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LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

The Bridal Veil, Oregon Post Office



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La Posta Completes Another Successful Year

This Fourth Quarter *La Posta* concludes another successful year, our 46th, and we are pleased to provide you with another sterling diverse lineup of authors and subjects.

Our cover story about the Bridal Veil, Oregon, Post Office by Ralph Nafziger, provides an inside look at a tiny post office that has survived the hatchet by finding a niche and serving that audience well.

As postal historians, we spend a lot of time and effort researching the past, but an equally important element is to document the present for future collectors. A prime example is Kelvin Kindahl's inside look at contract post offices in chain stores, featuring the latest failed effort in Staples stores. This is difficult to get information that you won't find anywhere else and Kelvin has done a splendid job. If you want a modern postal history challenge, try obtaining a complete a set of Staples, Sears, MBE, or Hallmark postmarks.

As always, there's much more. In addition to our regular slate of top-notch columnists, including Steve Bahnsen, Charles Fricke, John Hotchner, Patricia Kaufmann, Tara Murray and the duo of Jesse Spector and Robert Markovits, we feature Ken Lawrence, who provides eight examples of mail that was in transit at the onset of World War II; Carolyn Keen, who reviews a new Virginia postal history project; and Thomas Richards, who gives us a look at a Brazilian advertising cover with a look-alike U.S. Christmas seal.

Gary McIntyre Postal History Auction

Also in this issue, on page 51, you will find a one-page postal history auction by Gary McIntyre, a Colorado dealer specializing in western covers.

Gary has regular mail auctions of quality covers and I hope you'll take a close to see if there aren't some gems that you can add to your collection.

Patrons

In the last issue, we introduced a new Patron category to recognize subscribers who contribute \$100 or more for their subscriptions. The initial response has been heartwarming and we are pleased to list them with our Benefactor and Sustaining subscribers on page 4.

We realize that not everyone is able to contribute amounts above the subscription price, but for those who can we appreciate the thoughtful and generous support. Without it, we would not be able to provide the quality product that you hold in your hands.

PBS Benefits

Whenever we can, we try to show our appreciation for the extra effort of our Patron, Benefactor and Sustaining



(PBS) subscribers. For example, Patrons receive three free *La Posta* classified ads per year, Benefactors two and Sustainers one.

In addition, when new publications come out, and we expect several in 2016, PBSers are eligible for discounts off the retail price.

The Richard Helbock Prize

A third benefit for PBS subscribers is that they may help select the winners of the annual Richard Helbock Prize for the best article in *La Posta*. If your name appears on the list on page 4, please review the four 2015 issues of *La Posta* and select your top three (Patron), top

two (Benefactor) and top choice (Sustainer) for what you consider the best article in the 2015.

You can e-mail your votes to: pmartin2525@yahoo.com with Helbock Prize in the subject line. You may also vote by regular mail by sending a postcard with the same information to: *La Posta*, POB 6074, Fredericksburg, VA 22403. All votes must be received by March 1, 2016.

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We are pleased to have Henry Gitner Philatelists Inc. join our growing list of advertisers. I've found Henry to be a fantastic resource for unusual material, especially for covers with stamp issues going to exotic destinations.

Our longtime advertisers are part of the triad that keeps *La Posta* on a regular schedule. When contacting them, please let them know that you found their contact information in *La Posta* and that you appreciate their support of the journal.

Looking for a holiday gift? Check the Subway Stamp Shop ad on the back inside cover for books and supplies.

La Posta Subscriptions

We've kept the *La Posta* subscription at \$32 for a number of years, but the continuing increases in postage rates, along with going to all color, has forced us to increase the price to \$34 in 2016.

We'll honor any *La Posta* renewals, or extensions of your subscriptions for up to two years, at the old price if we receive your payment by January 15.

Happy Holidays

Your comments are always welcome and I hope you'll send us a note to tell us what you like and what you would like to see. On behalf of the entire *La Posta* team, I offer my thanks for your continued support, and wish you health and happiness for the holidays and the New Year!

Peter Martin

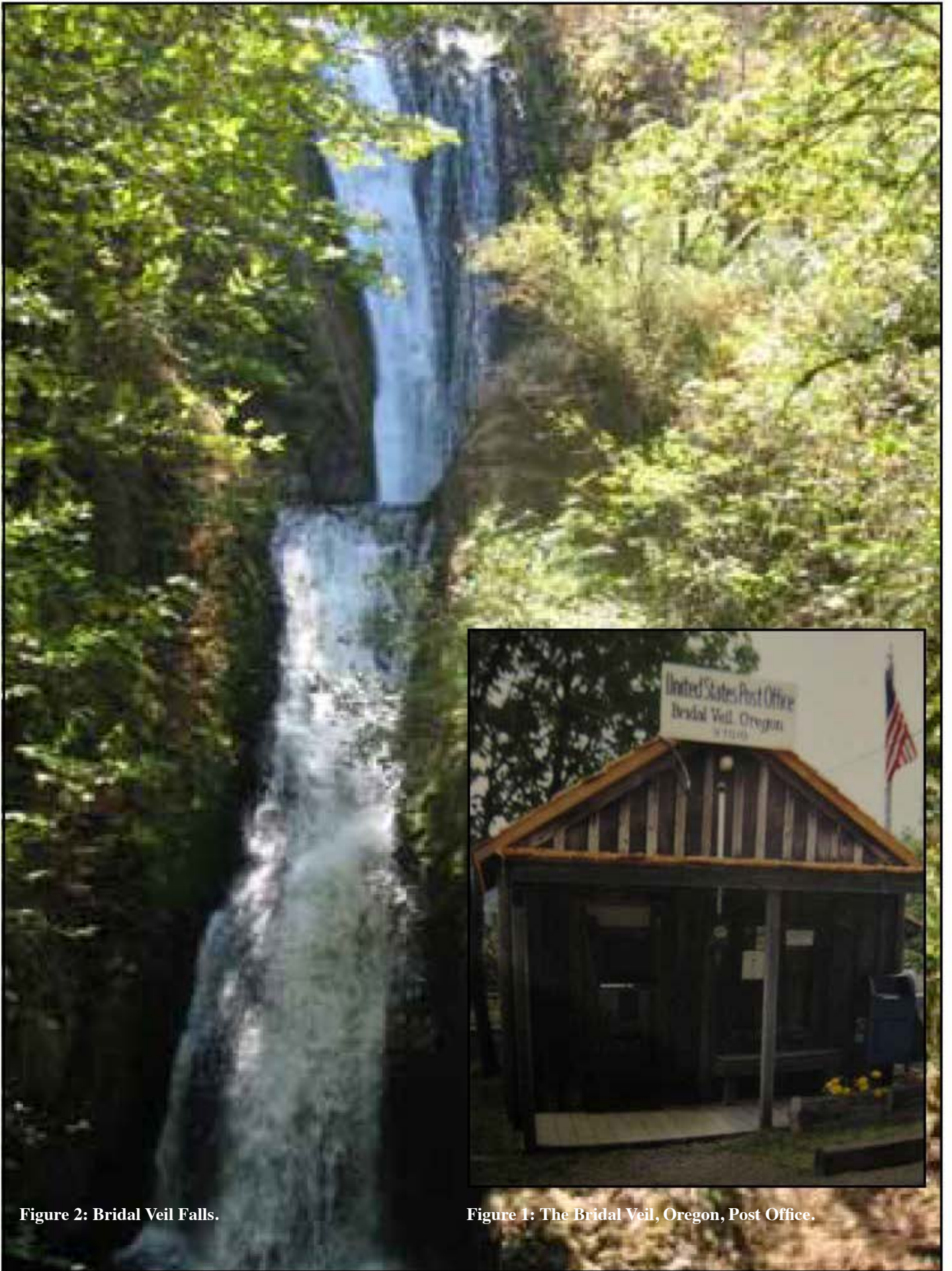


Figure 2: Bridal Veil Falls.

Figure 1: The Bridal Veil, Oregon, Post Office.

From Lumber to Weddings: The Bridal Veil, Oregon, Post Office

By Ralph H. Nafziger

In the Columbia River Gorge that separates Oregon and Washington about 28 miles east of Portland, Oregon, stands a small unpainted shack next to a large gravel parking lot. This is all that remains of the once thriving lumber town of Bridal Veil, Oregon.

Throughout its 128 year history, the little rickety post office has continued its mission of providing postal services to a small collection of residences, and cancels for wedding invitation requests from everywhere in the world (Figure 1).

The Town

Legend has it that a passenger on the sternwheeler *Bailey Gatzert* saw Bridal Veil Falls (Figure 2) and remarked that it looked like a “delicate, misty bride’s veil.” As time passed, the location was referred to as “Bride’s Veil, Oregon.” When the post office opened and the railroad was built, the community officially was named Bridal Veil.

In 1886, the Bridal Veil Lumbering Co. established a town site on the Columbia River to harvest the timber resources of nearby Larch Mountain. A sawmill and logging town named Palmer was built 1.5 miles and 1,800 feet uphill. A wooden V-shaped flume floated the rough-cut timber down the mountain to the planing mill at the railroad tracks in Bridal Veil.

In 1902, fire destroyed Palmer, taking two lives. Then a second Palmer was built higher up the mountain.

The timber finally was nearly exhausted in 1936, the same year that the planing mill burned. The next year, the entire town was sold to the Bridal Veil Lumber and Box Co., which produced wooden cheese boxes for the Kraft Food Co., and provided employment for about 180 people. This industry kept Bridal Veil alive until 1960, when the company ceased operations.

The population at that time was 100. After this, the mill was operated under other owners until 1988 when it closed permanently.

In 1990, the Trust for Public Land acquired the town site and remaining buildings. The trust is a nonprofit based in San Francisco that purchases endangered properties and resells them to public agencies.

At that time, the trust planned to demolish the remaining buildings to make way for a public park. After nine years of court battles, the trust won the right to destroy the buildings except for the post office and a nearby church.

In 2001, the mill houses were demolished. Five

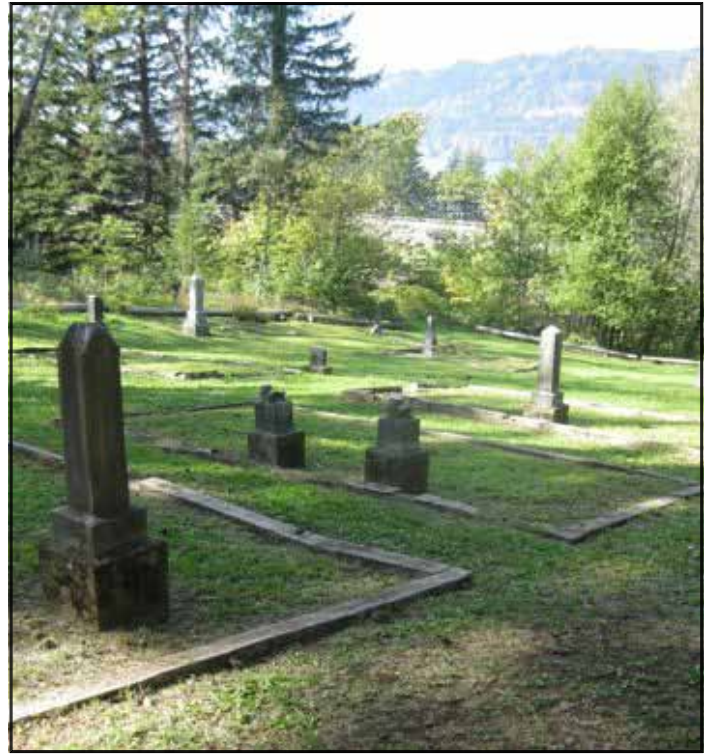


Figure 3: The Bridal Veil cemetery.

years after, the Bridal Veil Historical Preservation Society gained the deed to the local cemetery (Figure 3). The final burial in the cemetery had occurred in 1934. The church was demolished on October 29, 2011.

The Post Office

On July 7, 1887, a post office was established in a general store in Bridal Veil, Oregon, to meet the postal needs of the lumber town’s residents and one of Oregon’s first paper mills.

Robert C. Bell was the first postmaster. His term lasted until December 10, 1889, when Francis C. Prindle became postmaster. In 1889, Bell received \$226.02 in compensation. Table 1 lists the Bridal Veil postmasters.

In 1930, an uncle of Lloyd Davis (postmaster from January 16, 1999, until August 25, 2006) built a small (10 by 10 feet) tool shack with a three-by-four foot addition for the lumber mill.

Later, in the 1930s, the building housed a well-known rock shop. In the 1940s, it was used as a first aid station and tool shed for the mill.

Several years after the mill closed, the post office

moved into this tiny building where it remains today. It is reputed to be the third smallest post office in the country and possibly the smallest stand-alone post office in Oregon.

The earliest documented postmark was a black CDS with the month, day, and year in three lines (Figure 4). This cancellation also is known in purple with the month, day, and year in one line.

Near the turn of the 20th century, a duplex cancel was initiated (Figure 5).

The familiar four-bar cancel was in use by 1918, and continues to the present, although it is rarely used (Figure 6). In the 1920s, this cancel is known in purple.

A double-circle magenta plug has been used since the 1940s, and is still available, but also rarely used (Figure 7).

Geri Canzler designed the two currently available pictorial postmarks. The most popular cancel features interlocking hearts (Figure 8). It was first used on May 15, 2004, during a celebration and tour of the nearby restored mansion and gardens of the Franciscan Sisters of the Eucharist.

Initially, it was offered only for the standard 30 days after its first use. However, it became so popular among engaged couples to mail their wedding invitations that the USPS authorized its continuing use. The post office's fame was being spread by word of mouth and media attention.

At that time, the post office was open from 8 a.m. until 2 p.m., Monday through Saturday. Most people bring in their own stamps, so the post office does not sell as many stamps as it should. The second pictorial cancel includes a wedding invitation with "wriggly" killer bars (Figure 9). Its first use is unknown.

The post office building was renovated in the early 2000s after residents received approval from the Trust (Figure 10). The Trust believed that the building had no real historical value to be preserved. Otherwise, the building remains the same as when it was built. Only the landscaping has changed over the years.

The Bridal Veil Post Office escaped closure in 2010 when 800 post offices across the country were slated to be closed. On July 7, 2012, the post office celebrated its 125th anniversary with a special cancel. The covers sold out in two hours. A meeting was held on July 29, 2014, to discuss the future of the post office.

In September 2015, the 10-by-14-foot post office was staffed by clerk Tara Stiller, with Darlene DePew, the postmaster in nearby Corbett, also serving as the Bridal Veil postmaster. Stiller (Figures 11 and 12) was appointed clerk when the Bridal Veil Post Office



Figure 4: Bridal Veil CDS used in the 19th century.



Figure 5: Bridal Veil duplex cancel.



Figure 6: Bridal Veil four-bar handcancel.



Figure 7: Bridal Veil double-circle magenta handcancel.

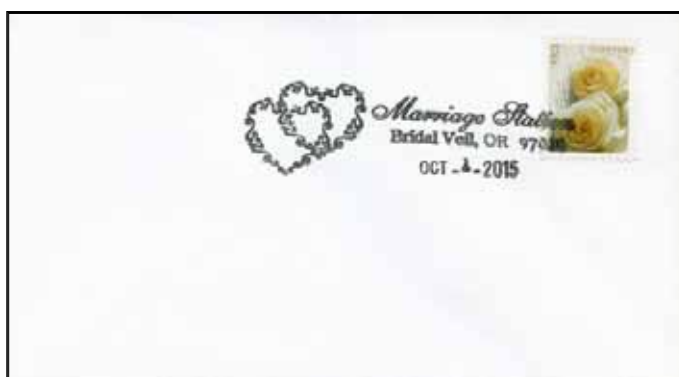


Figure 8: Bridal Veil, Marriage Station, pictorial postmark.



Figure 9: Bridal Veil, Invitation Station, pictorial postmark. This is an unofficial first day cover for the Fanciful Flowers postal card.

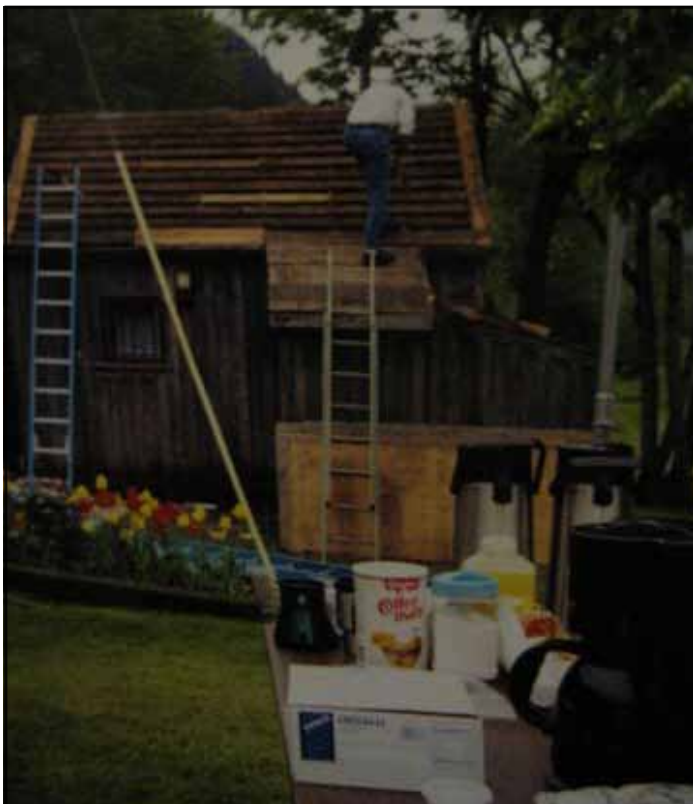


Figure 10: Renovation operations on the Bridal Veil Post Office took place in the early 2000s.

became remotely managed on January 10, 2015. Beginning in October, she was based in the Mulino, Oregon, Post Office.

The Bridal Veil post office currently has 60 boxes, of which 45 are in use. The post office is open from 11:30 a.m. until 3:30 p.m., Monday through Friday, and from 9:30 a.m. until 3:30 p.m. on Saturday. The lobby is open 24 hours, seven days a week. All incoming mail must be picked up at the post office.

Incoming mail is delivered Monday through Saturday before 11:30 a.m. It is distributed into the



Figure 11: Post Office Clerk Tara Stiller welcomes all customers.



Figure 12: Stiller at her desk in the Bridal Veil Post Office.

boxes by noon to 12:30 p.m. Outgoing mail is collected for pickup at 3:15 p.m. Monday through Saturday.

The post office serves the immediate area from Multnomah Falls to the east in the Columbia River Gorge to Corbett in the west. The office cancels about 150,000 wedding invitations annually.

The Future

As early as 1987, then Bridal Veil Postmaster Dorothy Collins waited for word that the post office would close. At that time, it did not close.

It also escaped another countrywide post office closure order in 2010. The numerous wedding invitation cancels probably are the only reasons that the post office remains open.

The post office would like to sell more stamps to ensure its continuing existence.

(Ralph Nafziger has written numerous articles for the philatelic press, is a gold-medal exhibitor, and serves as an officer in various philatelic societies. He can be contacted by e-mail at: nafziger@peak.org)

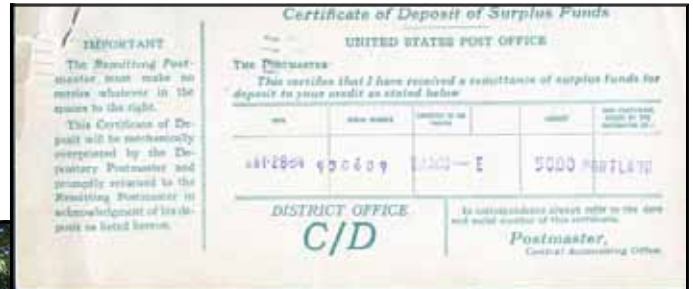


Figure 13: A May 28, 1954, Certificate of Deposit of Surplus Funds for \$50 that the Bridal Veil postmaster sent to the Portland Post Office. It was returned by the Portland Post Office to the Bridal Veil postmaster.

Figure 14: Another view of the Bridal Veil Post Office.

Table 1
Bridal Veil, Oregon, Postmasters

<u>Name</u>	<u>Term¹</u>	<u>Name</u>	<u>Term¹</u>
Robert C. Bell	7/7/1887-12/9/1889	Esther Cowling	1/6/1944-9/6/1945
Frances C. Prindle	12/10/1889-2/22/1892	Ruth A. Litton	9/7/1945-11/18/1953
Bertha Y. Willett	2/23/1892-7/22/1895 ²	Lula M. Cowling	11/19/1953-2/15/1962
Frank Wilmot	8/21/1895-1/23/1900	Evelyn E. Bird	2/16/1962-?
Albert H. Willett	1/24/1900-10/25/1901	Grace Dellett	? - ?
Walter E. Linnett	10/26/1901-7/2/1912	Patricia L. Romero	1/26/1980-?
Herbert W. Beatly	7/3/1912-3/15/1914	Karen Harper	? - ?
Eldridge H. Thompson	3/16/1914-7/14/1922	Theresa Strauss	4/19/1986-?
Clarence E. Bush	7/15/1922-12/10/1923	Dorothy Collins	? - ?
Charles L. Nellor	12/11/1923-11/11/1927	Beverly Christensen	? - ?
George B. Lord	11/12/1927-4/23/1928	Shirley K. Sanders	5/5/1990-10/15/1993
Isabelle Sullivan	4/24/1928-10/16/1928	Denise J. Bjelland	10/16/1993-1/15/1999
Martin L. Sullivan	10/17/1928-6/20/1932	Lloyd A. Davis	1/16/1999-8/25/2006
Rose M. Jackson	6/21/1932-1/5/1944	Geri A. Canzler	8/26/2006-1/9/2015 ³

1 Includes dates as acting postmaster.

2 Post office was discontinued on July 22, 1895, but re-established on August 21, 1895.

3 On January 10, 2015, the post office was converted to a remotely managed post office under the direction of the Corbett, Oregon, Post Office with Darlene DePew as postmaster.

