wiki/Vice President of the United States*

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

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

A **regular series of articles featuring the postal history of the 1938 Presidential series, more commonly known as "The Prexies."**

Figure 1: A 2-cent Adams and a 3-cent Jefferson Prexie sent Burpee seeds from Philadelphia to India in October 1940.

Prexies Carry Burpee Seeds to Dr. Russell

By Lawrence Sherman

Having survived their harrowing voyage on the torpedoed Danish steamship *Vidar* (Reported in the Fall 2008 *The Prexie Era*), the two intrepid Prexies, Adams and Jefferson, were again ready for international postal duty.

Time of departure: October 1940. Assignment: carrying seeds, this time not of independence, but of useful plant varieties. Destination: India.

There are several areas of interest for this letter that carried Burpee's seeds from Philadelphia to Madras. The stamps paid the international letter rate for correspondence that cleared Customs, as shown by the "Letter Rate" and "Affidavit Filed" handstamps and turquoise customs label declaring that the envelope "May Be Officially Opened."

It was indeed opened by a censor in Madras. Konrad Morenweiser's *Zivilzensur in Britisch Indien 1939-1945* documents these facts about the censor markings: the red and white censor tape, Type 6A1, was used in Madras between September 1939 and April 1941 and the double triangle black handstamp, Type 3A, was also used in that city between May 1940 and December 1941.

Adding special interest to the mail is its recipient, Dr. Paul F. Russell. Before Pearl Harbor, Dr. Russell was a research specialist in tropical diseases with the Rockefeller Foundation. He spent years in the Philippines, Malaya and India studying the epidemiology, prevention and control of malaria.

It was in India in 1940 that the Prexies encountered him working in the Madras facility of the renowned Pasteur Institute.

After Pearl Harbor, Dr. Russell accepted a commission in the United States Army. Soon Col. Russell was assigned to General MacArthur's headquarters in Australia and served on MacArthur's senior staff.

He later wrote that he would never forget the general's remarks to him in May 1943: "Doctor, this will be a long war if for every division I have facing the enemy I must count on a second division in hospital with malaria and a third division convalescing from this disease!"

The main source of casualties filling hospitals and complicating the system of evacuation in the jungle warfare of the South Pacific? Endemic malaria. During

Figure 2: An airmail letter from Col. Russell to his wife sent from Senegal (APO 622).

the New Guinea campaign more than 1.5 times as many American soldiers were evacuated from the combat zone for malaria as for battle wounds; disease caused 71 percent of evacuations by air, and three-fifths of the sick were malaria cases.

The incidence of malaria at the heavily infected Milne Bay base reached 4,000 cases per 1,000 troops per year.

Col. Russell recommended to Gen. MacArthur that commanders be made responsible for their men taking Atabrine, a malarial suppressive drug, and that antimalarial units be given first priority for transport. Gen. MacArthur turned these recommendations into direct orders.

Within weeks already-trained malaria survey and control units were at work in the field, men were taking their suppressive medicine, and malaria rates among American forces declined.

(General MacArthur established the Combined Advisory Committee on Tropical Medicine, Hygiene and Sanitation in March 1943. By June 1944, MacArthur had issued 15 health-related directives, 14 of them dealing with malaria.)

Control of malaria was urgently needed in another theater of war after Allied forces invaded North Africa in November 1942 and occupied Sicily in July-August 1943.

The highest malarial disease rate among American forces in the world was recorded in the North African Theater, where there were 8,516 cases per 1,000 troops per year in August 1943. Yet survey and control units did not reach theater until September because of shipping delays.

Col. Russell became theater malariologist in September 1943 and was responsible for all malaria control activities. Implementation of the program became a command responsibility. Groundwork was finally laid for an effective control program in North Africa and the similarly malaria-afflicted Italian communications zone.

The second illustration, above, shows an airmail letter from Col. Russell to his wife sent from Senegal (APO 622), where he was then the area malariologist.

*(**Editor's Note:*** The Prexie Era, *is the quarterly newsletter of the United States Stamp Society 1938 Presidential Era Study Group.)*

U.S. Auxiliary Markings

By John M. Hotchner

Figure 2: Sent in 1960, this cover got as far as Christmas Island, but there was no post office on Jarvis Island to receive it.

Figure 1: Sent in 1935 to Baker Island, this cover was rejected as there was no service to that location.

What Country Was That? — 'You Can't Get There From Here'

My First Quarter *La Posta* column, "Country Names Can Cause Delivery Problems" has become Part I of what will be a multi-part series. In the last issue of *La Posta* I noted that there would be a Part II, but as I dug through my exhibit, back-up collection, and as-yet-unsorted acquisitions over the last several years, it seems there is enough material to expand the series to the more general subject of covers going abroad and the problems they could get into, both in the United States, and on their way to a destination where they were not necessarily welcome.

That is for the future. Part I dealt primarily with covers that got tripped up because country names or status changed at the time of independence.

Part II will start with covers going to locations that were, or are, so minor in the great scheme of things that there was no service, no population, or they simply were not on the radar screen of postal personnel trying to direct the mail. We will also look at a few other problems with destination names as provided by the sender.

We'll begin with the 1935 3-cent cover in Figure 1 addressed to "Baker Island, So. Pacific Ocean." In fact, it is misaddressed because Baker Island is an atoll of 1.4 square miles, in the North Pacific Ocean, about half way between Hawaii and Australia. The United States took possession of the island in 1857 for its guano deposits. The *CIA World Factbook* notes that, "In 1935, a short-lived attempt at colonization was begun on this island – as well as on nearby Howland Island – but was disrupted by WWII and thereafter abandoned."

Our cover was sent in November 1935. There may have been people there, but mail to them did not go by way of the Post Office, but rather (if at all), I would guess, by whomever was doing the colonizing. The cover bears a penciled notation, "No Service To" with an arrow pointing to "Baker Island," and a purple USPOD Return to Sender pointing finger.

Another pinprick island, this time reflected in the address on the Figure 2 cover as, "Jarvis Island, Line Islands, Central Pacific Ocean" is, according to *Wikipedia*, an uninhabited 1.75 square mile coral island located in the South Pacific Ocean, about half way between Hawaii and the Cook Islands. It is another U.S. claim (in February 1858) based on the Guano Islands Act.

It was commercially mined until 1879, at which point it was functionally abandoned. The United Kingdom annexed the island in 1889, but it was reclaimed by the United States in 1935 and was again

Figure 3: St. Helena is a well-known British colony, but it was not recognized when this 1961 cover was sent.

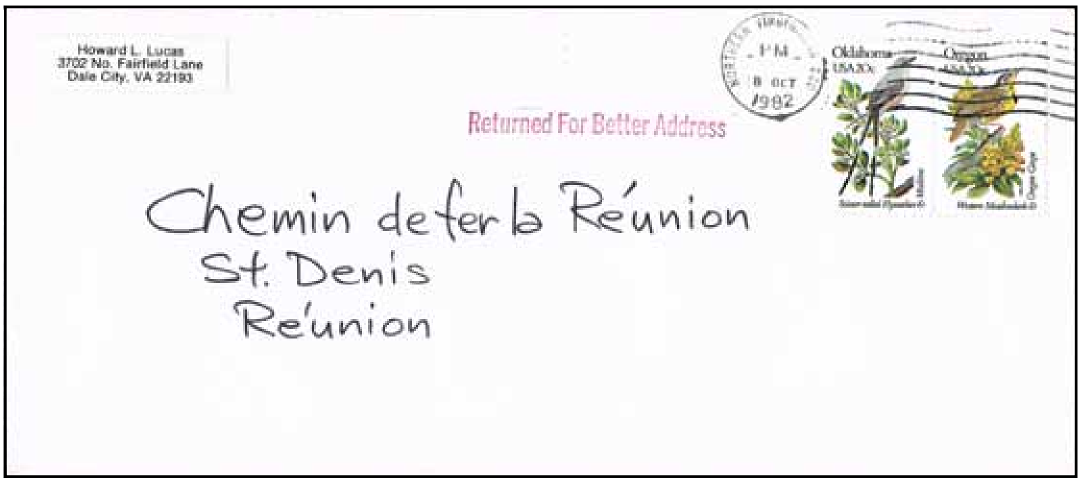


Figure 4: Reunion is an island and a French Overseas Department in the Indian Ocean. But it was not recognized by a postal person when this 1982 cover was sent.

abandoned in 1942 after being shelled by a Japanese submarine. There was brief interest and visits during the International Geophysical Year (1957-58) but there was no one in residence by 1960.

