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Vol. 46, No. 1

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First Quarter 2015

LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

A Bittersweet Family Postal History By Steve Swain

Vol. 46, No. 1
Whole Number 261
First Quarter 2015



OUR 46TH YEAR OF PUBLISHING AMERICAN POSTAL HISTORY 1969-2015

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Publisher and Editor

Peter Martin

POB 6074

Fredericksburg, VA 22403

Pmartin2525@yahoo.com

Office Manager

Advertising Manager

Joan Martin

POB 6074

Fredericksburg, VA 22403

laposta.joan@yahoo.com

Associate Editors

Jesse Spector

Alan Warren

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Recognizing Authors and Research Projects

As we begin our 46th year of publication of the best in American postal history, I'm pleased to announce the recipients of the 2015 Richard W. Helbock Prize.

For the second consecutive year, Charles Neyhart has been selected as the winner of the prize, which is awarded to the best postal history article appearing in the previous year's *La Posta: The Journal of American Postal History*.

Neyhart won the 2015 Helbock Prize for, "'A Knife in the Back' The 1915 San Diego Panama California Exposition." It's a wonderful example of a philatelic research article that combines with history to tell an enjoyable and compelling story.

My congratulations to the winner and my thanks to the Benefactor and Sustaining subscribers who took the time to vote for their favorites and help us select the finalists.

Our readers have a wide range of interests and the group of others who received votes proves that. All are deserving of recognition. Because of their efforts, we are able to continue to provide you with the best in American postal history.

The full list of Helbock Prize results appears on page 53.

Research Projects

Postal history is one of those fields that naturally lends itself to research and many of our readers have projects in various stages of completion.

In order to support those researchers who are trying to complete their projects (and hopefully share their results with *La Posta* readers), beginning with the Second Quarter *La Posta* we will provide a forum for those individuals with the establishment of a regular "Research Projects" column.

To participate, just e-mail me your project information (using "Research Projects" for the subject line) and describe the help needed. Your write-up should be limited to 100 words, not including your address, phone number and/or e-mail address.

As another benefit for our Benefactor and Sustaining subscribers, Benefactors will receive two free listings and Sustaining subscribers will receive one. Others will pay only \$5 per insertion.



La Posta Articles

Our lead story in this issue, "A Bittersweet Family Postal History" by Steve Swain provides a poignant reminder that all postal correspondence can tell a story. You may find a similar tale in your attic, closet, basement or garage.

Postal history auction catalogs play an important role in adding missing pieces to our collections, exhibits and research. Page 47 highlights some of the 2014 auction catalogs that featured postal history on their front covers.

Advertising covers have always been popular with collectors and, especially with the introduction of the illustrated mail exhibiting category, have become much more prominent on the exhibition circuit. Ad covers often provide great historical reminders of people, places and things that were once an important part of daily life and many are quite attractive.

To showcase some of these interesting items we're introducing an "Advertising Postal History" column. To get it kick-started, I've provided an example for *The Inventive Age*, a Washington, D.C., newspaper that was published from 1889-1914. The column appears beginning on page 44. I hope that you will consider including your favorite advertising covers in a future issue.

Since our readers have such varied interests and we want to include as many categories of postal history in each issue, we're also interested in including more shorter postal history articles. This can be about a single cover or postal card, a short town postal history or a short feature about an interesting rate, route or marking. If you have such an item in the works, e-mail me at pmartin2525@yahoo.com.

Subway Offerings

Subway Stamp Shop is the largest philatelic supplier in the United States. Their ad is on page 6. Their latest spring specials can be found at: <http://www.subwaystamp.com/mar2015.pdf>

With all the snow throughout much of the country this winter, I hope that you find spring in full bloom as this issue arrives in your mailbox.

Peter Martin



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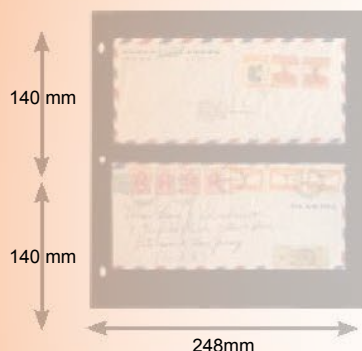
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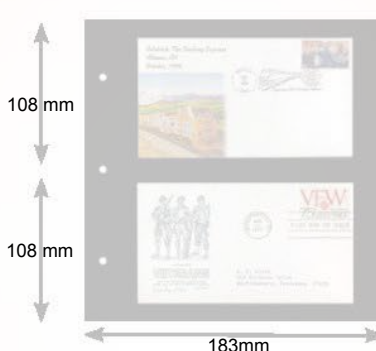
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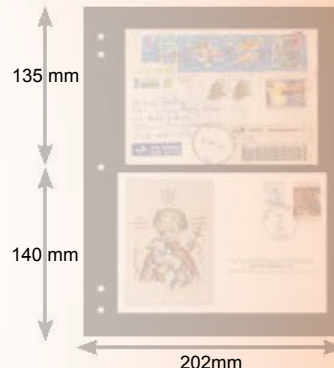
- Album with 25 pages (page size 9x11⅞") Available in: **Blue, Black, Wine Red**

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U.S. Covers	7¼x4⅞"	(182x103mm)	ZGK-838CU	30.40	24.32	228.00
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Figure 1: The author's grandfather received this handcolored envelope mailed from Tampa, Florida, on May 25, 1951. It is an example of treasured correspondence found in his mother's estate.

A Bittersweet Family Postal History

By Steve Swain

When discoveries are made of letters tucked away many years before in dresser drawers and once-used purses, the sometimes difficult obligation of being the executor of a parent's estate can offer bittersweet occasions to appreciate the lives of family members who you never knew that well. Such was the occasion when my mother passed away.

I had known my mother's father as any young boy and teenager knew their grandfather, that is, simply as one of the family members who gathered on Thanksgiving and Christmas, many times at my grandparent's house.

Mealtime conversations during those visits were typically dominated by updates from everyone about their jobs, schooling, vacations and the like. And, sometimes, I gleaned a bit about my grandfather when one of his adult children would take the conversation down memory lane with stories of when they were growing up. But even with all of this, I never learned anything about my grandfather's close friends.

In 1949, my mother's family moved to Atlanta from Tampa, Florida, where they had lived in Ybor City, a historic neighborhood located just northeast of downtown. It was founded in the 1880s by cigar manufacturers and was populated by thousands of immigrants, mainly from Spain, Cuba, and Italy.

My grandfather's profession was men's clothing and employment opportunities in Atlanta were much

more favorable than in Tampa. But, as with any relocation to another state, leaving Tampa meant bidding farewell to close friends, with possibly no connection again except through letters.

While sorting through the drawers in my mother's bedroom nightstand, I came upon a stack of legal size envelopes held together with a rubber band.

As I loosened the stack, an index card fell out revealing my mother's handwriting: "Letters to my father from a friend. I met him once as a child. He spoke no English. I think he came from Cuba. The script and drawings always fascinated me."

What I was to learn over the next few hours as I read the letters and marveled at the watercolor paintings on the covers, and on many pages of the enclosed letters, was truly a bittersweet realization. This was not only of how much my mother apparently treasured these letters—for several reasons, I'm sure—but more so what those letters revealed about my grandfather's life as a young man and the close friendships he nurtured, especially with the creative, imaginative companion who sent the many letters from Tampa.

The first cover I examined, shown here in Figure 1, was franked with a three-cent Jefferson stamp (Scott 807) and postmarked MAY 25/1951/TAMPA FLA. There is nothing unique about that.

Rather, it was the handpainted scene on the cover and the creative script for the address that piqued my

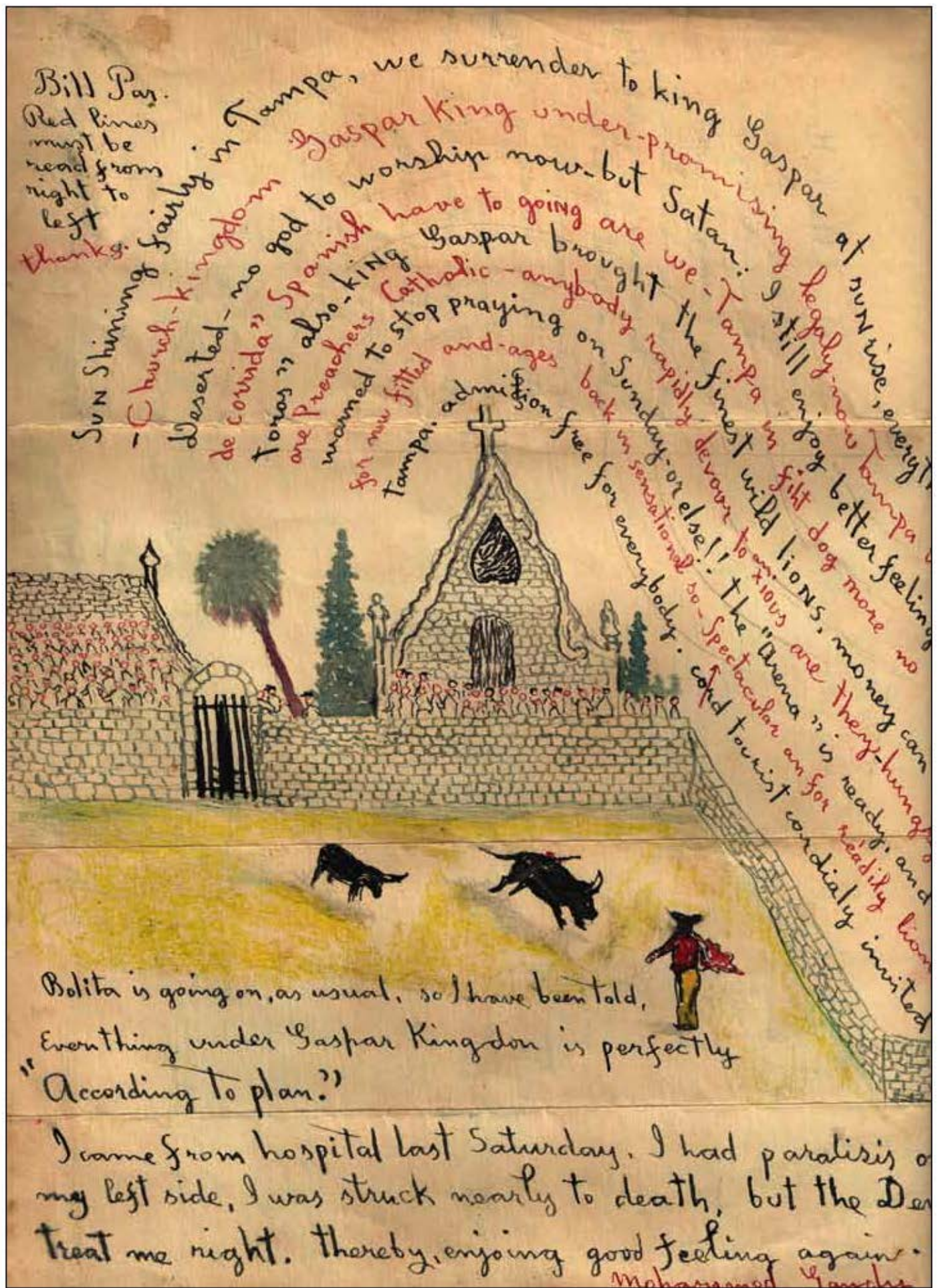




Figure 3: Another typical handpainted scene on a June 3, 1951 mailing to the author's grandfather.

interest. As the return address, written on the back flap, revealed the artist and author of this mailing was Antonio H. Fabian of Tampa, Florida.

The contents of this post (Figure 2) certainly supported my mother's note of how the script and drawings fascinated her. Not only did Fabian keep his close friend informed of Tampa related local events, politics and the weather, he exercised quite a bit of creativity in how he presented all of that to my grandfather.

There were many such covers and letters as this one, most beginning with a note of gratitude for my grandfather's letters and cards to Fabian. From that, it is safe to assume that the friendship was especially strong and had existed for quite some time.

Figure 3 illustrates another beautifully handpainted scene on a June 3, 1951 mailing to my grandfather. Interestingly, of all the covers and their contents that I examined, the scenes painted on the envelopes did not have any connection with the purpose or contents of the letters.

The most creative and enjoyable correspondence from Fabian were those highlighting the annual Tampa Gasparilla, a celebration and carnival that, from all indications, my grandfather and Fabian cherished.

The Gasparilla Pirate Festival is an annual celebration held in Tampa each year in late January or early February and hosted by Ye Mystic Krewe of Gasparilla.

Sometimes called the Florida version of the New Orleans Mardi Gras, the festival celebrates the apocryphal legend of Jose Gaspar, a mythical Spanish



Figure 4: The 165 foot *Jose Gasparilla* ship and pirates.²

pirate captain who prowled the waters of Tampa Bay, Florida. Adopting the nickname Gasparilla, Gaspar is credited with capturing more than 400 ships from 1789 to 1821 and burying treasure in numerous places throughout the west coast of Florida.

The theme and focal point of Gasparilla is an "invasion" by Jose Gaspar and his crew. On the day of the main Gasparilla parade, members of Ye Mystic Krewe of Gasparilla, accompanied by a flotilla of hundreds of smaller boats, sail across Tampa Bay to downtown Tampa on the *Jose Gasparilla*, a 165 foot long "pirate" ship that was specially built in 1954 for this purpose (Figure 4).

The mayor of Tampa then hands over the key of the city to the pirate captain and a "victory parade" ensues down Bayshore Boulevard along Tampa Bay.¹

Figure 2 (Opposite page): An example of the fascinating script and drawings received by the author's grandfather.



Figure 5: Gasparilla-related correspondence.

Figure 5 is an excellent example of the January-February Gasparilla-related correspondence to my grandfather. Franked with the six-cent DC-4 Skymaster airmail issue (Scott C39) and postmarked FEB 10/1951/TAMPA FLA., the handpainted scene on the cover again is entirely unrelated to the contents of the mailing.

Fabian's intentions were to immerse my grandfather—from afar—in the lore, legend, festivities and reveling of the Gasparilla in which, I now am sure, my grandfather and Fabian did partake of many times.

From several of the pages, shown in Figure 6, Fabian writes:

Everything in Tampa now is promising and legalized under the Kingdom of Gaspar. We are free to go anywhere we like. There is an open door to all human desires. Under our present Laws, only Churches will be closed up, Sunday and Saturday.... "Cardinal Monsignor Skunky died suddenly on board the ship "Satan" when boarded by King Gaspar hordes. Being requested by Ye Mystic Krewe what to do with the dead body of Monsignor Skunky, the King indignantly shouted, Throw it to the sea WITH DUE HONORS.

Fabian's letter heading showed, in error, Feb 10. 1950, not 1951, as the year of his letter.

Further attesting to Fabian's fanciful character and creativity, a most interesting item on the reverse of several of the covers was a handpainted King Gaspar "INSPECTED" censor marking, as seen in Figure 7.

Fabian certainly did not spare any opportunity to enhance the experience for my grandfather.

Having almost completed my review of the stack of envelopes, I noticed one (Figure 8) with two 13-cent special delivery stamps (Scott E17) along with the six-cent DC-4 Skymaster airmail.

Postmarked JUN 8/1951/TAMPA/FLA., it was indeed addressed to my grandfather, but the sender was "Mrs. Angela Hernandez and family" of the same Pine Street, Tampa street address as all of Fabian's letters.

Mrs. Hernandez was notifying my grandfather that Antonio Fabian, her father, had died. In her letter, Mrs. Hernandez extended her gratitude to my grandfather, saying:

I would like to thank you for all your kindness and happy moments you have given my father. I know that he kept you very close to his heart, for many times he talked about you and in his letters he enclosed postcards that you had written him.

I did not locate any additional correspondence from Fabian, so I suppose I will never be fortunate enough to have a complete appreciation for my grandfather's special friendship with his Gasparilla companion.

But I will always be grateful for this bittersweet family postal history in that it gave me occasion to learn so much about my grandfather in knowing that he cherished and nurtured a relationship with someone such as the whimsical, inventive and artistic Antonio Fabian.

Figure 6 (Opposite page): "Everything in Tampa now is promising and legalized under the Kingdom of Gaspar."

Tampa, Florida. Saturday Feb 10. 1950.

Mr Bill Parr:

Dear Sir.

We are feeling well, under the real splendid Florida sunshine in first: second: and third person. plural. Everything in Tampa now is promising and legalized under the Kingdom of Gasparilla. No elections: from Tampa, are surprisingly good in the greatest degree. No elections: No more politicians: No more speculators of Christ moral philosophy: No more Catholics enterprises: No more....

We are free to go anywhere we like: There is an open door to all human desires: Thus, if you like an out-door sport, or an open-door at BAR-ROOM, you are free to take your choice, Under our present Laws, only Churches will be closed-up, Sunday and Saturday, excepting those "converted." With, religious, and liquors service combined. A vicar from a Tampa Roman Catholic Enterprise, ^{appeared} appearing to King Gaspar for help.

3

Cardinal Monsignor Skunk, died suddenly, on board the Ship "Satan" when boarded by King Gaspar hordes.

The full cargo of Bibles arrived in the Steamship "Satan" from vatican at Rome, was disposed by King Gaspar, to be distributed to all Hardwares and Grocery Stores: to be sold in case of emergency, as toilet paper.

Also the candles are to be sold, in case of a short circuit. At 15¢ a dozen.

Being requested by the Mystic Krew what to do with the dead body of Monsignor Skunk:

The King, indignantly Shorted "Throw it to the sea!

WITH DUE HONORS;

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A.H. Fidler



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KING GASPARILLA.



Figure 7: A Gasparilla-inspired Censor/Inspected handpainted marking on the reverse of some correspondence.



Figure 8: A letter from Angela Hernandez with contents announcing the death of Antonio Fabian, her father.