In Transit as the War Began, 1939-1941

By Ken Lawrence

Winged Globes, Clipper flying boats, twin-engine Transport airplanes, Presidents of the United States, Famous Americans, and National Defense stamps all have affinity groups that savor the many ways they were used, particularly during World War II. I collect them too, but my main interest is in the stories that the covers showcase. Following, are eight examples from the onset of war in Europe to the entry of the United States as a belligerent against the Axis countries.



This cover was mailed August 19, 1939, at Saint Louis. When it arrived at Bremerhaven, Germany, on August 29, it missed the addressee's ship arrival and was marked, Not Requested by the North German Lloyd.

It's unclear to me whether it was first forwarded to the Magdeburg address or directly returned to the sender, but either way it was in transit as Germany invaded Poland to launch the war in Europe. On the way back to Saint Louis, it transited New York City on September 26. A single five-cent James Madison sheet stamp paid the surface single letter postage to a foreign country.



This cover from San Francisco to Solingen, Germany, must be one of the earliest examples that shows how World War II interrupted mail transport. It departed San Francisco on August 22, 1939. Daily domestic airmail service connected San Francisco with New York. The letter should have arrived in New York on August 24 or 25, but too late to catch the Dixie Clipper's August 24 departure for Europe.

For the next eastbound FAM-18 flight, the Yankee Clipper departed Port Washington, New York, and stopped en route at Bermuda on September 1 before continuing on to Horta, Azores, September 2 and Lisbon September 3. Because of the outbreak of World War II in Europe on September 1, the Neutrality Act forbade Pan American Airways to continue beyond Portugal to Marseilles.

Coinciding with its military operations, Germany suspended domestic and foreign Lufthansa airmail flights from September 1 to October 5, so this letter could not have met its connecting flight for transport onward to its

intended destination in any case. It was intercepted by a French military censor, opened, examined, resealed with tape, marked with the censor's handstamp, and returned to the sender.

A pair of 12-cent Zachary Taylor stamps on a six-cent airmail stamped envelope paid the 30-cent single letter airmail postage from the United States to France and onward to any point in Europe served by air, otherwise by surface transport.



Less than two weeks after the outbreak of hostilities in Europe this September 11, 1939, cover from New York City to Tel Aviv was censored at Jerusalem, a very early example of World War II British civil censorship. The 30-cent Winged Globe airmail stamp and six-cent John Quincy Adams sheet stamp paid the single letter airmail postage from the United States to Palestine.



Germany invaded the Low Countries and France on May 10, 1940. The June 22 armistice subjugated and divided France, with German forces occupying the northern and western parts, leaving the rump puppet state in the southeast unoccupied, governed by the collaborationist Pétain government at Vichy.

Italy declared war on France June 10, and invaded across the Alps on June 21. Under terms of a June 25 armistice, Italy gained a small occupation zone. Of greater global significance, Italy's entry as a belligerent forced the suspension of British Overseas Airways airmail service across the Mediterranean to the Near East and Far East.

The British Imperial Censorship station at Bermuda had begun taking mail off trans-Atlantic Clipper flights in May. With the Mediterranean route blocked, after censorship this July 16, 1941, cover from Villa Grove, Illinois, to Lebanon probably went from Lisbon by ship to South Africa, then by air to Egypt. It was censored again by Vichy French Levant examiners, and received at Beirut on September 3.

A 25-cent William McKinley stamp, a five-cent Edward J. MacDowell stamp, and a six-cent Winged Globe airmail stamp paid the single airmail letter postage.



Under the heading “Trans-Atlantic Air Mail Service,” the November 1, 1940, Foreign Air Mail Service appendix to the *Postal Bulletin* took account of the trans-Mediterranean suspension: “On account of war conditions there is . . . no onward service from Europe to countries in Asia, except perhaps in summer to eastern U.S.S.R.”

For that reason, the post office countermanded the sender’s endorsement for transport by trans-Atlantic Clipper on this July 15, 1941, cover from Fairlee, Vermont, to Beirut, Lebanon, Syria.

When the letter was mailed the only airmail service to Lebanon and Syria flew via the trans-Pacific Clipper from San Francisco, indicated by the handstamped postal routing endorsement “TO BE FORWARDED BY AIR FROM SINGAPORE.” It went by FAM 14 from San Francisco to Singapore (censored there and again at India) and by the BOAC Horseshoe Route to the Middle East, but in this instance not even flying the other way around the world could deliver the hapless letter.

The envelope was backstamped July 16, 1941, as it passed though New York City. After crossing western Asia, it was stopped and marked “Service suspended returned to sender” in British-occupied Iraq or Palestine.

The cause of this cover’s misfortune was a seldom-remembered episode of the war. In May 1941, Admiral François Darlan, the commander of Vichy French forces, had signed an agreement with Nazi Germany that gave German forces access to French military bases in Syria, from which Germany could have attacked British positions in Palestine, Egypt, and elsewhere in the Middle East.

To forestall that threat, British and Free French forces invaded Lebanon on June 9. By June 21 they had captured Damascus, but Vichy French forces continued to resist for another three weeks. On July 13, the Vichy commander surrendered Syria and Lebanon to Great Britain. Discord continued until Britain ceded control to Free French forces at the end of July. Britain had suspended mail service during that campaign; this cover is a seldom-seen relic of that suspension.

The June and July 1941 military engagements in French Levant were overshadowed by Germany’s June 22 blitzkrieg surprise attack on the Soviet Union, which launched all-out war in the heart of Europe. Contemporaneous battles in Lebanon and Syria were mere skirmishes by comparison, often omitted from history books.

A 10-cent John Tyler sheet stamp and two 30-cent Winged Globe airmail stamps paid the 70-cent single airmail letter rate to Syria.



This letter was dispatched on December 1, 1941, from Mount Carmel, Illinois—before Japan attacked U.S. and British outposts in Asia and the Pacific—and was en route to Alexishafen, Australian New Guinea, when those attacks occurred. Backstamped “Field P.O. January 10, 1942,” it was opened, examined, resealed, and marked by an Australian censor.

Evidently the addressee had relocated to an island off the New Guinea coast, so the letter was forwarded. Unclaimed at the forwarding address, it was marked “undeliverable N.G. 7 10/8/42 (August 10) “Return to Sender,” backstamped at San Francisco, California, October 16, 1942, and docketed “Returned on October 20.” All told, it was in transit in a war zone for about 10 months, on a round-trip journey that might have required one or two months before hostilities began, a fair measure of the degree to which civil communication had been suddenly, drastically affected by the war.

A two-cent National Defense stamp and a three-cent Thomas Jefferson booklet stamp paid the single letter surface postage to a foreign destination.



Mailed December 8, 1941—the day after Pearl Harbor but before the United States declared war on the European Axis powers—from Manlius, Illinois, to Koping, Sweden, this cover shows no evidence of having been censored at Bermuda. It probably enclosed a Christmas card.

Three 10-cent John Tyler sheet stamps paid the single letter trans-Atlantic airmail postage to Europe. A blue “By Air Mail” label and a manuscript “By Clipper” appear at bottom



This December 12, 1941, cover from New York City to Holland was posted on the very day that the Office of Censorship began examining mail at New York City, preempting Bermuda. With mail service suspended to Axis-occupied countries on that date, this letter was eventually returned to the sender on May 12, 1942. One two-cent John Adams sheet stamp, six three-cent Thomas Jefferson coil stamps, and a pair of five-cent James Monroe sheet stamps paid the 30-cent single airmail letter rate to Europe.

(Ken Lawrence is the monthly 'Spotlight' columnist for Linn's Stamp News. His most recent monograph is Arrow Philately: the FAM 22 debate explicated. He collected, exhibited, and judged World War II postal history at the local, national, and international levels for many years; now he assists others in these pursuits. Contact him by e-mail at: apsken@aol.com)

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



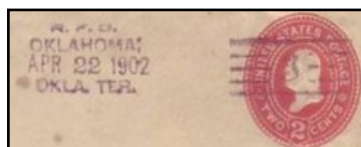
OKLAHOMA AND INDIAN TERRITORY COVERS
 WEATHER FORECAST BACKSTAMPS
 U.S. DESPATCH AGENT AND AGENCY MARKINGS
 19th CENTURY U.S. FANCY CANCELS
 PRIVATE PERFS ON COMMERCIAL COVERS
CROSBY Postmarks—Any State (Not Crosby cachets—No, we were not related)



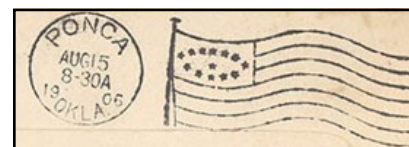
COVERS ADDRESSED "IF NOT DELIVERABLE TO ADDRESSEE,
 PLEASE HAND TO _____" (THE WEIRDER THE BETTER)



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



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Figure 1: Pittsburgh, Pa., Staples #1799, April 2014 (Kelvin Kindahl)



Figure 2: Temecula, Calif., Staples #1346, February 2014 (John P. Boal)



Figure 3: Escondido, Calif., Staples #276, February 2014 (John P. Boal)



Figure 4: Sturbridge, Mass., Staples #1193, November 2013 (Kelvin Kindahl)



Figure 5 (Left): New Kensington, Pa., Staples #614, April 2014 (Kelvin Kindahl)

Figure 6: Northampton, Mass., Staples store #1812 showing the new UPS/USPS banner. This location was never a CPU, February 2015 (Kelvin Kindahl)





Figure 7: Indiana, Pa., Staples #428, April 2014 (Kelvin Kindahl)

The Inside Story of the Staples Post Offices

By Kelvin Kindahl

During 2014, many collectors likely heard of the “Stop Staples” campaign. Led by the American Postal Workers Union (APWU), with the support of other postal and nonpostal unions, the campaign was aimed at stopping the United States Postal Service from having contract operated post offices in the Staples chain of office supply stores and, more generally, at preventing the outsourcing of its retail operations to the private sector.

Targeting teachers and students during the summer with a campaign against buying school supplies at Staples was particularly effective at scaring Staples’ management. The USPS had launched its Retail Partnership Expansion program in late 2013, with the intention of putting contract stations in chain stores, starting with Staples, on a large scale.

The program’s pilot phase rolled out with a total of 82 CPUs in Staples stores, in the Worcester, Massachusetts, Atlanta, Pittsburgh, San Francisco Bay and San Diego areas, during late October and November 2013.

The test period was to last through September 2014, after which the USPS hoped to expand to 1,500 or so Staples stores, and probably other chains as well.

Instead, Staples withdrew, the program ended, and all the CPUs closed during the latter half of August 2014.

All locations became “Authorized Shippers,” much as they had been beforehand. Now, other Staples locations are joining the Authorized Shipper program, with banners on the buildings advertising that both USPS and UPS shipping services are available.

As he prepared to leave office, former Postmaster General Patrick Donohoe made some rather candid

remarks, including, about the Stop Staples campaign. “Unfortunately it’s now tougher for us to find retail partners,” he noted.

Contract stations and contract branches, or CPUs (contract postal units) as the USPS prefers to call them, without bothering to distinguish, are small subordinate post offices, privately operated under contract with the U.S. Postal Service. Most often, they are found inside other retail stores.

They have been around, in one form or another, since the 1890s, and reached their largest numbers in the early 1900s, when the American public did most of its shopping at small neighborhood markets.

These days, there are far fewer contract stations, but they are still found in corner stores, big box stores, and almost everything in between, in addition to college campuses and other institutional locales.

The Postal Service promotes CPUs as one of its “Alternative Access Channels,” providing additional outlets for retail services, in places where customers are already shopping, which are open longer hours than a traditional post office.

All three points are correct, but it is very clear that the USPS would like to follow the model used in Canada and some European countries, where much of the retail side of operations have been outsourced to low-wage retailers, leaving the governmental postal system to concentrate on the delivery and distribution aspects.

A cynical observer might say, not without some justification, that the USPS is deliberately trying to push its retail customers away from post offices, so that they can justify further cutting hours and closing offices.

Previous Programs

The Staples program was the Postal Service's fourth failed attempt at putting contract stations in chain stores on a large scale.



Sears Roebuck

The first, in 1989, was at Sears Roebuck stores. That program, which started with a trial of a dozen or more locations in the Chicago and Madison, Wisconsin, areas, was short lived. Sears pulled out when the unions called for members to boycott Sears and picketed headquarters.



Figure 8: Westborough, Mass., MBE #878, February 2003 (Kelvin Kindahl)



Mail Boxes Etc.

Nine years later, the "Authorized Retail Outlet" program began November 7, 1998, at the Mail Boxes Etc. (MBE) packing and shipping stores.

This time, union opposition was more muted, and the program expanded beyond the trial phase, reaching 1,043 MBE stores, with more planned, before United Parcel Service (UPS) bought the MBE chain and shut its competition out of the picture. The demise of the MBE program came on February 7, 2003.



Figure 9: Hagerstown, Md., Hallmark #067799, March 2005 (Kelvin Kindahl)



Hallmark

The USPS was prepared and had already started up its third try. This time called a "National Retail Alliance," it put CPUs in Hallmark stores, with the trial run beginning in January 2003. This alliance ramped up fairly quickly to perhaps 1,100 or 1,200 stations nationwide before being phased out in 2005.

Most Hallmark CPUs closed January 31, 2005, while 75 remained open until December 31, 2005. Once again, the threat of union members boycotting Hallmark stores was the primary reason for Hallmark's decision to withdraw from the arrangement.

The Sears program was quite short lived, and never spread beyond the initial test market area. The MBE program was reasonably successful, although it never reached the whole country. It allowed customers who had already chosen not to go to the post office to be steered back to the post office's services.

With the Hallmark CPUs, the strategy seemed to be to keep them low-key, usually with little to no visible signage, and hope the unions wouldn't notice. Instead, it was the public who didn't notice, and didn't give them much business.

U.S. Contract Post Offices in Chain Stores

Store	Operated	Location
Sears	1989	IL, WI
Mail Boxes Etc.	1998-2003	30 States
Hallmark	2003-2005	49 States
Staples	2013-2014	CA, GA, MA, PA
USPS PO Express	1995-2012	IA, NV, NM, TN

Summary

Unlike the MBEs or especially the Hallmarks, the Staples CPUs were set up to be both visible and customer friendly. Large exterior and obvious interior “Post Office” signs made it clear that USPS services were available. Signs and a two-sided touch screen displayed the wide range of services. They carried a decent selection of stamps.

These stores, which had been United Parcel Service “Shipping Centers,” became USPS “Shipping Centers.” As with the MBEs, the market was, at least in part, package customers who had already chosen not to go to the post office, but who would now be more likely to choose USPS over UPS.

Ending the program as it was, met the APWU demand that any in-store post offices be staffed by Postal Service employees.

In fact, such a program had been tried, but never caught on. There were never more than 15 or 20 Post Office Express operations, small USPS employee staffed stations inside supermarkets, between 1995 and 2012. These were located primarily in Las Vegas and Albuquerque, with only handful in other locations.

Now many Staples stores, including those that had not been part of the retail partnership, are displaying signage with both the USPS and UPS logos, and the phrase, “Authorized Postal Provider.”

As an indication of how meaningless some of these phrases can be, the Staples CPUs were also labeled as Authorized Postal Providers. The target market continued to be packages, rather than the range of postal services previously offered, but some stamps were also available. This appears to have put Staples in the same category as Office Depot, which had offered shipping services for several years.

Another way in which the Staples program had been done right was that information on where the Staples CPUs were located was not withheld from the public. A list was made available on the Going Postal blog found at <http://colossus-of-roads.blogspot.com/> and locations were listed on the “Find Locations” page of *USPS.com*.

In fact, some of the Staples CPU listings there had not yet been taken down, months after the fact. Giving



Figure 10: Shrewsbury, Mass., Staples #59, November 2013 (Evan Kalish)



Figure 11: Worcester, Mass., Staples #1218, November 2013 (Evan Kalish)



Figure 12: Shrewsbury, Mass., Staples #59, November 2013 (Evan Kalish)



Figure 13: Sturbridge, Mass., Staples #1193, November 2013 (Evan Kalish)

the public and the philatelic world easy access to lists of CPUs open to the public was a sharp contrast to the earlier programs.

Unfortunately, the closing dates of the Staples CPUs have not been quite as easy to come by. In a pattern reminiscent of the battles for information about the earlier programs, it took a “Rate or Service Inquiry” to the Postal Regulatory Commission to get the Bay Valley District in California to respond, and a Freedom of Information Act request to U.S. Postal Service headquarters to get the last several missing closing dates from both the Bay Valley and Atlanta districts.

Collectors, specifically members of the Post Mark Collectors Club, were never able to get a hold of one complete list of Hallmark CPUs. Different lists of Hallmark locations were obtained, but they were never completely accurate because they never quite matched up with each other.

Furthermore, these lists were of stores that were authorized to open CPUs, but not of CPUs that had actually opened. Hallmark CPUs were not listed on *USPS.com*, although at the time, the site was very incomplete, and lacked most other CPUs as well.

The U.S. Postal Service had been even more uncooperative during the MBE period. Despite being nothing more than a list of public postal locations, it took a federal lawsuit against the USPS to force the release of a list of CPUs under the Freedom of Information Act.

In 1989, no complete list of Sears CPUs was ever published in the philatelic press. The most complete lists of MBEs and Hallmarks appeared in the Post Mark Collectors Club’s *PMCC Bulletin*, and on a state-by-state basis, in the club’s *PMCC Directory of Post Offices*. These lists are also available by contacting the author.

Acknowledgements

My thanks to Going Postal for obtaining and publishing the opening dates, and Evan Kalish of Going Postal and John P. Boal for use of their photographs.

I recommend the Post Mark Collectors Club (www.postmarks.org) as the premier organization for collectors who recognize that postal history does not end with Doane cancels.

These CPUs, although recent, are already scarcer than many 19th century post offices.

(Kelvin Kindahl is a collector of postal history of all kinds and all time periods. He is particularly interested in his home area of Hampshire County, Massachusetts, and the rest of New England. He can be contacted by e-mail at Kelvin01027@gmail.com)

Sample Staples Postmarks



Figure 14: Gardner, Mass., Staples #1277, November 2013 (Kelvin Kindahl)



Figure 15: Pittsburgh, Pa., Staples #1597, April 2014 (Kelvin Kindahl)

Sample Staples Postmarks



A Complete List of Staples Contract Post Offices

All are identified by station or branch and parent post office.

By Kelvin Kindahl

Following is a list of all the Staples CPUs. They are listed first by Staples Number, CPU designation, parent post office, address, city, state and ZIP code, and opening and closing dates.

Stations (S) are subordinate units located within the city for which the main post office is named.

Branches (B) are outside those city limits.