The cover bears the marking, "Returned to Sender/ Service Interrupted." I have to wonder if this was a leftover handstamp from World War II as a "No Service" handstamp would have been more accurate. There was probably not enough volume to justify making a handstamp.

It is of interest to note that the U.S. Post Office did try to move this item to its indicated destination. There is a circular datestamp cancel on the back indicating receipt on Christmas Island in August 1960. Christmas Island, presently part of Kiribati, was then part of the Line Islands chain that was known as the British colony of the Gilbert and Ellice Islands.

Transferring oceans, take a look at the Figure 3 cover, addressed to "Jamestown, St. Helena, South Atlantic Ocean." Sent in 1961, there really is no excuse for non-delivery as addressed.

It is a British colony (British Overseas Territory) and has been since 1834. It consists of 47 square miles with a population in the thousands. Yet it was "Returned for better address." The sender added, "island in" before "South Atlantic Ocean," and that seems to have taken care of the matter.

Another well-established colony that did not register with the post office is Reunion, the country address on the 1982 cover in Figure 4. It was "Returned For Better Address" despite the fact that it is a French Overseas Department with a population of 800,000. It is located in the Indian Ocean, east of Madagascar, southwest of Mauritius. It seems the sender did not give this a second try.

Why limit our island tour to foreign climes? In Figure 5 we have a 2001 cover addressed to "Christiansted, St. Croix, U.S. Virgin Is." There is room for misunderstanding as there are both British Virgin Islands and U.S. Virgin Islands, but here "U.S." was included in the address, and Christiansted, St. Croix, is part of the U.S. Virgin Islands.

Yet, this cover got a handstamp saying, "Return to Sender…for better address. Please show name of country of destination in English."

The same message shows up on a 1999 cover handled at the airmail facility at John F. Kennedy International Airport (Figure 6) addressed to "Ramallah, Palestine." Ramallah is the principal city of the West Bank, governed by the Palestinian Authority since

Figure 5 (Right): This head-scratcher was sent in 2001 to the U.S. Virgin Islands, but was returned to the sender asking that the name of the country be shown in English!

Figure 6: Politics and the mail mix badly, and it is not at all clear what happened in the case of this 1999 cover addressed to Palestine. It was sent at a time of high tension between the Palestine Authority and Israel.

Figure 7: A failure of imagination resulted in this 1981 cover being returned to the sender because Finland in the address was typed as Findlay.

1994. However, mail to and from the Palestinian-ruled West Bank and Gaza Strip passes through Israel. In this case, I don't know what the proper address would have been, though I would guess that adding Israel to the address would have been anathema to the Palestinians, and plain "Palestine" would, especially at this time, have been anathema to the Israelis.

The year 1999 was a particularly contentious time between the Palestinians and the Israelis, just before the second Intefada. I am not at all sure that mail addressed to Palestinian areas was not being blocked as a result. That would be a different issue, calling for a Mail Suspended marking. If a reader can provide any additional information, I would be interested.

Let's end with a few less weighty examples of address problems. In Figure 7 we have a 1981 cover addressed to Turku, a city in Finland. However, the typist placing the address, typed "Findlay," and that seems to have flummoxed the postal person, who handstamped it, "Returned for Better Address… ."

Figure 8: Who corrected this address from Schweiz to Switzerland in 1969 — the sender or the Post Office?

Figure 9: Clearly the Post Office at New Orleans made the needed correction to speed this 1910 cover on its way.

Figure 10: An example of a foreign postal authority making an unfortunate error is this internal 1899 English letter that was marked for delivery in the United States, and "Missent to New York," where it was "Unclaimed" and returned to England.

I would call this a failure of imagination as Finland is not that different from Findlay. But then, how many people would know offhand that Turku is in Finland?

Addresses, especially countries, in a foreign language, can be troublesome.

In Figure 8, we have a cover from 1969 addressed to "Schweiz." It was marked "Return For Better Address" and "Return to sender address must be in English." Both are lined out in pencil, and "Switzerland" printed on the cover. I wonder whether the sender did that, or whether a postal clerk figured it out?

A neat 1910 companion piece (Figure 9) is an example of the latter, where "Switz" was changed to "Switzerland" courtesy of the post office: "Deficiency in address supplied at New Orleans, La."

Finally, the U.S. post office is not the only one capable of error. Figure 10 is an 1899 cover being sent from one location in England to another. It is especially puzzling as Torquay is a large and well-known city in the southwest England. Yet, someone, presumably in the post office, added "U.S.A." to the address.

It reached New York, where Missent and Unclaimed handstamps were added along with a Dead Letter Office marking on the back, before it was returned to England in January 1900.

In the next issue, I will look at some more covers that were returned for additional information from the sender because the address did not contain a country address, or at least one that could be deciphered by post office personnel.

If you have comments, questions, or other examples to share, please contact me at: John Hotchner, POB 1125, Falls Chruch, VA 22041, or by e-mail at *jmhstamp@verizon.net.*

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.

	CD	**Direct Download**
_ US Post Offices Vol 1-8 (one CD)	$105.00	N/A
_ US Post Offices Vol 1 – The West	$19.50	$14.50
_ US Post Offices Vol 2 – The Great Plains	$19.50	$14.50
_ US Post Offices Vol 3 – The Upper Midwest	$19.50	$14.50
_ US Post Offices Vol 4 – The Northeast	$19.50	$14.50
_ US Post Offices Vol 5 – The Ohio Valley	$19.50	$14.50
_ US Post Offices Vol 6 – The Mid-Atlantic	$19.50	$14.50
_ US Post Offices Vol 7 – The Lower Mississippi	$19.50	$14.50
_ US Post Offices Vol 8 – The Southeast	$19.50	$14.50

Name:________________________________ Company: ____________________________

Mailing Address:_______________________________City:__________________________

State:______ Zip:____________ E-mail: _____________________________________

Please allow six weeks for delivery
Prices include postage

Payments by U.S. check to: La Posta, POB 65, Harwood NSW 2465 AUSTRALIA
Or via Paypal to: ***rwhelbock@la-posta.com***