Endnotes

- 1 http://en.wikipedia.org/wiki/Gasparilla_Pirate_Festival
- 2 <http://maaw.info/Photos/Tampa.htm> and <http://mojotraveler.com/gasparilla-pirate-festival-rocks-tampa/>

(Steve Swain has collected stamps for 50 years with interests in postal history, U.S. revenues, airmail and the American Civil War. He can be contacted via e-mail at: swain.steve9@gmail.com)



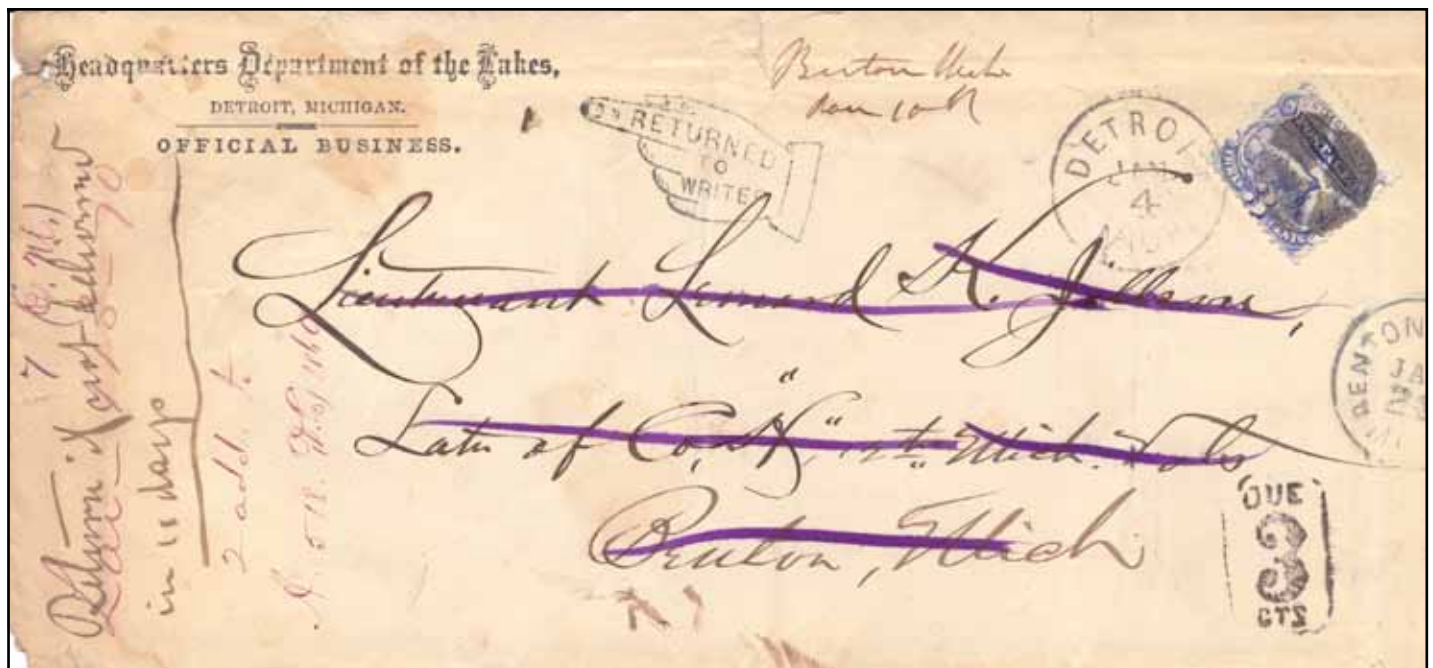


Figure 1: DUE 3 CTS is marked by the Detroit Post Office on a double-weight January 4, 1870, letter from Detroit to Benton, Michigan. Benton's Post Office, apparently following the 'Return if not delivered in 11 days' manuscript instructions at left, marked this 'RETURNED TO WRITER' on January 24 without advertising it.

Auxiliary Markings of the 1869 Three-Cent Pictorial Issue: An Addendum

By Barry Jablon

The eight auxiliary markings displayed here are additions to the "Auxiliary Markings of the 1869 Three-Cent Pictorial Issue," article that appeared in the Fourth Quarter, 2013 *La Posta*. The additions to the list of marks published previously are shown below in red bold italics:

A. Revenue Marks

Is the rate fully paid?

DUE 1, DUE 3, DUE 3 CENTS, ***DUE 3 CTS, DUE 6, INSUFFICIENTLY PAID, P.D., SHORT PAID, 10 Cents, U.S. 10 CTS, U.STATES 20***

B. Method of Travel and Transit Marks

How, and through where, does it go?

CARRIER, DISPATCHED, DIRECT, For [Ship], NA [amount], Overland, poste restante/ ***to be kept till called for***, REG / Reg, REGISTERED, ***STEAM PANAMA***, STEAMBOAT, STEAMSHIP, STEAMER, TRANSIT, U. STATES, Via [Method of travel], Via [City], WAY [Direction]

C. Problem Mail

Deliverable or Returnable?

FORWARD, FORWARDED, HAVE YOUR LETTERS DIRECTED TO YOUR STREET AND NUMBER, HELD FOR POSTAGE, MISSENT,

MISSENT TO NEW YORK, MISSENT TO SAN FRANCISCO, RETURNED TO WRITER

Undeliverable?

ADV, ADVERTISED, ADV/NOT CALLED FOR, CANNOT BE FOUND, ***LOCALITY UNKNOWN***, NOT CALLED FOR, NOT FOUND, ***PERSON ADDRESSED CANNOT BE FOUND***, UNCLAIMED, DEAD, DEAD CLEVELAND, ***DEAD LETTER OFFICE***, U.S.D.L.O.

A. New Revenue Marks—Figures 1-3

New revenue marks are shown in Figures 1-3. Figure 1 shows a boxed "DUE 3 CTS" double-weight letter from Detroit to Benton, Michigan, dated January 4, 1870, where it was subsequently marked "RETURNED TO WRITER."

Figure 2 shows a DUE 6 from an unknown Connecticut town with a July 25 circular date stamp on a cover addressed to Wickford, Rhode Island. This appears to be a triple-weight mailing.

Figure 3 bears a U.STATES 20 marking. The Albany, New York, Post Office found this letter to be double weight and, per treaty, disregarded the insufficient postage and marked 20 cents (Canadian) due from the recipient.

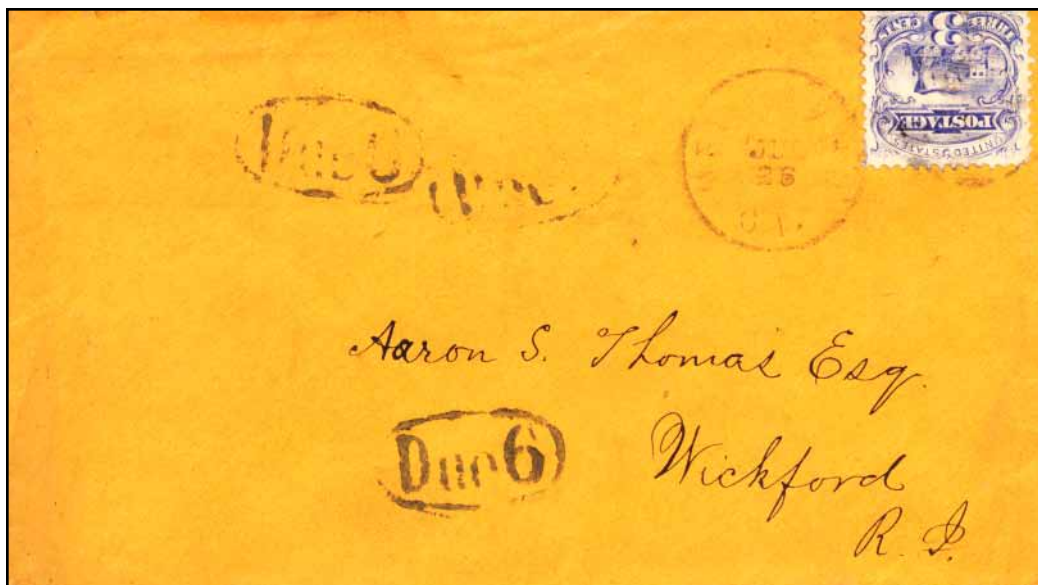


Figure 2: DUE 6 from an unknown Connecticut town with a July 25 circular date stamp on a cover addressed to Wickford, Rhode Island. This appears to be a triple-weight mailing.

Figure 3: U.S. STATES 20. The Albany, New York, Post Office found this letter to be double weight and, per treaty, disregarded the insufficient postage and marked 20 cents (Canadian) due from the recipient.



B. New Method of Travel and Transit Marks—Figures 4 and 5



Figure 4: TO BE KEPT TILL CALLED FOR. A Pawtucket Rhode Island, March 15, 1870, cover to Dublin for William White, 'To be kept till called for:' This is another variety of 'General Delivery' or 'Post Restante.'



Figure 5: STEAM PANAMA. This is the only 1869 Pictorial cover bearing this transit mark, used between 1863 and 1873 by the SFPO on mail from Panama via steamers of the Pacific Mail Steamship Company. Panama served as a transfer point for mail from various Central and South American countries, Chile in particular, though the docketing here shows a local Panama origin. The steamship rate in 1869-70 was 10 cents, so this letter to Oakland was double weight; the three-cent Pictorial stamp is used here with the National Bank Note Company's one-cent and six-cent ungrilled issues of April 1870.

C. New Undeliverable Mail—Figures 6-8

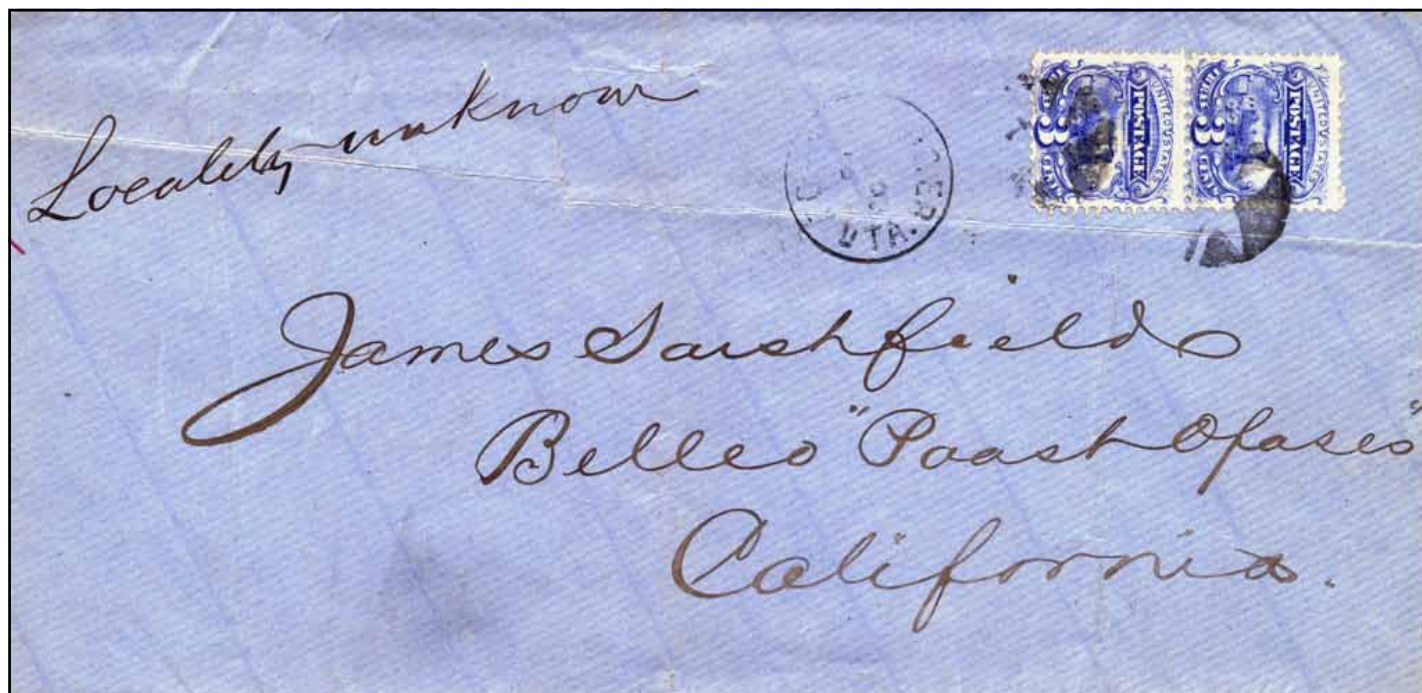


Figure 6: LOCALITY UNKNOWN. Fort Bridger 'UTA' to "Belleo 'Poast Ofases' California," which caused some California post office to write 'Locality unknown' and send this to the Dead Letter Office. The reverse bears a red USDLO CDS of July 30 1869. Fort Bridger, and the city named after it, had become part of the Wyoming Territory more than a year earlier, so the 'UTA' cancel is somewhat unusual.



Figure 7: PERSON ADDRESSED CANNOT BE FOUND. January 17 Tucson, A.T. to San Francisco marked 'ADVERTISED,' ms 'Held for delivery,' 'SAN FRANCISCO ADVERTISED March 9 CDS,' but 'PERSON ADDRESSED CANNOT BE FOUND.' Reverse (Below): 'SAN FRANCISCO ADVERTISED Feb. 23, SAN FRANCISCO [DLO] Apr. 2.'

Less literary post offices made do with "NOT FOUND," or "NOT CALLED FOR" or "UNCLAIMED," or just a DLO receiver, but San Francisco wanted the world to know with certainty that "THE PERSON ADDRESSED CANNOT BE FOUND."

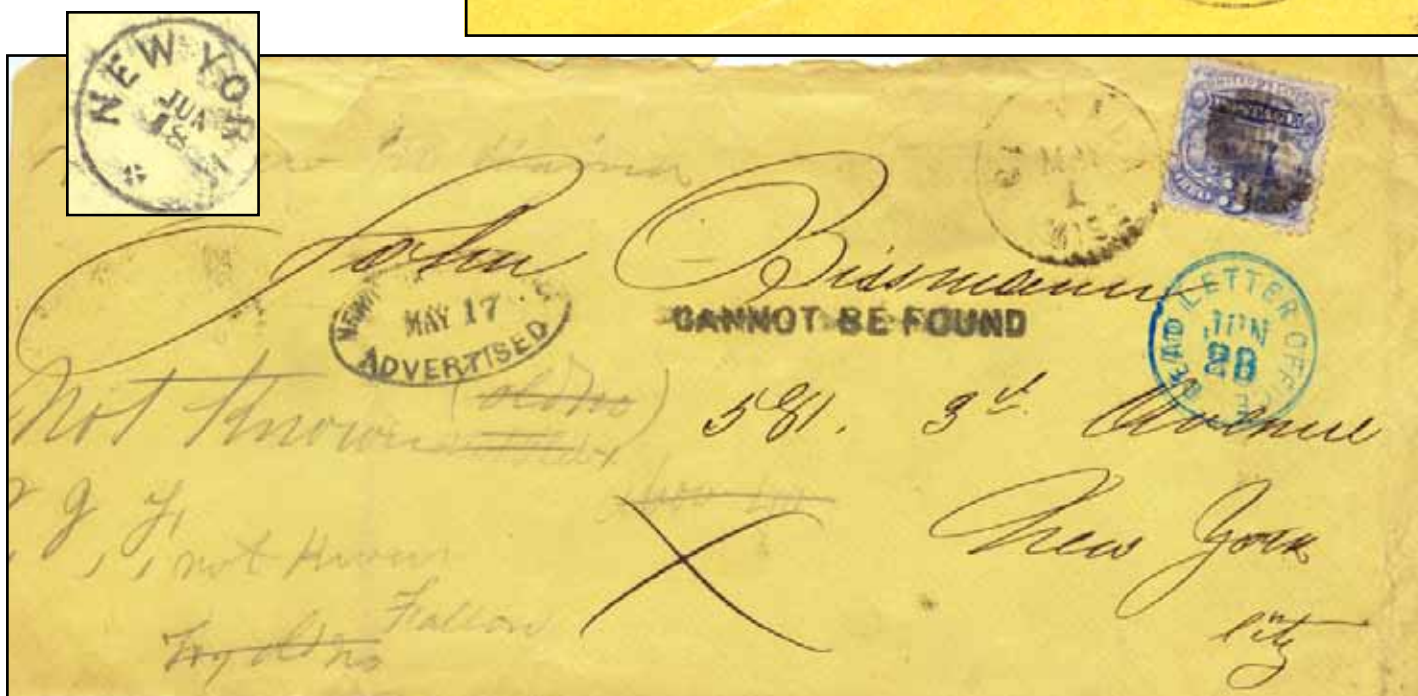
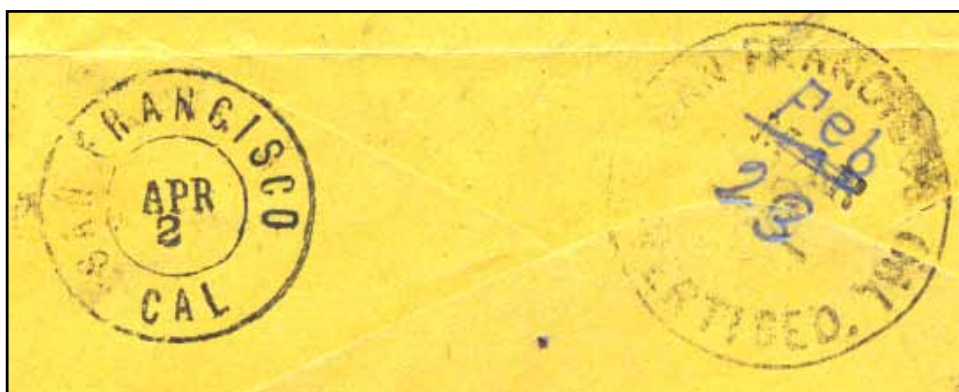


Figure 8: DEAD LETTER OFFICE. Grenada, Mississippi, to New York City, May 1; ms 'not known,' 'NEW YORK CITY ADVERTISED May 17,' but 'CANNOT BE FOUND,' leading to an unusual blue 'DEAD LETTER OFFICE Jun 28' on the front, rather than the reverse, which bears its own DLO mark of June 18 (inset).

Snapshots

Have an interesting photograph related to the post office or postal operations? Then send a 300 dpi or better .jpg or .tif scan with a caption to the editor at: pmartin2525@yahoo.com. Please put 'La Posta Snapshots' in the e-mail subject line.



Pender, Nebraska, February 19, 1970

A resident wades through knee-deep water on his way to the town's main post office. Spring-like rains and unseasonably mild temperatures preceded a storm that caused the Logan creek to overflow, forcing nearly 300 residents to move out of their homes.



RPO Mailcar

An exterior view of one of the new Railway Post Office cars that inaugurated the first through RPO mail service between Chicago and San Francisco on the Streamliner *City of San Francisco*. The car was 85 feet in length with 60 feet of interior space devoted to post office operation and the balance for mail storage.



Figure 1: The 24-cent gray-lilac stamp (Scott 36) is tied by a Charleston/S.C./Jan/19/1861 double circle datestamp on a cover addressed to 'Capt. George Pyke, Ship *Genl. Parkhill*,' Liverpool, England. This was addressed to a British sea captain who was murdered in a ship mutiny on his return voyage to Charleston.