1321	S Antioch	4863 Lone Tree Way	Antioch, CA 94531-8553	Oct 28, 2013-Aug. 21, 2014
1458	S Berkeley	2352 Shattuck Ave.	Berkeley, CA 94704-5207	Nov. 5, 2013-Aug. 19, 2014
375	S Campbell	500 East Hamilton Ave.	Campbell, CA 95008-0210	Nov. 8, 2013-Aug. 19, 2014
1365	S Concord	4498 Treat Blvd.	Concord, CA 94521-2704	Oct. 31, 2013-Aug. 21, 2014
1478	S Cupertino	20830 Stevens Creek Blvd.	Cupertino, CA 95014-2121	Nov. 7, 2013-Aug. 20, 2014
474	S El Cerrito	11545 San Pablo Ave.	El Cerrito, CA 94530-1951	Nov. 6, 2013-Aug. 19, 2014
276	S Escondido	1358 West Valley Pkwy.	Escondido, CA 92029-3129	Nov. 7, 2013-Aug. 19, 2014
1452	S Fairfield	1250 Oliver Rd.	Fairfield, CA 94534-3467	Nov. 12, 2013-Aug. 22, 2014
875	B San Mateo	2230 Bridgepoint Pkwy.	Foster City, CA 94401-1569	Nov. 12, 2013-Aug. 25, 2014
655	S Fremont	43484 Boscell Rd.	Fremont, CA 94538-5131	Nov. 5, 2013-June 7, 2014
1299	S Fremont	39116 Fremont Hub	Fremont, CA 94538-1328	Nov. 6, 2013-Aug. 21, 2014
771	S Gilroy	8840 San Ysidro Ave.	Gilroy, CA 95020-3682	Oct. 29, 2013-Aug. 18, 2014
1033	S Hollister	1725 Airline Hwy	Hollister, CA 95023-5612	Oct. 28, 2013-June 28, 2014
1379	S Menlo Park	700 El Camino Real Ste. 120	Menlo Park, CA 94025-4884	Nov. 11, 2013-Aug. 22, 2014
358	S Milpitas	627 East Calaveras Blvd.	Milpitas, CA 95035-7705	Nov. 4, 2013-Aug. 21, 2014
1428	S Morgan Hill	1023 Cochrane Rd.	Morgan Hill, CA 95037-9305	Oct. 30, 2013-Aug. 18, 2014
422	S Napa	3325 Jefferson St.	Napa, CA 94558-3437	Nov. 13, 2013-Aug. 25, 2014
944	S Novato	55 Rowland Way	Novato, CA 94945-5001	Nov. 11, 2013-Aug. 22, 2014
652	S Pinole	1230 Fitzgerald Drive	Pinole, CA 94564-2252	Nov. 7, 2013-Aug. 20, 2014
420	S Pittsburg	2000 North Park Blvd.	Pittsburg, CA 94565-4122	Nov. 1, 2013-Aug. 22, 2014
443	B Concord	2120 Contra Costa Blvd.	Pleasant Hill, CA 94523-3742	Oct. 30, 2013-Aug. 20, 2014
818	S San Francisco	1700 Van Ness Ave.	San Francisco, CA 94109-3621	Nov. 14, 2013-Aug. 25, 2014
719	S San Jose	760 Newhall Dr.	San Jose, CA 95110-1106	Oct. 31, 2013-Aug. 20, 2014
1327	S San Jose	121 Bernal Rd.	San Jose, CA 95119-1396	Nov. 1, 2013-Aug. 19, 2014
1394	S San Leandro	15555 E 14th St. Ste. 200	San Leandro, CA 94578-1975	Nov. 4, 2013-Aug. 18, 2014
492	S San Rafael	655 Irwin St.	San Rafael, CA 94901-3943	Nov. 8, 2013-Aug. 26, 2014
593	S San Ramon	2710 Crow Canyon Rd.	San Ramon, CA 94583-1606	Oct. 29, 2013-Aug. 18, 2014
1488	S Sonoma	977 West Napa St.	Sonoma, CA 95476-6422	Nov. 14, 2013-Aug. 25, 2014
488	B San Bruno	470 Noor Ave.	So. San Fran., CA 94080-5957	Nov. 13, 2013-Aug. 25, 2014
1346	S Temecula	32120 Hwy 79 South	Temecula, CA 92592-6801	Nov. 5, 2013-Aug. 27, 2014
800	S Ukiah	1225 Airport Park Blvd.	Ukiah, CA 95482-7400	Nov. 15, 2013-Aug. 27, 2014
1334	S Vista	235 Vista Village Dr.	Vista, CA 92083-4998	Nov. 6, 2013-Aug. 18, 2014
1270	S Acworth	3344 Cobb Pkwy.	Acworth, GA 30101-8344	Oct. 25, 2013-Aug. 19, 2014
560	S Alpharetta	945 North Point Dr.	Alpharetta, GA 30022-8266	Oct. 31, 2013-Aug. 21, 2014
1003	S Atlanta	3535 Peachtree Rd. NE Ste. 103	Atlanta, GA 30326-1276	Nov. 12, 2013-Aug. 26, 2014
1005	S Atlanta	650 Ponce De Leon Ave. NE	Atlanta, GA 30308-1804	Nov. 15, 2013-Aug. 25, 2014

1839	B Atlanta	5560 Roswell Rd.	Atlanta, GA 30342-1861	Nov. 8, 2013-Aug. 25, 2014
1894	B Bethlehem	916 Loganville Hwy.	Bethlehem, GA 30620-2144	Oct. 22, 2013-Aug. 18, 2014
562	B Buford	3205 Woodward Crossing Blvd.	Buford, GA 30519-4944	Nov. 6, 2013-Aug. 18, 2014
796	S Canton	108 Riverstone Pkwy.	Canton, GA 30114-2448	Nov. 1, 2013-Aug. 20, 2014
539	S Carrollton	1325 South Park St.	Carrollton, GA 30117-4433	Nov. 6, 2013-Aug. 22, 2014
513	S Cartersville	155 Cherokee Pl.	Cartersville, GA 30121-2966	Oct. 24, 2013-Aug. 18, 2014
1022	S Conyers	1550 Dogwood Dr.	Conyers, GA 30013-5041	Oct. 30, 2013-July 19, 2014
1808	S Cumming	2355 Market Place Blvd.	Cumming, GA 30041-7933	Nov. 5, 2013-Aug. 22, 2014
568	B Duluth	2255 Pleasant Hill Rd.	Duluth, GA 30096-2325	Nov. 14, 2013-Aug. 25, 2014
1113	B Atlanta	3675 Marketplace Blvd.	East Point, GA 30344-5730	Nov. 13, 2013-Aug. 22, 2014
1649	S Fayetteville	105 Banks Station	Fayetteville, GA 30214-7503	Nov. 8, 2013-Aug. 20, 2014
1786	S Hiram	4471 Jimmy Lee Smith Pkwy.	Ste. I Hiram, GA 30141-2727	Nov. 7, 2013-Aug. 19, 2014
1016	S LaGrange	240 New Franklin Rd.	LaGrange, GA 30240-2344	Nov. 5, 2013-Aug. 21, 2014
1267	B Lithonia	8170 Mall Pkwy.	Lithonia, GA 30038-2545	Oct. 29, 2013-Aug. 19, 2014
1284	B McDonough	1772 Jonesboro Rd.	McDonough, GA 30253-5900	Oct. 31, 2013-Aug. 20, 2014
1838	B Alpharetta	13071 Hwy 9 N.	Milton, GA 30004-5137	Oct. 30, 2013-Aug. 25, 2014
1110	S Morrow	1865 Mount Zion Rd.	Morrow, GA 30260-4179	Nov. 1, 2013-July 19, 2014
1035	B Fayetteville	225 Market Pl.Connector	Peachtree City, GA 30269-3542	Nov. 7, 2013-Aug. 21, 2014
1123	S Rome	212 Shorter Ave.	Rome, GA 30165-4288	Oct. 22, 2013-Aug. 18, 2014
1028	S Roswell	1125 Woodstock Rd.	Roswell, GA 30075-8220	Oct. 28, 2013-Aug. 21, 2014
557	S Snellville	2059 Scenic Hwy.	Snellville, GA 30078-6142	Oct. 25, 2012-Sept. 16, 2014
1162	B Suwanee	3630 Peachtree Pkwy.	Suwanee, GA 30024-6049	Oct. 23, 2013-Aug. 22, 2014
1910	S Tucker	4351 Hugh Howell Rd.	Tucker, GA 30084-4706	Oct. 28, 2013-Aug. 25, 2014
575	B Marietta	2535B Dallas Hwy.	West Marietta, GA 30064-2662	Nov. 4, 2013-Aug. 20, 2014
294	S Auburn	436 Southbridge St.	Auburn, MA 01501-2442	Nov. 12, 2013-Aug. 18, 2014
1277	S Gardner	436 Pearson Blvd.	Gardner, MA 01440-3910	Nov. 13, 2013-Aug. 20, 2014
59	S Shrewsbury	571 Boston Tpke.	Shrewsbury, MA 01545-5977	Oct. 17, 2013-Aug. 10, 2014
1193	S Sturbridge	120 Charlton Rd.	Sturbridge, MA 01566-1564	Nov. 11, 2013-Aug. 18, 2014
1216	S Westborough	18 Lyman St.	Westborough, MA 01581-1459	Nov. 14, 2013-Aug. 20, 2014
1218	S Worcester	541B Lincoln St.	Worcester, MA 01605-1905	Nov. 15, 2013-Aug. 19, 2014
533	B Belle Vernon	796 Tri County Plz.	Belle Vernon, PA 15012-1992	Oct. 24, 2013-Aug. 18, 2014
680	B Butler	110 Moraine Pointe Plz.	Butler, PA 16001-2411	Nov. 11, 2013-Aug. 27, 2014
1198	B Seneca	6910 US 322	Cranberry, PA 16319-3108	Nov. 15, 2013-Aug. 27, 2014
1021	B Mars	1675 Route 228	Cranberry Twp. PA 16066-5307	Nov. 8, 2013-Aug. 25, 2014
389	B Greensburg	6207 Rt. 30, Ste. 1027	Greensburg, PA 15601-6444	Oct. 25, 2013-Aug. 19, 2014
428	B Indiana	3100 Oakland Ave.	Indiana, PA 15701-3240	Oct. 28, 2013-Aug. 20, 2014
790	B Monaca	3938 Broadhead Rd.	Monaca, PA 15061-3028	Nov. 7, 2013-Aug. 26, 2014
693	B New Castle	2551 W State St.	New Castle, PA 16101-1036	Nov. 13, 2013-Aug. 26, 2014
614	S New Kensington	100 Tarentum Bridge Rd.	New Kensgtn., PA 15068-4670	Oct. 29, 2013-Aug. 20, 2014
570	B Pittsburgh	4801 McKnight Rd.	Pittsburgh, PA 15237-3423	Oct. 30, 2013-Aug. 22, 2014
711	B Pittsburgh	6521 Steubenville Pike	Pittsburgh, PA 15205-1005	Nov. 5, 2013-Aug. 25, 2014
1007	S Pittsburgh	2515 Banksville Rd.	Pittsburgh, PA 15216-2809	Oct. 31, 2013-Aug. 23, 2014
1597	S Pittsburgh	999 Freeport Rd.	Pittsburgh, PA 15238-3123	Nov. 6, 2013-Aug. 21, 2014
1799	S Pittsburgh	6375 Penn Ave. Ste. B	Pittsburgh, PA 15206-4051	Nov. 1, 2013-Aug. 21, 2014
705	B Uniontown	3 Work Pkwy.	Uniontown, PA 15401-8993	Oct. 23, 2013-Aug. 19, 2014
929	B Washington	301 Oak Spring Rd.	Washington, PA 15301-2966	Oct. 21, 2013-Aug. 18, 2014



Figure 1: Leather postcards can be a study all to themselves, but this one would be a star in any collection. On the front is a toast attributed to Commodore Stephen Decatur, and on the address side is a story both interesting and complex. How did it come to be in collector hands?

International ‘Form of Mail’ Problems Revisited

By John M. Hotchner

In the Third Quarter *La Posta* (“Follow-ups to recent columns”) I paused in our journey through auxiliary markings associated with overseas mail to present new information about covers and markings included in prior articles. Some of it came from readers—for which, once again, I thank you, and some came from fortuitous new finds.

In this issue, I want to refer back to the Third Quarter 2014 *La Posta*, where I began to talk about the subject of “International ‘Form of Mail’ Problems.” This category includes mail addressed to other countries that the post office refused because of problems with size of mail, kinds of envelopes, services requested that could not be given, and more.

Let’s start with the leather postcard shown back and front in Figure 1. It is a wonderful patriotic example of this genre. The poem on the front is the origin of the phrase, “The Stars and Stripes Forever.” It is attributed to Commodore Stephen Decatur, U.S. Navy (1779-1820), hero of the War of 1812 and the Barbary Wars.

Here it is on a leather card sent from New York City on April 19, 1906, to Sunderland, England, with a two-cent Washington shield (Scott 319).

Whether this could not be treated as a postcard because it was not made of stiff material, or because there is manuscript writing on the picture side, the New York Post Office handstamped: “Subject to Letter Rates” on the card, rated it at 15 centimes due (5 centimes equaling each penny short paid), and sent it on to England.

There, it seems to have bounced around a bit before

delivery was attempted, with “3d” due. However, the addressee chose not to pay the postage due, and the word “Refused” is written over the address. That said, there is no return address, nor is there any indication in the cancellations of markings that it was successfully returned.

Anyone want to guess how it came to be in collector hands?

Two 1984 examples in this class are shown in Figures 2 and 3. The first is from Atlanta, Georgia, to an undetermined location, but the 40-cents paid for airmail on June 5, 1984, would have paid the under two ounce airmail rate outside the Americas.

This sort of business envelope was disallowed, with a handstamp reading: “Return to Sender/Double Pane Env Not Permitted/in Int’l Mail – PM221-321B.”

A different problem stopped the Figure 3 surface rate folded press release being sent to Canada. The message here is “Return to Sender/Int’l Letter Class/Mail Must be Enclosed/in Envelope(s).”

With regard to the latter, Section 121 of the *International Mail Manual* stated that: “In preparing items for mailing, the sender must (1) use strong envelopes or durable packaging material and (2) consider the nature of the articles being mailed and the distance they must travel to reach the addressee.”

A cover related to the Figure 2 example is shown in Figure 4. It’s a business envelope with one uncovered window for the address. Sent March 6, 1957, with a handstamped address in Switzerland, it had two problems.



Figure 2: Double pane envelopes were not permitted in international mail at the time this was sent in 1984.

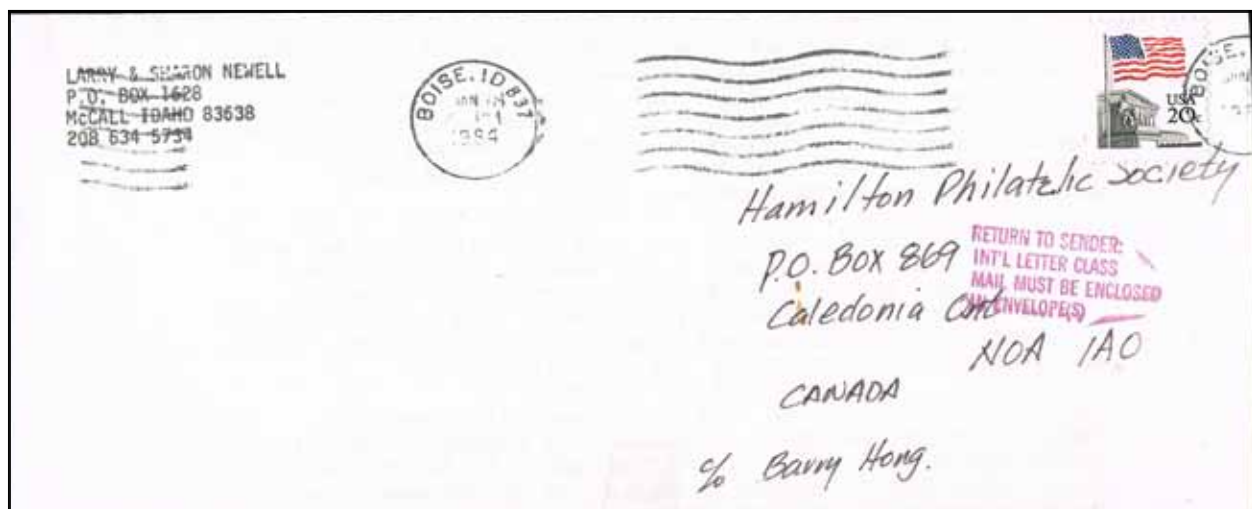


Figure 3: This folded press release, taped shut at the bottom, was refused service in 1984 because letter class items had to be enclosed in an envelope.

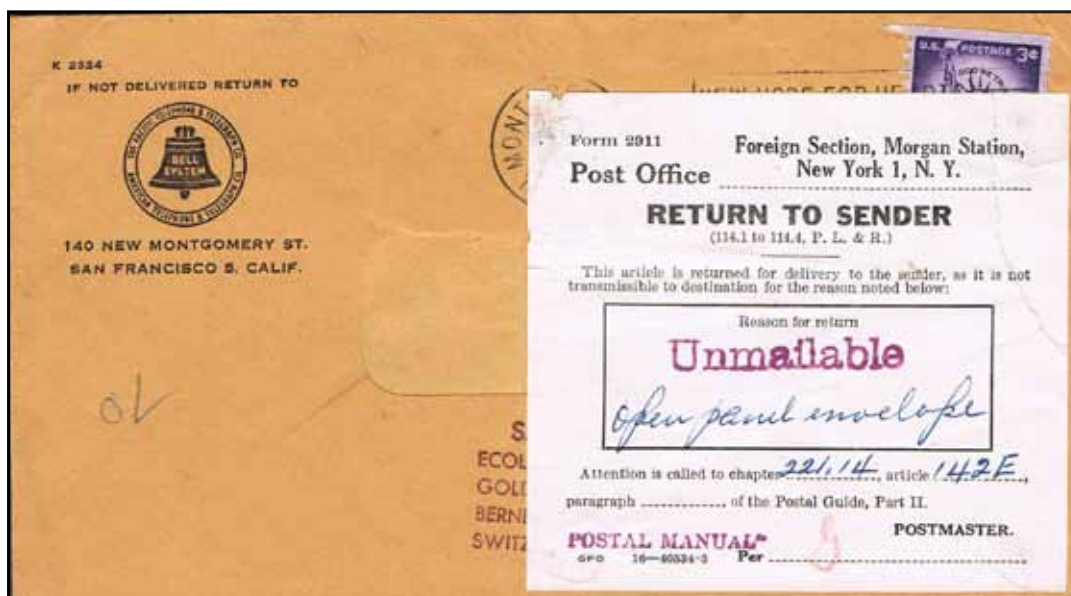


Figure 4: This cover being sent to Switzerland had two strikes against it. It was underpaid by five cents and, as the paste-on label notes, it was unmailable because of the open panel envelope.

Figure 5: Printed matter mailings could be sent overseas without being enclosed in an envelope, but ‘open edges must be secured.’



First, it had only three cents in postage when eight cents was needed for international surface mail. Yet it got from Monterrey, California, to New York City before anyone in the Postal Service noticed a problem, and the problem they noticed had nothing to do with postage rates. Rather, as described on the Return to Sender label, the envelope was “Unmailable/open panel envelope. Attention is called to chapter 221.14, article 142E of the *Postal Guide*, Part II.”

A later version of the Figure 3 cover is the mail piece in Figure 5, addressed to Kuwait.

Here it seems the rules may have been eased a bit as there is no requirement that the open-on-three-sides mail bid sale be enclosed in an envelope. Instead, it has a black-on-white label saying “Return to Sender*****Open edges must be secured with tape, tabs, or wafer seals to protect during handling. See IMM Sec. 244.41 – Dulles P&DC.”

Note that the 55 cents postage paid the 52-cent two-to-three ounce surface printed matter rate to all countries that was effective July 9, 1995.

Perhaps the key word in the Figure 3 marking is “letter.” The mail bid sale in Figure 5 is clearly not a letter.

This interpretation is given more weight by a 2004 open-ended mailing shown in Figure 6 that bears an

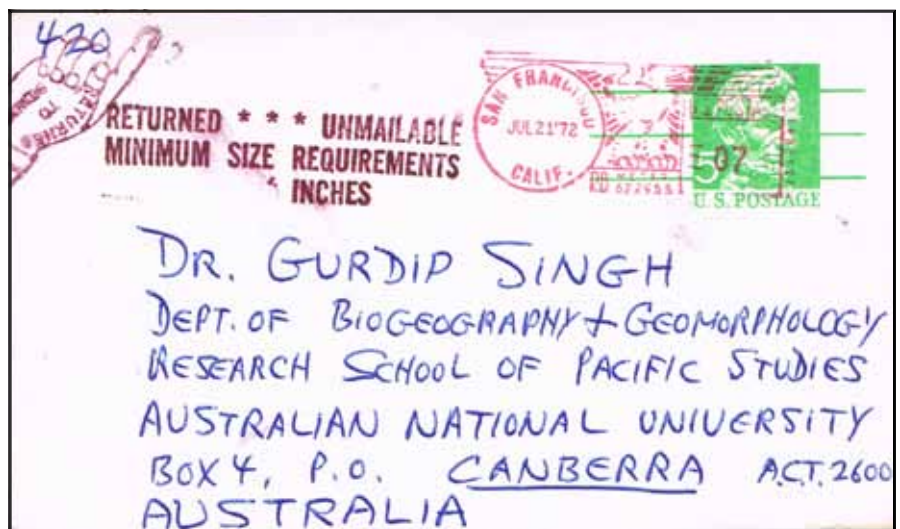


Figure 7: Postal card size requirements have changed several times over the years. This 1972 example failed the then current standards by one quarter of an inch vertically.

augmented handstamp reading: “Return to Sender. International mail prepaid at the letter rate of postage must be placed in envelopes or prepared in package form. IMM 224.4.”

In my 2014 *La Posta* article, we saw some letter examples of mail rejected as too small for international mail.

Figure 7 is an example of a postal card going to Australia with a meter date of July 21, 1972. From July 1, 1971, the size for postal cards had to be at least the minimum of 3-1/2 by 5-1/2 inches. Prior to that, from 1963 to 1971, the minimum had been 3 by 4-1/4 inches.



Figure 6: This 2004 folded circular to Canada has a marking that helps to explain the covers in Figures 3 and 5.

The Figure 7 card meets the horizontal requirement, but is a quarter of an inch too short vertically. So, a marking was added back and front reading: "Returned***Unmailable Minimum Size Requirements __ Inches." On the back, the blank is completed with the correct numbers.

In the next issue, I will finish with international "Form of Mail" problems.

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



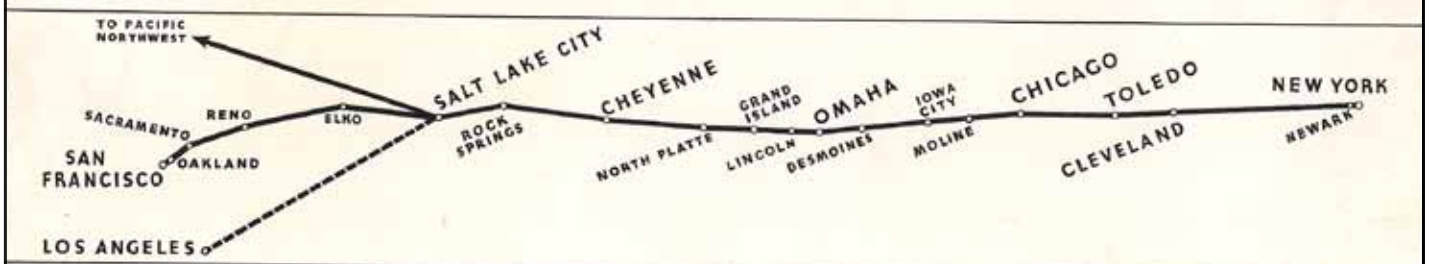
Alaska Collectors' Club

Postal History from the Last Frontier

The Alaska Collectors's Club is dedicated to developing a wider interest in the study and preservation of Alaska's postal history. Our members have interests in all aspects of Alaska postal history from the earliest covers to the most recent.