The Post Office and Eagle Building
Brooklyn, N.Y., 1906

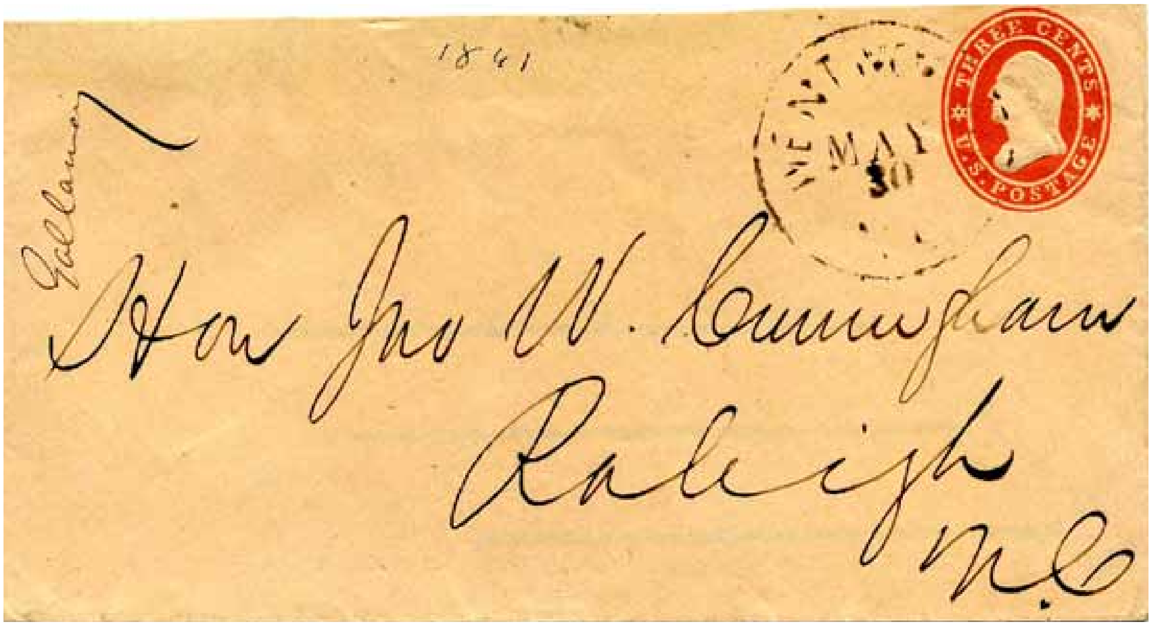


Figure 1: An 1860 3-cent star-die entire tied by a Wentworth, N.C., May 30 circular date stamp used in 1861 during the period when U.S. postage was accepted in the Confederacy.

U.S. Postage Used in the Confederacy From North Carolina

By Patricia A. Kaufmann

The first step required for the creation of the Confederate States of America was the secession of states from the United States, followed by the coming together of the then independent and sovereign seceded states to form a new government on Feb. 4, 1861.

This process began with South Carolina's secession in December 1860. Beginning on Feb. 4, 1861, and continuing through March 11, 1861, the founding delegates, among other matters, adopted a provisional constitution, elected a provisional president and vice president, created a Post Office Department, confirmed John H. Reagan as the Postmaster General (March 6, 1861), and adopted a permanent constitution.[1]

North Carolina seceded on May 20, 1861. Confederate luminary August Dietz Sr. took the position that the admission of North Carolina to the Confederate States of America occurred on the same day as the secession ordinance.[2] It is clear, however, that North Carolina was admitted to the CSA on May 27, based on the following chronology.

The secession ordinance was passed on May 20, 1861. On May 27, CSA Secretary of State Robert Toombs sent a letter to Welden N. Edwards, the president of the secession convention, expressing his and President Jefferson Davis' pleasure with North Carolina's actions and conveying Davis' Executive Proclamation, dated May 27, 1861, accepting North Carolina as a state in the Confederacy. So while North Carolina might have expressed a desire on May 20 to be admitted to the CSA, the act of admission legally occurred on May 27.[3]

The U.S. 1860 3-cent star-die entire in Figure 1 is tied by a Wentworth, N.C., May 30 (1861) circular date stamp. It is addressed to the Hon. Jno. W. Cunningham, Raleigh, N.C. with contents docketing notation of "Gallaway" at the upper left.

North Carolina was the last state to secede before the Confederacy became responsible for its own postal system on June 1, 1861. As North Carolina joined the Confederacy on May 27, only five days were possible for this scarce Confederate use of U.S. postage. It represents the next to the last day of the U.S. rate.

Those not familiar with U.S. and Confederate postal history might question the lack of a year date in the canceling device, but serious students know that star-die envelopes are one of the surest ways to define the date. The star-die envelopes came on the market to the public in August 1860.

By June 1, 1861, the U.S. postal stationery was no longer valid in Confederate States and was demonetized in the Union beginning in August 1861 to prevent its use in the Confederacy. Western post offices and western expresses demonetized the envelopes, but uses are seen well into 1862.

Figure 2: Waverly Plantation House, the home of the Cunningham family for nearly two centuries.

Although the U.S. postage could no longer officially be used to carry the mail, the Confederacy did use "appropriated" (not returned to the United States) postal stationery for some time after the organization of the Confederate Post Office, as did individuals. They simply put Confederate postage (a 5-cent or 10-cent rate) over the U.S. indicia and used them as unpaid envelopes.

Thus, the narrow window of opportunity conclusively dates the subject North Carolina use as May 30, 1861. Many a bargain has been scooped up by a Confederate student from an unwitting dealer's shoebox with this bit of important knowledge.

Wentworth is in Rockingham County, N.C., which was formed in 1785 from Guilford County. It was named after Charles Watson-Wentworth, second marquis of Rockingham, who was a leader of a party in the British Parliament that advocated American Independence.

In 1787, an act was passed authorizing the purchase of land from Robert Galloway & Company, where public buildings were situated, thus the community of Wentworth was established.

In 1798, commissioners were named to create the official town of Wentworth on land given by Robert Galloway for that purpose. The first court was held at Wentworth in May 1799; Wentworth has been the county seat ever since.[4]

John Wilson Cunningham (1821-1889)[5] was a planter, merchant, and political leader. Born in Petersburg, Va., the Cunningham family was of Scottish origin.

In 1796 John's father, Alexander, purchased a large tract of land in northwestern Person County in the Piedmont region in north-central North Carolina. He established a branch of his mercantile business there at what, by 1821, had become a post office known as "Cunningham's Store" along the border with Halifax County, Va., and Person County, N.C.

He built his home, Waverly Plantation (Figure 2), near the store that was on the main line of the stagecoach route from Petersburg, Va. to Hillsborough, N.C. Waverly remains in the Cunningham family today.

Alexander and his son John built up the plantation to include 8,000 acres and became one of the wealthiest planters in the area. At one time, he owned 193 slaves.

John attended Bingham's School and then the University of North Carolina, graduating in 1840. He was a successful merchant and served for many years as the presiding justice of the Person County Court. In 1844, he was elected to the North Carolina House of Commons, and he represented Person County in the state senate from 1852 to 1860. On July 5, 1860, John Cunningham married Martha Sommerville and by the 1880 census there were 10 children listed with a birth range that ran from 1861 to 1879.

Although Cunningham considered Lincoln's election in 1860 as an affront to North Carolina, and argued that the state's interest could be protected only by leaving the Union and joining a southern confederacy, his justification for such a course of action was the age-old right of revolution rather than the doctrine of secession.

A strong supporter of Governor John W. Ellis, he was named to the council of state under Ellis and remained a member during the administration of Henry T. Clark, who became governor upon Ellis's death in 1861. Cunningham represented Person County in the Secession Convention that met in Raleigh on May 20, 1861. In 1864-1865, he again served in the lower house of the legislature.

An ardent follower of Governor Zebulon B. Vance, he supported wholeheartedly Vance's resistance to encroachment of Confederate civil and military authorities upon the state's sovereignty. He served in the state senate in 1866-1868 and in the legislatures of 1872, 1877 and 1879.

The John Wilson Cunningham Papers, 1854-1869, are collection number 00196 in the Southern Historical Collection at the Louis Round Wilson Special Collections Library.[6]

Endnotes

1 Patricia A. Kaufmann, Francis J. Crown, Jr., Jerry S. Palazolo. *Confederate States of America Catalog and Handbook of Stamps and Postal History*. Confederate Stamp Alliance, 2012, pp. 3-37.

2 August Dietz, Sr. *The Postal Service of the Confederate States of America*. Dietz Press, 1929, p. 34.

3 Kaufmann, Crown, Palazolo; *op. cit.*, p. 5.

4 A History of Rockingham County, *http://www.carolana.com/NC/Counties/rockingham_county_nc.html*. Accessed February 2013.

5 Caswell County Family Tree, *http://wc.rootsweb.ancestry.com/cgi-bin/igm.cgi?op=GET&db=caswellcounty&id=I40478*. Accessed February 2013.

6 John Wilson Cunningham Papers, *1854-1869; http://www.lib.unc.edu/mss/inv/c/Cunningham,John_Wilson.html*. Accessed February 2013.

(Trish Kaufmann is a fulltime dealer specializing solely in Confederate States stamps and postal history.