A Cover to a Sea Captain — The Victim of Mutiny and Murder

By Patricia A. Kaufmann

The cover in Figure 1 is not beautiful, but it sure tells a story, as many do if you're willing to look. It is franked with a 24-cent gray-lilac stamp (Scott 36) tied by a Charleston/S.C./Jan /19/1861 double circle datestamp.

The cover is addressed to: Capt. George Pyke, Ship "Genl. Parkhill," Liverpool, England. It bears a charge box notation at the upper left and on the back is a partial New York "Br. Pkt. Jan 23" exchange datestamp as well as a light red "19" cent credit handstamp.

It was carried by the Cunard Line *America* from New York January 23 to Liverpool arriving February 4 with a "Liverpool 5 FE" arrival backstamp.

It is an independent state use as South Carolina seceded from the Union on December 20, 1860—the first state to do so. The Confederacy was formed February 4, 1861, the day the ship arrived in port.

Newspapers on both sides of the Atlantic reported the mutiny and murder of Capt. Pyke on the vessel

General Parkhill. I found period accounts from not only countless United States sources, but also numerous newspapers in England. This is a case where the story is best told by newspaper accounts.

The date of the mutiny and murder follow shortly after the date of cover's arrival in Liverpool. It was doubtless his return trip to what was by then Confederate states. The first shots of the war were not fired until April 12, 1861, at Fort Sumter in Charleston Harbor.

The mutineers were tried in the United States court system. Attorney and CSA specialist Steven M. Roth explains why:

"If the ship was on the high seas when the crime occurred, and if the ship was a U.S. registered ship, the U.S. has jurisdiction without regard to the nationality of the victim or the perpetrator. If, however, the ship was a British registered ship, it would have jurisdiction. Or, if the crime occurred within the territorial waters

of GB no matter where the ship was registered, then England would have jurisdiction to assert its criminal laws. It does not matter whether ship returned to UK or not although GB could try to assert the doctrine that possession (of the ship and crew) is 9/10s of the law.”

To begin the story, the March 15, 1861, edition of *The New York Times* reported:

Capt. PYKE, of the American ship General Parkhill, had been murdered on board his vessel. The ship left Liverpool on the 25th for Charleston, but when off Holyhead [Wales], a disturbance took place on board between the officers and men, in the course of which the Captain was killed, having been stabbed five times, and the mate was severely injured. The ship had returned to the Mersey, and the crew were imprisoned, pending an investigation.

The March 20, 1861, edition of *The Daily Dispatch* (Richmond, Virginia) ran the following story:

Tragedy on Shipboard.

—The ship General Parkhill, Capt. Pyke, bound from England for Charleston, S. C., left the Mersey on the 25th ult.:—

The crew consisted of first and second mates, boatswain, steward, and eleven seamen. It appears that the ship had not got far down the river when some angry words took place between the captain and crew, and two of the crew were flogged. Shortly after they attacked the captain and first mate, killing the former and terribly wounding the latter. The vessel was carried back to Liverpool and the crew were arrested. Captain Pyke was a native of Preston, England, and was about 34 years of age. He was a married man, with a family. After the removal of the body of the unfortunate man to the dead house, the detective officers examined his cabin. They found under the pillow of his bed photographs of his wife and the youngest child, a little fellow about two years of age. In the cabin was also a pair of child's shoes, and attached to them a memorandum reminding the captain that he was to get two similar pairs at a certain shop in Charleston.

The May 18, 1861, edition of *The New York Times* reads, in part:

LAW REPORTS.;

United States Circuit Court. Before Judge Nelson. MURDER ON THE HIGH SEAS.

Samuel Collins, Lewis Featherstone, John Dunlevy and John Kelly, were put on trial charged

with murdering Geo. W. Pike, the Captain of the ship Gen. Parkhill. Before commencing the trial, Mr. Smith, the District Attorney entered a nolle prosequi against Kelly, proposing to use him as a witness. One of the crew named Smith was put on the stand and testified that the defendants were sailors on board the ship, which left Liverpool in the morning of Feb 25, 1861; there seemed to have been same difficulty during the day between the Captain and the men, as he as he heard some of the men crying out; in the evening the men were together, and Dunlevy said they were going to stop this work, (by which he understood the Captain's sulking the men,) and that if they struck him he would strike back, and would serve anyone who would not join them in the same way, but witness declined to join them; that after that, about half-past eight o'clock, the men and the Captain had a fight on deck, and he heard, the Captain cry out, "I am murdered," and he staggered to the cabin; the mates came up at the noise of the affray, and was stabbed and fell, but refused to go into the cabin, when Dunlevy came up with a handspike and knocked him down, saying that the mate had tried to kill him, and he would kill the mate; one of Dunlevy's eyes was almost closed at the time, as by blow; the [??] they went into the cabin, and the men called for three cheers, and when the second mate came out they, insisted, upon the ships, going back to Liverpool, and she was put back.

One of the police force of Liverpool testified to arresting the men on board the ship and searching them, and finding knives on all of them, there being blood on Collins' knife; that the captain's body was lying on the cabin floor, and the mate was lying his bunk, with pen-knife wounds in his body; witness told Dunlevy, after he was arrested, what he was charged with and he said he did not deny it, and wished he had finished the other; he also told the others what they were charged with, but they said they knew nothing about it.

The clothes taken from the captain's body were shown in court; the stab in them was shown to fit Collins' knife, which was smaller than the others.

The mate was also examined and testified to the same facts nearly. He also said that he had seen no cruelty on the ship; but that the Captain told him during the day that he gave a man an order, and the man, called him a son of a bitch, and the Captain struck him; that the mate himself struck one of the men with a piece of rattling stuff, in consequence of the same epithet being applied to him. The steward also testified to what he knew of the transaction, and to his finding the Captain lying on the floor of the cabin where he had fallen on entering, and that

he raised the Captain up, but he only breathed two or three times.

The case it conducted for the Government by Mr. E.D. Smith, the District Attorney, with Mr. Walcoxson and Mr. Wood, and for the prisoners by Mr. Howa.

The case is still on.

The June 4, 1861 edition of *The New York Times* recounted the following of the trial:

Sentence for Murder.;
UNITED STATES CIRCUIT COURT JUNE 3.
Before Judge Nelson.

The three seamen on board the ship *Gen. Parkhill*, convicted of murdering the Captain while on a voyage from Liverpool to this country, were this morning called up for sentence.

James T. Brady, Esq., appeared for the prisoners by request of some of their friends, and requested a postponement of the sentence, as he had not had time since he had been retained in the matter to examine the evidence as he desired. He stated also that Featherstone had, since the exonerated his associates from striking the fatal blow, and he alluded to the fact of the ship's having been since seized as a prize, and the allegation that she had a secession flag on board of her.

Judge NELSON declined to postpone the sentence and the prisoners were asked if they had anything to say why sentence should not be passed upon them. Samuel Collins and John Dunlevy said they were innocent. Featherstone said nothing. The Judge then proceeded to sentence them as follows:

The crime of which you have been convicted was committed on board the merchant ship *Gen. Parkhill*. She was bound from the port of Liverpool, England, to the port of Charleston, South Carolina. The crew, eleven in number, of which you were a part, were shipped at Liverpool. The vessel sailed from that port at about 11 o'clock on the forenoon of the 25th of February last, and before 10 o'clock that evening, and when she had reached but twenty miles from it, you had killed the master, Capt. Pike, by stabbing him to the heart, and left the first mate, Campbell, from stabs inflicted with knives upon his body, and blows upon his head and arms with a handspike, insensible, and from which injuries he barely survived. He received seven cuts on the body, and three blows from the handspike, one of which stretched him on the deck, and another was inflicted after he was down. We have looked into the evidence of the events which occurred on the deck of this vessel during her short voyage, (for she returned to Liverpool after the death of the Captain,

and disability of the first mate,) with great attention and care to discover, if possible, any reasonable provocation in the conduct of the master or mate for your extraordinary and desperate violence, and with the exception of some blows with the hand for disobedience of orders and insulting language we find none. The officers were unarmed, having no weapons about them. Their conduct furnished no grounds for apprehending danger or cruelty. The killing of the captain and the cruel injuries of the mate were not the immediate consequence even of the blows for disobedience and other unseamanlike conduct. Soon after the vessel left Liverpool you confederated to overthrow the authority of the officers, and endeavored also to persuade others of the crew to join you, and threatened violence to them if they refused. You sharpened your knives upon the anchor chains preparatory to the bloody deed, and made the assault upon the officers without their being forewarned or forearmed, and in any situation to defend themselves. As some evidence corroborating the account given by the mate that the few blows inflicted upon you were for disobedience of orders, and insulting language; out of a crew of eleven you were the only persons that had any serious difficulty with the officers; and further, with one exception, the crew refused to join you in your assaults upon the mate, and endeavor to gain possession and control of the ship. As very strong proof of your purpose to get possession and control of the vessel, the witnesses agree that after you had killed the captain, and supposed and believed that you had also killed the mate, you exulted in the idea of having captured her, and did afterwards assume the control and direction as to the port to which she should be brought. By the verdict of the jury, with which the Court is entirely satisfied, you have been convicted of an offence for which your lives are forfeited; and we are compelled to add, that the case, as presented upon the evidence, even when charitably examined, must be regarded as an aggravated one. We sincerely admonish you, therefore, that in the interval between your sentence and execution, you prepare for the great change that awaits you. Think of the cruelties you inflicted upon Pike and Campbell, and of the terrible account which you will soon be called to render to your Maker. Think of the denunciations in your Bible of the murderer, and that there is no hope of salvation in the life to come, to which you hasten, except through repentance, and the forgiveness of your Redeemer. We trust that you will earnestly and faithfully in this way improve the time we extend to you before the execution. (At this point the father of Collins, who was in the Courtroom, burst into

a violent fit of weeping.) It is extended to you that you may thus improve it. It remains only now for the Court to pronounce the sentence of the law, which is, that you and each of you be taken back to the City Prison from whence you were brought, and remain there until Friday, the 26th of July next, and then and there, at the place of execution, between the hours of 12 and 3 on the afternoon of that day, you and each of you be hanged by the neck until you are dead, and may the Lord have mercy on your souls.

From the August 10, 1861, *The Daily Dispatch*, Richmond, Virginia:

Abe Puts the foot down Firmly again.

—Mrs. Buckley, a New York Fifth Avenue lady, went to Washington lately — before Manassas was fought, be assured — to procure a reprieve for Collins, Featherstone and Dunleavy, convicted of the murder of George W. Pike, captain of the ship *General Parkhill*.

—The interview between herself and Lincoln is thus described in a letter to the *Boston Journal*. Abe, it will be seen, adheres to his maxim, that it “is necessary to put the foot down firmly sometimes,” notwithstanding he has been admonished so often of the danger of planting his preposterous and cumbersome feet upon hot places:

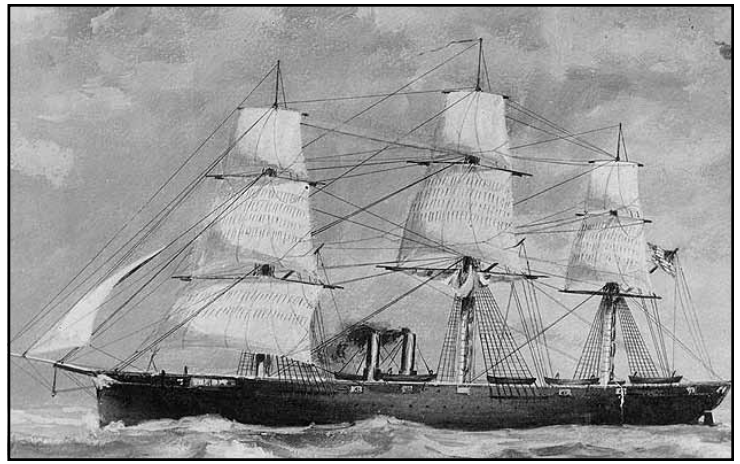
On gaining an interview, she said to the President that she had come to place before him some of the circumstances connected with the case of the unfortunate men imprisoned in the Toombs in New York, and that she hoped—

As she uttered these words, Mr. Lincoln involuntarily started back, and with a manner that expressed the greatest determination and firmness, but altogether void of excitement, said that it would be a waste of time for her to proceed further, as his mind was made up to let the law take its course.

The lady began again to state her case, when Mr. Lincoln exclaimed, somewhat impatiently, that it was enough—they were taken on the Savannah, and that he would never interfere on their behalf.

Thus the subject cover reveals a story that begins with a British sea captain commanding a United States vessel departing England for the Confederate States. When the cover was mailed, South Carolina was an independent state. By the time the ship reached Liverpool, South Carolina was part of the Confederacy.

The ship arrived on February 4, 1861, the date accepted by most as the day the Confederate States of America was formed. This story of mutiny and murder reached the highest level in the United States, President Abraham Lincoln.



Two months after the murder and mutiny, the USS *Niagara* (above) captured the *General Parkhill* at Charleston harbor as it served as a CSA blockade runner.

Concluding Note

There is an interesting concluding note of historical significance to this story. As reported by Douglas W. Bostick in *Charleston Under Siege: The Impregnable City*, the *General Parkhill*, a British ship built in Liverpool, England, was the first Confederate blockade runner to be captured by the USS *Niagara* at Charleston harbor.

The *Niagara* was a steam frigate launched at the New York Navy Yard in February 1855 and was first commissioned in April 1857. The ship laid cable for the first transatlantic telegraph, repatriated slaves to Liberia, carried Japan's first diplomatic mission to the United States before service as a Union blockade ship of southern ports.

The *Niagara*, with Capt. McKean at the helm, arrived off Charleston, South Carolina, on May 10 and two days later captured blockade runner *General Parkhill* attempting to make Charleston from Liverpool.

So, less than two months after Capt. Pyke was murdered on the *General Parkhill*, the ship had been converted to a CSA blockade runner and captured. Its ultimate fate is unclear.

The *Niagara* continued to have a distinguished record of captures during the Civil War. The ship was decommissioned after the war and remained in the Boston Navy Yard until sold in May 1885.

Reference

Bostick, Douglas W. *Charleston Under Siege: The Impregnable City*. Charleston, South Carolina: The History Press, 2010.

(Patricia (Trish) Kaufmann is a fulltime dealer specializing solely in Confederate States stamps and postal history. She began collecting in the mid 1960s and has been a professional philatelist since 1973. E-mail: trishkauf@comcast.net)

Oklahoma Joe is Still Buying—JUST DON'T ASK WHY!

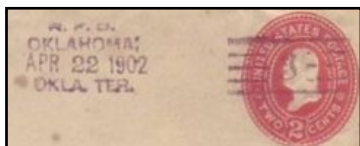


OKLAHOMA AND INDIAN TERRITORY COVERS
 WEATHER FORECAST BACKSTAMPS
 U.S. DESPATCH AGENT AND AGENCY MARKINGS
 19th CENTURY U.S. FANCY CANCELS
 PRIVATE PERFS ON COMMERCIAL COVERS
CROSBY Postmarks—Any State (Not Crosby cachets—No, we were not related)



COVERS ADDRESSED "IF NOT DELIVERABLE TO ADDRESSEE,
 PLEASE HAND TO _____" (THE WEIRDER THE BETTER)

WILEY POST COVERS
 A & M COLLEGE CANCELS AND
 AGRICULTURAL EXPERIMENT STATION FRANKS
 ILLUSTRATED MAIL PHOTOGRAPHY & RELATED
 MULTICOLOR GUN COVERS
 OKLAHOMA CIVIC ADVERTISING
 MULTICOLOR A.B. SHUBERT, FUR BUYERS COVERS



POSTCARDS
 CHARLES M. RUSSELL
 BUSTER BROWN
 YELLOW KID
 OKLAHOMA STREET SCENES



JOE CROSBY
 5009 BARNSTEEPLE CT., OKLAHOMA CITY, OK 73142-5405
 E-mail: joecrosby@cox.net



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Postal History from the Last Frontier

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Figure 1: This 1916 example of a boxed incoming ‘Postage Stamps Removed’ is the only reported example on a postcard.

New York ‘Stamps Removed’ and ‘Stamps Detached’ Markings — Part 2

By John M. Hotchner

In the Fourth Quarter 2014, *La Posta*, I examined New York “Stamps Removed” and “Stamps Detached” markings on mail coming into the United States via the Foreign Section of the New York City Post Office from 1915 to 1919.

The necessary background is that mail destined to, or coming from, Europe, the Middle East and Africa, and even Latin America transited New York in the late 1800s and early 1900s. New York post offices developed handstamps to deal with the most often encountered problem areas, and one of these was the unusual occurrence of mail being received without postage stamps.

On incoming mail, if it appeared that postage had never been paid, the mail would be sent on to the recipient with postage due. For outgoing mail, it would be returned to the sender if possible, or forwarded postage due. But if it looked like postage had been affixed and somehow lost, then the post office handling the mail could mark it so that additional payment would not be required.

This they did by use of one of the subject markings. On incoming mail, discussed last time, the handstamps were in the form of a boxed message. On outgoing mail addressed abroad, the handstamps as we shall see were in circular form.

Before we get to those, one more cover has surfaced from the incoming category. It is shown here in Figure 1 and is notable because it is the only postcard seen so far and it has an unusually clear rendering of the boxed message. Its origin was Germany in 1916.

A note from reader Larry Nelson gives some additional information about the Figure 2 cover shown here, which was Figure 3 in the last article.

It was described by the seller as having been sent in 1934, which I questioned. Nelson dated the cover “between August 1914, the start of World War I, and April, 1917 when the U.S. declared war on Germany. Riemer, in his censorship book, indicates that the German censor handstamp on the cover was used in August 1914 onward. Once the U.S. was at war with Germany, personal mail could not be sent to America.”



Figure 2: An information update on this cover from the last installment in this series places the usage date between August 1914 and April 1917.



Figure 3: The oldest outgoing 'Postage Stamps Removed' cover in the author's collection is on this 1887 cover sent to Prussia.

The book referred to is: *Die Postueberwachung Im Deutschen Reich Durch Postueberwachungsstellen 1914-1918* by Karl-Heinz Riemer (1987).

Now, on to the outgoings. I have, or have photocopies of, 11 examples of which I will show seven notable items here.

The first, in Figure 3, is the oldest; sent from Brooklyn, New York, to Prussia in early December, 1887. It has a blue handstamp saying, "Postage stamp removed before receipt at New York P.O."

All six examples prior to 1907 have the location of handling as, "New York P.O."