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1934 Marked 10 Years of Airmail Progress

By Peter Martin

Regularly scheduled transcontinental airmail service began on July 1, 1924, using pilots leaving from both the east and west coasts. The pilots also began regular night flights guided by a lighted transcontinental airway with rotating beacons and brightly lit emergency landing fields along the way. They timed their night flying so that they reached the end of the lighted airway by daybreak. They tested the new gyroscopic needle to indicate whether aircraft wings were level and altimeters to show if the aircraft was climbing or descending.

Also at this time, the Post Office Department resumed using airmail postage, which it had discontinued in 1919. Airmail then cost eight cents to travel in any of the three zones comprising the transcontinental route and could travel all across the

country for 24 cents. By the end of 1924, airmail planes were routinely completing the New York to San Francisco route within 34 hours.

The year 1934 marked the tenth anniversary of the first continuous night and day coast-to-coast airmail service. At top is the World War I surplus de Havilland DH-4 plane used in the 1920s to carry 500 pounds of mail at 100 miles per hour over the midcontinent route shown in the center. The illustrated plane flew the Chicago to Omaha route.

Shown at the bottom is a United Air Lines passenger and mail express plane used in 1934 that could carry a payload of 2,800 pounds at three miles per minute. The newer plane cut the mail delivery time from New York to the Pacific Coast from a day and a half to one-half of a business day.



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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<input type="checkbox"/> US Post Offices Vol 1-8 (one CD)	\$105.00	N/A
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Name: _____ Company: _____

Mailing Address: _____ City: _____

State: _____ Zip: _____ E-mail: _____

Prices include postage

Payments by U.S. check to: La Posta, POB 6074, Fredericksburg, VA 22403

E-mail: *laposta.joan@yahoo.com*

Two Early Advertising Postcards Offer Garden and Floral Guide and Discount Coupons

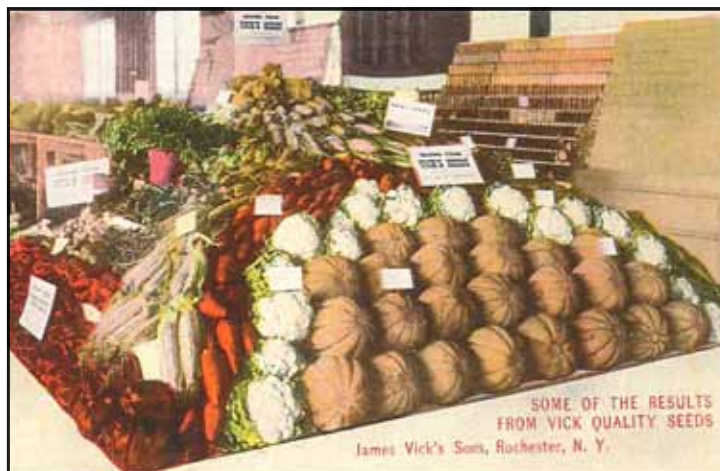


Figure 1: A color advertising postcard showing 'some of the results from Vick quality seeds' of Rochester, N.Y.

The full color picture of James Vick's Sons "Grown from Vick's Seeds" display on the Figure 1 advertising postcard is without a doubt one of the prettiest pictures that one can imagine.

The display of the fruits and vegetables is literally mouthwatering in today's terms and quite suitable for it to show, "Some of the results from Vick's quality seeds."

The other side of the postcard (Figure 2) shows that it was mailed with a one-cent paid, Rochester, N.Y., Permit No. 29 indicia, indicating that it was mailed at the third class matter (printed matter) postal rate with the imprint authorized in 1905.

The postcard, offering a copy of *Vick's Garden and Floral Guide* to Mrs. Ziskle of DeWitt, Michigan, is typical of the period when the company noted that, "one of your friends sent us your name," saying you were interested in growing flowers and vegetables. Nowadays, they buy address lists from other companies.

It would be interesting to find out what the explanation would be for the "\$10.40 Premium Offer" to users of Vick's Quality Seeds.

Not to be outdone, the postcard in Figure 3 offers an interesting touch to advertising by offering discount coupons on a postcard from the same company using the identical full color picture of the fruits and vegetables display on the back of the postcard in Figure 1. Mailed with the same indicia but with a slightly different format of the one-cent paid, Rochester, N.Y., Permit No. 29 and the boxed inscription of, "POST CARD."

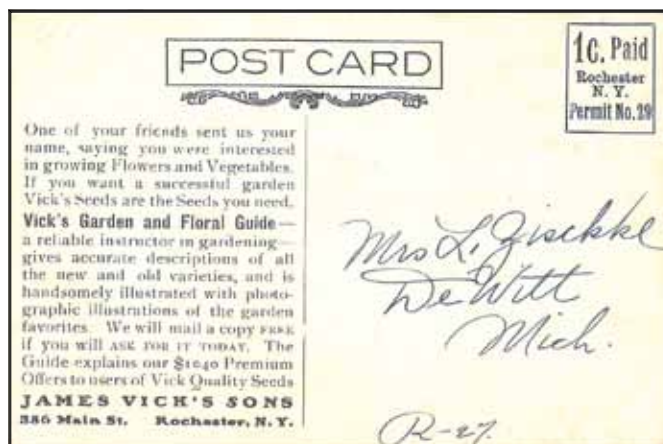


Figure 2: The reverse of the Figure 1 postcard.



Figure 3: A different reverse for the Figure 1 postcard.

To "Get Acquainted with Vick" is an interesting approach to a former customer in trying to reacquaint them with Vick's seeds, by offering them discounts at varying values in the form of discount coupon varying from 10 cents to \$3, with the statement, "These Coupons Count as Cash." The text reading up next to the discount coupons reads, "These coupons not good after July 1st, 1911." This establishes that the postcard was mailed earlier in 1911, making it an early example of a discount coupon advertising postcard.

Notice the two different addresses. Coupling the two "Vick's Quality Seeds" postcards shows how companies used the mails to entice customers to buy their products.

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

A Registered Monticello FDC: Mailed Late and with an Unusual Receiving Marking

By
Peter Martin



The illustrated cover has a number of very interesting features.

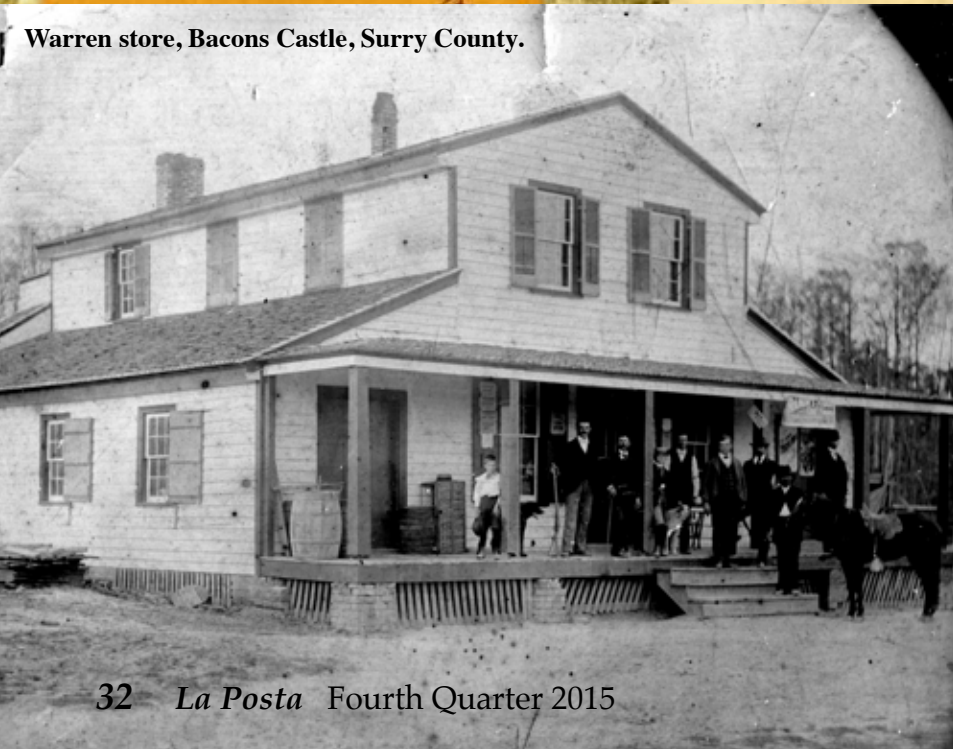
First, it is a registered first day cover for the 20-cent Monticello issue released April 13, 1956. Registered FDCs for Liberty series stamps are rare.

Second, the correctly applied postage was paid by four Liberty series stamps. A one-cent Washington (Scott 1031) and a two-cent Jefferson (Scott 1033) paid the three-cent first class surface mail postage and the unseparated pair of 20-cent Monticello stamps (Scott 1047) paid the 40-cent registry fee with indemnity of \$5 or less.

Third, this registered FDC, handcancelled on Friday, April 13, did not leave the Charlottesville Post Office until Thursday, April 19 (as evidenced by the backstamps). What happened?

My theory is that since registered mail is supposed to have mute cancels on the obverse, this FDC was handcancelled at the first day event and got mixed with the remainder of the 147,860 FDCs to be serviced for this stamp. This cancellation work likely started on Monday, April 16, and because of the high volume did not get noticed until three days later when it was placed into the registered mail system.

Fourth, the FDC was received in Philadelphia on April 19 and then forwarded to Fox Chase Station (Northwestern Philadelphia) where it was received on April 20 and backstamped at the "Fox Chase Sta. Key Desk (inset)," presumably the handstamp of the registered mail clerk. Has anyone seen another example of this unusual "Key Desk" or a similar registered mail marking?



Country Stores South of the James River, Virginia

By Carolyn A. Keen

The development and vision of the “Country Stores South of the James River, Virginia: Life Behind the Counter,” project began in 2007 with the objectives of recording and documenting country stores that were still extant prior to 1950 and to locate early historic images of stores that have quietly disappeared with the passage of time.

The project scope has focused on Virginia’s Isle of Wight, Southampton, Surry, and Sussex counties.

Even in 1950, many of these stores were barely standing and being demolished by neglect. Finding images of old stores has proven to be the most difficult task, and few have been located.

As the research and documenting progressed, the country stores became more than just buildings.

More than 600 oral interviews of the families and locals who shared their recollections, reflections, and local folklore turned the stories of these stores to one about the merchants and their families.

They were extraordinary individuals whose businesses were the centers of the community, providing everyday essentials such as local produce, canned goods, meats, cheeses, fresh eggs, clothes, shoes, medicinal supplies, farm supplies, and orders from the big store catalogs like those from Sears and Roebuck.

In the four-county area, my project has identified more than 267 stores that were in operation between 1750 and 1950. Of the 267 stores that I have found through postal records and interviews, 150, more than 55 percent, contained a post office.

In most country stores with a post office, the merchant became the postmaster in order to support the community by providing, through mail, the primary day-to-day link with the outside world.

The post office brought customers into the store to post letters and collect their mail, and then sit around a pot belly stove, sharing conversation, exchanging local produce for credit, and buying supplies and groceries.

As I discovered information about the postmaster duties and responsibilities, I developed a deeper appreciation of the character and personality of country storekeepers. Thus, the postal history at each store became an integral part of my research.

An exhaustive literature search of post office records about the stores provided useful information through such documents as the Post Office Department

Appointment Office Application for a new post office, which had to be completed and then certified by a nearby postmaster.

It included an associated detailed diagram showing a map of the exact site of the proposed or existing post office relative to adjoining post offices and the relevant roads and larger creeks and rivers. This document required the name of the community, store owner/postmaster, location, dates the post office was established and dates in operation.

Another useful post office publication, the *Official Register of the United States*, contains a list of officers and employees of the Post Office Department and provides the postmasters by name, county, and their pay, which was a small percentage of the postage sold per quarter.

An important database is *The U.S. Appointments of U.S. Postmasters 1832-1971*, which provides post office appointments between 1832 and 1971. It features a register of persons appointed to run post offices with their names, county of operation, and date of appointment.

For me, one of the most useful references was, *The Post Offices of Virginia, A Check List* by Richard E. Small. This 1999 publication provides extensive, well-organized data, to quickly locate post offices by county.

These documents, and others, have provided a wealth of information about many stores, including their associated post offices, along with the identification and dates of tenure of country storekeepers and postmasters.

Without this information these stores could not have been identified and recorded in *Country Stores South of the James River: Life Behind the Counter*.

Postmarks are a tangible asset to the past, and each one has a unique story to tell and may be all that is left to document the post office.

My coauthor is W. Michael Farmer and we have an extensive list of the postmarks that we are still searching for so that we can include them in the publication. The list appears on page 35. Please contact me if you can provide a scan or photocopy from any post office on the list.

(Carolyn A. Keen is a freelance historian and independent researcher. Contact her at: POB 159, Battery Park, VA 23304; Phone: (757) 357-2173; E-mail: VAHistoricHouses@aol.com)



Dory

Dory was a small village at the end of the line on the S.S.S. Railroad. Originally called Little Boston in 1890, it had two stores, two schools, and a railroad station with a passenger and freight office by 1900.

Local farms used this railroad depot as a shipping point to send produce to Wakefield and other communities. In 1908, the post office was relocated one-and-one-quarter miles from the original site. It moved again in 1912.



NONAGENARIAN DIES AT HOME

**J. W. Jordan, Said To Be
Oldest Postmaster, Serv-
ed Under Grant**

Carrollton, Nov. 12.—J. W. Jordan, 80-year-old Carrollton postmaster, and was believed to have been the oldest postmaster in the country, is dead.

Mr. Jordan's death occurred at 4:30 o'clock Tuesday afternoon at his home at Carrollton, where he had been postmaster for 27 years.

He was connected with one of the best-known families in Isle of Wight and was the son of the late Col. Josiah Williams Jordan and Frances Dawley Jordan. He was born at Rock Wharf on the James River. As postmaster he served under all the Presidents of the United States since Grant and is said to have had his name on the Government payroll longer than any man in history.

He is survived by five daughters: Mrs. J. Floyd Batten, Carrollton; Mrs. A. C. Harlow, Fort Worth; Mrs. T. T. Nottingham, Stone, Ky.; Mrs. J. Patton Cole, Chatham; and Miss Nat Jordan, Carrollton; two sons.

Oldest Postmaster J.W. Jordan

J. W. Jordan (Old Man Joe) sitting in front of his old home place in Carrollton, circa 1932. He served as postmaster from 1878-1933 and was said to be the oldest postmaster serving under President U.S. Grant.

(Courtesy Peyton Nottingham)

Postmarks Needed for Virginia Country Stores

Isle of Wight County

- 1) Stotts Corner
- 2) Carrsville
- 3) Walters
- 4) McClelland
- 5) Longview
- 6) Batten
- 7) Moonlight
- 8) Rescue
- 9) Rushmere
- 10) Raynor
- 11) Orbit
- 12) Mayfield
- 13) Septa
- 14) Cones
- 15) Corowaugh

Southampton County

- 1) Black Creek
- 2) Branchville
- 3) Airfield
- 4) Boykins
- 5) Burdette
- 6) Drewryville
- 7) Handsom
- 8) Handsom's Depot
- 9) Capron
- 10) Franklin
- 11) Koskoo

12) Urquhart Store

- 13) Cross Keys
- 14) Piney Grove
- 15) Sands
- 16) Manry
- 17) Sebrell
- 18) Sedely
- 19) Unity
- 20) Berlin
- 21) Baffle
- 22) Sunbeam
- 23) Joyners
- 24) Joynersville
- 25) Jerusalem
- 26) Farm Tavern
- 27) South Quay

Surry County

- 1) Berryman
- 2) Cobham Wharf
- 3) Elberon
- 4) Parker
- 5) Pylansborough
(Then Surry Court House)
- 6) Cabin Point
- 7) Bacons Castle
- 8) Phillips
- 9) Hog Island

Sussex County

- 1) Westhope
- 2) Jarratt
- 3) Grizzard
- 4) Lumberton
- 5) Loco
- 6) Stony Creek
- 7) Parhams Store
- 8) Comans Well
- 9) Littleton
- 10) Sussex Court House
- 11) Gray

If you have postmarks, information or photographs for the listed country stores, please contact the author at:

Carolyn A. Keen

POB 159

Battery Park, VA 23304

Phone: (757) 357-2173

E-mail:

VAHistoricHouses@aol.com

Country Stores South of the James River, Virginia "Life Behind the Counter" by Carolyn A. Keen and W. Michael Farmer

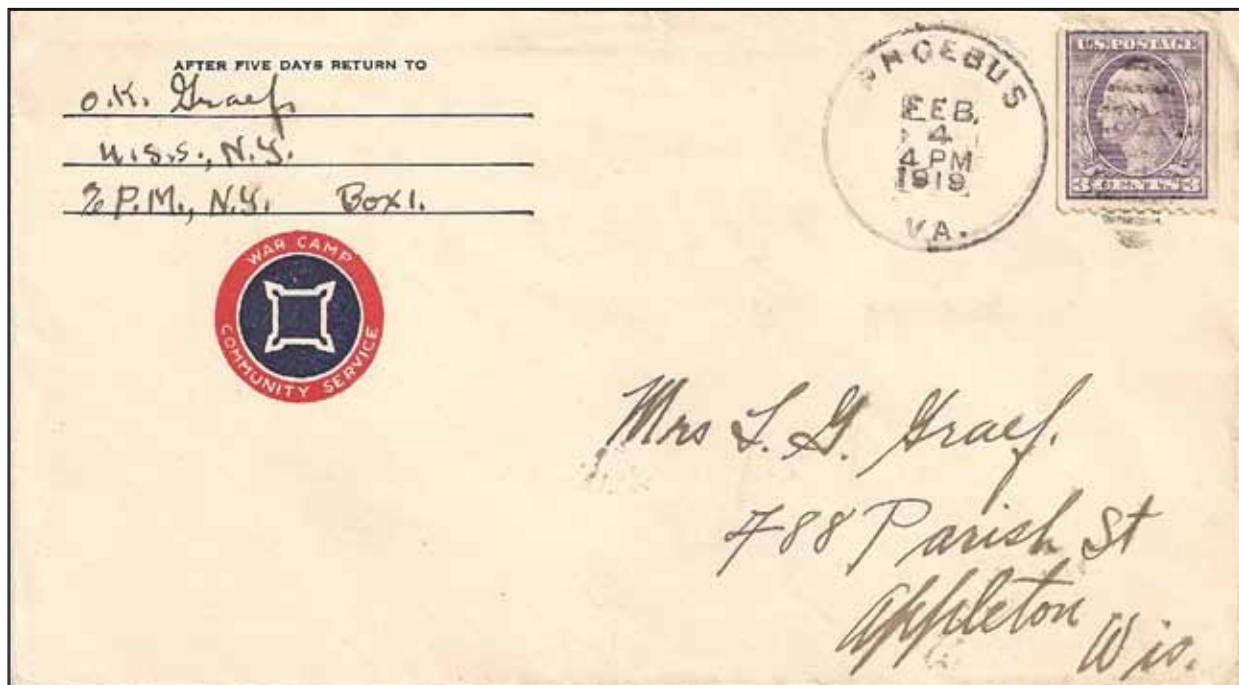


Figure 1: A 1919 War Camp Community Service cover addressed to Appleton, Wis.

A Great War Postal History Perspective

By Jesse I. Spector and Robert L. Markovits

For writers of postal history, a World War I era cover with an imprint from “War Camp Community Service” does raise an eyebrow and suggests a possible tie-in with interests directed towards collectors of military history.

Yes, well and good, and there may be a story to tell. Then also, the fact that the sender’s address indicates a berth on the USS *New York*, the first of a class of early 20th century American dreadnoughts to carry 14 inch/45 caliber guns adds another facet to whet the appetite. Considering that the ship would then a half century and two world wars later undergo a direct nuclear blast—and survive—well, that’s all the more benefit for the price of admission.

Were that not enough output for one cover, there is yet the pièce de résistance to come. The sender, O.K. Graef, initially a researcher’s nightmare for want of a first name, is eventually resurrected to yield a story of wealth, social prominence par excellence, marriages and divorce, and service in two world wars; but, then also the pilot in an air crash resulting in loss of life and arrest, and a Hollywood ending in the 1960s.

I assume, dear reader, we now have your attention. If so, let us raise the curtain on the War Camp Community Service, the majestic USS *New York* (BB-34), and, oh yes, our protagonist, Omar Kenneth Graef.

The cover that initially attracted our attention (Figure 1) is a post World War I mailing dated February

4, 1919, postmarked in Phoebus, Virginia. A three-cent Washington coil stamp (Scott 493) paid the postage to Appleton, Wisconsin, for the mailing from O.K. Graef to Mrs. L.G. Graef, thus, a family mailing.