Figure 1: An 1894 usage of a 1-cent large Grant postal card with a 1-cent Columbian Exposition stamp affixed to pay the UPU 2-cent postal card rate with markings as short paid.

When the Maximum Sizes of a UPU Postal Card Didn't Apply

It's rather obvious that the 1-cent large Grant postal card (Scott UX10) with a 1-cent Columbian Exposition stamp (Scott 230) affixed to pay the UPU two-cent postal card rate (Figure 1) is postmarked San Francisco, (Cal.), May 14, 1894, addressed to Munich, Germany, and was marked as shortpaid.

The postal card bears an opera glass "T" and "CENTIMES 15 NY" postal marking together with a blue crayon "25 III 103," indicating it was shortpaid 25 pfennigs postage due.

The card also has receiving postmarks of New York, N.Y., May 19, 1894 and 5 (International 20); a Muenchen. B. (?), 31 Mai, 94 circular date stamp and an encircled "3." The back has a message written in German.

It's also obvious that the 1-cent large Grant postal card with a 1-cent Columbian stamp affixed for the UPU two-cent postal card rate shown in Figure 2 is postmarked Chicago, Ill., Aug. 5, 93, addressed to Barmen, Germany, and was accepted into the mails without any postage due markings.

The card has a receiving postmark of Barmen, Aug. 17, 93. The back of the card pictures the Administration Building at the Columbian World's Fair (UPSS EX26).

Wawruckiewicz and Beecher's *U.S. International Postal Rates 1872-1996* lists that, as of April 1, 1879, the maximum size of a UPU postal card was 3-9/16 x 5-9/16 inches.

The U.S. Post Office Department regulations concerning maximum sizes of U.S. postal cards was not defined until July 1, 1898 as 3-1/2 x 5-1/2 inches.

So, in effect, the maximum size of a postal card mailed to another UPU country was not to exceed 3-9/16 x 5-9/16 inches. But, since the 1-cent large Grant postal card was 3-3/4 x 6-1/8 inches, it was oversized, especially when mailed to a UPU country.

According to the UPSS *United States Postal Card Catalog,* the Exposition postal cards were trimmed to fit the dispensers selling the Exposition postal cards and not evidently to conform with the UPU agreement for maximum sizes of postal cards.

In addition, the catalog also notes the action by the U.S. Post Office Department of allowing the full size 1-cent large Grant postal cards to be mailed to UPU countries at the UPU two-cent postal card rate between December 1891 and Nov. 20, 1893, even though they were oversized.

Subsequently, a *Postal Bulletin* was issued that

Figure 2: An 1893 usage of a 1-cent large Grant postal card with a 1-cent Columbian Exposition stamp affixed to pay the UPU 2-cent postal card rate accepted into the mails without postage due.

declared that the 1-cent large Grant postal card was oversized when compared to the UPU maximum sizes and was to be charged at the UPU five-cent letter rate if mailed to a UPU country. Cards mailed at the UPU two-cent postal card rate were to be charged shortpaid as of Nov. 20, 1893.

So, in effect, the 1-cent large Grant postal card with the 1-cent Columbian stamp, as shown in Figure 1, mailed in 1894 at the UPU two-cent postal card rate was marked as shortpaid 25 pfennigs according to the regulation.

And, although the 1-cent large Grant postal card with the 1-cent Columbian stamp shown in Figure 2 was trimmed, at six inches it was still too long, but was allowed to be mailed to Germany without any postage due because of the U.S. Post Office Department allowed this during the December 1891 to Nov. 20, 1893, period.

As a happenstance, the Columbian World's Fair opened on May 1, 1893 and closed on Oct. 30, 1893, during which time the volume of cards mailed abroad at the UPU two-cent postal card rate was unbelievable.

Author's Note: From the release of the first issue 1-cent brown Liberty postal card (Scott UX1) of 1873 to the 1¢ Jefferson postal card (UX9) of 1886, by inference, these cards complied with the maximum established by the UPU agreement.

But, in 1891, Postmaster General Wanamaker, according to rumors, decided that the size of the U.S. postal card would be enlarged to encourage the public to use the large size because it could accommodate more information. This, of course, was completely in disagreement with the maximum size according to the UPU.

So, when the 1-cent large Grant postal card was used abroad at the UPU two-cent postal card rate, it was accepted by the postal clerks until the change on Nov. 20, 1893, when it was charged at the UPU five-cent letter rate.

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

A Star Route Celebration

"Star Route" News

Official Organ of the 1938 Laurel County Homecoming

Levi Jackson Wilderness Road State Park LONDON, KY. Saturday, August Thirteenth, 1938

They Ride The Mail Again After 62 Years

Saylor Studio Photo

Left to right they are: Joe Young, 84, standing, oldest former London postmaster; George Ohler, 88, Jerry Parker, 82, and Mack Barnett, 76, on horseback, who carried mail horseback to Barbourville, Somerset and Williamsburg, beginning 72, 63 and 62 years ago respectively; and Herman House, standing, present postmaster at London, Ky. These men are taking the principal roles in the Star Route Celebration at the Laurel County Homecoming, in the Levi Jackson Wilderness Road State Park, London, August 13, 1938.

London "C…

Three Carriers To Cover Routes …y Covered 62 to 72 Years Ago

… the stage of this …ough, will

"Star Route" Celebration

1866 1875 1876

Levi Jackson State Park, London, Ky., Saturday, Aug. 13, 1938.

On horseback, left to right: George Ohler, 88, Jerry Parker, 82, and Mack Barnett, 76, who ride the mail again to Barbourville, Somerset and Williamsburg, as they did respectively 72, 63 and 62 years ago, making all departures and arrivals on horseback.

This Letter Originated at SOMERSET, KY.

LONDON AUG 13 3 30 PM KY.

1938

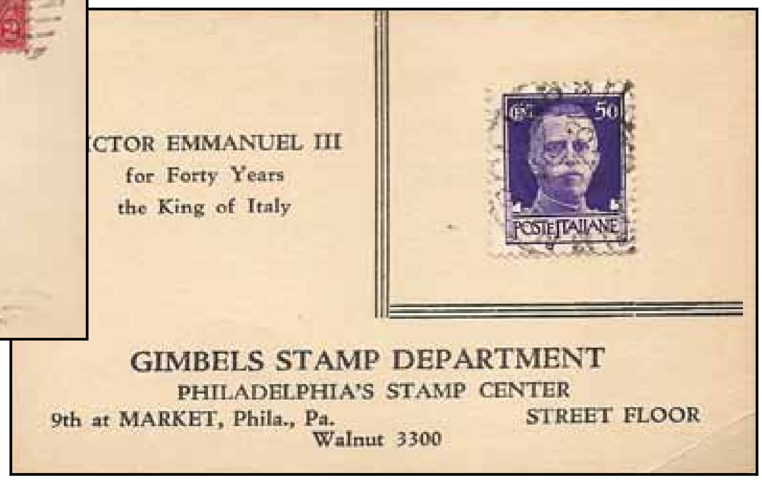
Mrs Zeffie M. Eggers
120 Sargarent Ave.
Ft Thomas
Ky.

If this letter originated or is postmarked at Barbourville it was carried by George Ohler; if at Somerset, by Jerry Parker; if at Williamsburg or Corbin by Mack Barnett. If postmarked at London it was received at Levi Jackson Wilderness Road State Park by Joe Young, 84, left, who deposited it in the London post office with Postmaster Herman House, right.

This Celebration is a feature of the 1938 Laurel County Homecoming, held annually the "Week End of The Full Moon In August" at London, Kentucky.

On Saturday, Aug. 13, 1938, as part of the annual Laurel County Homecoming activities held the "Week end of the full moon in August" at London, Ky., the sponsors held a "Star Route" celebration. Recreating the event were three of the original postmen who picked up and delivered the mail on horseback. Shown in the *"Star Route" News* **article and on the event cachet were George Ohler, 88, Jerry Parker, 82, and Mack Barnet, 76, who rode the mails in 1866, 1875 and 1876, respectively.**

"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.