From 1907 onwards, as shown in Figure 4, handling was done at the, "New York for STA.," which probably existed all along, but got its own handstamp devices, sometime between 1905 (the last "New York P.O." handstamp), and 1907.

(Foreign Sta. would be Foreign Station. It is distinct from Foreign Section, which is the appellation used in the incoming markings.)



Figure 4: This 1907 mourning cover is the first to show “For Sta’ in the handstamp.

Figure 5: Unusual in that the letter is addressed to Puerto Rico—essentially a domestic address—this outgoing marking is the only one known that is in purple.



The 1907 cover is also notable for the fact that it is a mourning cover with an origin of Baton Rouge, Louisiana, addressed to “Byrouth, Syria” and dual-addressed in both English and Arabic.

The next dated cover after the 1887 example is 1896, addressed to “Europa Netherlands.” It, and all subsequent covers until the final example in 1933, have black handstamps. It is the first to show the handstamp language as “postage stamp detached...” rather than “postage stamp removed...”

Of the remaining nine covers, five use “detached” and four use “removed.” I have no idea what governed the use of either term as their meaning in this context is the same.

It might be advanced that the “removed” language could cover the removal of stamps to see if there was espionage afoot, the hiding of secret messages under the stamp(s), but I discount that. Why would it be done on an 1887 letter and, if it were for this purpose, why would you tell the presumed enemy?



Figure 6:
While most examples are addressed to European destinations, this 1917 example is addressed to Brazil.

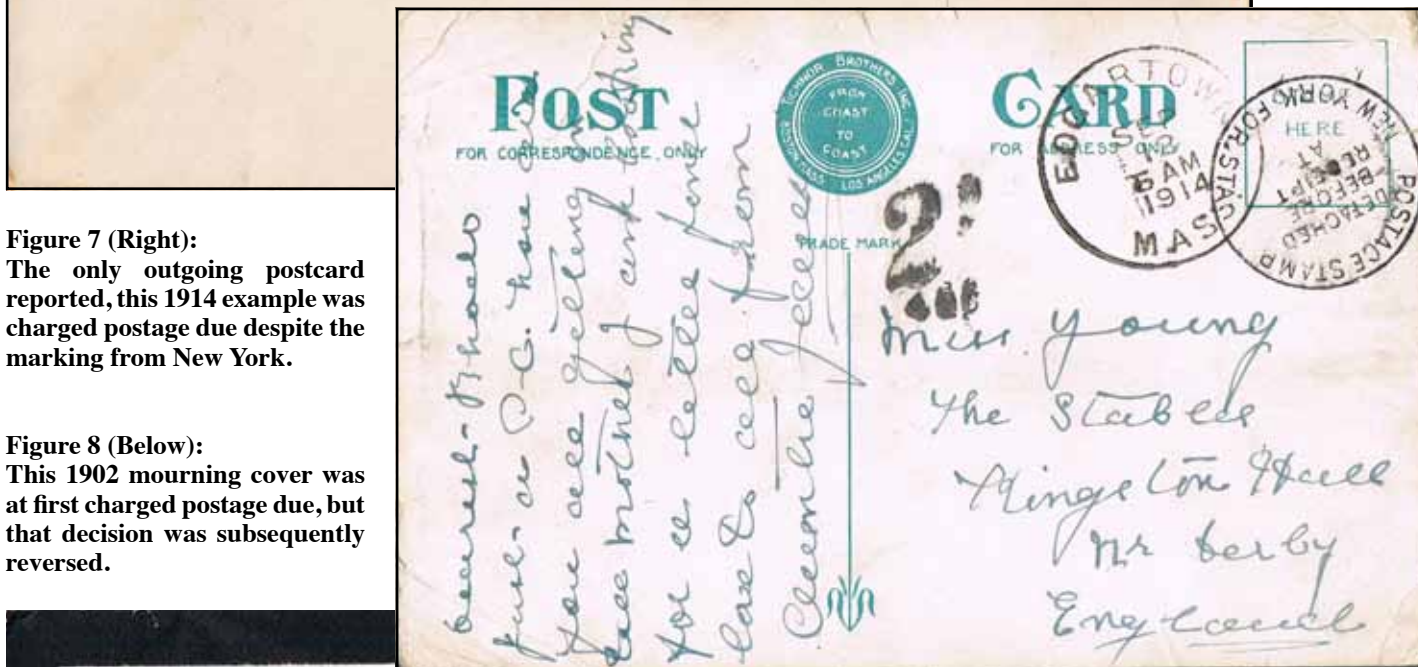


Figure 7 (Right):
The only outgoing postcard reported, this 1914 example was charged postage due despite the marking from New York.

Figure 8 (Below):
This 1902 mourning cover was at first charged postage due, but that decision was subsequently reversed.





Figure 9:
Did a postal person use the 'Postage Stamps Detached' marking on this 1921 cover to 'forgive' the cover being short paid by one cent?

Figure 10:
This locally addressed 1915 New York City cover has a marking similar to the outgoing foreign examples, but says, in purple, 'Postage Stamp Lost in Transit.'



It should also be noted that the last "removed" cover is dated in 1905.

The 1933 cover, in Figure 5, has a purple handstamp that is also unique in that it shows the handling point as "New York Varick St." It may be that by this time handling of these had been decentralized to New York area stations, or it may reflect the fact that this was essentially domestic mail as it is addressed to Santurce, Puerto Rico.

The other examples of these markings are dated 1902, 1903, 1904, 1905, 1907, 1914, 1917, and 1921. All of these are addressed to locations in Europe, except the Figure 6 cover, which is the 1917 example, and is addressed to Brazil.

Three others are worth illustrating. Figure 7 is the only postcard among the 11 covers; sent from Edgartown, Massachusetts, to England. Note that upon arrival the United States marking excusing further postage was ignored, and the card was rated "2d" postage due by the British Post Office.

The 1902 mourning cover in Figure 8 got similar treatment by the British, but note that the British marking is scratched out.

The cover in Figure 9 is a favorite as the origin cancellation is totally unreadable, and is one of two that have four cents postage paid of the five cents required. This however shows no indication that the additional one cent had ever been paid, and I doubt that it was, though the handstamp says that it was "detached." I have to wonder whether someone made a decision to forgive the one-cent unpaid?

Finally, we have in Figure 10, a curious outlier. It is a domestic postcard, sent locally within New York, with a purple handstamp saying, "postage stamp lost in transit New York P.O." This may be the scarcest of the bunch as I have never seen another.

Additional reports of these markings, whether foreign or domestic, are welcome. Please send scans to me at: John Hotchner, POB 1125, Falls Church, VA 22041, or by e-mail at jmhstamp@verizon.net.

Seven U.S. Marine Corps Postmarks From 1940

By Peter Martin

I recently came across an interesting set of seven cacheted envelopes addressed to A.F. Mondor of Holyoke, Massachusetts. All bore the same printed U.S. Marine Corps cachet and featured different cancellations from USMC post offices around the world. The cancels were dated in October and December 1940, about a year before the United States entered World War II.

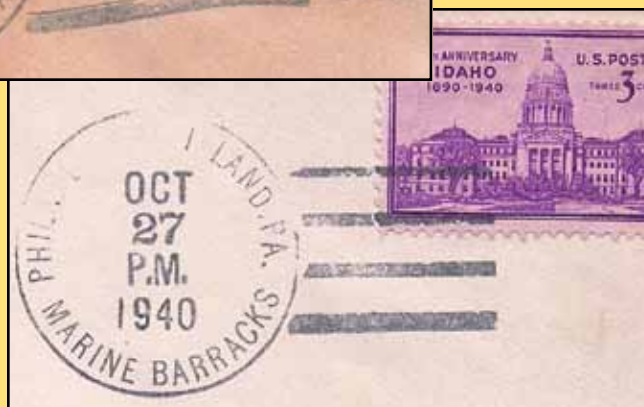
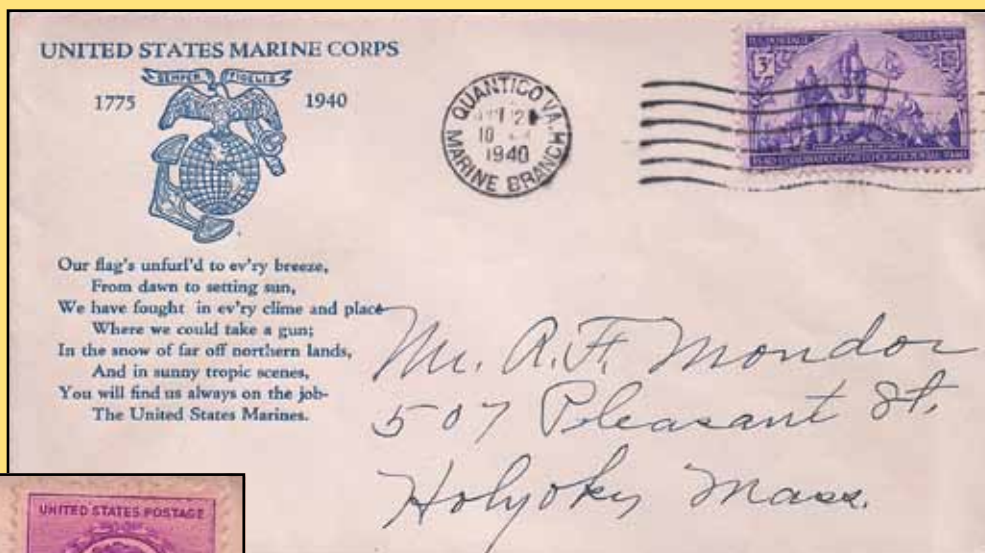




Figure 1: A Dave Curtis cacheted first day cover for the Washington, D.C., Flag stamp (Scott 4283) in the Flags of Our Nation series. Curtis' cachets are produced using a classic reductive block printing method.

The Story Behind the Washington, D.C., Flag Shown on the Flags of Our Nation Series

By Peter Martin

The Flags of Our Nation series, begun in 2008 as a series of self-adhesive coil stamps, featured the flags of the United States: all 50 states, five territories and one city. The series showcased 10 different designs with each coil release.

The first coil set, covering Alabama through Delaware (Scott 4273-4282) in a 42-cent denomination was issued in Washington, D.C., on June 14, 2008.

The second coil set, which included Washington, D.C., through Kansas (Scott 4283-4292) was released September 2, also in Washington, D.C., and also in a 42-cent denomination,

Four additional coil sets of 10 were issued in 2009 (Scott 4293-4302), 2010 (Scott 4303-4312), 2011 (Scott 4313-4322) and 2012 (Scott 4323-4332) before the 60-stamp set was completed. The 2009 and 2010 set were in a 44-cent denomination, while the 2011 and 2012 coils were Forever stamps.

The only stamp in the series to represent a city is the Washington, D.C., stamp (Scott 4283). While most people can recognize the District of Columbia flag, few know how the flag came about or what significance that the design has.

The nation's capital was formed in 1790 when the fledgling Congress voted to create a federal city 10 miles square, but Washington, D.C., did not have an official flag until 1938.

For more than a century, the District of Columbia flew several unofficial banners, usually the flag of the D.C. National Guard.

Charles A. R. Dunn, whose design was eventually chosen for the Washington, D.C., flag, originally became interested in a District of Columbia flag in 1917. At that time he was an artist employed to render flags from original sources for a printer engaged in the production of a flag book. Later, the National Geographic took over the work and it became known as *Our Flag Number*, published in October 1917.

As Dunn describes it, "While working on the flags of the different states of the United States, I became aware of a lack of good design in many of them. In fact some were simply just the state seal in the center of a blue field. Of course, I noticed, too, that there was no District of Columbia flag.

"I was particularly attracted by the state flag of Maryland, because of its beauty and distinction. It is

the oldest, if not the finest, of our state flags. As you know, the basis of the flag's design is the coat of arms of Lord Baltimore and so conforms to the laws of heraldry.

"It was natural that the coat of arms of George Washington, the three red stars above the two red stripes on a white field, would suggest itself as a design for a District of Columbia flag."

About that time, Dunn enlisted in the Army for a couple of years and forgot about his idea. Then, in 1921, while employed as an artist by the Chamber of Commerce of the United States, he drew a design for a District of Columbia flag. This design was taken directly from the shield portion of the Washington Coat of Arms, and showed the three red stars above the two red stripes, on a white rectangular field (Figure 2).

Dunn didn't do anything with the design until February 1924 when the concept of a District of Columbia flag began receiving popular attention.

He prepared a set of drawings, in black and white, and in color, and sent them in to *The Evening Star*, a now defunct Washington newspaper. His design used the three stars in cobalt blue, and the two stripes in vermillion red on a white rectangular field.



Figure 2: The coat of arms of George Washington.



Figure 3: The District of Columbia flag.

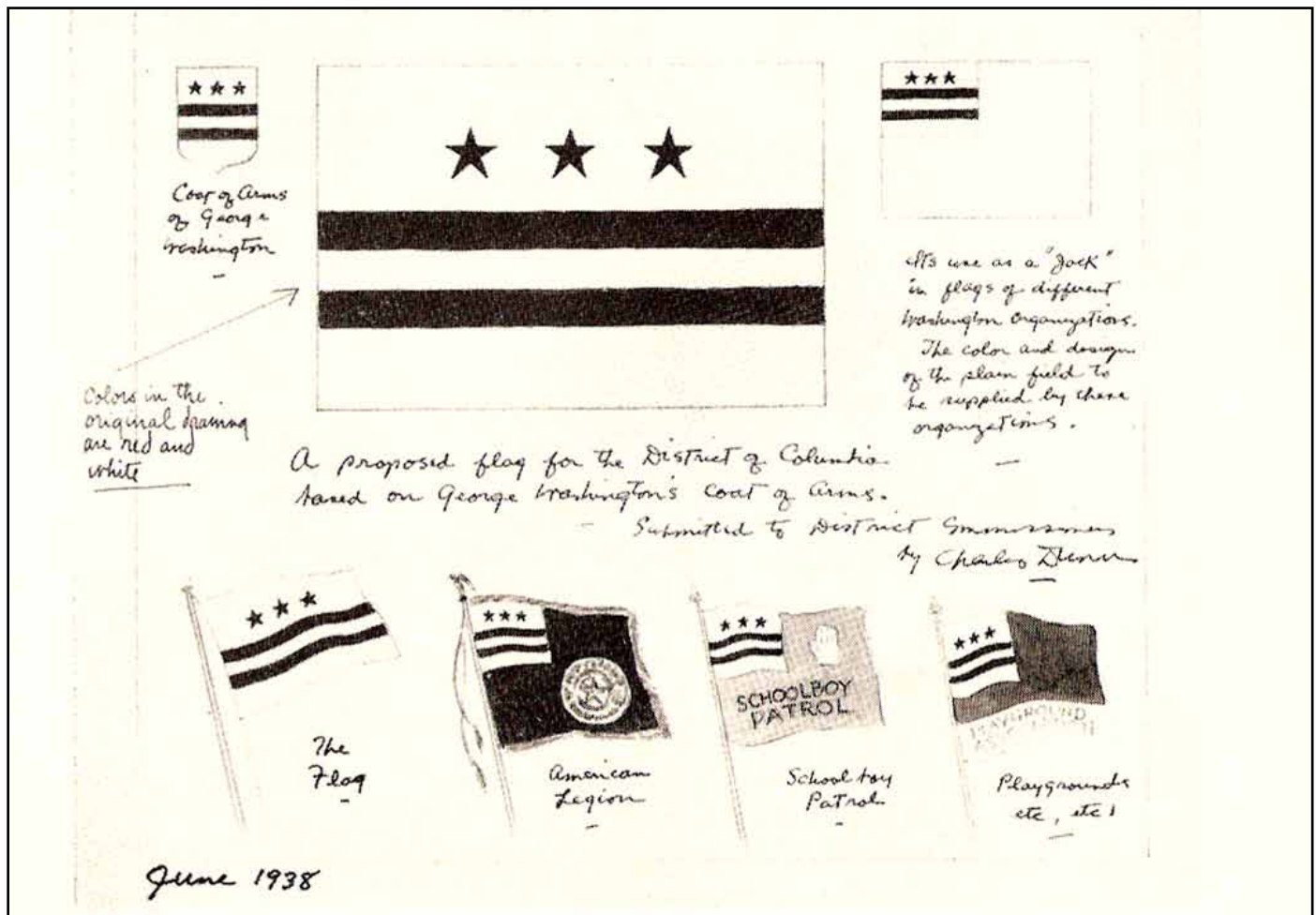


Figure 4: Charles A.R. Dunn's District of Columbia flag design sketches.

Despite widespread support for Dunn's design, the impetus for a flag gradually died out and it was not until the summer of 1938 that the issue of a District of Columbia flag was raised again.

On June 16, 1938, Congress passed Public Law 650 authorizing a flag commission "to procure a design for a distinctive flag for the District of Columbia." The Flag Commission was to have the advice of the Commission of Fine Arts in the final selection.

The contest announcement was made in the newspapers with criteria for rules of heraldry and visibility laid down by the Heraldic Division of the War Department, who were sitting on the Flag Commission. All designs submitted were to be considered, including those submitted in previous contests.

Dunn sent in his 1921 red-star proposal, which shows the three red stars and the two red stripes on a white rectangular field, and it was registered at the District Building by the Flag Commission. His entry also showed how official and private organizations in the district could use the flag in what is known as a jack.

On August 24, 1938, *The Evening Star* published a story about the Flag Committee's deadlock over two designs. The two finalists had been made into actual flags. A flag made by the Heraldic Division of the War Department showed the flag as it is today.

The other flag was designed by Mrs. George T. Hawkins, a member of the American Liberty Chapter, Daughters of the American Revolution. It had a huge center star on a background of blue.

The star was divided into 13 portions, each representing one of the original colonies. In its center was a design of the Capitol Building in the shield with the coat of arms of the Washington family.

The star was encircled by 48 small gold stars. The words "District of Columbia" could be added at the bottom of the flag.

At a joint meeting of the Flag Commission and the Fine Arts Commission, held on October 15, 1938, Dunn's design, embodying the shield portion of the Coat of Arms of George Washington, was deemed to be most suitable for a flag for the District of Columbia. Upon the conclusion of this meeting, the Flag Commission unanimously selected Dunn's design and the flag was formally adopted on that date.