The bicolor illustrated corner card was supplied from the War Camp Community Service, an agency which we will address in due time. The mailing is clearly a military letter in that the sender’s address is the USS *New York* with the letter forwarded care of the postmaster in New York at Box 1.

The location of the sender is immediately evident as coming from the U.S. Naval Shipyard at Norfolk, Virginia, close by the posting location of this letter at Phoebus (formerly Chesapeake City until 1900) on the Virginia Peninsula in eastern Virginia.

Phoebus consolidated, by mutual consent, with the independent city of Hampton in 1952, then adopted the latter’s name. The entrance to Hampton Roads is the site of Fort Monroe, which until 2011 was the oldest active duty fort in the United States.

It is Norfolk that the mighty USS *New York* would call its home port; and, it was there that she was berthed in February 1919, undergoing refitting following a collision in October 1918, resulting in the only sinking of a U-boat by an American ship in World War I. Let us introduce her to you.

USS *New York* entered service in 1914, the lead ship in her class of battleships, and would serve

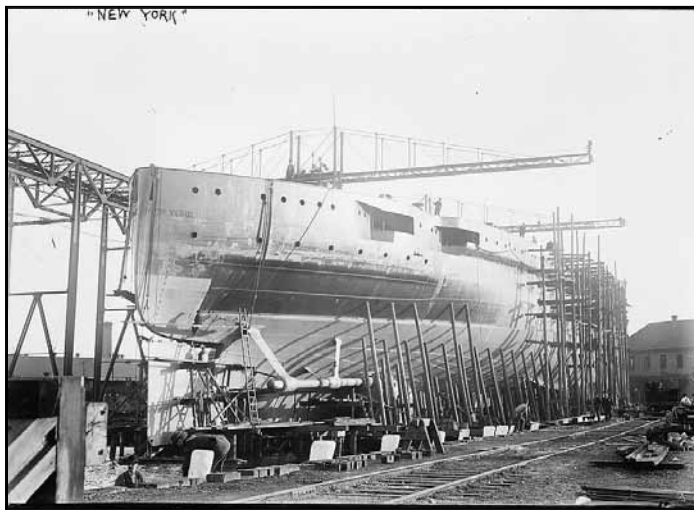


Figure 2: USS *New York* keel, October 1912.

on active duty for the next 34 years.¹ Her keel was laid down on September 11, 1911, and she was launched on October 30, 1912 (Figure 2).

Upon entering service she displaced 28,400 tons loaded and her 14 coal-fired boilers (later replaced by six oil-fired boilers) permitted her two screws to travel at a top speed of 20 knots. A range of 8,120 miles was possible at a cruising speed of 10 knots. USS *New York* carried a complement of 1,042 crewmembers. Her main armament included 10 14-inch/45-caliber guns and 21 five-inch guns. She was stunningly beautiful to behold (Figure 3).

When one considers the relatively limited “life span” of most capital investments in an age of rapid technologic advancements as evident over the last century—just think the Wright brothers’ biplane to the Grumman F9F Panther jet in the same timeframe as the life of the USS *New York*—and you have an inkling of the achievements of this behemoth.

From blockading Vera Cruz in 1914 in order to prevent arms shipments from supporting the government of Victoriano Huerta in the United States conflict with Mexico, to reinforcing the British Grand Fleet in the North Sea in World War I and sinking a German U-boat, either the U-113 or UB-123 according to post-war German records, in an unanticipated collision with the submerged craft, the USS *New York* earned her keep.

The U boat incident resulted in the loss of one of her two propellers, requiring her limping into port in England, and being repaired so that she could be on hand for the surrender of the German High Seas Fleet on November 21, 1918, in the Firth of Forth (Figure 4).

The correlation with the posting of our cover from O.K. Graef took place while the ship was being overhauled in Hampton Roads following her return to the United States.

She then served as an escort for President Woodrow

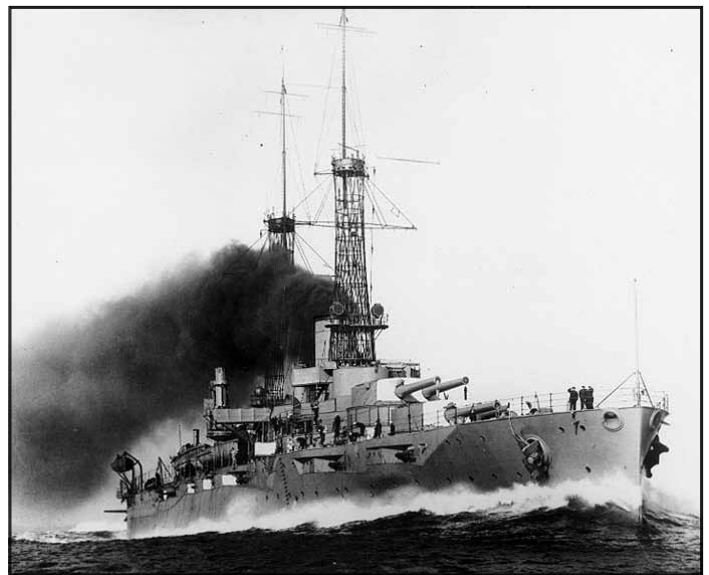


Figure 3: USS *New York* (BB-34)



Figure 4: Surrender of the German High Seas Fleet, November 21, 1918.

Wilson’s journey to France for the Versailles Peace Conference.

In the late 1920s, the *New York* underwent a complete refit that increased her speed, armor, armaments and propulsion systems, and presciently prepared her for the next great conflict, World War II.

She was in the midst of another advanced refit on the East Coast in December 1941 when the Japanese attacked Pearl Harbor, decimating the U.S. battleship fleet.

Her war adventures would be peripatetic, including battle action in the Atlantic, the Mediterranean and then passing through the Panama Canal to take up station with the Pacific Fleet in time to fight in the battles for Iwo Jima and Okinawa, sustaining battle scars and casualties resulting from explosions and Kamikaze attacks requiring continual refitting and repairs.

Her guns were so worn by continuous firing that a



Figures 5-8 (Clockwise from Left): War Camp Community Service patriotic posters.

bedraggled USS *New York* would return to Pearl Harbor in July 1945 where she would remain in port when the war ended in August.

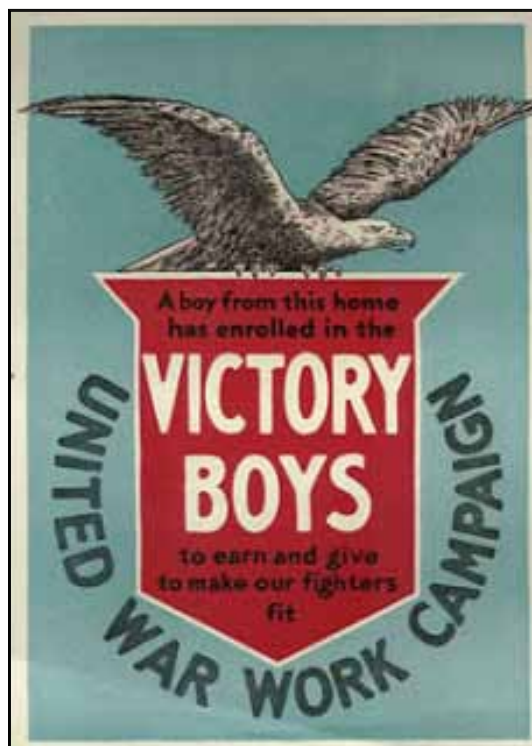
The USS *New York* would then partake in Operation Magic Carpet, ferrying thousands of fighting men back to the United States following the cessation of hostilities.

At war's end, she had expended 53,000 rounds of all types of ammunition (3,500 long tons), had traveled 124,000 miles and consumed 85,000 gallons of oil.

We leave BB-34, nicknamed "The Old Lady of the Sea" and honored with three battle stars, for a well-deserved rest, but will return to her for a reprise at the conclusion of our article.

In a phrase, it was venereal disease that would sheppard-in the birth of the War Camp Community Service (WCCS) from a previous civilian organization known as the Playground and Recreation Association of America, and that's not hyperbole, as you will shortly appreciate.

In the summer of 1916, a year prior to America's entry into the Great War, the United States was involved in a border conflict with Mexico when the U.S. Army



entered Mexico in an attempt to root out Mexican rebels attacking border towns in Texas and killing civilians.

While the brief conflict would end indecisively, observations derived regarding the morale, or lack thereof, of U.S. fighting men, would greatly impact events on the American home front with the United States entry into World War I the following spring.

Secretary of War Newton Baker had sent special agents of the War Department, led by Raymond Fosdick, to investigate military conditions on the Mexican border where our troops were stationed.²

Baker's concern was to evaluate if our troops were being exposed to demoralizing

influences typically associated with armies in the field and in training camps. Fosdick's findings were of an abysmal situation indeed.

Five thousand soldiers were encamped at Columbus, New Mexico, with almost nothing in the town to entertain them. There were no movie theaters, recreational facilities, libraries, and not even a place where they could sit and write letters home. Oh yes, there was nothing indeed...except that is, some saloons and a flourishing red light district.

This investigation convinced the government that there was a “war camp community problem.” As the Army saw it, “the army and navy which is the least syphilized.... and the nation which controls and dries up the race poisons of venereal disease has the best chance of surviving during the coming ages.”¹

Well, there you have it. Starkly stated, but it did get the ball rolling. Shortly after the United States declared war on Germany in April 1917, Secretary Baker established the War Department Commission on Training Camp Activities.

The commission enlisted the services of a civilian organization, the Playground and Recreation Association of America, to create a program for our men in uniform, “wholesome welfare and recreational activities for soldiers,” specifically in locations outside, but immediately adjacent to, military camps and training centers throughout the United States.

The official name given to this organization would be the War Camp Community Service (WCCS), as evident on our cover, and it would join with six other organizations, the latter whose task it would be to conduct similar programs within military bases throughout the continental United States, and for some, in the European theatre of war as well.

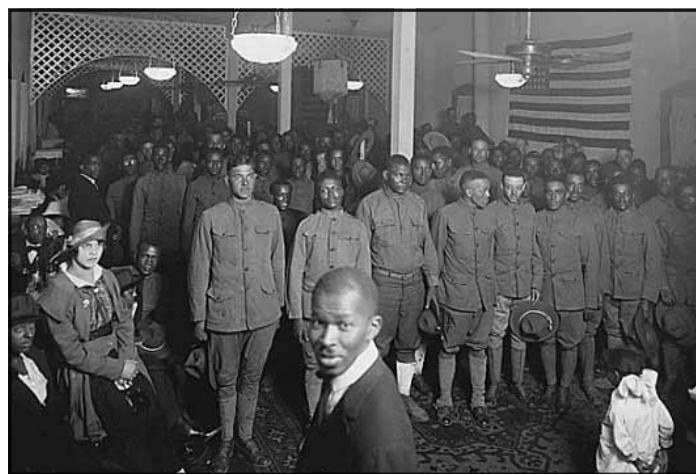
These other six would include the venerable YMCA, with a history of continuous service since 1851 and sustained to Protestantism; the YWCA; the National Catholic War Council (Knights of Columbus); the Jewish Welfare Board; the Salvation Army; and, the American Library Association.

As a coalesced private organization, the United War Work Campaign would raise \$190 million dollars and service the needs of soldiers in and around 200 military encampments in the United States.

The WCCS performed its work at almost 600 sites in the United States during the period of conflict that saw our military service increase from 133,000 peacetime soldiers and sailors to four million at the time of the armistice in 1918.

The WCCS would stress that their work in no way duplicated that of the other organizations. Their abiding mission was to recreate as much as possible, an off-base environment that would make the men in uniform feel as close to a home life as possible. Note both the home-like warmth as well as the patriotic imagery given off in these representative WCCS posters (Figures 5-8).

To appreciate the niche their role was to fulfill, it needs be recalled that soldiers were mostly in the age range of 21 to 31 years old, and sailors often as young as 17 years old. The time period in the second decade of the 20th century often saw masses of people never having traveled any great distance from their place of birth. Separated from friends, family, home

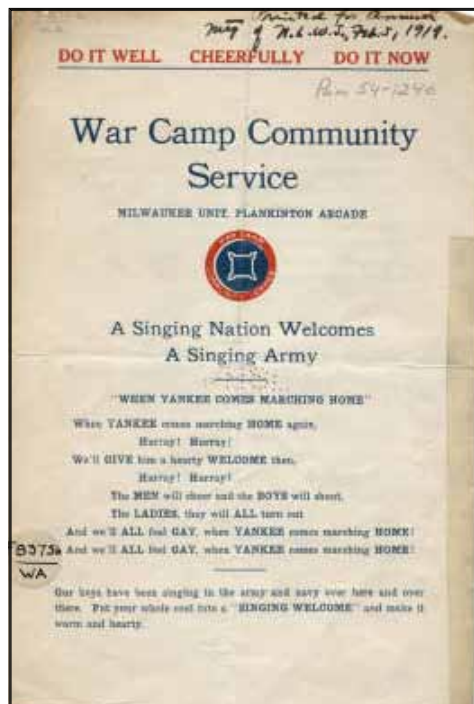


Figures 9-11 (From Top): WCCS servicemen’s recreational and sports facilities.

surroundings, neighbors, clubs, and often deprived of athletic recreation and the society of girls, homesickness was endemic.

A colonel commanding 1,500 deserters at Fort Leavenworth, Kansas, commissioned five of his men

Figure 12: WCCS organized group sings.



to enquire of these prisoners what drove them to be so foolhardy as to risk their military reputations and incarceration. The result was most informative.

“Are you ready to make your report” the colonel enquired of the spokesman?

“Yes sir.”

“Your first reason?”

“Homesickness, sir.”

“The other reasons?”

“The other reasons are unimportant, sir.”

Enough said!

The WCCS was supported by voluntary contributions and, true to its mission, it did what it set out to do. There were sections of hotels allocated to servicemen on leave, with nearby recreational facilities and sports fields (Figures 9-11) and, note as well, the segregated arrangements in the era of Jim Crow.

Organized group sings were extremely popular at this time, an activity to which the WCCS also subscribed (Figure 12). In the opinion of a certain Maj. Gen. Wood, “it is just as essential that soldiers know how to sing as it is that they carry rifles and know how to use them. Fighters must sing!”

In addition, the WCCS established movie theatres, set up reading rooms, and distributed millions of letterhead paper and envelopes, to which our cover testifies, as well as this excellent collage of WCCS covers from soldiers in various continental locations keeping in touch with loved ones (Figures 13-18).

The WCCS’s activities and programs would include a vast range of endeavors to assist these young men in service in ways not possible for a military bureaucracy

to assume. They greeted incoming trains, developed transportation services with buses to and from military camps into towns, invited thousands of soldiers into the home of civilians for meals and accommodations and sponsored parties, pageants sight-seeing excursions, picnics, concerts, and oh yes, girls!

To discourage the men seeking “hoochi-koochi shows, peep tents, Barbary Coast dance halls and transient groups of prostitutes”³ the WCCS held Saturday night dances to which volunteer organizations of young women were invited and to which sponsored soldiers were admitted via a card from a townsman or a designated officer at the camp.

“That’s the way it was done back home and that’s the WCCS way.” This feature became so popular that an editorial in the *New York Evening Sun* felt compelled to advocate an organization of the SPMUMAPGSN—the Society to Prevent Men in Uniform from Monopolizing All the Pretty Girls on Saturday Nights.

And so we take leave of the WCCS in order to raise the curtain on our letter’s protagonist, O.K. Graef; but we will bring back the WCCS anon for a final curtain call.

How we do love the initials, O.K. Graef; yet, what agony finding the man. For you see, there are seemingly countless Graefs, who give the appearance of having migrated to Wisconsin by the thousands from their motherland, Germany. Attempts at identifying our protagonist using the initials “O.K.” just wouldn’t cut it, despite multiple search-engine inquiries.

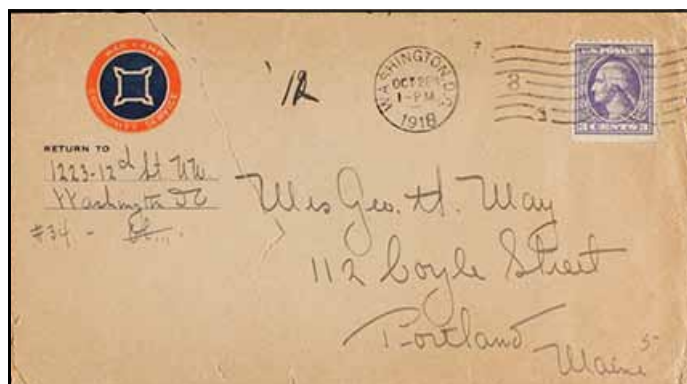
But then, a single reference turned up, contained in infinitesimally small print from an archival copy of the *Appleton-Post-Crescent* on July 27, 1927, informing that “a new company was expected to file corporation papers soon: L.G. Graef, O.K. Graef and Mrs. Melda Schoettler.” The new owners were to rely on a retail lumber business, as well as handling building supplies and fuel. They also expected to maintain a mill in connection with the other businesses.⁴

This proved to be our Holy Grail of serendipity. From this pearl would follow an article by O.K. Graef in a 1929 issue of *The Wood-Worker* magazine titled, “Three Methods of Border Application.”⁵

Yes, no doubt, we had found our man.

Investigating a newly discovered cover not infrequently takes on a life of its own. At the heart of the matter is an undefined but niggling sense that a certain cover holds the key to entering the world of an individual or an event, and that there’s a story just waiting to be told.

Well now, while it may be a bit voyeuristic to attempt to resurrect a century after the fact the existence of a 21 year-old lieutenant on the battleship, USS *New York*, the outcome of the adventure—if successful—is just too irresistible.



Figures 13-18 (Counterclockwise from top left): WCCS covers from various continental locations.

Omar Kenneth Graef was born on July 3, 1898, in Hortonville, Outagamie, Wisconsin, to first generation German-Americans, Leonard G. Graef and Paulina M. Graef, nee Buck.

His parents were born in 1870 and 1871 respectively and would each survive to about the age of 50, a fairly typical two score and 10 year life span for that era. Omar was an only child. His father, Leonard, was one of four sibs, three brothers and a sister—the latter, Melda Schoettler nee Graef, previously mentioned in the newspaper article related to the establishment of a lumber concern with Omar.

The patriarch of the family, Anton Graef, would establish the Graef Manufacturing Company in Appleton, Wisconsin, specializing in lumber and millwork. Over time several generations of his offspring would assume roles in the company.

We were unable to elicit details of Omar's education, but, based on newspaper clippings and census data, we deduce that he received a college education and entered the military as a naval officer with the rank of lieutenant.

The 1930 Federal Census lists his occupation as "structural engineer" and by this time he was already the owner of the Union Lumber Company in Appleton. Several newspaper articles in the mid 1920s note his rank in veteran's organizations as Lt. Omar Graef.

On August 7, 1920, Omar now aged 22, married Edna Draheim, two years his senior, in a ceremony in Chicago, Illinois. A daughter, Jane, was born in 1922 and a second daughter, also named Edna, was born in 1927.

The 1920s would see significant growth of the Graef family enterprises. Otto Graef would die in 1928



Figures 19-22 (Clockwise from left): Newspaper coverage of airplane crash and subsequent trial and outcome.

and his estate was divided among his offspring. Grandson Omar would assume control of his own lumber company and numerous news reports would document his activities in the Appleton social scene.

Then, on September 8, 1929 tragedy struck. Omar Graef took two young friends, both in their early 20s, flying in an airplane he had purchased earlier that summer, but without his possessing a pilot's license.

Omar lost control of the plane in a strong wind when barely 300 feet above the ground and the machine plunged to earth (Figure 19).

Omar managed to leap from the plane as it crashed and sustained minor injuries. One of the young men was enveloped in flames, but pulled from the wreckage by Omar and survived (Figure 20).

The second friend died in the crash. Omar was arrested and released on \$200 bail (Figure 21). He subsequently underwent trial, at which time it was determined that the crash itself was likely not pilot malfeasance, but that he was guilty of operating an aero-plane without a federal license, a recently enacted law. Given the option of either 30 days in jail or a fine of \$50, he understandably chose the latter (Figure 22).

Financial success would not translate into marital bliss and in the early 1930s Omar and Edna would divorce. The 1940 Federal Census would show Edna, age 44, living with her parents in Winnebago, Wisconsin, working as a secretary, and in possession of their daughters, Jane, now age 18, and Edna, age 13. Edna would go on to live an extraordinarily long life, dying in 1999 in a rest home in Arkansas at the age of 103.

Omar would remarry in 1933 to Phyllis Barry, in Chicago, Illinois. It is interesting that both marriages occurred in Chicago. We then lose track of Omar

Oshkosh—Omar Graef, Kaukauna, pilot of the plane in which George Uebelacker, Jr., Appleton, was killed near Neenah, Sept. 8, pleaded guilty in municipal court Tuesday morning to a charge of operating a plane without a license and paid a fine of \$50 and costs.

His arrest followed an investigation of the accident by the district attorney's office. His prosecution, so far as known, is the first in the state under the new law prohibiting operation of a plane without a license.

The law makes possible a jail sentence without alternative of fine, but various extenuating circumstances were revealed to the court. Homer H. Binton of Appleton, appeared for the defendant and Frank B. Keefe for the state.

WAIVES EXAMINATION

The case had been set for preliminary examination today, but the examination was waived and Graef entered the guilty plea on advice of his counsel.