Interesting Philatelic Dealer Mail

The First Quarter 2013 *La Posta* Challenge was to identify interesting airmail etiquette usages that went through the mails. Submitters got extra credit if the etiquette was tied to the cover or postcard by the postmark or other markings.

We were looking for entries in categories that included: 1. Earliest etiquette usage, 2. Most recent etiquette usage, 3. Most unusual etiquette design usage, 4. Smallest etiquette usage, 5. Largest etiquette usage, 6. Best airline etiquette usage, 7. Best hotel etiquette usage and 8. Best other advertising etiquette usage.

With such a broad field, we expected a large response but were only nine examples from four readers were forthcoming. They appear on pages 54-55, along with the comments from our contributors.

The Second Quarter 2013 *La Posta* Challenge is to find the most interesting philatelic dealer mail. It can be an envelope, postcard, or any other item that went through the mails. It can be a corner card, a return address envelope or card or advertising mail.

Include a brief description of the dealer and why you find the submission interesting

Submit your entries for the most interesting philatelic dealer mail by August 15, 2013, to the address at top of the page or via e-mail to: *pmartin2525@yahoo.com*. Be sure to include your name, address and e-mail address.

Submission Deadline:
August 15, 2013

Here's my contribution of an airmail etiquette. It's a cover with a doubleheader, no less! And both etiquettes are tied. This is a cover that recently got bumped from my exhibit about U.S. international mail in World War II. I originally purchased the cover because of the attractive etiquettes. So, I'm glad others may appreciate it as well.

Louis Fiset, Seattle, Wash.

Interesting Airmail Etiquette Usages

Capital Airlines was an airline that served the eastern United States. It merged with United in 1961. When this cover was mailed, it was the largest U.S. carrier after the Big Four Airlines. What I like about the etiquette is it's odd shape and that it mentions Viscount service. Viscounts were streamlined turboprop planes that had some service issues (though they still had many fans).

Richard Hemmings
Stewartstown, Pa.

Figure 1: Properly used to indicate domestic airmail, this Capital Airlines etiquette is in addition to the proper postage.

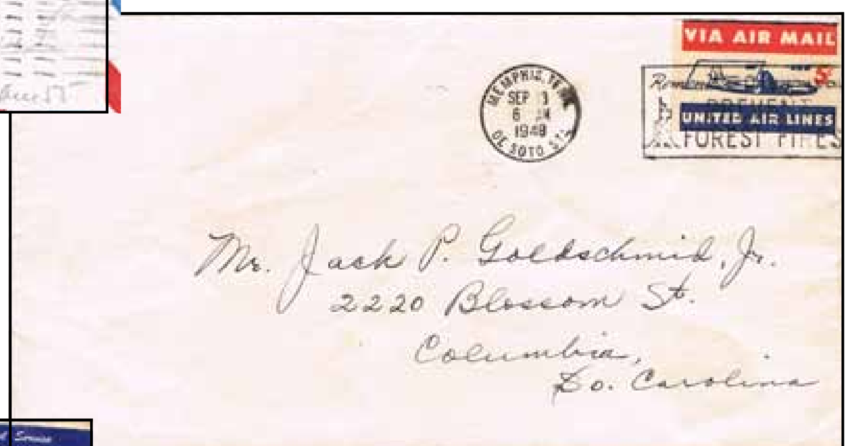


Figure 2: Used during the 5-cent rate period, this United Air Lines etiquette was mistakenly accepted to pay the postage.

Figure 3: Used with a 1-cent Prexie, this 5-cent Braniff Airways label substitutes for five cents of the six-cent domestic airmail rate established Jan. 1, 1949.

Here are three covers that are the beginning of a larger collection I expect never to complete! Each shows use of airmail etiquettes that were intended to help fliers to remember that only five cents was needed to send letters domestically. The Mobile, Ala., cover (Figure 1) shows a proper use of a Capital Airlines label, with the five cents paid by a 5-cent DC-4, Scott C33. The other two covers (Figures 2 and 3) show use of the ad labels as postage, mistakenly accepted by the Post Office. The United Air Lines etiquette was used Sept. 13, 1949, during the five-cent rate period. The Braniff Airways label is used in combination to make up the six-cent rate that became effective on Jan. 1, 1949. The cancellation date is May 22, 1952. A complete collection would have five-cent etiquettes produced by the other companies besides those named above: Delta, Florida Airways, Chicago and Southern Airlines and Southwest Airlines. Do they even exist used as postage?

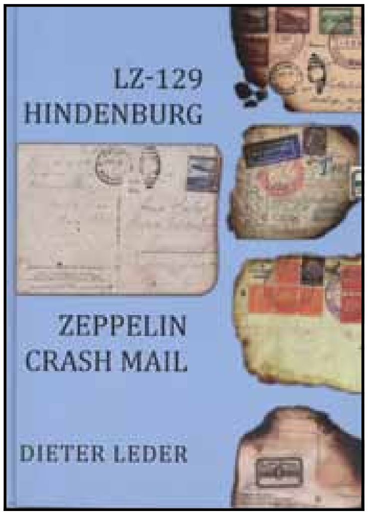
John M. Hotchner
Falls Church, Va.

Shown are four covers from my Oklahoma collection that have unusual etiquettes.

Norman Pence
Hugo, Okla.

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.



LZ-129 Hindenburg Zeppelin Crash Mail

***LZ-129 Hindenburg, Zeppelin Crash Mail* by Dieter Leder. Published by the author, 2012. Hardbound, A4 format, 310 pp., color illus., in English. ISBN: 978-3-940702-35-7. Available for: €100 (approx. $130) plus €15 (approx. $19.50) shipping and handling from: Dieter Leder, Seepromenade 6, D-88709 Meersburg, Germany; E-mail: *zpj@arcor.de*.**

On May 6, 1937, airship LZ-129 *Hindenburg* crashed at Lakehurst, N.J. Of the 17,000 pieces of mail onboard, only 372 were officially recovered. The *Hindenburg* is the most famous aircraft crash in history and *Hindenburg* crash covers are the most expensive of all the crash covers.

The book describes the mail handling before and during the flight and all nine mail recovery operations. A 120-page census lists all recovered articles and illustrates them, if documented. Eastbound mail intended for the return flight is also part of the *Hindenburg* crash mail story.

The book starts with acknowledgements from many people who assisted the author with the book. He gives credit to Arthur Falk, who was the first person to go through the New York Post Office's basement full of junk to find the *Hindenburg* crash mail files. Based on those files and lists of recovered covers and postcards, Falk wrote the first book on the subject, *Hindenburg Crash Mail, The Search Goes On*, which was a 64 page, softcover handbook.

A prologue to the new book is written by the well-known Zeppelin mail collector and expert Cheryl Ganz, of the Smithsonian National Postal Museum.

A Pre-Crash section explains how Zeppelin Mail was handled, and includes the following sections:

1. Westbound Mail, Foreign Section
2. Westbound Mail, Airmail Section
3. Westbound Mail, Onboard Post Office
4. Eastbound Mail, Morgan Annex

Chapter 5 explains the *Hindenburg* crash and shows a number of photos of the *Hindenburg* on fire and the wreckage crashing to the ground.

The "Post-Crash" section covers the following sections, and includes many photos of Zeppelin Company officials and U.S. Customs inspectors going through the recovered pieces of mail:

6. Mail Findings, Overview
7. First Finding
8. Second Finding
9. Third Finding
10. Fourth Finding
11. Fifth Finding
12. Sixth Finding
13. Seventh Finding
14. Eighth Finding
15. Ninth Finding
16. Eastbound Mail
17. Inquiries about Lost Mail
18. Epilogue

Throughout all these sections, many *Hindenburg* crash covers are shown in color. The next section is titled "Philately" and covers the following:

19. Census of Recovered Mail by surname of the addressee
20. Catalogue Numbers
21. Evaluating and Prices
22. Expertizing and Forgeries
23. *The Hindenburg* Crash Mail Files, which explains the files that Falk found in the New York Post Office.