The District of Columbia Flag Commission developed the following flag specifications:

"The proportions of the design are prescribed in terms of the hoist, or vertical height, of the flag as follows: the upper white portion shall be 3/10 of the hoist; the two horizontal bars are each 2/10 of the hoist; the white area between the bars 1/10 of the hoist; and the base, or lowest white space, is 2/10 of the hoist. The three five-pointed stars have a diameter of 2/10

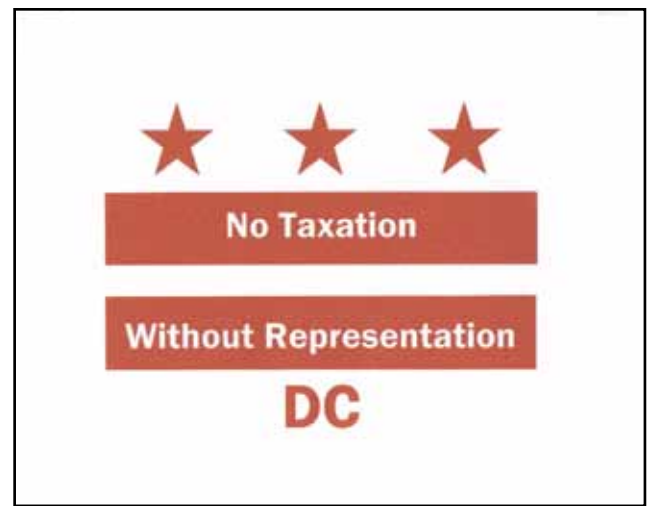


Figure 5: In 2002, the Washington, D.C., city council voted to change the city flag to this design to protest the District's lack of voting rights in Congress, but the flag was never adopted.

of the hoist and are spaced equidistant in the fly, or horizontal, dimension of the flag."

For heraldic reasons, the stars are properly called mullets.

In 2002, the D.C. city council debated a proposal to change the flag to protest the District's lack of voting rights in Congress. The new design was to have added the letters "D.C." to the center star and the words "Taxation Without Representation" in white to the two red bars. That slogan was already in use on the District's license plates.

The motion passed the city council on a 10–2 vote, but support eroded and then-mayor Anthony Williams never signed the bill.

In a 2004 North American Vexillological Association poll, Washington, D.C.'s flag was voted the best design among United States city flags.

The nation's capital has been portrayed on a variety of stamps, most showing the White House, Capital Building or some other structure but stamps for the District of Columbia are only of a recent origin.

The first issue was a 29-cent commemorative stamp issued September 7, 1991, for the Washington D.C. Bicentennial (Scott 2561); the second was a diamond shaped 37-cent self-adhesive (Scott 3813) released September 23, 2003.

The latter issue appears to have been produced to placate the city's representatives for not being included in the Greetings From America panes.

On March 24, 2012, Washington D.C.'s Cherry Blossom Centennial was showcased on a se-tenant pair of 45-cent Forever stamps that included images of the cherry blossoms, the Washington Monument and the Jefferson Memorial. The stamps were among the most popular USPS issues of the year.

The Smith Premier at the 1900 Paris Exposition Universelle

By Peter Martin

The typewriter is virtually obsolete today, but it revolutionized the American workplace in the last quarter of the 19th century and was an office necessity for the majority of the 20th century.

For the most part, all that remains of the typewriter in the computer age is the QWERTY keyboard arrangement that has been around since the typewriter's creation.

The first practical typewriter was invented by Christopher Latham Sholes in 1874 and was produced by Remington as the Model 1. The Remington No. 1 made its official debut at the 1876 Centennial Exhibition in Philadelphia.

Typewriter growth was modest until the late 1880s when its popularity exploded. By the end of the century, more than 100 typewriter companies were offering their products to the public.

A Rare Color Typewriter Advertising Postcard

Showcased at right is an extremely rare advertising postal card used by the Smith Premier Typewriter Company at the 1900 Paris Exposition Universelle.

Smith Premier was a prolific advertiser that used all available media to promote its products. Color typewriter advertising cards from this time period are a real rarity.

The postcard bears a French 10 centimes stamp cancelled by an August 12, 1900, Paris de L'opera double circle CDS.

The card is addressed to: "Mrs. M. Bopp/Hawkeye/Iowa/U.S. America."

The front of the postcard has a yellow border with a color illustration of the Smith Premier No. 4.

"Paris, Exposition de 1900" is above the typewriter and "Smith Premier," in yellow, is below it, along with text in two banners that reads: "Avec les compliments de la machine à écrire Smith Premier" (with the compliments of the Smith Premier typewriter).

The message in a manuscript text reads:

Paris. Aug 12th, 1900

Dear Mother:

Here is a souvenir from one of the American exhibits.

The United States does not need to be ashamed of her exhibits. We are well and getting along fine.

Yours (servant)

Chas. W. Bopp

The Smith Premier won the "Grand Prize," the highest award possible, at the Exposition Universelle.



The Smith Premier

The Smith Premier typewriter was invented in 1889 by Alexander T. Brown. The Smith Premier Typewriter Co., headquartered in Syracuse, New York, had offices across the United States and around the world and was one of the great success stories in typewriter history.

The machine was originally a double keyboard blind typewriter. The Smith Premier No. 2, introduced in 1896, was the most popular of the nonvisible models on the market and is the most common of the line.

The Smith Premier Nos. 3 and 4 were similar models, also introduced in 1896, with the main differences being the length of the platen and the number of keys. The No. 2 had 76 keys; the No. 4 had 84 keys. Smith Premier claimed that it sold 27,000 typewriters between 1889 and 1892, 100,000 between 1889 and 1899, and 300,000 between 1889 and 1907.

The original Smith Premier Typewriter Company continued until 1923 when it was reorganized under the Union Typewriter Company trust.

The 1900 Exposition Universelle

The Exposition Universelle of 1900 was a world's fair held in Paris, France, from April 15 to November 12, 1900. The exposition's purpose was to celebrate the achievements of the past century and to accelerate development into the next. The Art Nouveau style was predominant at the exposition, which encompassed 530 acres and was visited by nearly 50 million people.

The fair showcased machines, inventions, and architecture that are well known today including: Campbell's Soup, diesel engines, escalators, the Eiffel Tower, Ferris wheels, Russian nesting dolls, and talking films. The American pavilion, a post office inspired building resembling the structures of Chicago, became a base for American visitors.

PARIS, EXPOSITION



AVEC LES COMPLIMENTS
DE LA MACHINE À ÉCRIRE

Smith Premier.

Paris. Aug 12th 1900.

de 1900 Dear Mother:-

Here is a souvenir
from one of the
American exhibits.
The United States
does not need to
be ashamed of her
exhibits. We are well
and getting along fine
Yours Robert
W. Bopp.

CARTE POSTALE

Ce côté est exclusivement réservé à l'adresse



Mrs. M. Bopp,
Hanksville,
Idaho,
U.S. America.



Figure 1: The front of a folded letter to the “Poor Law Office,” Guisborough, England.

Resurrecting William Thompson: Lunatic Asylums in the Western World

By Jesse I. Spector and Robert L. Markovits

Whether “crazy,” “mad,” “insane,” or “lunatic”—the implication was all the same. These were terms common to the 19th century in the Western world, and would only slowly give way to less abrasive terminology such as “mentally ill” early in the 20th century.

While the late 18th century would witness development of a more humane approach to mental illness, the 19th century would, nevertheless, see a tremendous expansion in the number and size of insane asylums in Europe and the United States, a process called “the great confinement” or the “asylum era.”

Laws were introduced to compel authorities to deal with those judged insane by family members and hospital superintendents. Although originally based on a moral imperative, they would often become large, impersonal institutions, warehousing vast numbers of patients.

These institutions in the mid-19th century would be called “lunatic asylums” and later in the century would be known as “insane asylums.” Care of the mentally ill would run the gamut from caring to brutal, and not uncommonly the term “asylum” would lose its meaning as a place of refuge and safety.

We have come into possession of a trove of philatelic material that will permit us to enter the world of 19th century mental illness in England and America, and allow us to share with you not only a fascinating personal story, but also allow us to unfold a history of Anglo-Saxon cultural dealing with mental illness.

We present a most interesting 19th century folded letter from Great Britain, and follow with two United States covers, and their stories, from the Minnesota Hospital For Insane, and the Lunatic Asylum at Columbus, Ohio. Join us for a most unusual experience indeed.

Our folded letter (Figure 1) was sent to Mr. Weatherill, Esq. at the “Poor Law Office” in Guisborough, a community in northeastern England. The letter was posted with a one-penny red (Great Britain Scott 33).

The killer cancel “930” identifies the town of York. The reverse (Figure 2) informs us that the sender was the clerk of “The Lunatic Asylum” in York, with posting on February 10, 1855, and receipt in Guisborough the following day.

We are further informed—with an archaic lack of concern for privacy—that the content of the missive is



Figure 2: The reverse of the folded letter.



Figure 4: The complete folded letter outside.

16 & 17 VICT. c. 97.—SCHED. (F) No. 5.

Copy **NOTICE OF DEATH.**

North and East Ridings of Yorkshire Lunatic Asylum

I hereby give you notice, That *William Thompson*
 a^(a) *pauper* Patient, admitted into this Asylum on the *12th*
 Day of *March* 185*5*, died therein in the Presence of
Samuel Moulden
 on the *10th* Day of *February* 185*5*.

Dated the *Tenth* Day of *February* One
 Thousand Eight Hundred and Fifty *five*.

Signed, *John Roberts*
 Clerk of the *above Asylum*

I Certify that the apparent Cause of Death of the said *William Thompson*
 was *Atrophy and Dropsy*

Signed, Name, *Samuel Hill*
 Medical Officer of the *above Asylum*

To the *Mr. Heathcote Esq. Clerk to the Lunatic Asylum*
London

(a) Private, or pauper. (b) As ascertained by post mortem examination, &c.

Lunatics, 13, London: Shaw & Sons, Law Publishers, Fetter Lane.

Figure 3: The death notice found within the folded letter.

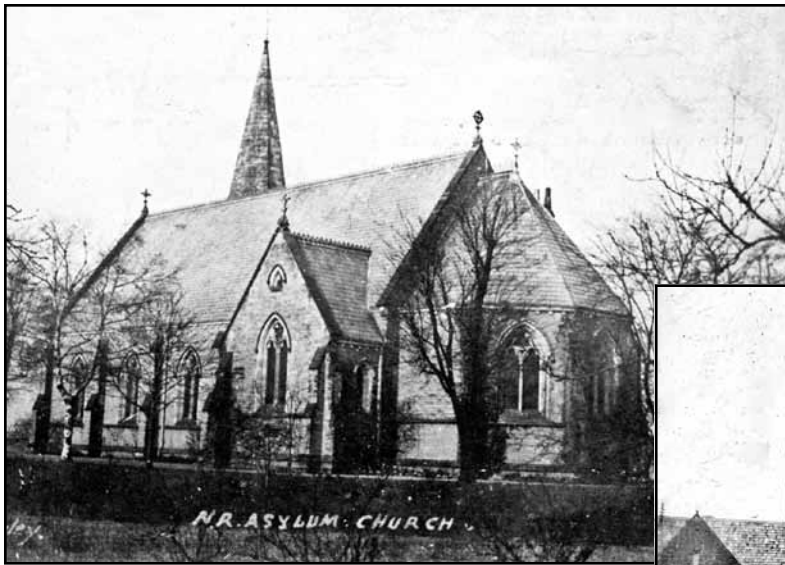


Figure 6 (Left): The North and East Ridings Pauper Lunatic Asylum Church.

Figure 5 (Right): The North and East Ridings Pauper Lunatic Asylum.



a “Notice of death for William Thompson” (Figure 3). Upon unfolding the communication (Figure 4) there is a preprinted “Notice of Death” requiring only that the particulars be included on the appropriate lines.

As we dissect the death notice (pun not initially intended), we open a window into mental illness, poverty, welfare, and social reform in England and the United States.

The folded letter originated from the North and East Ridings Pauper Lunatic Asylum (Figures 5 and 6) that opened in 1847. In 1865 the name was changed to North Ridings Lunatic Asylum and in 1920 the term “lunatic” and “asylum” were to lose favor as a pejorative and the institution renamed North Riding Mental Hospital.

With the creation of the National Health Service in 1948 the hospital was renamed Clifton Hospital. Thus we witness social perceptions gradually altering language.

The deceased person was William Thompson. He is listed as a pauper who resided at the asylum from March 1850 until his death in February 1855.

From the York Cemetery Genealogy Society we discovered that William was but 27 years old at his death. He had resided in Wilton in the county of Cleveland and had been employed as a shoemaker.

We were then able to recover his original medical records, which had been stored in the asylum’s basement for decades before being audited and

archived by the University of York at the Borthwick Institute for Archives in Heslington, York, England. Fortunately William’s records were not among those lost to water damage.

Figures 7-10 are the full medical records for William during his 5-year stay at the Ridings Asylum. The admitting information on March 12, 1850, (Figure 7) indicates that the patient is a pauper and is a lunatic who is to be confined as directed by two Justices of the Peace.

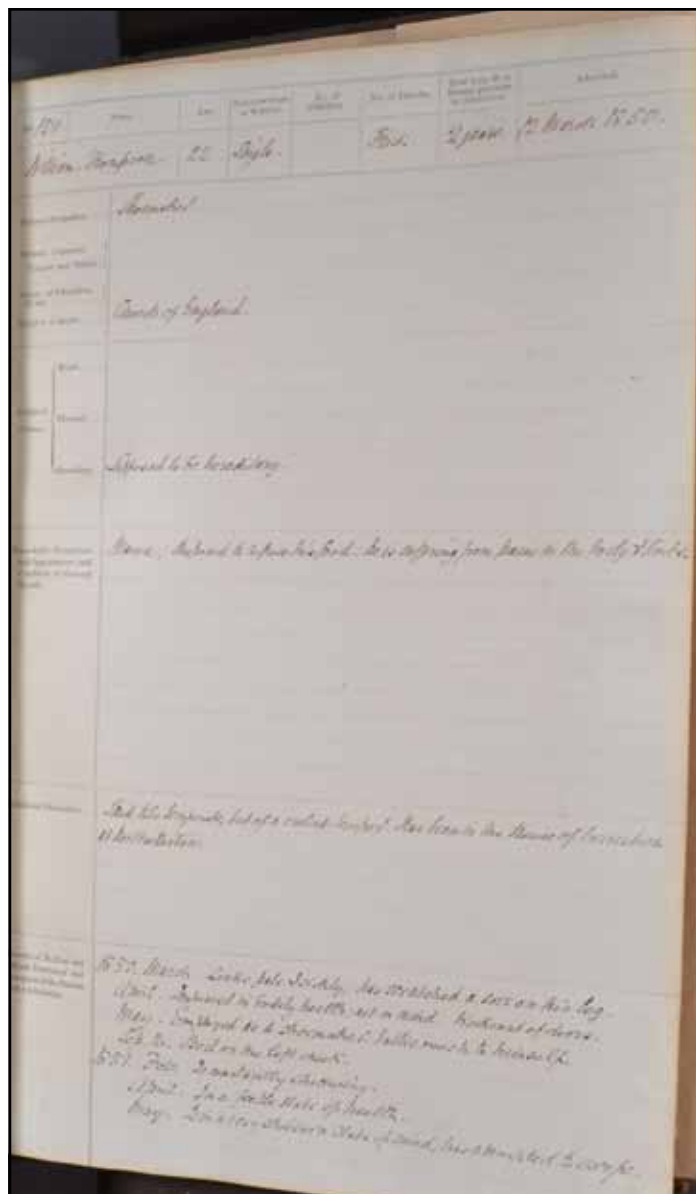
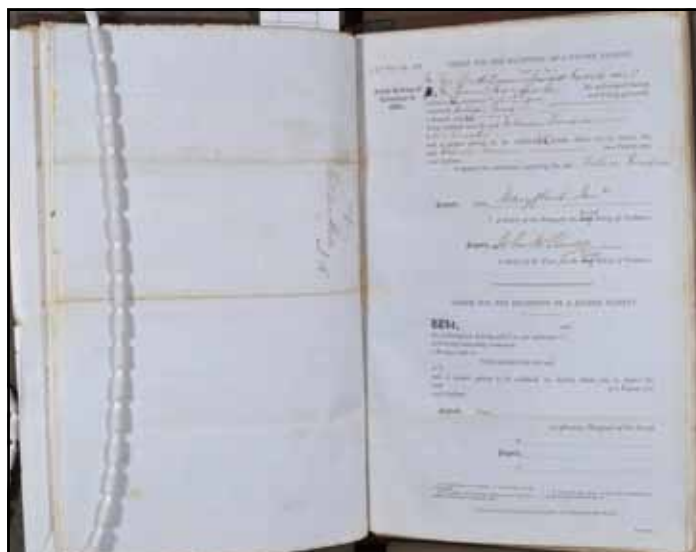
The admitting statement and medical certificate (Figure 8) informs that William is age 22, single, a shoemaker, a member of the “established church” (The Church of England) and that he has been insane for two years, with previous confinement in the Northallerton House of Correction. He reportedly suffers occasional seizures and is considered dangerous.

By 1850 the Ridings Asylum was already heavily oversubscribed, which may account for the terseness of his subsequent medical notes.

William’s medical certificate states the cause of insanity as hereditary. He is described as a nondrinker, having a violent temper and is “disposed to destroy clothes.”

His five-year stay until his death would be summarized with but two further pages of medical records (Figures 9 and 10). William is listed as patient number 150 and is described as being manic, refusing his food and having pains in his body and limbs.

Figures. 7-10: The medical records of William Thompson.



The notes describe his stay as follows:
1850: March: Looks pale and sickly. Has scratched a sore on his leg.

April: Improved in bodily health but not in mind. Works out of doors.

May: Employed as a shoemaker. Talks much to himself.

September: Boil on left cheek.

1851: February: Is constantly chattering.

April: In a feeble state of health.

May: In a very stubborn frame of mind. Has attempted to escape

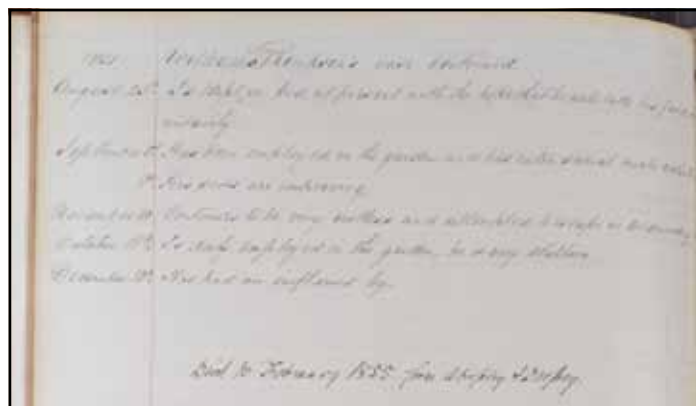
August: Is kept in bed at present in the hope that he will take his food voluntarily.