Graef stated he had a permit to operate the plane as a student, and was not aware of the state law. He stated he had gone to Fond du Lac the day prior to the accident to get his license, but had not met the examiner. He asserted he had had 120 hours of flying, a great deal more than required for a license.

Mr. Keefe pointed out that the permit does not give permission to carry passengers, but said he realized that the accident might as well have occurred if Graef had actually obtained his license. Regarding the accident, he said he had been informed by those in a position to know that there is some question as to whether the accident were not due to an improper method of handling the plane.

Army Orders.

WASHINGTON (AP)—Army orders:

Colonels

Daniel B. Leininger, V⁴ C, Fort Bliss to Fort Ord; Allen C. Wright, V C, Fort Ord to Fort Bliss; Adrian Thomas Benjamin, Q M res., Grand Rapids to Washington.

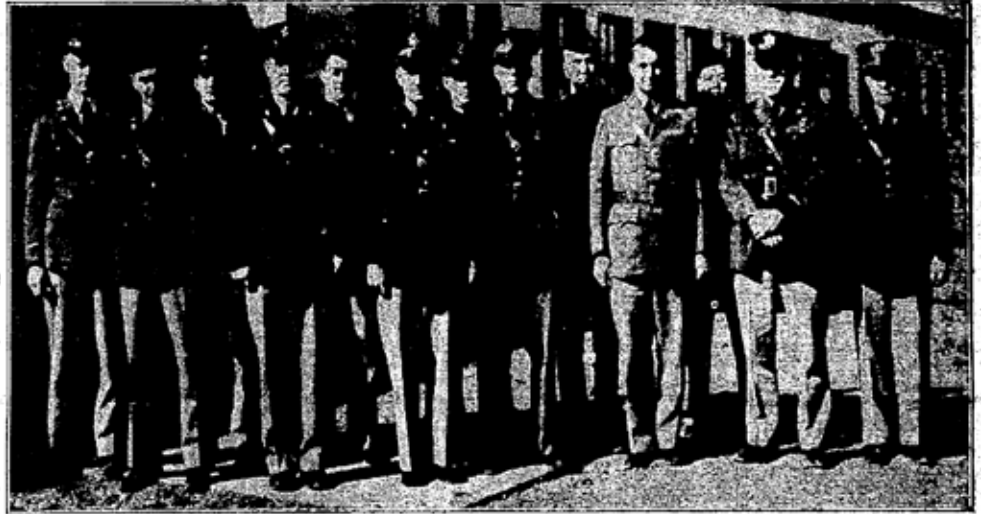
Lieutenant Colonels

Michael J. Mulcahy, Inf., Fort Sam Houston to Baltimore; Henry W. Burnhaeger, Inf., Fort Ord to Fort Douglas; Delwin M. Campbell, V C, Fort Knox to Camp Joseph T. Robinson; Oscar C. Schalm, V C, Camp Joseph T. Robinson to Fort Benjamin Harrison; Ray S. Youmans, V C, Camp Edwards to Fort Knox; Charles C. Wright, V C, Fort Bliss to Fort McClellan; Lawrence V. Sheridan, C O E, Washington to Salt Lake City; James R. Finley, cav., Fort Stevens to Chicago; Hugh McC. Evans, Inf., Fort Huachuca to Chicago.

Majors

Arthur Skarry, Inf., Fort Bragg to Fort Leavenworth; Omar K. Graef, C O F, Camp Joseph T. Robinson to Omaha; Lulu G. Matthews, Q M C, Camp Bowie to Moffett Field; Alfred G. Karger, C W S, Fort Hayes to Fort George G. Meade; Maurice Joseph Joyce, aus., Los Angeles to Santa Monica, Cal.; James Andrew Irvine, eng. res., Laconia, N. H., to Columbus, Ohio; George Frederick Campbell aus., San Francisco to Wright Field; Arthur Alfred Roy Schellen, air res., Manhattan, Kan., to Fort Mason.

War Department Officer Personnel at Ordnance Plant, Burlington



(IDFA Photo.)

Pictured above is the officer personnel at the war department office at the Iowa Ordnance Plant. Left to right they are 2nd Lt. Roy E. Thorp, 2nd Lt. Sidney Lickton, 2nd Lt. Richard J. Marinelli, Major Thos. W. Newton, 2nd Lt. Alfred J. Simons, Major Otto M. Jank, commanding officer; Capt. John H. Edgerly, Major John C. Lowry, construction quartermaster; Capt. Arthur A. Larson, Capt. Harvey H. Eustrom, 1st Lt. Lau Koo Chew, Capt. Omar K. Graef, 1st Lt. Chas. W. Fletcher. The war department headquarters office is now located at the construction camp and employs a total of about 93.

Figure 23: Army orders for O.K. Figure 24: Group photo, O.K. Graef second from right. Graef, 1942.

until World War II when we find Maj. Omar K. Graef assigned to duty in Omaha, Nebraska (Figure 23).

And then in 1942, a grainy newspaper photo (Figure 24) identifies our Omar Graef, second from the right, smiling, full faced, erect, in a group photo of officers at the Burlington Army Ordnance Center in Burlington, Iowa. For the postal historian it is the height of satisfaction when one can attach a face to a story.

At the conclusion of World War II, Omar falls under the radar screen for our investigation until 1961 when the *Long Beach (California) Press Telegram*⁶ reports that on February 23, 1961, the Lakewood Women's Club Federation dinner was held, and among invited dignitaries and honored guests was "Omar Graef, press." While the details remain elusive, our belief is that Omar continued to thrive in the world of higher society.

Be that as it may, the final entry in our story is a California Death Index listing, informing that Omar K. Graef, born July 3, 1898, died in Los Angeles on May 13, 1962. Thus, we conclude the life of our 21-year-old letter writer from the USS *New York*.

We promised a reprise before the curtain falls and that time has now arrived. The battle scarred USS *New York* would return from the war in 1946. She was now considered to be obsolete, and chosen to take part in Operation Crossroads, the nuclear weapons test at Bikini Atoll. She survived the massive nuclear blast (Figure 25) and was towed back to Pearl Harbor (Figure 26).



Figure 25: Bikini Atoll nuclear explosion.



Figure 26: USS *New York* survives nuclear explosion, as seen in Pearl Harbor.

Despite intensive washing down she repeatedly demonstrated high levels of residual radioactivity.

On July 8, 1948, the great dreadnought, BB-34, was sunk by aircraft and naval gunfire 40 miles southwest of Pearl Harbor. In a final tribute, we leave you with two Independence Day covers in the great ship's honor from 1936 (Figure 27) and 1939 (Figure 28), and a 90th anniversary memorial card (Figure 29). Rest in peace noble warrior.

The War Camp Community Service would survive the war and revert to its civilian activities as the contemporary National Recreation Foundation. It currently funds more than 40 programs throughout the United States, as well as programs in Central Europe and the Pacific.

The varied programs, "encourage development of citizenship and social skills, promote the reduction of antisocial behavior, and emphasize proactive community lifestyles and values." WCCS in its civilian garb is truly alive and well.

And we conclude where we began, from a 1919 letter sent to his mother by O.K. Graef. Imagine, a life begun in the fin de siècle and ending in the Age of Aquarius. Now that's a journey and a story, is it not?

We bid farewell to the young lieutenant we met in 1919, and into whose life we, uninvited, intruded. Well then, that's the role of a historian if you happen to leave your mail unattended, is it not?

Endnotes

1. USS *New York* (BB-34)
[http://en.wikipedia.org/wiki/USS_New_York_\(BB-34\)](http://en.wikipedia.org/wiki/USS_New_York_(BB-34))
2. The Origin of War Camp Community Service
<https://archive.org/.../warcampcommunity00brow/warca>
3. Hometown Victory Girls: The Real Life Victory Girls
<http://hometownvictorygirls.blogspot.com/2012/11/the-real-life-victory-girls.html>
4. *Appleton Post Crescent*, Wednesday, July 27, 1927, p. 10
<http://newspaperarchive.com/appleton-post-crescent/1927-07-27/page10>
5. O.K. Graef, "Three Methods of Border Application," *The Wood Worker*, Vol 40.
<http://books.google.com/?id=opciAQAAMAAJ&pg=RA10-PA33&1pg=RA10-PA3>
6. "Federation Night for Lakewood Women's Club," *Long Beach, (California) Press Telegram*, February 23, 1961.

General References

1. History/ National Recreation Foundation
<http://www.nationalrecreationfoundation.org/history>
2. War Camp Community Service. *Annals of the American Academy of Political and Social Science*. Vol.79, September, 1918
https://google.com/search?sourceid=navclient&ie=UTF-8&rlz=IT4GGLL_enUS388
3. Commission on Training Camp Activities. U.S. Army Medical Department <http://history.amedd.army.mil/booksdocs/wwi/VolISGO/Sec3Ch06.htm>

(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.)



Figures 27: A 1936 Independence Day cover honoring the USS *New York*.



Figures 28: A 1939 Independence Day cover honoring the USS *New York*.

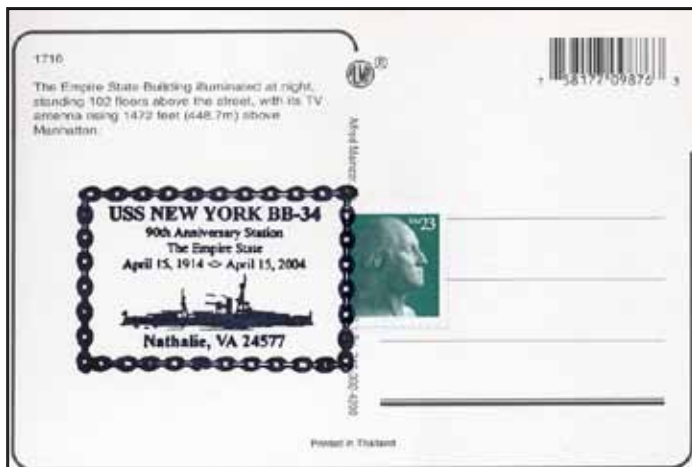


Figure 29: A 90th anniversary memorial card, 2014.

Snapshots

The "Snapshots" column features photographs of interest to postal historians. *La Posta* readers with interesting or historical photographs should send a 300 dpi or better scan, or a sharp color or black and white photocopy, plus a photo caption to: *La Posta* Snapshots, POB 6074, Fredericksburg, VA 22403; E-mail, pmartin2525@yahoo.com. Be sure to include your name and address.



Treasure Isle Game Show Mail

Treasure Isle was an ABC TV game show that ran during 1967-68 (premiered December 18, 1967) where three couples competed to answer questions, solve puzzles, and complete stunts to paddle rafts to an island to hunt for buried treasure. It was daytime TV's first outdoor game show and was taped on a set built at the Colonnades Beach Hotel in Palm Beach Shores, Fla. Here, Renee Hampton sits among the more than 200,000 pieces of mail received by the show.



Figure 1: Confederate cover franked with CSA 1 and sent to W. A. Wilson, care of Cpt. N.A. Pratt, Jordan Grays, Savannah, Georgia.

Dr. Nathaniel Alpheus Pratt Jr. and the CSA Nitre and Mining Bureau

By Patricia A. Kaufmann

The Figure 1 cover is franked with the 5-cent green Scott CSA 1 bearing a portrait of Confederate President Jefferson Davis. It is the first of the Confederate general issues stamps.

The stamp is canceled by a handstamped PAID in an oblong box and the cover is postmarked with a Talmage, Georgia, May 26 [1862] circular date stamp. The envelope is a small commercially made cover addressed to, "W.A. Wilson, Care Cpt. N.A. Pratt of the Jordan Grays, Camp Jackson, Savannah, Ga."

While I had little luck researching the addressee, W.A. Wilson, I was immediately captivated by the significant history of Pratt and thus dropped all attempted research on Wilson.

Dr. Nathaniel Alpheus Pratt Jr. (1834-1906) or Dr. Nat Pratt,¹ as he was more familiarly called, was the son of Reverend Nathaniel Alpheus Pratt, DD, (1796-1879) the founder of the Roswell [Georgia] Presbyterian Church and beloved pastor thereof for more than 40 years.

He graduated from Yale College in 1820 and studied for the ministry at Princeton Theological Seminary.²

Dr. Pratt's mother was Catherine Barrington King Pratt (1810-1894).³

The Pratt family is of English origin and is traced back in direct line through Connecticut and Massachusetts to Hertfordshire in England, where the records show it to have been established since the Middle Ages.

I frequently check the Find a Grave website for brief biographical sketches, but often find them laden with misinformation.

In the case of the Pratt family, it is actually *The Atlanta Constitution*⁴ that appears to have gotten things all wrong. All records I found, as well as the gravestone, show Pratt as born in 1834. The newspaper stated that he was born in 1833. It also shows that he organized the Baldwin Blues, which is also incorrect.

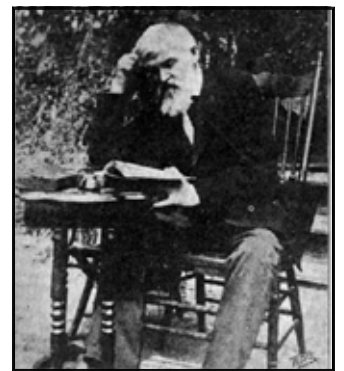


Figure 2: Dr. Nathaniel Alpheus Pratt Jr. (1834-1906) in an undated photo taken in his later years.

He instead organized the Jordan Grays from Baldwin County. It states that he held the rank of captain but does not mention that he was promoted to lieutenant colonel of cavalry.

Dr. Pratt was born at Darien, McIntosh County, Georgia, on January 25, 1834. In 1852, he graduated from Oglethorpe University, from which institution he received both a baccalaureate degree and also a master of arts. For more than a year after his graduation, he remained at the university as a member of its faculty.

After his graduation from Savannah Medical College in 1856, he followed up his scientific studies at the Lawrence Scientific School of Harvard University as a pupil in geology, chemistry, and engineering. He never practiced as a medical doctor. His entire life was devoted to scientific pursuits; he had the advantage of receiving his scientific instruction from the most distinguished men of the day.

After Dr. Pratt's death, a manuscript found in his desk gave a complete record of his life's work from graduation up to a period of six years preceding his death. From this record we learn that, from 1858 to 1861, he was professor of chemistry in Savannah Medical College.

In 1861 he was installed as a professor of chemistry and geology at Oglethorpe University, but the outbreak of the war sidetracked him into the service of the Confederacy. He was one of the best chemists in the South, a pioneer in fertilizer development as well as mining and manufacturing.⁵

On November 28, 1861, Dr. Pratt organized the Jordan Grays, in honor of the Honorable Leonidas Jordan, a cultivated planter and landowner of great wealth, who equipped the company. Dr. Pratt became the Jordan Grays' captain.

Immediately after organization, they were ordered to the coast at Savannah but, in the course of a few months, the Confederate States government, recognizing Dr. Pratt's unusual scientific ability, detached him for service in the Confederate States Nitre & Mining Bureau. The commission assigned him was that of assistant chief, with the rank of lieutenant colonel of cavalry.

As the chief scientific observer of the bureau, his services were largely used in the investigation of the natural resources of the South, particularly in connection with war materials and supplies. One of the interests of the Nitre & Mining Bureau was the manufacture from animal matter of nitrate of potash to be used in the production of gunpowder.

Dr. Pratt served in this capacity throughout the war, his headquarters was at the Nitre & Mining Bureau in Augusta, where an extensive chemical laboratory had been established and was maintained by the Confederate States government.⁶

Figure 5 shows a semi-official cover with the imprint of the "Confederate States of America, War Department, Nitre and Mining



Figure 3: The photo of Dr. Pratt with a headline run on the front page of the November 1, 1906, *The Atlanta Constitution*.

Was in Good Health.

Though well along in years, being 74 years old, Dr. Pratt was in the best of health before his death and had remarked to his wife only a few days ago that he was feeling so well that he believed he could live to be 90 years old, if nothing unforeseen happened.

He was born at Darien, Ga., January 25, 1833, and at the beginning of the civil war entered the service of the confederate army as captain of the Baldwin Blues, a company which he organized. However, before he saw active service he was recalled and put in charge of the Nitre and Mining Bureau at Augusta, which manufactured gunpowder for the confederate government. Here he had the rank of captain, holding the position of chief chemist for the confederacy. He served in this capacity through the war.

After Lee's surrender he followed his profession and a few years later discovered the phosphate beds in South Carolina and some time after entered the modern fertilizer business, building the first sulphuric acid and fertilizer works in the south.

In 1868 he established the Etiwan Fertilizer Company, and in 1884 was elected chemist of the state of Georgia, serving four years. On his retirement he started the Georgia Chemical Works, in Kirkwood, which was the only plant of the kind in north Georgia at that time.

On severing connection with this manufactory he operated his own laboratory in Atlanta, and was identified with mining and manufacturing interests as an expert until he retired from active business life, six years ago. Since then he has remained at his home in Decatur, where he was killed yesterday.

Four children and his wife, whom he married as Miss Julia Stubbs, in Milledgeville, her home, on November 14, 1855, survive him. He had been married 51 years, celebrating a golden anniversary last November.

The children are N. P. and George L. Pratt, of the N. P. Pratt Laboratory; Miss Fannie L. Pratt, of Baltimore, Md.; and Mrs. J. S. Kennedy, of Decatur.

The funeral services will be conducted at 3 o'clock this afternoon at the residence of Mrs. Kennedy, in Decatur, with Dr. J. G. Patton, pastor of the First Presbyterian church of that place, officiating. The interment will be at the Decatur cemetery. The following will act as pallbearers: G. B. Scott, C. M. Candler, W. E. McCalla, Edwin P. Ansley, E. H. Wilson, Dr. Wiley S. Ansley, B. F. Boykin and J. W. Caldwell.

Figure 4: Page 3 of the November 1, 1906, *Atlanta Constitution*, announced the death of Dr. Pratt.

CONFEDERATE STATES OF AMERICA,
WAR DEPARTMENT,
NITRE AND MINING BUREAU.
OFFICIAL BUSINESS.

Two green 10-cent postage stamps featuring George Washington and a circular postmark from "VA. 10" are visible in the upper right corner.

*Chas H Winston
Supt Sulph^d Acid works
Charlotte
North Carolina*

*T. Hamson
with stamps*

Dr. Pratt was also an inventor, credited with patents on several chemical processes, as well as a geologist who mapped mineral deposits all over the South.

Clearly, the lineage of Pratt men was a cut above and their work and discoveries added much to the

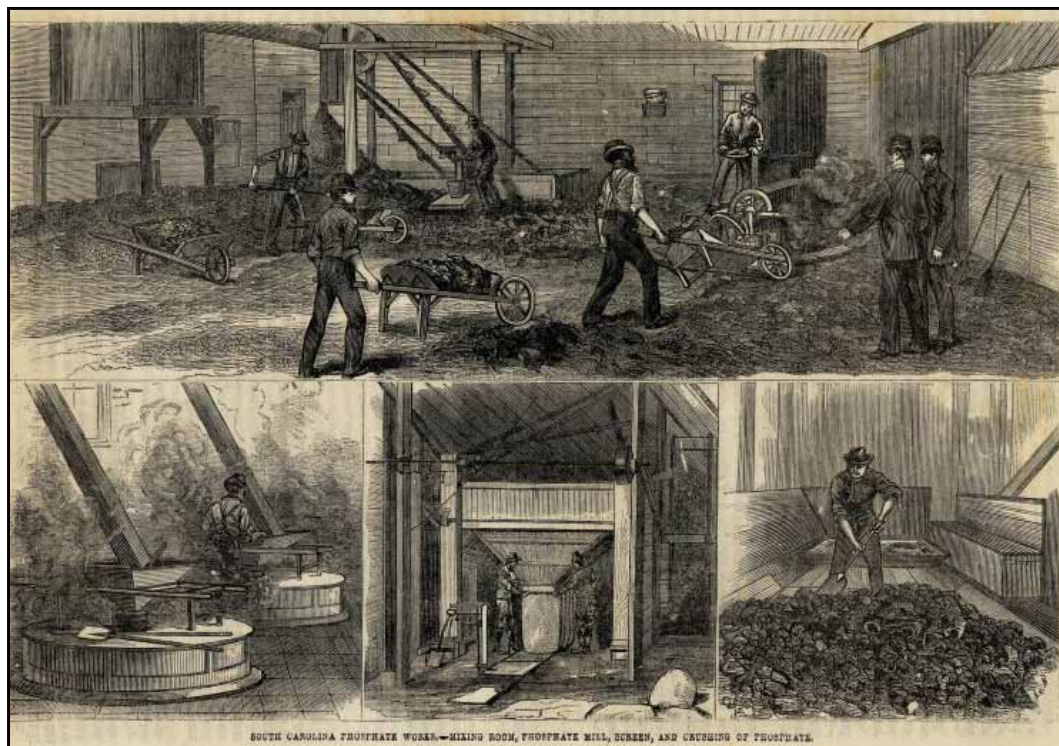


Figure 6:
Phosphate mining as shown
in an 1880s *Leslie's Illustrated
Weekly*.



Figure 7:
The N.P. Pratt Laboratory.
(From *Louisiana Planter*,
1907)

post-war development of the South. If the discovery that was to benefit his fellow man brought him profit, it was all in the day's work for Dr. Nathaniel Pratt, but the discovery was the thing worthwhile. His sons honorably followed in his footsteps.

For information about the Confederate Stamp Alliance and/or a membership application to join like-minded Civil War postal historians, write to the author at: Trish Kaufmann, 10194 N. Old State Road, Lincoln DE 19960 or e-mail trishkauf@comcast.net.