The next section is "Further Reading." This lists 12 publications and organizations that deal with *Hindenburg* crash covers

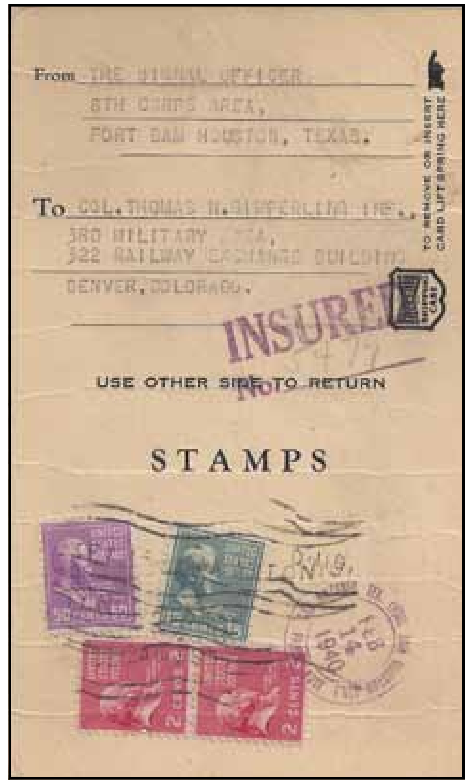
The book concludes with "Notes," which is a list of the extensive references that the author consulted, an index, and image credits.

The two kilogram (71 ounce) book has more than 300 illustrations, most in color, and is very well done. It will be an essential reference for anyone interested in crash covers in general, or *Hindenburg* crash covers specifically.

Ken Sanford

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.



2013-1-1

Prexie Insured Form Response

I got a quick response from Ken Lawrence about the Prexie insured piece (2013-1-1; shown at right is one of the two sides of a double-sided insured form with the logo for "Fiberbilt Shipping Case" on both sides) in the First Quarter "Ask La Posta" column.

It was used (on the outside of the cases) for shipping motion picture films; for our example, most likely military training or educational films. They were used for some years and they almost all went insured.

The better ones bear special handling stamps.Thank you for helping me learn something new.

Richard Nakles
State College, Pa.

Letters

***La Posta* welcomes reader letters about journal content or anything related to a postal history topic. Send your comments to: Peter Martin, Editor, *La Posta*, POB 6074, Fredericksburg, VA 22403, or e-mail *pmartin2525@yahoo.com*.**

Towers District Trilogy Nearing Completion

Thank you for supporting my philatelic writing project. Winning the Helbock prize is an accomplishment that I will never forget.

The work I have done on the Towers District articles is both a labor of love and an enterprise that I hope will ultimately benefit philately.

The Third article in the trilogy is entitled, "The 4-1-1 of 9-1-1: The Misguided and Mysterious, the Faked and the Forged." It is nearing completion.

Richard Hemmings
Stewartstown, Pa.

Postcard Pursuit Addenda

I read the First Quarter *La Posta* article by Charles A. Fricke about "Where was this Three-Panel Broadside Mailed?" and I have a couple of comments.

Lowe Brothers was located in Dayton, Ohio. Rush & Rhoades, in Uniontown, was a dealer for their paint.

Most likely, Lowe had a promotion which afforded dealers some advertising, probably with an order for a certain amount of product.

Rush & Rhoades probably was entitled to send Lowe Brothers a number of names and addresses of potential buyers and Lowe Brothers may have had their own in-house print shop prepare the mailer, stamp it, and address it to the potential customer.

Some companies did not have their own printing facilities, so they just "farmed out" that phase of the project to a printing/mailing service that took care of the whole matter for a fee. So, the mailer was posted at Dayton for their dealer who was in Uniontown to the potential customer in Smithfield.

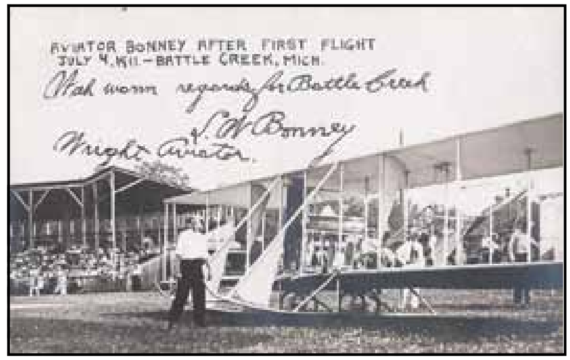
I have been a *La Posta* subscriber for a number of years and love the publication. It appears to be in very good hands! I wish there would be some good Southern states postal history articles.

Tom Turner
Bessemer, Ala.

Fan Mail

Thanks for doing such a great job on *La Posta*! I only collect U.S. APOs in Canada and Newfoundland but I still learn so much from your wonderful journal. It's great that you have carried on Bill's legacy. I always open the digital version and even the hard copy as soon as I get them!

Kevin O'Reilly
Yellowknife, NT, Canada



A *Bonney Gull* Follow Up

In the Third Quarter 2012 La Posta I wrote about a postcard that featured Aviator Leonard Bonney and his *Bonney Gull* flight. Illustrated here is another Bonney postcard with the actual signature of Aviator Bonney. This card sold for $88.89 on an Internet auction site.

Paul Petosky
Munising, Mich.

Philatelic Ramblings

In response to your comment about the Siegel "Alyseka" auction (First Quarter, page 58) and the status of catalogs as philatelic literature, another excellent example, from one of your advertisers, is the Rumsey catalog of "Warren Confederate Postal History."

Along with the prices realized, this information helps everyone, dealers and collectors. If anything, it can encourage exhibiting and, could help with increased insurance premium revenue when collectors and dealers reevaluate their holdings. Just imagine the holdings of Fred Schmitt!

I've often wondered how many nonscholarly stories about stamp collecting are out there waiting to be told (Something akin to the Nassau Street ramblings of Hearst, but with a "twist"). Readers could submit interesting stories, possibly light and/or humorous but, in a way, "philatelic!" A possible title: "Assorted Philatelic Ramblings."

Here's one of mine: Recently, we drove down to Bowling Green, Ky., for a 10 a.m. appointment to buy a philatelic holding, arriving about 15 minutes early. As we arrived, the owner came out from the garage saying "you're early." No problem and we went inside to look at the "stuff." His comment on our arrival made sense when we looked at the clocks on the oven and over the mantel. We were now in the Central Time Zone!

Chuck McFarlane
Union, Ky.

In The News

Postal Museum Receives Donation from TurningPoint Foundation

The Smithsonian's National Postal Museum has received a donation of $500,000 from TurningPoint Foundation of Dallas, in support of a new education mezzanine that will open at the museum in September.

The museum will recognize the foundation's generosity by designating the education mezzanine as the "Byrne Education Loft," a supporting area to the new William H. Gross Stamp Gallery, also opening in September.

Molly Byrne, president and founder of TurningPoint Foundation, is a business owner and designer, philanthropist and an active Dallas community supporter. She was a founding member and co-created Seven Bridges Foundation, a public sculpture garden and museum in Greenwich, Conn. Currently, Byrne serves on the Board of Directors of the Dallas Theater Center, the Dallas Museum of Art, the Visiting Nurses Association and on the Women's Foundation Advisory Board.

"Molly Byrne is very involved in arts and education and we are ecstatic to have her involvement with the museum and our educational programming," said Allen Kane, museum director. "The newly named Byrne Education Loft will allow the museum to provide students, educators and families with diverse programming opportunities never before possible."

Two programming spaces will comprise the new Byrne Education Loft, filled with rich and diverse learning opportunities. The loft will be established with a modular design to provide flexibility for a variety of programming offered by the museum. Signature public programs, workshops, school tours and teacher training will find a new life in a very inspiring space. High-tech and hands-on opportunities will fuel the creativity of visitors to the loft as they explore experiences amidst the treasures on display in the new William H. Gross Stamp Gallery.