September: His sores are improving.

November: Continues to be very restless and attempted to escape on Wednesday last.

No year date: October: Is daily employed in the garden. He is very Stubborn.

December: Has an inflamed leg.



There are no further entries apart from a single line that reads: "Died 10 February 1855 from atrophy and dropsy."



Figure 11: A cover from the Lunatic Asylum at Columbus, Ohio.

What was most helpful in bringing the life—and death—of William Thompson to closure was locating the actual site of his burial. The death of a pauper at a lunatic asylum would often result in a burial at any one of a number of cemeteries, based on whether the patient was a local resident or from a distant community, as well as the availability of space and the willingness of the cemetery to accept a pauper burial.

Frequently, paupers were buried in mass graves without markers. We were fortunate to have been able to locate William's grave site in the York Cemetery, where we find William Thompson, serial number 6652, having died on February 10, 1855, interred on February 14, 1855, in grave number 3688.

His burial was officiated over by Minister Josiah Crofts. William was buried in a public grave with 11 other burials and there was no monument on the grave.

The Notice of Death informs us of the apparent cause as "atrophy and dropsy," neither diagnosis which could stand up to contemporary criteria without an autopsy. According to the death notice, an autopsy had not been performed. The cause of death was determined by Samuel Hill, the medical officer of the asylum, and the death notice was then forwarded as a folded letter to Mr. Weatherill, Esq., clerk to the Guardians at Guisborough.

Dr. Hill was the first medical superintendent of the Ridings Pauper Lunatic Asylum, a fulltime position that physicians would usually assume as a career within the asylum system. The narrow constraints of asylum doctors' careers not infrequently impacted on their personal lives; and, indeed, Dr. Hill retired in 1866 with "the entire loss of mental and bodily health."

Attorney Weatherill is listed in the 1841 Census for the town of Guisborough as being 30 years of age,

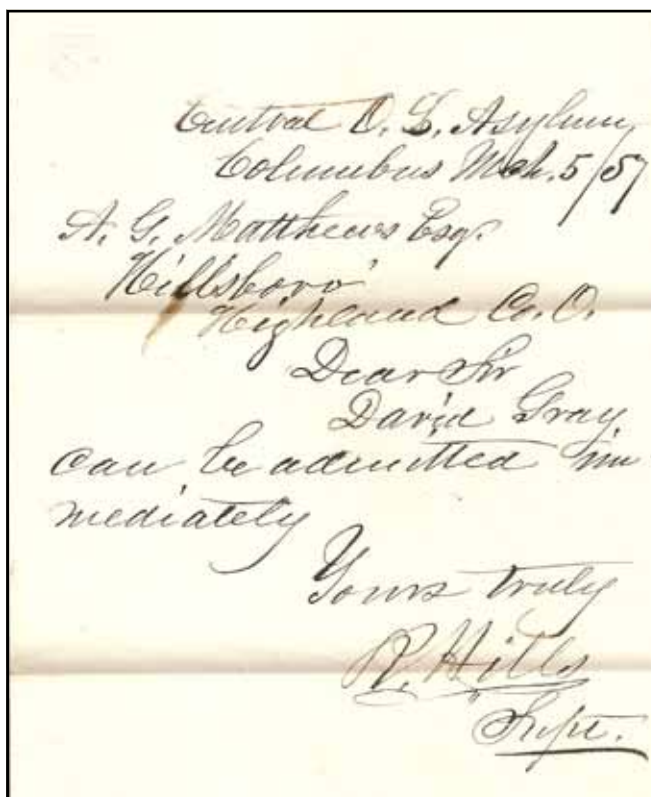


Figure 12: The enclosure from the Figure 11 cover.

holding the profession of solicitor. His wife Anne is age 25, and the couple has three daughters and a son, ranging in ages from Margaret, age 6, to Helen, nine months. The local parish registry informs us of Margaret's baptism in April 1835. It is amazing how an inanimate death notice in 1855 can spring to life as one breathes Lazarus-like into it.

We cross the Atlantic now to just two years later with our cover from the Lunatic Asylum at Columbus,

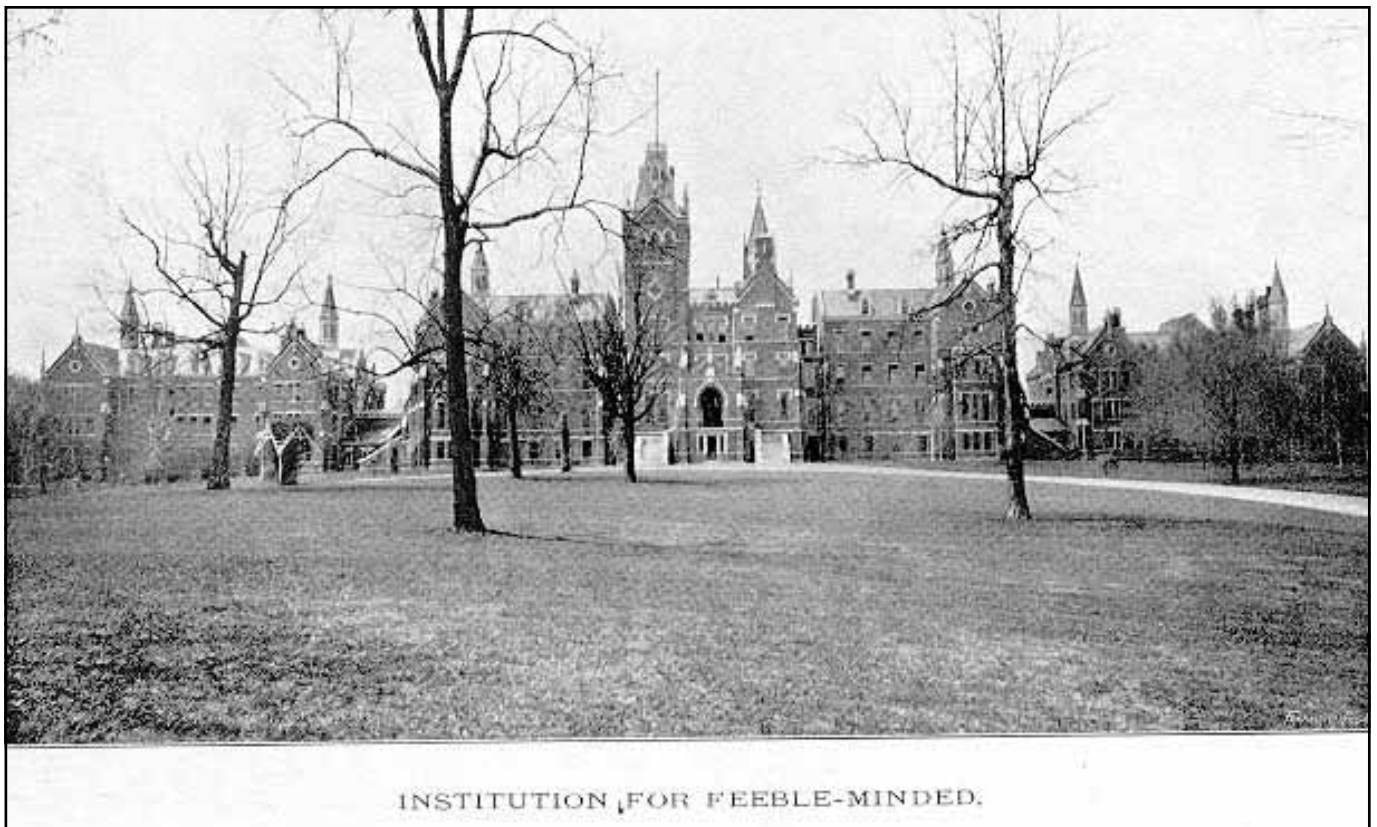


Figure 13: The Ohio Lunatic Asylum, Columbus, Ohio.

Ohio (Figure 11). The embossed seal, “*Lunatic Asylum at Columbus *O.” with matching illustrated seal of the State of Ohio inside, is located in the lower left corner.

The mailing from Columbus, Ohio, to Hillsboro, uses a stationery envelope whose three-cents franking (Scott U10) paid the correct half-ounce letter rate. A black “COLUMBUS O. mar 6” CDS cancels the postage.

An enclosure (Figure 12) headed “Central O.L. Asylum Columbus MCH.5/57” informs A.G. Matthews Esq. that “David Gray can be admitted immediately.” The letter is signed by R. Hills, superintendent of the institution.

People who lived in Columbus before about 1990 remember the old State Hospital. It was a truly massive, architecturally beautiful structure (Figure 13) requiring seven years to construct (1870-77), and being one of the largest buildings under one roof.

The Ohio Legislature had, in 1837, established the Ohio Lunatic Asylum in Columbus with Dr. William Awl serving as the director until 1850. Prior to that time mentally ill Ohioans received no formal treatment for their illnesses, being confined as needed in a local jail or in the Ohio State Penitentiary.

Dr. Awl believed that mental illness was treatable, and by 1851 three hundred patients were under care in the initial institution. The need for care far exceeded the size of the facility resulting in several other Ohio

institutions being created and the State Hospital assuming the burden of care after 1877.

The recipient of the communication, A.G. Matthews, was a judge who presided over the Highland County Common Pleas Court from 1861 to 1863.

Actually, until the 1930s the duration of service of these judges was relatively short, Matthews being no exception.

One intriguing bit of history is that the judge’s wife was an active member of the local alcohol temperance crusade. She would be one of 136 women who in December 1873 set up a tent in front of a drug store owned by a physician, W.H.H. Dunn, which sold alcohol. His establishment was the last holdout of 21 establishments that had previously given in to the “Ladies of Hillsborough” demands.

Dr. Dunn filed a legal claim against the women and won a five-dollar settlement, but eventually went out of business. The list of names included the wives of most of the town’s prominent citizens, and we suspect the judge did not take umbrage at his wife’s role.

The Lunatic Asylum of Columbus, Ohio, would later change its name to the “Hospital for the Insane” and, with the change to outpatient care in the late 20th century and with a deteriorating physical plant, it was demolished in 1996.

Rumors that the building was haunted by ghosts of prior inmates abounded, and it was told by people that demolished the building that they saw figures in



Figure 14: A cover from the Minnesota Hospital for Insane.

the hallways and windows, and heard screams as the wrecking ball smashed into the four-foot thick walls. We, however, cannot dwell on this and must move on.

The mental health issues that resulted in the development of the Ohio efforts would be repeated in every state in the United States during the same time frame.

Our final cover (Figure 14) is a mailing from the Minnesota Hospital for Insane, in Saint Peter, Minnesota, to Probate Judge Jacob Story in Winona, Minnesota.

The stationery envelope is a three-cent, Washington (Scott U163) with an attractive blue duplex cancel using a Saint Peter, Minnesota CDS.

Judge Story had been elected to the Probate Court in 1868 and would be reelected routinely, serving for several decades.

The issue of addressing the needs of the mentally ill would be similar in Minnesota to that which we have already noted in England and Ohio.

In the 1840s Dorothea Lynde Dix, an American activist on the part of the insane, would be responsible for initiation of a national campaign for the establishment of state-run mental hospitals when it became evident that almshouses, poor farms and jails were not the answer, and local counties were failing to provide adequately for the insane, particularly those who were indigent.

Starting in Massachusetts, Rhode Island, and New Jersey, she would carry her message to every state in the Union. In 1854, Congress passed a bill authorizing the sale of public lands to fund building of hospitals for

the insane, but this bill would be vetoed by President Franklin Pierce. He recognized the need, but felt that the bill would shift responsibility from the states into the lap of the federal government. From that point on, and for the next century, the responsibility for the insane was settled firmly on the individual states.

As the population of Minnesota swelled from 6,000 in 1850 to 250,000 in 1865, the pioneer experience yielded many casualties. One early study showed that Norwegian immigrants to Minnesota suffered from a variety of physical and emotional disorders, more often and more severely than in their homeland. The incidence of severe mental illness in this population was reportedly three times more frequent in Minnesota than in Norway.

The first building of the Minnesota Hospital for Insane dates to 1866 (Figure 15), but a disastrous fire destroyed this structure and resulted in new construction. By 1972, the institution was comprised of 60 buildings. In 1985, the hospital would be renamed the "St. Peter Regional Treatment Center." All that remains of the older buildings at the current time is the old Center Building that houses administration offices and a museum. The extant hospital now houses patients in modern buildings.

We conclude with a brief overview of the transition in philosophy and treatment of the mentally ill as relates to the postal history pieces we have discussed. The attitude towards madness in medieval times was that lunatics and idiots were left at liberty unless thought to be dangerous to the public, in which case they were incarcerated.



Figure 15: An 1874 lithograph of the St. Peter State Hospital, Minnesota Hospital for Insane.

An example of this approach is illustrated by a jury enquiry in Beverly, England, in 1285:

Richard, son of Walter le Pessonner smote his brother Walter with a trestle table applied to the head, when under the influence of illness and rendered frantic and mad and by the instigation of the devil. He then laughing and covered in blood and brain matter proclaimed his guilt. Being found mad he was imprisoned, where he persisted in his madness.

For several centuries thereafter the attitude towards mental illness remained unchanged: lunatics and idiots were left at liberty unless thought to be dangerous to the public, in which case they were incarcerated.

In the 18th century, paupers who were found to be insane began to be confined with criminals and the unemployed in prisons and workhouses. Those with greater financial means were cared for at home or in private madhouses.

In 1742, an English act of Parliament established that the indigent insane were the responsibility of the parish or town in which they lived; and, in a refreshingly enlightened attitude, were to be entitled to housing and care in specifically designed institutions for this purpose. Thus came about the establishment of the North and East Ridings Pauper Lunatic Asylum where William Thompson was a patient for five years.

By the late 19th century, the concept of rehabilitating the mentally ill, rather than simply isolating them from the rest of society, saw the institution of vast occupational programs, resulting in almost 50 percent of patients being able to be discharged at one time or another.

In the 20th century medical therapy was instituted with sedation, hypoglycemic shock, electroshock therapy and prefrontal lobotomies. The advent of

psychotropic drugs in the latter part of the 20th century would have a major impact on limiting the need for inpatient care of the mentally ill. From peak inpatient censuses in the thousands, mental hospitals in England and the United States would see vast declines in numbers of patients as outpatient care became feasible.

Literally then, “asylum” disappeared both physically, as well as from the vernacular, while “pauper” would be replaced with “poor” and “lunatic” by “mentally ill”; but, regrettably the poor and the mentally ill remain part of society’s mosaic.

The English Poor Laws dating back to 1536 were established as a means of dealing with the poor, and would give birth to the “Poor Law Office” where Solicitor Weatherill, the recipient of William Thompson’s death notice kept practice.

In the post-World War II era, the introduction of the modern welfare state and the passing of the National Assistance Act and the National Health Service Act abolished the six century history of English Poor Laws, as would the creation of welfare legislation in the United States, albeit, not as all-encompassing as in England. With the abolition of the Poor Laws, the role of Solicitor Weatherill would thus too become an anachronism.

On the northeastern outskirts of Philadelphia in the first decade of this century, one could still visualize a monumental testimony to the history of mental illness—the Byberry State Hospital, later renamed the Philadelphia Hospital for Mental Disease.

Opened at the beginning of the 20th century, by 1960 its 50 buildings housed 7,000 patients. The institution closed in 1986 and was subsequently abandoned (Figure 16). Acre upon acre of boarded up buildings, crumbling facades, collapsed roofs—the detritus of the past were within just the past five years



Figure 16: Philadelphia's Byberry State Hospital.

demolished to make way for an adult living community and an office park.

Similar stories abound throughout the United States and Europe. Indeed, all that remains now of the North and East Ridings Pauper Lunatic Asylum are a few buildings with some original walls still evident and the chapel building (Figure 17). The rest of the asylum was demolished and replaced by housing and offices. Well, to the ghostly murmurs of “good-ridden” from not a few former guests, yet, humane “home” to other mentally ill patients, we conclude an odyssey for which we remain indebted to the late William Thompson, resting in peace in York Cemetery.

Acknowledgements

We are deeply indebted to the efforts of Hugh Murray at the York Cemetery, Reading, England and Lydia Dean at the Borthwick Institute for Archives, Heslington, York, England, for truly resurrecting William Thompson for our readers.

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Figure 17: Chapel building, North and East Ridings Pauper Lunatic Asylum.

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(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.)



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

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

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

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

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The INVENTIVE AGE

A Journal of Manufacturing Industry and Scientific Progress.

VOL. XXV. No. 9.

WASHINGTON, D. C.—SEPTEMBER, 1913.

RETAIL COPIES 10 CENTS.
ONE DOLLAR A YEAR.

THE MAMMOTH LINERS EUROPA AND IMPERATOR.

By FRANK C. PERCENS.

THE recent arrival in our ports of the great Hamburg American liner Imperator lends interest to the accompanying illustrations. Fig. 1 represents the twin steamship Europa. Fig. 2 is an interior view of the Imperator, showing the swimming pool, which is a part of its luxurious equipment. Fig. 3 illustrates the mammoth rudder of the Imperator and the method of hanging the same. Fig. 4 shows the smoke stack. By looking at one end of the stack it can be seen how the latter is braced internally.

launched was the Imperator. The third ship is now under construction.

The Imperator was built with an inner skin, forming a double hull which is carried high above the water line. These hulls are constructed of heavy steel plates of unusual strength, and their object, of course, is to afford safeguards, in case of collision. Some idea of the Imperator's hull may be gained from the fact that more than 1,600,000 rivets, weighing two pounds each, have been used in her construction. As an additional precaution the

object at a distance of seven miles. The vessels are supplied with two crow's nests, the upper one being 170 feet above the level of the water, enabling the lookout to discern objects many miles distant. The huge funnels are equipped each with 84 life boats, which will accommodate all on board. Two of these life-boats will be high powered motor boats, capable of towing the others. The motor boats are provided with wireless apparatus, working over a range of 200 miles.

It is said that the great size of these vessels has made possible the most complete system of bulkheads and water tight compartments ever installed on any ship. The bulkheads, which are both longitudinal and transverse, are of exceptional strength.

pletely flooded with water to test their efficiency under extreme conditions. On account of the unusual number and strength of these compartments, safety is more completely assured than in ships of smaller dimensions. The cabins of the Europa and Imperator will be the largest and most sumptuous of any ships in the world.

In order to assure maximum comfort for all on board, the Europa will carry only a few more passengers than ships of half her tonnage. Her public cabins compare in size and richness of decorations with the public rooms of the largest hotels in Europe or America. Several of her cabins are carried through two decks in order to raise the ceilings and lend an effect of artistic spaciousness.