Endnotes

- 1 Find A Grave Memorial #50260583
- 2 Find A Grave Memorial #11001219
- 3 Find A Grave Memorial #11001213
- 4 *The Atlanta Constitution*, November 1, 1906, pp. 1, 3.
- 5 William J. Northen and John Temple Graves, editors, *Men of Mark in Georgia: A Complete and Elaborate History of the State from Its Settlement to the Present Time, Chiefly Told in Biographies*

and Autobiographies of the Most Eminent Men of Each Period of Georgia's Progress and Development, Volume 5, A.B. Caldwell, 1908, pp. 107-111.

- 6 Lucian Lamar Knight, *A Standard History of Georgia and Georgians, Volume IV*, Chicago & New York: The Lewis Publishing Company, 1917, pp. 1888-1892.
- 7 Thomas Lera, "Semi-Official Imprinted Envelopes of the CSA Nitre and Mining Bureau," *The Confederate Philatelist*, July-August 2001, pp. 113-137. http://www.trishkaufmann.com/files/CSA_Nitre_and_Mining_reduced-size.pdf
- 8 Shepherd W. McKinley. *History: Phosphate in S.C.*, Statehouse Report, June 12, 2015. <http://www.statehousereport.com/2015/06/12/history-phosphate-in-s-c/> Accessed July 31, 2015
- 9 Helen P. Trimpi, *Crimson Confederates: Harvard Men who Fought for the South*, Knoxville, Tenn: The University of Tennessee Press, 2010, pp. 239-240.

(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)

Postal History at the American Philatelic Research Library: Finding Postal Rates



By Tara E. Murray
APRL Librarian

Some of the most difficult questions we get at the American Philatelic Research Library have to do with postal rates.

We can answer most questions about United States postal rates quite easily, thanks to two thorough books:

- *U.S. Domestic Postal Rates, 1872-2011* by Henry W. Beecher and Anthony S. Wawrukiewicz (Third edition, 2011, published by the American Philatelic Society, Bellefonte, Pa.)

- *U.S. International Postal Rates, 1872-1996* by Anthony S. Wawrukiewicz and Henry W. Beecher (1996, published by CAMA Publishing Co., Portland, Ore.)

Both of these books are available for borrowing from the APRL and for purchase from the American Philatelic Society. Wawrukiewicz has also made an update and addendum to the international rates book, *Updated United States International Rates, 1996-2011* and *U.S. International Parcel Post Rates, 1948-1981*, available online. You can access this update by searching for the title in the Philatelic Union Catalog (<http://catalog.stamplibrary.org>).

The books take a deep foray into U.S. postal rates. They are divided into chapters, each dealing with a single category of postal charge. The domestic rate book, for example, has 51 chapters on categories from first-class letters to merchandise return service. The international rate book has 33 chapters.

The rate tables show the rates and effective dates, and include notes about the laws changing the rates for those who want more context. In addition to the tables, each chapter includes several pages of explanatory text and examples of postal items. The text explains the reason for the rate, what type of matter it applied to, and how it was paid, and provides historical context.

These books provide detailed information, and, for those who want to do further research, a sort of index to government publications and other sources.

What about rates for other countries? While I have yet to find a postal rate reference as thorough as those produced for the United States by Beecher and Wawrukiewicz, good references do exist for some



countries. Where a dedicated rate reference doesn't exist, rate tables can sometimes be found in the back of specialized stamp catalogs. To look for such references in the APRL collection, search the catalog for "postal rates."

Unfortunately, sometimes such a search will produce no useful results. In these cases, the APRL staff turns to our "Postal Rate Files," a filing cabinet drawer with folders for countries around the world.

These folders are replete with notes about sources for rate information put there over the years by APRL staff.

The references contained in these folders are not yet available online and have never been compiled for publication, but researchers may contact the library and ask staff to check them.

The APRL

The APRL has one of the world's largest and most accessible collections of philatelic literature. Members of the APRL and the American Philatelic Society may borrow materials directly through the mail and others may access the collections through interlibrary loan. The APRL is open to the public and scholars are welcome to take advantage of photocopy and scanning services or do research on site.

For more information, visit the APRL on the web at www.stamplibrary.org, call (814) 933-3803 and select option three for the library, or email aprl@stamps.org.



Gary A. McIntyre U.S. Postal History Auction

Closing Friday, February 12, 2016 at 5 p.m.

Standard auction rules and descriptions prevail. Minimum acceptable bid per lot is \$5. Normally, bidding will increase by 50 cent intervals. Lots containing more than five items are not returnable for any reason. Collectors wishing to inspect lots may obtain photocopies by remitting a stamped, self-addressed envelope and 10 cents per lot requested. Unless otherwise noted, covers bear common stamps of the period. Bids sent via e-mail must be received by 5 p.m. MT on the closing date.

Send bids to: Gary McIntyre, 904 Cheyenne Dr., Fort Collins, CO 80525; Phone: (970) 484-8061; E-mail: gmc38@icloud.com

Alaska

1. Anvik (T-2) 1919 on PPC "Road to Bow Basin", VF/VG-F, est. 30-50.
2. Fort Liscum (T-4) PPC "Deck and Crew of Steamer Resolute Frozen in Ice off Alaska Coast", F, est. 10-20.
3. Juneau (T-11) 1900 duplex on pse., VF, est. 20-30.
4. Kaltag (1908-20) (T-1) 8/9/11 (EKU?) PPC, VG, est. 40-60.
5. Killisnoo (1882-30) (T-3) 1911 PPC, Hobson Peak and Skagway River, VF, est. 20-30.
6. Petersburg (T-3) 1912 PPC "Indian Witch Doctor Visiting Patient, Alaska", F, est. 20-30.
7. Saint Michael (T-7) PPC, F, est. 15-25.
8. Sitka (T-17) 190? cds. ties #300 to PPC, b&w view of Skagway, F, est. 30-50.
9. Sulzer (T-1) 1913 cds. PPC, F, est. 40-60.
10. Tanana (T-4) 1915 PPC, b&w PPC "Native Woman, Tanana", VF, est. 20-30.

Arizona

11. Avondale (1910-25) 1918 4-bar PPC, F-VF/VG, est. 20-30.
12. Big Horn (1930-5) 1934 4-bar, pse., VF, est. 30-60.
13. Don Luis (1903-33) 1915 4-bar with contents re. recommendation of appliance, slightly trimmed rt. nicking stamp, VF/VG, est. 15-25.
14. Fredonia, Ariz./Jacob Lake Rur. Sta. (1955-62) 1962 non-philatelic 4-bar on PPC of Grand Canyon, VF, est. 5-10.
15. Globe (T-16) 1893 cds., pse., VG/VF, est. 10-15.
16. Peoria (T-2) 1907 cds. PPC "Sugar Beet Factory near Phoenix", VF, est. 8-12.
17. Tubac (1904-42) 1909 magenta D-2/1 on PPC "Meyer, St. Tucson," VF, est. 100-200.
18. Tucson, Ariz./Greenway Rur. Sta. (1929-73) 1939 non-philatelic 4-bar on PPC Roosevelt Dam, VF, est. 8-12.

California

19. Cherokee (1854/12) 1910 4-bar, PPC, F-VF, est. 15-25.
20. Eden Valley (1893-16) 1911 4-bar, PPC, F, est. 5-10.
21. Grand Island (1854-19) 1908 D-3/2, PPC, VG-F, est. 10-20.
22. Monroe (1897-12) 1909 4-bar, PPC, F, est. 15-25.
23. Otay (1887-25) 1911 4-bar, PPC, F, est. 5-10.
24. Pennington (1881-17) 1908 D-2/2, PPC, F-VF, est. 15-25.
25. Quimby (1907-15) 1909 4-bar, PPC, VF, est. 20-30.
26. Stone Point (1857-11) cds. ties Banknote, VG-F, est. 20-30.
27. West End (1877-891) 1887 cds. ties #213, F, est. 20-30.

28. Eight PPCs with Doane cancels, Oceano, 1906, D-2/5, Point Reyes Station, 1905, D-2/4, Poway, 191?, D-2/2, Occidental, 1909, D-3/5, Broderick, 1908, D-2/4, Brentwood, 1909, D-2/7, Pinegrove, 1909, D-2/3, Philo, 1910, D-3/3, F-VF, est. 10-20.

Colorado

29. Argo (1904-11 period) 1910 4-bar, PPC, VF, est. 40-60.
30. Abbey (1895-14) 1910 cds., PPC, F, est. 15-25.
31. Barr (1883-14) 1915 D-2/2 PPC, est. 30-50.
32. Bunell (1919-21) 1919 4-bar, PPC, VF, est. 80-110.
33. Case (1897-13) 1909 receipt 4-bar, PPC, F, est. 15-25.
34. Crested Butte/Colo. rimless 1885 cds., UX8, F-VF, est. 50-100.
35. Clyde (1901-9) 1905 cds. PPC "Rounding the Devils Slide Colo. Springs & Cripple Creek Short Line", F, est. 50-75.
36. Cotopaxi (ic-27-b) 1888 cds. U311, F, est. 75-100.
37. Clifford (1908-18) 1908 4-bar, PPC, est. 40-60.
38. Delta (drc-31-b) 1890 cds. on UX9 with D&RG RR freight delivery card, VF, est. 30-60.

Montana

39. Delpine (1899-29) 1909 4-bar, PPC, VG-F, est. 10-15.
40. Dorsey (1898-13) 1908 D-2/2, PPC, VF, est. 15-25.
41. Hoffman (1900-18) 1912 4-bar PPC, VF, est. 15-25.
42. Meaderville (1903-08) 1907 duplex b&w PPC "Branding Slick Ears Flathead Reservation", VG/VF, est. 20-30.
43. Millegan (1887-23) 1895 cds. contains 3 pg. letter from F.A. Mack to his mother, deer hunting, marriage of an acquaintance (will have to stay sober now), etc., VF, est. 20-30.
44. Newlon (1902-13) 1912 4-bar, PPC, F-VF, est. 20-30.
45. Piedmont (1910-23) 1910 4-bar, PPC, VF, est. 15-25.
46. Ridgelawn (1899-14, period I) 1912 4-bar, b&w PPC of 3 braves "Horn Weazel, sign talker", est. 25-50.
47. Sage (1912-8) 1916 4-bar, pse., F, est. 25-50.
48. Scobey (1901-15) 1909 4-bar, PPC, F, est. 10-15.

Nevada

49. Black Forest Last Day 4-bar & P.M. autograph on philatelic card, VF, est. 10-15.
50. Birch (1901-26) 1913 cds., PPC, F, est. 20-30.
51. Blair (1906-16) 1914 4-bar, PPC, VF, est. 20-30.
52. Buckskin (1901-26) 1910 D-3/1 PPC, F, est. 20-40.

53. Buffalo Meadows (1879-13) 1910 magenta 4-bar, PPC, VF, est. 20-30.
54. Davis Dam (1947-53) 1951 philatelic duplex UX27, VF, est. 8-12.
55. Derby (1906-22) 1911 4-bar, PPC, F-VF, est. 50-100.
56. Hamilton (c-25-blue) cds. U58, VG, est. 20-40.
57. Pioche (c-25-blue) Banknote not tied bl. smudge, VG, est. 15-25.
58. Rawhide /Nevada (drc-32-b) 1909 cds. ties #319, VF, est. 25-50.

New Mexico

59. Alamogordo spotty 1909 duplex RPPC, 10th St. looking East. VG/VF, est. 10-20.
60. Amalia (1919-39) Last Day 4-bar, VF, est. 10-20.
61. Ft. Sumner (T-1) 1910 duplex, PPC, VF, est. 15-25.
62. Kennedy (1902-18) (T-2) 1908 D-2/3 PPC of adobe house with strings of chilies hanging outside, VF, est. 25-50.
63. Laguna (T-6) 1908 RPPC of Pueblo with many people, VF, est. 25-50.
64. Manuelito (T-6) 1910 PPC, F-VF, est. 20-40.
65. Melrose (T-1) 1908 D-3/1 PPC, VG-F, est. 15-25.
66. Ocate/Mora Co. N. Mex. (T-2) 1884 #210 tied positive star, VG-F, est. 80-120.
67. Ribera (T-3A) 1910 non-std. 4-bar, PPC, VF, est. 50-75.
68. Seneca 1911 receipt 4-bar, PPC, unlisted Todson, VG-F, est. 100-200.

Oregon

69. Coyote (1906-12) 1911 4-bar, PPC, VG-F, est. 75-100.
70. Davidson (1900-7) 1907 D-2/1 ties #300 (damaged prior to affixing to PPC), F, est. 75-100.
71. Forest Grove/Oregon (T-8) bold 1888, magenta cds. & wheel of fortune fancy ties #213, VF, est. 30-50.
72. Fort Stevens (1899-49) 1908 cds. pse., VF-S, est. 8-12.
73. R.F.D./Gervais 1903 Rte. 1, handstamp, VF, est. 15-25.
74. R.F.D./Hubbard 1903 Rte. 1, handstamp, F, est. 15-25.
75. Parker (1914-27) 1922 4-bar, PPC, F-VF, est. 10-15.
77. Mount Tabor/Oregon (1879-01) (T-4) 1900, F, est. 20-30.
78. RFD/Silverton 1902 Rte. 2, handstamp, VF, est. 15-25.
79. Skelley (1904-10) 1908 D-2/1 ties #300 (damaged before affixing) PPC, F-VF, est. 30-60.

Utah

80. Beaver Dam (1910-31) 1912 4-bar, PPC, VG-F, est. 40-60.
81. Bloomington (1886/27) 1903 cds. pse., VG/VF, est. 20-40.
82. Centerfield (1898-987) 190? D-2/2 PPC, F, est. 5-10.

83. Collinston (1881-64) 1890 cds. VG/VF, est. 25-50.
84. Harrisville (1871-02) 1893 cds. U349, VF, est. 10-20.
85. Hinkley (1892-08) 1905 D-2/3, F-VF, est. 50-75.
86. Lasal (1897-38) 1910 4-bar, F, est. 10-20.
87. Mount Pleasant 1894 UX12, F, est. 25-50.
88. Richmond (drc-32-b) 1891 VF, est. 40-60.
89. Slaterville/Utah (1888-897) (drc-32-b) and wheel of fortune cancel, U349, VF, est. 20-40.

Washington

90. Dungeness (1892-38) 1894 cds. U311, VF, est. 20-30.
91. Ellensburg/Wash. Terr. (ic-30-b) and wheel of fortune cancel UX8, VG-F, est. 20-40.
92. Knox (1905-13) 1910 4-bar, PPC, F, est. 15-25.
93. Lella (1907-10) 1909 receipt 4-bar, PPC, F, est. 50-100.
94. Lone Tree (1908-16) 1908 4-bar, pse., VF, est. 15-25.
95. Oak Point 1898 ms. pse., VF, est. 25-50.
96. Port Ludlow (1857-65) 1892 cds., F-VF, est. 20-30.
97. Sunnyside (1896-06) 1905 receipt cds. GPC, VF, est. 15-25.
98. Spokane (Yardley Rur. Sta.) Wash. 1915, 4-bar PPC, F, est. 10-20.
99. West Seattle (1889-09) 1907 D-3/4 PPC, F-VF, est. 8-12.

Wyoming

100. Cheyenne/Wyoming (c-24-b) #114 not tied smudge, F/VG, est. 50-100.
101. Fort Mackenzie (1905-18) 1909 D-3/1 PPC, F-VF, est. 20-30.
102. Golden Prairie (1908-16) 1909 4-bar, PPC, VF, est. 20-30.
103. Junction (1901-16) 1915 4-bar, UX27, F-VF, est. 20-30.
104. Lusk 1894 cds. & star in c. U349, F, est. 20-40.
105. Marquette (1903-9) 1906 D-3/2, PPC, F, est. 20-40.
106. Parco (1923-42) 1933 4-bar, RPPC RR depot, VF, est. 15-25.
107. Phillips (1884-37) 1910 4-bar, PPC, VF, est. 10-20.

End of Auction

A Note About Condition

Covers: Most covers offered are nonphilatelic and minor tears and wear should be expected particularly on pre-1930 items. Major defects are noted.

Stamps: Minor defects on common stamps, short perfs, corner creases, slight soiling, straight edges, or minor scuffs are not noted. Notation of grade/grade = postmark/cover.

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.

Nevada Postmark Catalog

Nevada Postmark Catalog by James M. Gamett and Gordon L. Nelson. [Henderson, Nevada], The author, 2015. Perfect bound, 8.5 x 11 inches, 153pp., illus.

Available for \$30 plus \$3 shipping from: James Gamett, 115 Weatherwood, Ct., Henderson, NV 89074; E-mail jimgamett@yahoo.com

Western postal history collectors will be pleased to learn that the new *Nevada Postmark Catalog* by James M. Gamett and Gordon L. Nelson is hot off the press.

It's the third Nevada-related book by Gamett. He coauthored the excellent *Nevada Post Offices: An Illustrated History* with Stanley Paher in 1983 and wrote *Nevada Express, Wells, Fargo & Co, and Other Letter Expresses, 1857-1895* in 2002.

The *Nevada Postmark Catalog* lists all Nevada post offices and rural stations and, for each post office, provides a rarity scale, the dates of operation and the different postmark types, including their earliest and latest reported usages.

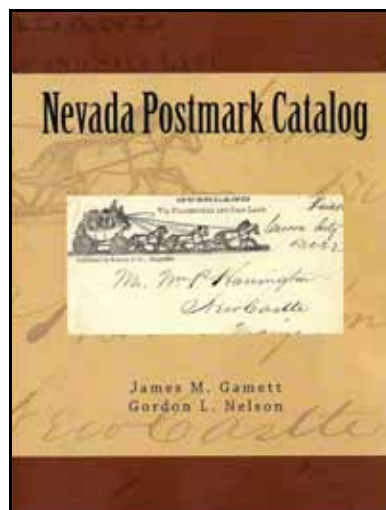
The catalog is divided into six chapters. The first chapter provides illustrations and tracings of the various types of postmarks used in Nevada into the ZIP code era.

Rather than use an established postmark code, the authors decided to use what they considered to be a simpler system to make identification easier for the average collector. The system uses abbreviations for different types of postmarks, which are used in the town listings.

While this system may be usable, it requires a lot of page turning because all the illustrations are in Chapter 1. In addition, the division of some types within a category have inadequate descriptions.

For example, only six types of four-bar handstamps are used, and three examples of these use Alaska postmarks for illustration. With so many different dial sizes, bar length, bar spacing, bar arrangement, city name letter spacing, state location and abbreviation, for four-bar handstamps, the system used may get you into the ballpark, but it will miss many of the varieties.

Chapter 2 is a discussion of rarity and values. A 10-point scale is used with one being the most common to 10 for the rarest. As with most such catalog listings, no consideration is given to uses or periods of operation, but the authors do describe the factors that will make a cover more desirable or difficult to acquire.



Chapter 3 is the meat of the catalog with an alphabetical listing of Nevada post offices and rural stations. Some 23 color illustrations of covers with brief captions are interspersed throughout this chapter. The quality of the illustrations is above average, but with the two covers per page layout, the illustrations could have been larger.

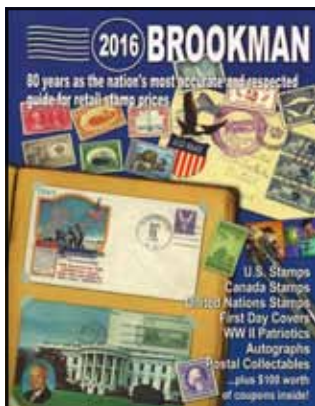
Chapter 4 covers railroad post offices (taken from the *U.S. Railway Post Office Postmark Catalog*), Chapter 5 reviews Territorial Nevada (with a page showing typical territorial postmark devices) and Chapter 6 includes letters from Nevada Territory.

There are no appendices, index, or bibliography, but the catalog builds upon the previous books in the Nevada field, including: *A Century of Nevada Post Offices 1852-1957* by Walter Frickstad and Edward Thrall (1958); *Nevada Postal History 1861-1972* by Robert Harris (1973); and Gamett's other work.

While there is clearly new and updated information in the *Nevada Postmark Catalog* that will aid collectors for this state, I believe that the authors have only scratched the surface to the development of a complete list of Nevada postmarks.

Using the *Postmarks of Territorial Alaska* by Bill Helbock, *Arizona Territorial Postmark Catalog* by J.L. Meyer, and *California Town Postmarks 1849-1935* by John H. Williams as guides, the authors could take this catalog and create an even more lasting and valuable reference. They are obviously qualified to do so and I hope they accept the challenge.

Peter Martin



2016 Brookman

2016 Brookman edited by David S. Macdonald. Bedford, N.H.: Brookman/Barrett & Worthen, 2015. 416 pages, 8.5 by 11 inches, color illus., perfect or spiral bound. Available for \$35.95 (perfect) or \$39.95 (spiral) plus \$5 P&H from: Brookman/Barrett & Worthen, 167 So. River Rd. Unit #3, Bedford, NH 03110; Phone (800) 332-3383.

The 2016 *Brookman* was released in October and, as with previous editions covers English speaking North America, including the United States (with territories and possessions such as Hawaii, Puerto Rico, Canal Zone, Marshall Islands, Micronesia and Palau), Canada and United Nations.

For United States and Canada specialists, it is the only American catalog to offer both countries in one catalog.