"This new space will add such value and accessibility for our offerings, allowing families to explore our themes through walk-in workshops," said K. Allison Wickens, museum education director.

"Stamp clubs will be able to have monthly meetings here and teams of teachers will be able to come and use the Byrne Education Loft to develop and host their self-designed field trips."

Herrman Donates Original Artwork to National Postal Museum

Carl T. Herrman, a former art director for the U.S. Postal Service, has donated his collection of original artwork and production material used in the creation of U.S. postage stamps that he designed or directed between 1992 and 2008.

The material complements the Postmaster General's Collection, a one-of-a-kind philatelic resource with unusual, rare and unique holdings, on long-term loan from the U.S. Postal Service. The donation includes dozens of pieces of original artwork not found in the Postmaster General's Collection and hundreds of art director's working proofs.

A finding guide with a complete listing of stamps represented in the donated collection is available on the museum's website at *www.postalmuseum.si.edu/findingguides*/.

As an art director for the U.S. Postal Service for more than 15 years, Herrman designed more than 50 stamps and directed more than 400 stamp issues. His work includes famous stamp issues such as Marilyn Monroe, James Dean, Humphrey Bogart, Comic Strip Classics, DC Comic Super Heroes, Marvel Comic Super Heroes and Celebrate the Century.

Sporting stamps were one of Herrman's specialties, including the popular issues for World Cup '94, Legendary Football Coaches, Extreme Sports, Beijing Olympics and the legendary surfer Duke Kahanamoku.

Classic American cars were also among Herrman's most popular projects, including the Woody Wagon, Fifties Sporty Cars, Fins & Chrome and the Muscle Cars series.

"Carl's influence on recent U.S. stamp design is enormous," said museum curator of philately Daniel A. Piazza. "The National Postal Museum is proud to receive his important collection and will make it available to the public through exhibition and research."

"Designing stamps is probably the best art director job in the United States," said Herrman. "We create the calling cards for our country with designs that celebrate American culture, history and achievements."

The National Postal Museum is located at 2 Massachusetts Avenue N.E., Washington, D.C., across from Union Station.

The museum is open daily from 10 a.m. to 5:30 p.m. (closed Dec. 25).

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

In The News

Librarian Reports Internet Resources

Tara Murray, librarian for the American Philatelic Research Library in Bellefonte, Pa, reports that The Library of Congress is archiving all of Twitter. For details, visit: *http://business.time.com/2013/02/25/what-the-library-of-congress-plans-to-do-with-all-your-tweets/*

She also notes that the Internet Archive's Wayback Machine (*www.archive.org*) is a good site for finding web content that has disappeared. You can enter a URL and find old versions of the page.

The Internet Archive itself can be a good place to find research material, including philatelic books and journals.

The Smithsonian has added a lot of 19th-century philatelic periodicals to the collection and one can also find Post Office Department documents there.

Postal History Foundation Adds Arizona Postal History Exhibit to Website

The Postal History Foundation recently added an online exhibit on the subject of "Arizona Postal History" to its website. This exhibit was funded by a grant from the Arizona State Library, Archives and Public Records Agency under the Library Services and Technology Act.

This is the only general resource available on the Internet for the subject of Arizona postal history.

The PHF hopes that it will demonstrate that postal history is a relevant and interesting component in the development of Arizona. The exhibit will be accompanied by a worksheet that teachers can use with students studying the state. The exhibit can be accessed from the front page of the PHF website at: *www.postalhistoryfoundation.org.*

Philatelic Book Reaches Homeland Security

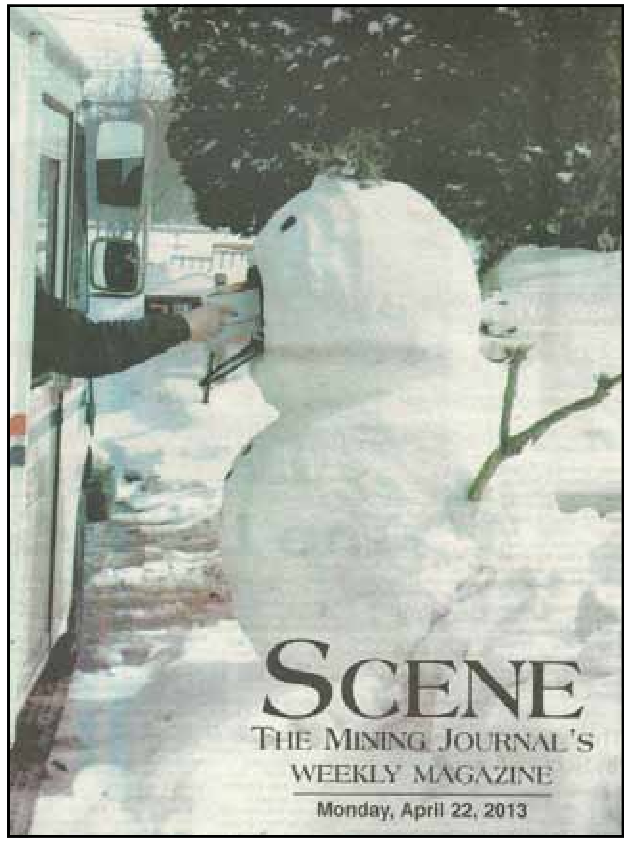
A book review about *The History of Mail Bombs: A Philatelic and Historical Study* by Professor Mark Sommer was recently presented in *The Homeland Security Review-A Journal of the Institute for Law and Public Policy*, Vol.6, No.1, Winter 2012.

Sommer wrote an excellent review about this publication, presented by The Wreck and Crash Mail Society and its author Dale Spiers.

The books are available by responding to wreckandcrash.org or kaerophil@gmail.com.

An earlier review was published in the *La Catastrophe*, the official publication of the Wreck and Crash Mail Society.

UNITED STATES POSTAL SERVICE®



Paul Petosky sent in this mail-related front cover of the April 22, 2013, issue of *Scene, The Mining Journal's Weekly Magazine*. The U.S. Postal Service is living up to its credo of, "neither rain, nor sleet, nor snow..." as a creative Marquette, Mich., resident has set up a snowman to eat the incoming mail.

News Reporting

Report news related to postal history or philatelic research to the editor at:
E-mail
pmartin2525@yahoo.com

Peter Martin
Editor, *La Posta*
POB 6074
Fredericksburg, VA 22403

We are America's key buyer of the kind of material you see here.

Essays and Proofs
U.S. 1861 Issue Stamps
& Postal History
Fancy Cancels
Civil War Letters & Covers

When selling, always be sure to get our offer for your collection...*__first__*. Call us.

JAMES E. LEE
PHILATELIC LITERATURE
ESSAYS & PROOFS
POSTAL HISTORY
P.O. Box 36
Cary, IL 60013-0036

Phone: (847) 462-9130
Email: jim@jameslee.com

www.JamesLee.com

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

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

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

Fred Schmitt

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

Since 1953 Schmitt Investors Ltd.

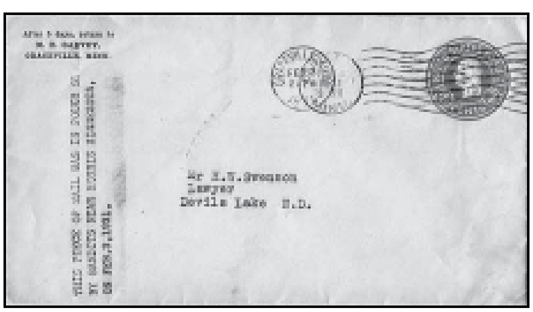
Member: Manuscript Society, ASDA, APS, USCS, PTS (London), CSDA (Canada)

www.fredschmitt.com

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

WANTED

Mail Robbery, Terrorism, Mail Bomb Postal History, Unusual Mail Interruptions —Tornadoes, Hurricanes, Volcanoes, etc.



Pouch Stolen by Bandits...