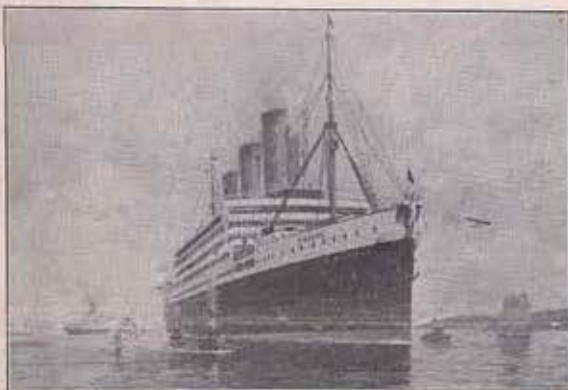


FIG. 1.—S. S. EUROPA, 950 FEET LONG, 100 FEET BEAM.

The S. S. Imperator and its sister ship the S. S. Europa are now the world's largest ships. The Europa was launched at the yards of Blohm & Voss at Hamburg. The new liner was christened by Prince Rupprecht, under the direction of Prince Regent Ludwig of Bavaria, in the presence of a notable gathering. It is said that she will enter the regular transatlantic service in the spring of 1914. The Europa is the second of three sister ships. The first of these to be

steel plates were riveted together and the walls completed before the port holes were cut. This was effected by a new process, employing the oxyacetylene torch.

For night service both the Europa and the Imperator will be equipped with searchlights of over 80,000 candlepower, the largest ever constructed, which will be carried high up on the foremast. These searchlights will be visible for thirty miles at sea and will enable the lookout to illuminate an

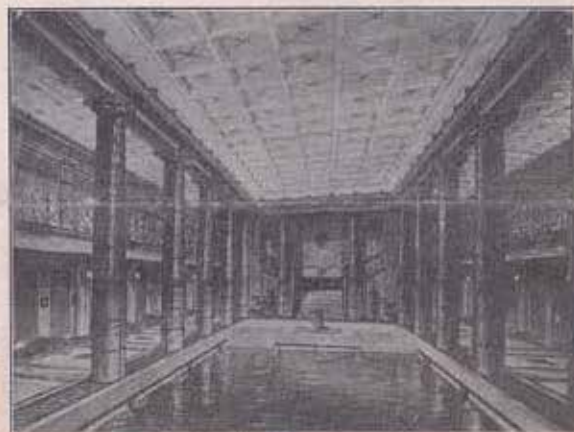


FIG. 2.—SWIMMING POOL ON S. S. IMPERATOR.

The communicating doors throughout the ships are controlled from the bridge. As a further safeguard, these steel compartments have been com-

It is pointed out that the Europa will be equipped with many original features, to lend new variety and luxury to the Atlantic crossing. All

Figure 1: The cover of the September 1913 issue of *The Inventive Age: A Journal of Manufacturing Industry and Scientific Progress*. This 16-page newspaper was one of the last to be published; the paper ceased publication in January 1914.



Figure 2: An illustrated 1894 advertising cover for *The Inventive Age* newspaper that was published from 1889 to 1914.

The Inventive Age

By Peter Martin

Advertising covers often provide great historical reminders of people, places and things that were once an important part of daily life. A case in point is the illustrated Figure 2 ad cover for *The Inventive Age* that I recently found in the treasure trove of ad covers currently being offered by Oregon stamp and cover dealer Michael Jaffe.

The cover features a brown-violet two-cent Columbian Exposition commemorative stamp (Scott 231) cancelled by an April 30, 1894, Washington, D.C., machine cancel. The cover is addressed to, "Mr. W.H. Haw, Fields Landing, Cal." and bears a May 10 Fields Landing receiving marking on the reverse (Figure 3).

Fields Landing is a small community in Humboldt County with a current population of about 275. Previously known as South Bay, South Bay Station and Adele, it is located on the Redwood Highway (Route 101) in the northwest corner of the state, just south of Redwood National Park. The stamp usage, crisp cancels, and small town Western destination alone make this an interesting postal history item.

The illustrated advertising cachet turns it into an exceptional item.

The corner address shows that it for "The Inventive Age," located at 8th and H Streets Northwest in Washington, D.C.

The publication's one-dollar subscription price is proudly displayed in a hanging banner that appears above the firm's headquarters, illustrated by quality line art and labeled, "Inventive Age Building."

But was this publication with the upbeat name? What purpose did it serve and what happened to it?

According to various directories and union catalogs, *The Inventive Age* newspaper was published in Washington, D.C., beginning in 1889 and ending in 1914.

The paper was edited by J.S. and R.G. Dubois from 1889-1899 and by E.G. Siggers from 1899-1914.



Figure 3: The receiving mark on the reverse.



It was categorized as scientific and/or mechanical newspaper throughout its publication. Early on, its title varied from: *Inventive Age and Industrial Review*; *Inventive Age and Patent Index*; and *Inventive Age and Scientific Progress*, etc.

At its inception, it was published biweekly on Tuesdays. Beginning around 1894, the issue schedule changed to monthly.

Circulation numbers varied from 4,000 in 1889 to a high of 10,000 in 1895. Beginning in 1900 the circulation was 5,000 and, from there, it declined every year until the cessation of publication in 1914, when there were only 1,400 subscribers.

An example of the 11 by 14 inch publication is shown in Figure 1. This 16-page issue from September 1913 was one of the last to be published; the paper ceased publication in January 1914.

This issue also lists the publisher as The Inventive Age Publishing Co. and has the publication's address as: National Union Building, 918 F Street Northwest, in Washington, D.C.

This means that at some point after 1894, and before 1902 when the F Street address appears on a circulation report, the newspaper moved from its Inventive Age Building at the 8th and H Streets Northwest address shown on the advertising cover to the new location.

The Inventive Age was mailed as second-class matter and, in 1913, the subscription price was still one dollar per year to addresses in the United States, Canada, Mexico, Hawaii and Puerto Rico and one dollar and twenty-five cents to any other country.

The lead story was about the Mammoth ocean liners *Europa* and *Imperator*. Also included were book reviews and short news items about experimental wireless stations; telephones used by German police; making moving pictures more realistic; a portable steel garage crane; lengthening an ocean liner; and a full page of "Clever New Patents."

Other features included the latest court decisions in patent, copyright and trademark causes; a listing of mechanical inventions; a classified section for "New Patents For Sale;" and six pages listing new patents by subject and patent holder.

Advertising was sparse, which likely accounts for the publication's demise four months later.

So, from a simple 19th century advertising cover, now you know the rest of the story.

Acknowledgment

My thanks to Roslyn Pachoca of the Library of Congress for her assistance in researching the history of *The Inventive Age*.

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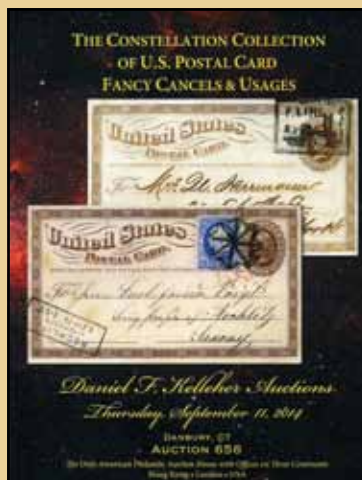
Figure 4: Ads were sparse in the September 1913 issue of *The Inventive Age*. This house ad by the publisher featured a self-filling and self-cleaning Diamond fountain pen for \$2, which included a one-year subscription to the newspaper.

2014 Postal History Auction Catalogs

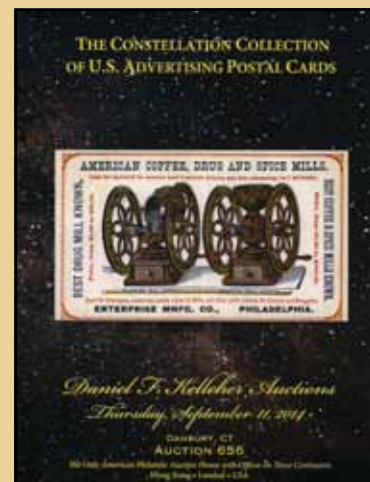
By Peter Martin

Postal history continues to be well represented in United States auction catalogs as evidenced by the wide variety offered in 2014 by the leading United States auction houses.

A selection of the top 2014 auction catalogs that featured postal history, inside and on the front cover, is shown here. There is a wealth of information packed into these catalogs and they provide valuable references for current and future collectors. How many are in your library?



Daniel F. Kelleher Auctions
Postcard Fancy Cancels & Usages



Daniel F. Kelleher Auctions
U.S. Advertising Postal Cards



Daniel F. Kelleher Auctions
United States Postal History



RegencySuperior Auctions
ChicagoPex Stamp Auction



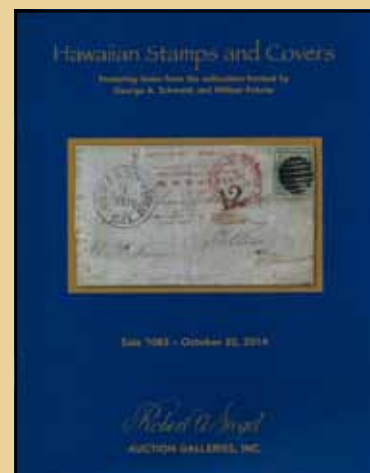
Schuyler Rumsey Auctions
United States Waterways



Robert A. Siegel Auctions
Western Express/California Mails



Robert A. Siegel Auctions
United States Postal Cards



Robert A. Siegel Auctions
Hawaiian Stamps and Covers

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.

Parks, Postmarks & Postmasters: Post Offices Within the National Park System

Parks, Postmarks & Postmasters: Post Offices Within the National Park System by Paul R. Lee II. Denver, Colo.: Rocky Mountain Philatelic Library, 2014. Perfect bound and hardbound, 8.25 x 10.75 inches, 259pp., illus.

Available for \$29.99 plus \$3.50 shipping softbound; \$50 plus \$4 shipping hardbound from: Rocky Mountain Philatelic Library, 2038 South Pontiac Way, Denver, CO 80224; Phone (303) 759-9921; E-mail rmpl@qwestoffice.net

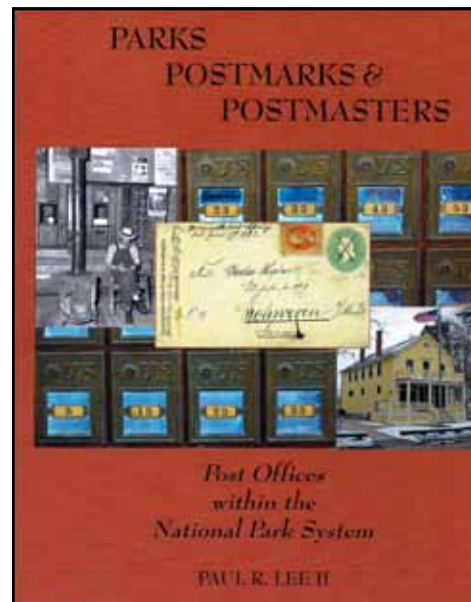
One of my collecting specialties is the postal history of the United States national parks, so I was delighted to see a book about the subject appear in the marketplace. And *Parks, Postmarks & Postmasters: Post Offices Within the National Park System* by Paul R. Lee II does not disappoint.

While my primary focus is the 59 entities that are called national parks, Lee, a retired member of the National Park Service with more than 40 years service as a ranger and planner, took on the much larger task of examining the 407 entities that are part of the National Park system. These include national monuments, national historical parks, national seashores, national recreation areas and national historic sites, to name a few.

Naturally, not all those entities had post offices but, through his contacts throughout the park system, Lee was able to identify 300 post offices in those 110 park units that did and, as the title describes, to provide information about the park, the postmasters and the postmarks.

Now, this tome is not the traditional treatment found in postal history catalogs. It does not delve deeply into rates, routes and markings, but, for each park unit covered, it does provide a brief description of the park, along with its location and purpose, a listing of the postmasters and their years of service and, whenever possible, illustrations of the post office and a sampling of postmarks used at the location. Included are some post offices that were operated on ships, trains, military bases, historic trails, and even a prison. Lee also provides endnotes for many of the park listings that will help identify sources for additional research.

Lee's coverage goes beyond the current post offices and he includes not only post offices that don't exist



anymore, but he also includes the much more difficult listing of what I call forerunners, post offices that were once located in what is now national park property.

Through his contacts, Lee was able to dig out information about the many small mining, logging, ranching, and fishing communities that had post offices for a short time.

A good example is Isle Royale National Park in Michigan (page 118). Lee lists 10 post offices for this park, including five little known mining towns, all of which were short lived with cancels so rare that any Michigan postal history collector would love to have just one in his or her collection.

The extensive table of contents makes finding any specific park very easy and the two-column format is simple to follow. The book is well illustrated, mostly in color, and the images are almost universally of high quality.

An excellent bibliography and an index of parks and post offices complete the work.

The United States national parks are an American treasure and Lee, through this book, has done a wonderful job of introducing this subject to the philatelic audience, as well as park fans everywhere.

I highly recommend adding this work to your philatelic bookshelf.

Peter Martin

Two Canadian First Day Cover Books

First Day Covers of Canada's 1976 Olympic Games Issues by Gary Dickinson. Ottawa, Canada: British North American Philatelic Society, 2014. 62 pages, 8.5 by 11 inches, color illus., spiral bound. CAN \$43.95 plus P&H.

Seasons of the Maple on First Day Covers by Gary Dickinson with David Hanes. Ottawa, Canada: British North American Philatelic Society, 2014. 50 pages, 8.5 by 11 inches, color illus., spiral bound. CAN \$40.95 plus P&H.

All BNAPS books are available from: Sparks Auctions, 1550 Carling Avenue, Suite 202, Ottawa, ON, Canada K1Z 8S8. E-mail: bnaps@sparks-auctions.com

Canada's 1976 Olympic Game issues and its stamps illustrating maple leaves are the latest book subjects written by Gary Dickinson, a *First Days* columnist and the most prolific author on subjects related to Canada's first day covers.

Dickinson worked in British Columbia secondary schools, colleges and universities for 35 years until he retired in 2001.

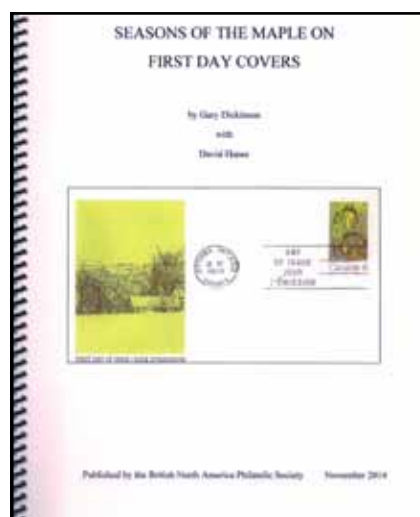
First Day Covers of Canada's 1976 Olympic Games Issues focuses on the stamp issues related to the 1976 Summer Games held in Montreal. The Canada Post Office launched an extensive stamp program for this event and this handbook outlines the story of the Montreal Olympics with particular attention to the role played by the Canada Post Office and then proceeds to illustrate the numerous first day covers that were published by Canadian and United States cachetmakers.

The seven chapters review Montreal's Olympics, Canada Post Office products and marketing, the cachets of Canadian and American cachetmakers and a chapter titled, "Other Games and Other Countries" that includes information about the related Olympiad for the Physically Handicapped held in Toronto and the Winter Olympics, held in Innsbruck, Austria.

A summary, two pages of references, and a handy index of FDC cachets by stamp set complete the work.

Seasons of the Maple on First Day Covers, written with the help of David Hanes, discusses the importance of the maple leaf to Canada's identity and its appearance on the stamps of Canada.

In its six chapters, the authors review the four ways that maple leaves have been presented on Canadian stamps, examine the impact of the Canadian



Post Office's entry into the cachetmaker market and provides, in cachetmaker order, illustrations of cachets used by American and Canadian cachetmakers for the 1971 Maple Leaf series of stamps.

A summary and a page of references conclude the book.

Both books are in an easy to follow two-column format. All illustrations are in color from the best sources available.

Dickinson's books are of a consistently high quality and are must reads for anyone interested in Canadian stamps and first day covers.

Peter Martin

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

Postcard Pursuit

By Charles A. Fricke

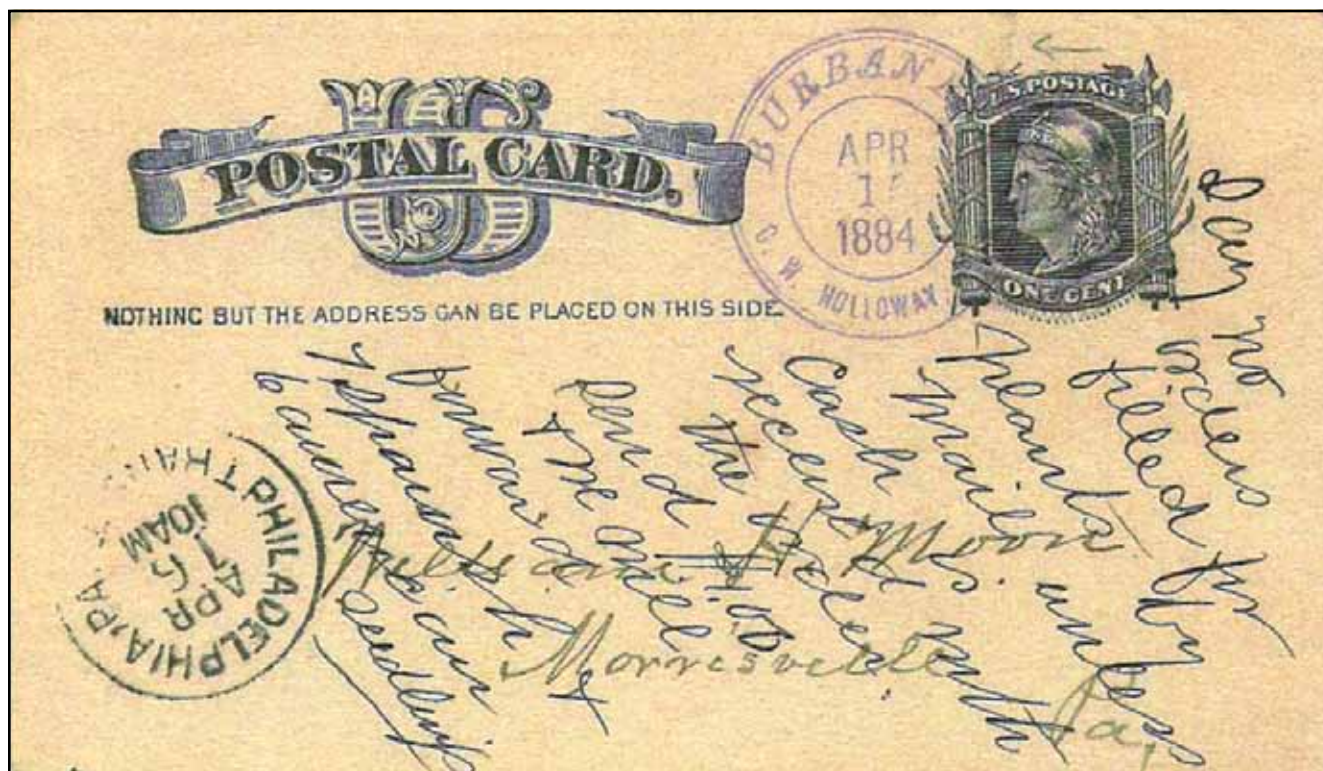


Figure 1: A one-cent postal card with an exceptional postmaster's postmark and a transit marking ruined by the recipient's reply to the message on the reverse.