Brookman also provides expanded coverage for U.S. back of the book issues, U.S. first day covers, World War II and Korean War Patriotics, postal collectibles and autographs. U.S. revenues are included, as are U.S., state and Canadian Duck stamps.

Brookman uses Scott catalog numbers throughout by agreement with Scott Publishing Company. The standard format consists of two-column listings with some three-column pages.

Individual stamp images are provided for most major categories, but others only have selected images. Images are all in color, although some continue to be rather dark.

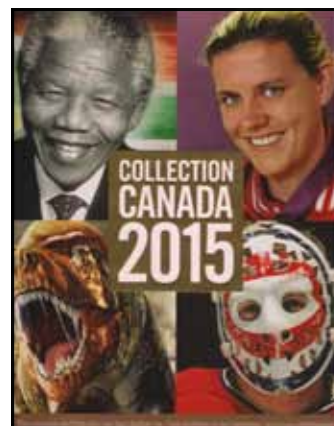
The 2016 *Brookman* is a retail price list used by Brookman/Barrett & Worthen, Brookman Stamp Company and a number of stamp dealers around the country. Prices are given for used and unused stamps, often further separated by condition.

U.S. first day covers have their own introduction with listings that start with Scott 5A. Issues for the 1920s and 1930s include prices for all official cities. The first cachets of major cachetmakers are interspersed.

The postal collectibles section includes such items as souvenir cards, souvenir pages and commemorative panels. An autograph section, divided by category, concludes the work.

Each book contains \$100 worth of coupons and a free one-year subscription to the quarterly *The Brookman Times* (if ordered from the publisher)

Peter Martin



Collection Canada 2015

Collection Canada 2015 by Canada Post, 2015. 100 pages, 10.25 by 10.75 inches, color illus., hardbound with slipcase. Available for \$82.95 plus P&H from: Canada Post, Philatelic Customer Service, POB 90022, 2701 Riverside Dr., Ottawa ON, Canada K1V 1J8; Phone (800) 565-4362.

Collection Canada 2015, the annual counterpart to the USPS's Yearbook, features stories about almost every Canadian stamp issued in 2015 and includes 59 mint stamps. Protective mounts for each stamp issue are already affixed inside the book.

The stamps celebrate things that matter to Canadians. From the huge \$5 stamp for the 50th anniversary of the Canadian flag (Canada's first fabric stamp), to the first prime minister, NHL heroes, poetry, the ill-fated Franklin expedition, Canadian hauntings, UNESCO World Heritage sites, pets, and a royal milestone, all are covered with excellent full color photos and interesting text.

The write-ups are in English and French. The typeface is easy to read but the small type size may give older eyes some problems.

The "Specifications" section toward the end provides useful new issue information such as: date of issue, denomination, design, printer, quantity, dimensions, printing process, layout and photography, plus images of the first day pictorial postmarks.

The coffee table sized *Collection Canada 2015* makes an excellent gift.

Peter Martin

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.

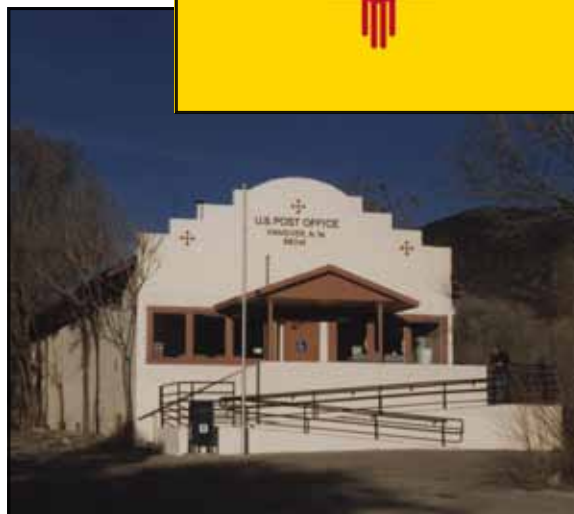
New Mexico Post Offices

By Steve Bahnsen

These photographs are of New Mexico post offices. Several people took these pictures in the Land of Enchantment. The PMCC Museum's collection includes more than 1,100 postal views. They range from the early 1960s black and white shots to recent digital color photos.



Old Santa Fe Post Office, Santa Fe Co.



Hanover Post Office, Grant Co., 1991



Grenville
Post Office
Union Co.
2010 (above)
1978 (right)



Albuquerque Post Office, Bernalillo Co., 2003



Tucumcari Post Office, Quay Co., 2000



Carlsbad Post Office, Eddy Co., 2006



Ramah Post Office, McKinley Co., 2001



Los Alamos Post Office, Los Alamos Co., 2008



Orogrande Post Office, Otero Co., 2013



Red River Post Office, Taos Co., 2010



Tres Piedras Post Office, Taos Co., 1986



Ocate Post Office, Mora Co., 1992



Garita Post Office, San Miguel Co., 2010



Tinnie Post Office, Lincoln Co., 2009



Figure 1: A Piorelli advertising cover with a 1943-44 Brazilian look-alike Christmas seal.

A Brazilian Piorelli Advertising Cover with a Look-Alike U.S. 1942 Christmas Seal

By Thomas Richards

The Figure 1 cover shows a December 28 1943, Piorelli S.A. meter on an advertising cover from São Paulo, Brazil to the United States. It was censored by a Brazil censor tape (Stich Type Ba8) and has three S.P (for São Paulo) censor markings, two on them on the reverse.

A U.S. censor tape (Stich Type T 2.8.1—used in New York) is also on the cover.

It also bears a 1943-44 Brazilian Christmas seal tied by the U.S. censor tape. This seal is a copy of the 1942 U.S. Christmas seal (Figure 2). Seal collectors try to get seals tied on cover. Many times this is hard to do except for covers prepared by a collector.



Figure 2: 1942 U.S. Christmas seal.

To get them on commercial mail is much harder to do. The added benefit of collecting seals issued during the wartime is that if the cancel does not tie the seal you still have a chance of a censor tape or censor marking tying it. This is one of those cases

Piorelli is an international company with offices throughout the world. They are known for their premium tires, especially those used in auto racing.

(Thomas Richards specializes in Hollywood postal history and related materials. He resides in Columbus, Ohio, and can be contacted by e-mail at: richardstomas@sbcglobal.net)

Report news related to postal history or philatelic research to the editor at:

pmartin2525@yahoo.com

Peter Martin, Editor, *La Posta*

POB 6074, Fredericksburg, VA 22403

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.

Regarding *La Posta* in Full Color

Full color issues of *La Posta*? \$4-\$6 increase in the annual subscription rate to pay for the full color? Definitely count me in, without question.

I subscribe to philatelic publications most certainly for the content. But the stamp and cover images and other illustrations supporting that content are equally important. The Second Quarter, full color issue of *La Posta* was a true joy to read. But take any of the articles in that issue, remove the color (for stamps, markings on covers, photographs, etc.) and that article simply does not have the same appeal. Quality material, for sure, just lacking that extra appeal.

I will wager that after seeing the full color issue, many of your subscribers will not hesitate to agree to the annual subscription increase. And, more importantly, I will also wager that your Benefactors and Sustaining

Subscribers lists will most surely increase as a reflection of the obvious value such members see in your publication and their desire to assist in sustaining its high quality.

Steve Swain
Roswell, Georgia

(Editor's Note: We have received numerous comments about the full color La Posta issues and all have been positive. We plan to continue with full color issues and, thanks to our printer and the generous continuing support of our Patron, Benefactor and Sustaining subscribers, can do so with only a modest subscription increase that will cover the cost of full color, as well as the ever-increasing postage rates charged by the U.S. Postal Service. Additional comments by readers are always welcome.)

In The News

National Postal Museum to Unveil Art Exhibition 'New York City: A Portrait Through Stamp Art'

Beginning December 10, the Smithsonian's National Postal Museum is unveiling an exhibition of original artwork titled, "New York City: A Portrait Through Stamp Art." On display through March 13, 2017, 30 pieces of original artwork will be publically displayed for the first time, celebrating the influence of New York City on American society.

The artwork is part of the Postmaster General's Collection, which includes more than 5,000 original pieces of art commissioned by the U.S. postmasters general for stamps issued during a 70-year period.

The collection includes not only the final approved art that can be seen on many U.S. postage stamps, but also concept drawings that were submitted for consideration but never used.

The collection is owned by the U.S. Postal Service and is on long-term loan to the National Postal Museum. The exhibition provides the museum an opportunity to raise awareness of the collection.



The original works will be displayed in six thematic categories relevant to New York City's heritage. These categories—Baseball, Broadway, City Life, Icons, Politics and Music—will showcase a variety of art styles, mediums and colors used to create some of America's most beautiful stamps.

The artwork honors important citizens, events and iconic buildings that have defined New York City as one of the greatest cities in the world. The museum has designed a special pictorial postmark that will be available to visitors at the philatelic center inside the museum.

The National Postal Museum is located at 2 Massachusetts Avenue N.E., Washington, D.C., across from Union Station. The museum is open daily from 10 a.m. to 5:30 p.m. (closed Dec. 25).

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

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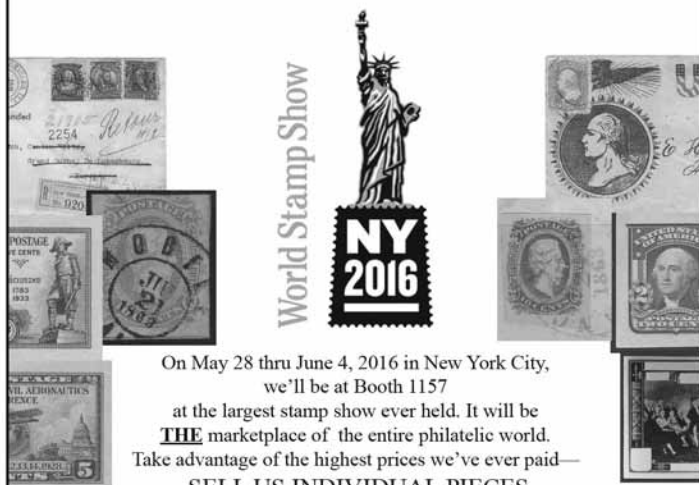
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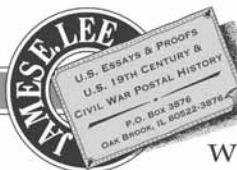
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William R. 'Bill' Weiss 1943-2015 Adelina C. 'Addie' Weiss 1945-2015

William R. "Bill" Weiss Jr., 72, of Bethlehem, Pennsylvania passed away November 10 in the Inpatient Hospice Unit at Lehigh Valley Hospital, Allentown. He was the husband of Adelina C. "Addie" Weiss (1945-2015) for 51 years before her death on August 31 at the same location. They celebrated their golden wedding anniversary in October 2014.

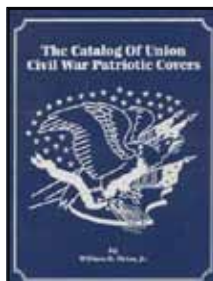
Bill was born July 24, 1943, in Fountain Hill, the son of William R. Sr. and Charlotte E. (Pettit) Weiss. He attended Fountain Hill High School where he was a leading player on the basketball team.

Bill retired after 20 years at Bethlehem Steel to pursue his childhood dream of becoming a stamp expert.

Addie was born July 7, 1945, in Nesquehoning, the daughter of Christina (Tina) Dolinsky Miranda and Samuel Miranda Sr. Addie was an accountant for 10 years before retiring.



Bill & Addie Weiss



Bill and Addie established their first stamp businesses, Weiss Philatelics and Weiss Auctions, in 1972 and later expanded into Weiss Expertizing Services.

They started running net price sales in 1975 and between the net sales and public auctions (starting in 1983) they ran nearly 160 sales by 2007.

Bill was well known exhibitor and author of several books including, *The Foreign Mail Cancellations of New York City, 1870-1878*, *The United States 15c Stamp of 1870-1890*, *The Catalog of Union Civil War Patriotic Covers*, *Confederate States General Issue Stamps Used Adversity Covers, 1861-1865* and *Collecting United States Covers and Postal History*.

Bill has also authored numerous articles in various philatelic publications. He taught several courses related to stamp collections at national conferences, including the APS Summer Seminar.

A Friend Remembers Bill Weiss

I considered Bill a close friend, he was always quick to supply knowledge and experience without expecting anything in return. He was truly a generous gentlemen.

He and I battled cancer together; we shared our experiences, including many medical trials and tribulations. Tragically, Bill also had to endure the loss of his loving wife a few months before he passed.

Addie was married to Bill for over 50 years and her loss impacted him greatly, the final months of his life were more stressful than any one person should have to deal with. Bill did not want to share his pain with the community and choose to keep his prognosis to himself.

But, even towards the end, Bill kept his spirit up and his love for the hobby remained. I, like his family,

many friends and customers, admired him and he will be greatly missed.

Bill and I discussed the disposition of his website and good content. I had previously assisted Bill with his site and the digitalization of his books. I will be migrating this content into the existing content of Stamp Smarter and the 1847usa websites to make sure it remains freely available into the future.

I was also looking into the possibility of moving all his certification records into a SQL database but his use of shorthand notes makes this a substantial project. I have not spoken to Lori (his daughter) about the disposition of these hardcopy records but she did mention that since Bill *was* the business that they would not be looking to carry it forward.

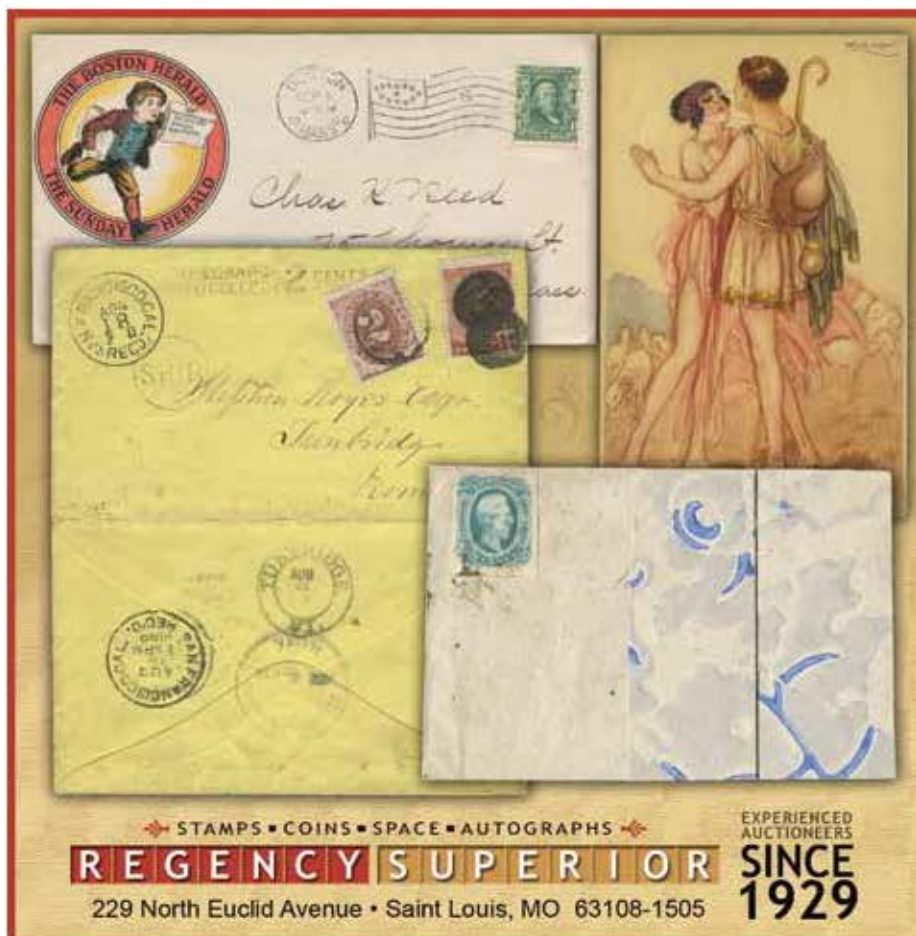
Don Denman

Closed Albums

We have received notice of the death of the following *La Posta* subscribers. We note their passing with sadness and offer our sincere condolences to their families.

Archie Eugene 'Gene' Gaddy (1927-2015) Dallas, Texas, died September 19

John Hollister, Newbury, Vermont
Bob Summerell, Bloomington, Illinois



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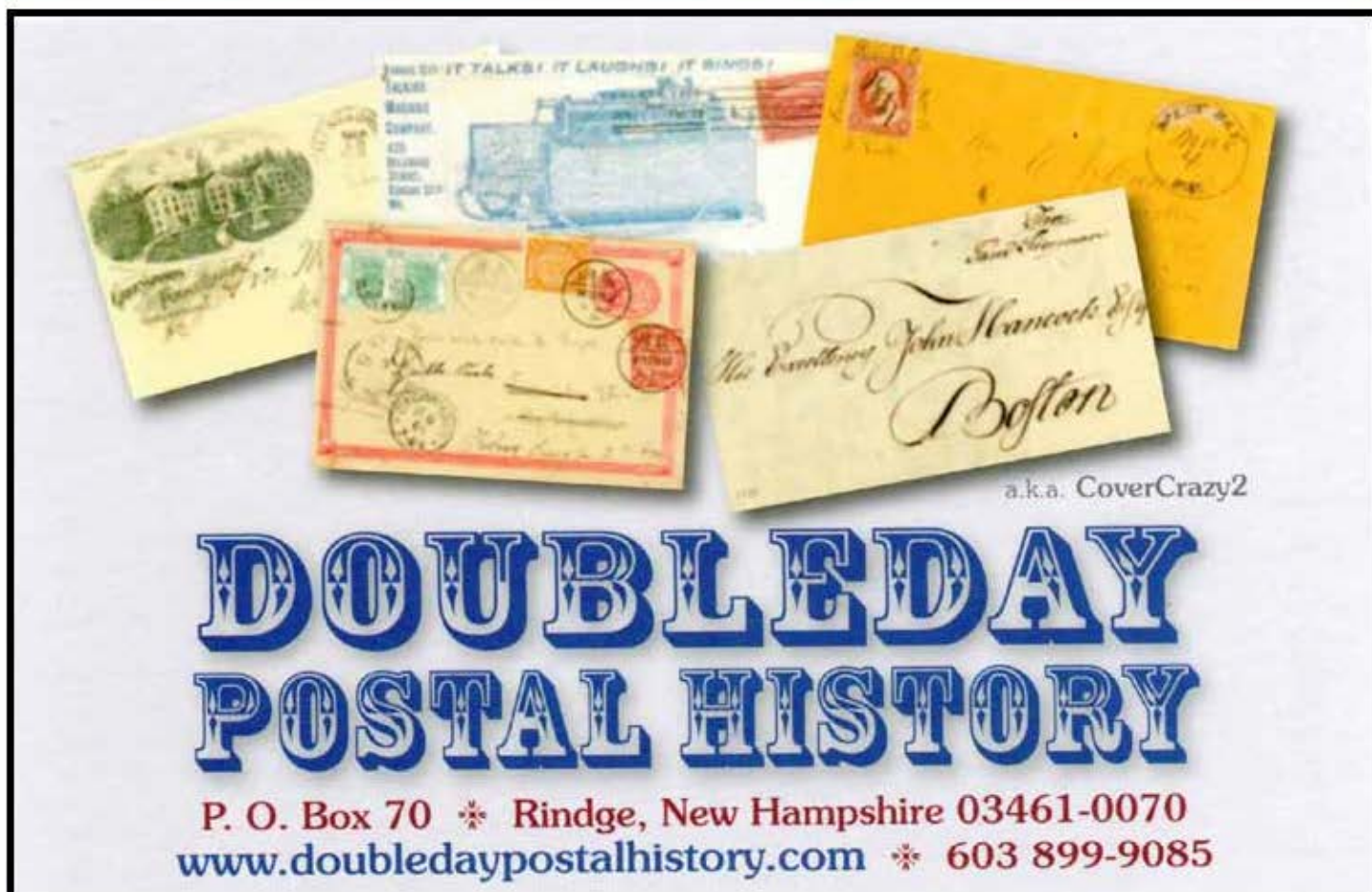
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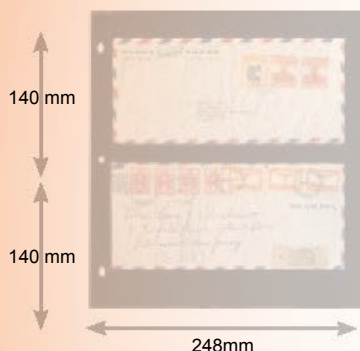
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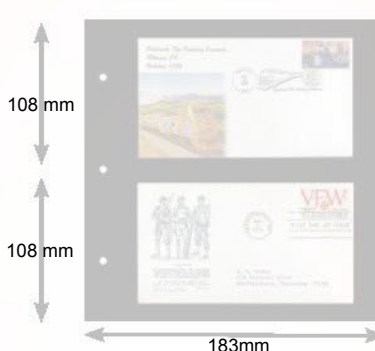
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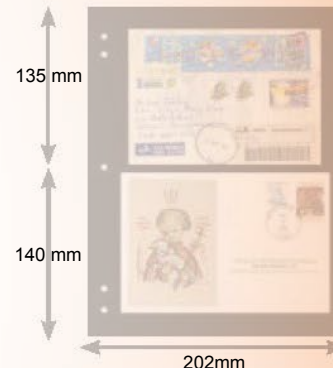
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