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

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

USA at APS StampShow Milwaukee, Wisconsin August 8-11

U.S. Postal History & Covers
Colonial to Prexies; maritime, destinations, DPOs, railroads, Confederate, territorial, expos, possessions, express & military

STEPHEN T. TAYLOR

5 Glenbuck Road
Surbiton, Surrey
England KT6 6BS

Phone: 011-4420-8390-9357
Fax: 011-4420-8390-2235
info@stephentaylor.co.uk
www.stephentaylor.co.uk

Your American Dealer in Britain

MINI AUCTION
THE U.S. ARMY IN WORLD WAR II

From the R.W. Helbock Collection

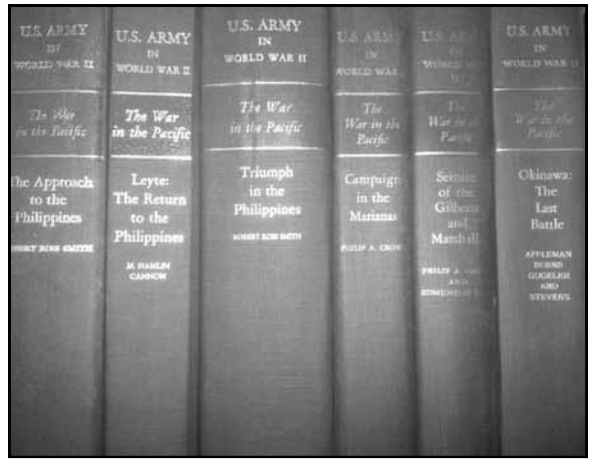
SET OF 46 HARD-TO-FIND BOOKS published by the U.S. Army War Department between 1948 and 1964. An incredible reference set that covers all aspects of the war from broad European and Asian theaters of operation to detailed land and sea battles. (This lot may not represent the full published set, but is very nearly complete if not).

Hardbound, all EXCELLENT condition. Most have map pockets at back with geographic and battle maps. Individual books will only be sold if this lot does not sell as a set.

Starting Price/Reserve is $1150 for the set. A real value at an average of $25 per book!

Shipping is additional, from Australia, at roughly $22 per book via Seapost to the U.S. (Est. $987 to ship the lot, insurance extra).

FULL TITLE LISTING AVAILABLE UPON REQUEST.



AUCTION CLOSES: AUG. 15, 2013
7:00 P.M. Pacific Std Time
Bids must be by e-mail or
phone 011 61 2 6645 4861 (Australia)
Cath Clark *lapostagal@hotmail.com*

SUBSCRIBE NOW! DON'T MISS AN ISSUE

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

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

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

Sincerely yours,

Catherine Clark

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

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

Name: ____

Address: ____

City, State, ZIP: ______________________________________

Make checks payable to: ***La Posta*, 315 Este Es Road, Taos, NM 87571**

*The $32 per volume rate applies to U.S. domestic addresses only. Please consult page 3 for current foreign and Canadian rates. Pay via credit card through PayPal at *www.la-posta.com/journal.htm*

La Posta Classifed Ads

GET YOUR MESSAGE TO THE LARGEST AND BEST INFORMED GROUP OF POSTAL HISTORIANS IN AMERICA

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

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

COVERS FOR SALE

POs, RPOs, SHIPS, DOANES, Expos, machines, military, advertising, auxiliaries, and more! My mail bid sales offer thousands of postal history lots. Write/ call for sample catalog. Jim Mehrer, 2405-30th St., Rock Island, IL 61201. Phone: (309) 786-6539. E-mail: *mehrer@postal-history.com*. Internet web site: *www.postal-history.com*. [44-3]

ILLUSTRATED ADVERTISING COVERS showing various old products. Many with matching graphic enclosures. Submit collecting interests for free photocopies. John Cuddy, 2768 Willits Rd., Philidelphia, PA 19136. Phone: (215) 552-9855; E-mail: *jcuddymailpouch@aol.com.* [45-1]

La Posta Back Issues

La Posta backnumbers may be purchased from:

Sherry Straley
1400 Rowena Way
Sacramento, CA 95864

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.*

To order backnumbers, call Sherry at: (916) 359-1898, FAX 916-359-1963 or E-mail *sherry@4agent.org.*

WORLDWIDE POSTAL HISTORY with some USA items Aero:Polar: Military:Maritime and commerical items. Catalogues have a diverse mixture of covers/cards. Interesting items on offer in a Mail Bid sale every two months. Sidney Fenemore Wallasey CH45 1HL England UK: Website:*www.sidneyfenemore.com*;e-mail: *sfenemore@clara.co.uk.* Member APS. [44-2]

DOANE CANCELS WANTED

BUY, SELL AND TRADE Doane Cancels of all states. Send photocopies or on approval. Gary Anderson, POB 600039, St. Paul, MN 55106 [44-3]

TOWNS WANTED

ALL STATES AND CATEGORIES wanted! Better consignment material always needed for my bi-monthly Mail Bid Sales. Write/ call for consignment details. Jim Mehrer, 2405-30th Street, Rock Island, IL 61201. Phone: (309) 786-6539. Email: *mehrer@postal-history.com*. Website: *www.postal-history.com*. [44-3]

MISCELLANY WANTED

ILLUSTRATED ADVERTISING card/covers: Buffalo/Pawnee Bill, Wild West Show, P.T. Barnum, western lawmen; WWI Newfoundland. Mario, Box 342, Station Main, Saskatoon, Sask., Canada S7K 3L3 [44-2]

NOTE:

EXPIRATION DATE SHOWN AT END OF EACH AD, i.e., [44-4], MEANS AD WILL EXPIRE WITH THAT ISSUE.

AD DEADLINE FOR NEXT ISSUE:

August 10, 2013

Support the Advertisers That Support *La Posta*!

La Posta Display Advertising Rates

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

2013 Display Ad Rates (Per issue)

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

2013 Ad Deadlines

Third Quarter	**August 10**
Fourth Quarter	**November 10**

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

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

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

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

Kaufmann Buys and Sells Confederate States

• 40 years as a professional in Confederate philately—collecting, researching, and writing about Confederates since the 1960s.
• Extensive online retail stock of Confederate stamps and covers. No computer? We can work it out. I will personally help you build your collection.
• "No stupid questions" policy—I'll help educate you on Confederates.
• My website is far more than a retail outlet. I offer a "Confederate Primer Online" to help you as well as an archive of countless fascinating articles, columns and other resources.
• Let me be your specialized auction agent; I attend major Confederate sales around the country.

Patricia (Trish) Kaufmann is the Editor-in-Chief of the ***Confederate States Catalog and Handbook of Stamps and Postal History*** (CSA Catalog) published in November 2012. She is a past president of the Confederate Stamp Alliance, as well as a regular columnist in ***The American Stamp Dealer and Collector***, *The Confederate Philatelist* and *La Posta.* A member of the Confederate Stamp Alliance Authentication Service since 1996, she is currently serving on the Council of Philatelists of the Smithsonian National Postal Museum.

Put me to work for you! Let me help build your collection or, if that time has come, give me the opportunity to maximize your return on the collection you have so lovingly built. No collection is too big or too small.

NEWS FLASH!

Confederate States Catalog and Handbook of Stamps and Postal History (CSA Catalog) available for **$150 postpaid**. **This important volume is now sold out through the publisher, the Confederate Stamp Alliance, but I still have a number available.** The lineal descendant of the *Dietz Catalog*, this groundbreaking work has color throughout with over 10,000 valuations and information derived from primary sources that are found nowhere else in any philatelic publication. If you specialize in Confederates or have a comprehensive U.S. philatelic library, this is a "must have." **ORDER NOW while still available.**

PATRICIA A. KAUFMANN
10194 N. Old State Road, Lincoln DE 19960
Ph: 302-422-2656 ~ Fx: 302-424-1990
trishkauf@comcast.net
www.csadealer.com
Life member CSA, APS, APRL, USPCS ~
Member ASDA, CCNY, RPSL