How to Ruin a Beautiful Postal History Item

Here is the story of how the great postal history item in Figure 1 got ruined. The tale begins on the message side of the one-cent postal card (UPSS S6). The reverse (Figure 2) carries the message:

Burbank, O. April 14. 84

If you would send 7 Spanish Chestnuts & 6 American Seedlings as you propose to do we will send you the cash.

Very truly,

Jacob Gearhart

What could be more simple than placing an order with cash upon delivery?

The address side of the 1884 postal card has a double circle "BURBANK O.C.W. HOLLOWAY, P.M./APR 15, 1884" postmaster postmark and is addressed to, "Wilson H. Moore, Morrisville, Pa." Also on the front is a "PHILADELPHIA, PA./TRANSIT/APR 16, 10AM" marking indicating quick delivery of the mail.

So far, we have a great postal history item with two nice cancels. Unfortunately, what happened next would ruin the postal card. Recipient Wilson Moore decided to answer the sender by scrawling a reply across the face of the postal card. He wrote:

The reverse side of the postal card, showing the original message in cursive handwriting. The text reads: "Burbank O. April 14. 84. If you will send 7 Spanish Chestnuts & 6 American seedlings as you propose to do we will send you the cash. very truly Jacob Gearhart".

Figure 2: The reverse of the Figure 1 postal card.

Sorry no orders filled for plants by mail unless cash is received with the order. Send \$1.00 & we will forward 7 Spanish & 6 American seedlings

Now, assuming Moore sent the one-cent postal card under cover to Gearhart and he, in turn, kept it as part of their business correspondence, we are left with a part of postal history, but in a sorry state of ruination.

Still, it shows a fascinating part of business life in 1884: Cash is king!

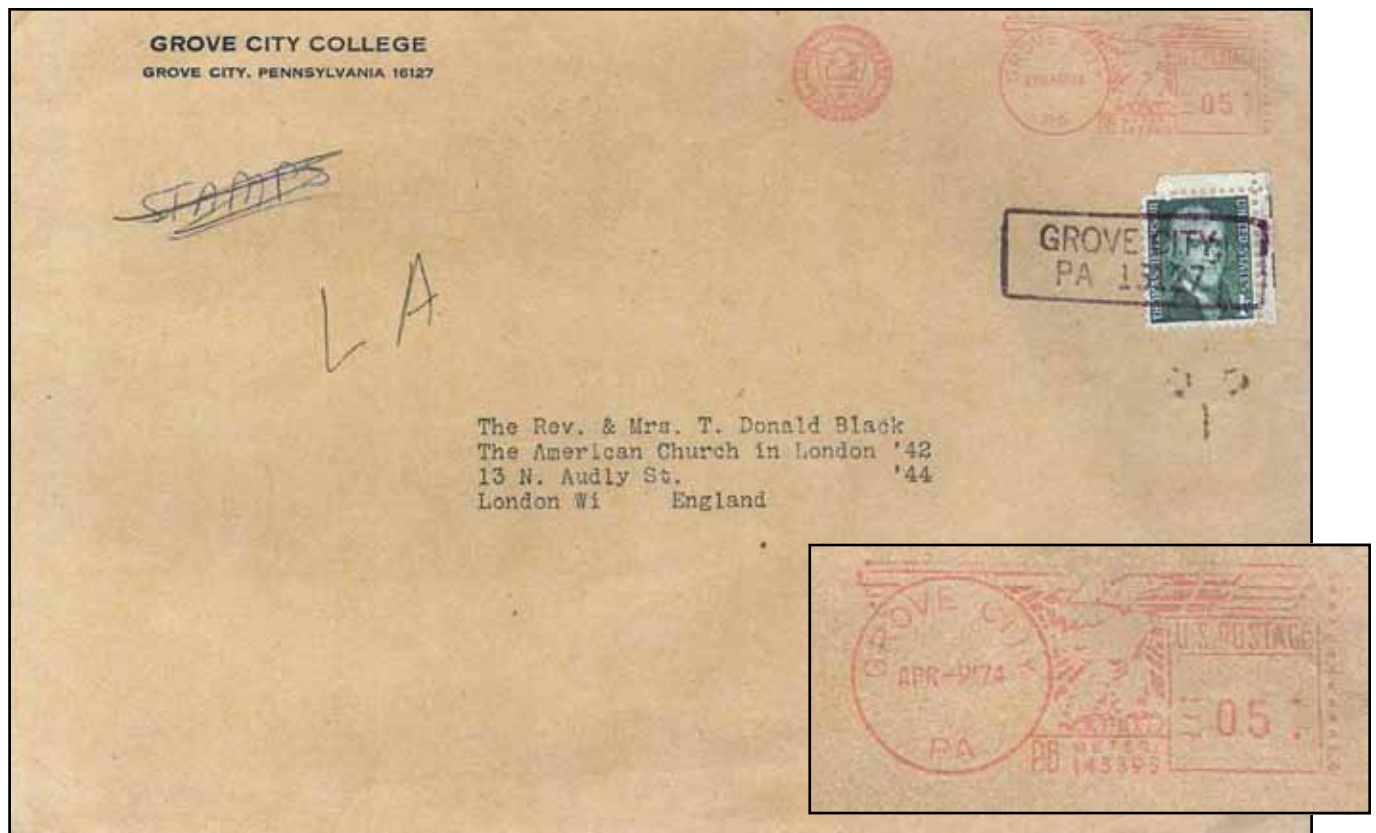


Figure 1: An April 1974 envelope with a five-cent meter and a one-cent stamp making for a six-cent UPU rate.

A Thought Provoking UPU Postal Rate

By Charles A Fricke

Trying to reconstruct the reason for the six-cent Universal Postal Union (UPU) postal rate for printed matter as shown on the envelope in Figure 1 makes for a thought provoking trial and error investigation.

The envelope measures 9-1/4 by 6-1/4 inches with a back flap and clasp that was not sealed. In all probability the envelope contained printed matter.

Mailed April 9, 1974, with a five-cent Pitney-Bowes meter stamp from Grove City, Pennsylvania, the cover also bore a one-cent Thomas Jefferson adhesive stamp (Scott 127f) cancelled with an oblong, boxed dark purple handstamp "GROVE CITY, PA 16127."

The envelope was addressed to "The Rev. and Mrs. T. Donald Black, The American Church in London" in London, England.

Since it was originally posted with a five-cent meter, it would seem that a postal clerk required the sender to affix an additional one-cent stamp. It was billed directly to the Grove City College making it a UPU six-cent postal rate.

For reference, I turned to, *U.S. International Postal Rates, 1872-1996* by Wawukiewicz and Beecher. Using Table 2: Printed Matter: Publishers' Periodicals,

Surface Rates I found the line "All-Other Countries more than 2 oz, but less than 4 oz" for the date (column 3). For the date of July 1, 1967, the postal rate was six cents, while under the date of March 2, 1974, the postal rate was seven cents.

Now, after 41 years, the question is: was the postal clerk in error in uprating the envelope to six cents for the 1967 six-cent postal rate instead of using the new seven-cent rate effective March 2, 1974?

While that may be the case, why did Grove City College use the five-cent meter stamp?

The only other UPU six-cent printed matter postal rate for six cents was to Canada, which wouldn't apply since the envelope was addressed to London, England, not London, Ontario, Canada.

Although the five-cent meter would be correct if it was used for the UPU five-cent printed matter postal rate of March 2, 1974, that was for Canada.

So, did the Grove City postal clerk make a mistake in the postal rate or the destination?

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



Rare 1853 G.F. Nesbitt Cover Discovered

By Paul Petosky

The 1853 three-cent stamped envelope illustrated above was carried outside the mail system by ship (the notation of which ship was torn away during opening) to Simon Mandlebaum (sic), Eagle River, Lake Superior, Michigan. The reverse illustrates a G.F. Nesbitt, N.Y., seal.

This is a very rare piece of Michigan postal history. What makes this story even more interesting is that the George F. Nesbitt & Company, New York, was the first company to make stamped envelopes for the government during the 1853-1870 time period.

Government stamped envelopes were first issued on July 1, 1853. The Nesbitt seal or crest on the tip of the reverse top flap (inset) was officially ordered discontinued on July 7, 1853.

Therefore, this three-cent stamped envelope is from 1853 and is one of the first government stamped envelopes to be printed. The watermark on this stamped envelope shows "POD US."

Simon Mandelbaum, was an early pioneer in Keweenaw County, Michigan. His name goes back to the late 1840s as part of the land lease system. In 1844, he applied for and was granted Lease 36 for land in Ontonagon County in the name of the Silver and Copper Company of Ontonagon Rapids. In 1851 he

was on the original board of directors of the Phoenix Mining Company and was agent-in-charge of the Phoenix Mine from 1850-53.

As agent-in-charge he was instrumental in finding some ancient mining pits for the New Phoenix Mine and five other Keweenaw mines.

While writing this story I began to wonder if Mandelbaum originally wrote to the G.F. Nesbitt Co., in New York to inquire about these new stamped envelopes for use at the Phoenix Mine.

The June 8, 1876, *Portage Lake Mining Gazette* reports, "the death of Mr. Simon Mandelbaum has interfered with certain explorations on Isle Royale which were to have been carried out this season."

Lucena Brockway, a prominent family in the Keweenaw remembered him visiting the Brockway's in 1843-44 in Copper Harbor. She calls him a pioneer mine manager.

In 1929 a Simon Mandelbaum scholarship was established by the late Mary S. (Mandlebaum) Madelle of Detroit for those attending the University of Michigan. The scholarship was in memory of her father, Simon Mandelbaum.

(Paul Petosky specializes in Michigan postal history.)



Charles Neyhart



Richard Hemmings



Jesse Spector



Robert Markovits

Charles Neyhart Wins Second Helbock Prize

By Peter Martin

For the second consecutive year, Charles Neyhart has been selected as the winner of the Richard W. Helbock Prize that is awarded to the best postal history article appearing in the previous year's *La Posta: The Journal of American Postal History*.

Neyhart won the 2015 Helbock prize for his "A Knife in the Back' The 1915 San Diego Panama California Exposition" that appeared in the Third Quarter, 2014 *La Posta*.

He won the 2014 Helbock prize for "The 1905 Portland, Oregon, Lewis & Clark Exposition Postal Stations."

Neyhart, who holds a PhD in business administration from Penn State, retired in 2001 as emeritus professor of business from Oregon State University and lives in Portland.

His 2014 article examined how the organizers of the San Diego Exposition had been betrayed by political maneuvering that left full government support to the 1915 Panama Pacific International Exposition in San Francisco. The San Diego committee persevered and Neyhart provides a detailed review of the Expo's success story through its postal history.

For his win, Neyhart receives cash and prizes valued at nearly \$450. The runner-up and third place recipients also receive cash and prize awards.

Runner-up for the 2015 prize was "We Circle the Globe: The Post Card Union and Their Private Stamps" by Richard S. Hemmings (Second Quarter 2014 *La Posta*) of Stewartstown, Pa.

Hemmings, the winner of the inaugural Helbock Prize in 2013 with "New York City's Cortlandt Street: One Way to the River," provided a first-time look at the stamps and postal story history of the postcards of the Union News Company.

Third place was awarded to "Mary White Ovington and the Fight for Racial Equality" by Jesse I. Spector and Robert L. Markovits (Second Quarter 2014 *La Posta*). The article is an example of social philately at its finest.

Both authors reside in Massachusetts. Jesse Spector is a retired hematologist-oncologist; Bob Markovits is an attorney.

Receiving honorable mentions were: "The Modern Challenge: The U.S. Postal Service Sorts the Mail" by David Crotty; "The Earliest Documented Use of a Government Postal Card in Alaska" by Don Glickstein; "International 'Form of Mail' Problems" by John M. Hotchner; "A Black Jack Use from the Old Capitol Prison" and "An Aristocratic Planter Goes to War" by Patricia A. Kaufmann; "Bisects in the Mails: Illegal But Tolerated" by Richard D. Martorelli; "The Rise and Fall of a Classified Postal Station: Station E and Montgomery Ward, Portland, Oregon" by Charles Neyhart; "The Classification of Four-Bar Postmarks Appearing After the Introduction of the ZIP Code" by Christine C. Sanders; and "Atherton Perry Mason: Physician, Philatelist, Renaissance Man" by Jesse I. Spector and Robert L. Markovits

The selections were based on voting by the *La Posta* editorial staff and the Benefactor and Sustaining subscribers of *La Posta*.

The Richard W. Helbock Prize is named in honor of the founding editor of *La Posta* who died from a heart attack in 2011.



Bill Helbock

United States Post Offices

This column features United States post office photographs from the collection of the Post Mark Collectors Club's Margie Phund Memorial Postmark Museum and Research Library, which is located in the historic Lyme Village near Bellevue, Ohio. The museum has more than two million postmarks from all over America and a photograph collection of more than 50,000 United States post offices. Both are the largest collections in the world. Information about PMCC, the museum and more post office views are available at www.postmarks.org.

Idaho Post Offices

By Steve Bahnsen

These photographs are of post offices from Idaho. A variety of people took these photos over the years. The PMCC Museum's collection has more than 520 pictures from Idaho that range from black and white views from 1939 to color digital photos from 2012. Idaho is a state blessed with magnificent western scenery. Its post offices serve a largely rural population.



Clayton Post Office
Custer Co., 1990



Calder
Post Office
Shoshone Co.
2011



Wendell Post Office
Gooding Co., 1994



Carmen Post Office, Lemhi Co., 2008



Hope Post Office, Bonner Co., 1993



Basalt Post Office, Bingham Co., 1979



Blackfoot Post Office, Bingham Co., 2011



Albion Post Office, Cassia Co., 2009



Lemhi Post Office, Lemhi Co., 2008



Lucile Post Office
Idaho Co.
2002



Harvard Post Office
Latah Co.
2014



Fruitvale Post Office, Adams Co., 2002



Weiser Post Office, Washington Co., 2011



Georgetown Post Office, Bear Lake Co., 2012

Idaho

Eden Post Office
Jerome Co.
1990



Caldwell Post Office, Canyon Co., 2011



Mountain Home Post Office, Elmore Co., 2002

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.

A Dangerous Donation Follow Up

As a follow up to my, “A Dangerous Donation” in the Thrid Quarter 2014 *La Posta* “Letters” column, I have received two notes from George Mercier, a former USPS worker, regarding the “Round Date” label.

In one note, he wrote “The ‘round date’ should be the ‘2nd page’/bottom of a self adhesive sticker used by USPS after 9/11 air freight regulations. The top form was a notice to return the package to the PO for ‘cancellation’ — security (liquid, fragile, etc., etc., questions clerks are supposed to ask!). Top would be torn off & CDC cancel on the part (the remnant portion you’re seeing).”

Later, he sent a cover he prepared on 9/11/01 (detail shown at right) that has the “Round Date” label underneath the “Surface Transportation Only” label. With this cover, he included a note indicating, “The covers were cancelled 9/11 at Boston GMF. I was working incoming bank mail at the time, and had access to a CDS.”

Michael Litvak
Pasadena, Calif.



A ‘Surface Transportation Only’ label tied by a red September 11, 2001, Boston double CDS.

In The News

National Postal Museum Opens African American History Exhibition

In February, “Freedom Just Around the Corner: Black America from Civil War to Civil Rights” opened at the Smithsonian’s National Postal Museum.



The museum’s first exhibition devoted entirely to African American history marks 150 years since the end of the Civil War and the abolition of slavery throughout the United States.

The exhibition, open through February 15, 2016, chronicles the African American experience through the perspective of stamps and mail.

The exhibition includes letters carried by enslaved Americans, mail sent by and to leaders of the civil rights movement and original artwork for numerous stamps issued by the United States Postal Service.

More than 50 items from the museum’s collection, augmented by outstanding pieces on loan from other institutions and private collections, are on display in 16 themes and historical periods of time, including:

1619–1865: Slave-Carried Mail
1775–1865: Abolition and the Mail
1861–1865: Civil War
1865–1877: Reconstruction
1877–1964: Segregation
1867–1972: Civil Rights Movement
1978–Present: Black Heritage Stamp Series

U.S. postage stamps were in use for nearly a century before Booker T. Washington became the first African American to appear on one. A handful of additional black history-related designs appeared between 1940 and 1978, when the U.S. Postal Service introduced the Black Heritage series. Today the Black Heritage issues are the longest-running U.S. stamp series.

Selected pieces in the exhibition include interpretation presented through audio recordings of curators, conservators and guest speakers, adding significance to individual objects. A special website and catalog augment the exhibition as well, providing additional access to the rich content presented.

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

Confederate Stamp Alliance at London 2015

The Confederate Stamp Alliance will hold its annual convention for 2015 from May 13-16 at London 2015 Europhilex. It will be the first time that the CSA has held its convention outside of the United States.

The CSA, founded in 1934, serves the needs of collectors of Confederate stamps and postal history. It publishes the quarterly *The Confederate Philatelist*, offers an authentication service and publishes several essential books.

For further details about London 2015, go to: www.london2015.net.



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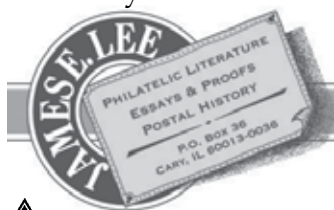
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Patricia (Trish) Kaufmann is the Editor-in-Chief of the *Confederate States Catalog and Handbook of Stamps and Postal History* (CSA Catalog) published in November 2012. She is a past president of the Confederate Stamp Alliance, as well as a regular 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.

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