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La Posta

Vol. 47, No. 1

Whole Number 265

First Quarter 2016

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LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

The Postmarks of Sandy Spring, Maryland, and Its Adjacent Villages

By Wayne Anmuth



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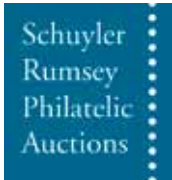
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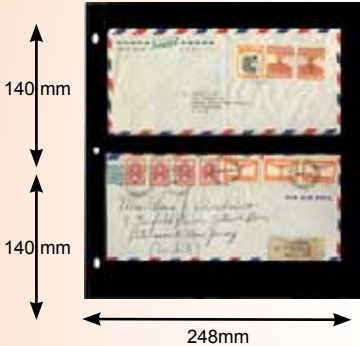
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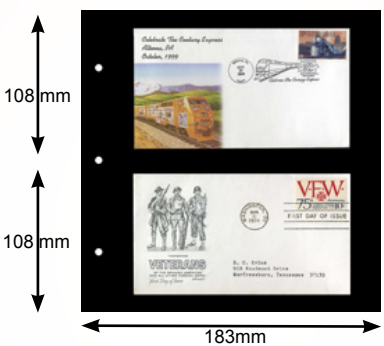
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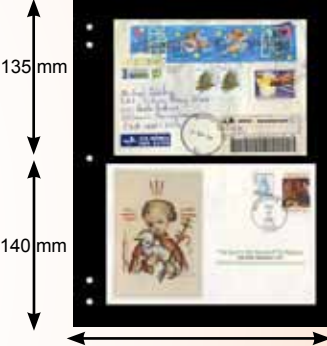
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***La Posta* Readers Invited to Contribute Small Bites**

When I visit stamp shows and attend stamp meetings, and talk to postal history enthusiasts, I'm always amazed at the breadth of subjects being collected by both novice and experienced collectors.

Most of these collectors are very knowledgeable in their subject areas and I usually bring up the subject of putting some aspect of their interests onto paper to share it with the *La Posta* audience.

Some respond enthusiastically and provide an article in short order. Others like the idea and commit to providing an article down the road, either in a specific timeframe or the nonspecific "future."

The reasons for longer delays vary. Some potential contributors are still actively working and their immediate focus is upon earning a living. Others are still looking to complete research to make their subject more complete. Another small group are procrastinators and still others feel that their writing skills are not up to the task.

To this last group, I say, "You don't have to be a great writer. All you have to do is get the facts right and spell names correctly. It's the editor's job to take what you provide and make you look good."

That approach has gotten excellent results during my many decades of working for newspapers, journals, and magazines.

In an effort to get more of the fence sitters to put pen to paper and to share their insights and perspectives with fellow collectors, we're introducing a column called, "Small Bites of Great American Postal History." During the coming months, we will promote this nationally, but I want *La Posta* readers to hear about it first and, hopefully, to be among the first to participate.

The concept is simple. Every postal history collector has a favorite or unusual item that is worthy of documentation.

It could be an advertising cover, an unusual marking, a rare usage, a seldom-seen destination or something more personal, such as family correspondence. Whatever the subject, it has an appeal to you, and therefore can make an interesting story.

Here are the guidelines:

Your article should be about an individual postal history item, or a small group of items with a very close tie.

The seven general categories are: Rates, Routes, Markings, Unusual Stamp Usages, Unusual Destinations, Unusual Combinations and Miscellaneous.

Scan the item at 300 dpi as a .jpg or .tif file (or make a high quality color photocopy) and prepare your "Small Bite" of no more than 750 words (usually one or two pieces of letter paper) and e-mail it to pmartin2525@yahoo.com with, "La Posta Small Bite" in the subject line.



You can also mail your submission to: *La Posta* Small Bites, POB 6074, Fredericksburg, VA 22403.

Submissions can be made at any time and all will be considered for publication in *La Posta* and in a possible future compilation of "Small Bites."

At the end of 2016, we'll review all the submissions and select one as the "Small Bite of the Year." The winner gets a \$100 cash prize.

I hope this will get many of you that have never written a published article to give it a try. I look forward to your submissions.

***La Posta* Books**

Recently, we've received several inquiries about how to obtain older *La Posta* books. While those books available on CD are advertised herein and can be ordered from us, all remaining *La Posta* hardcopy books were purchased by Brookman Stamp Company of Vancouver, Washington, prior to our acquisition of *La Posta*. The Brookman ad appears on page 59. Please contact them to see what books are still for sale.

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APS 2016 Election

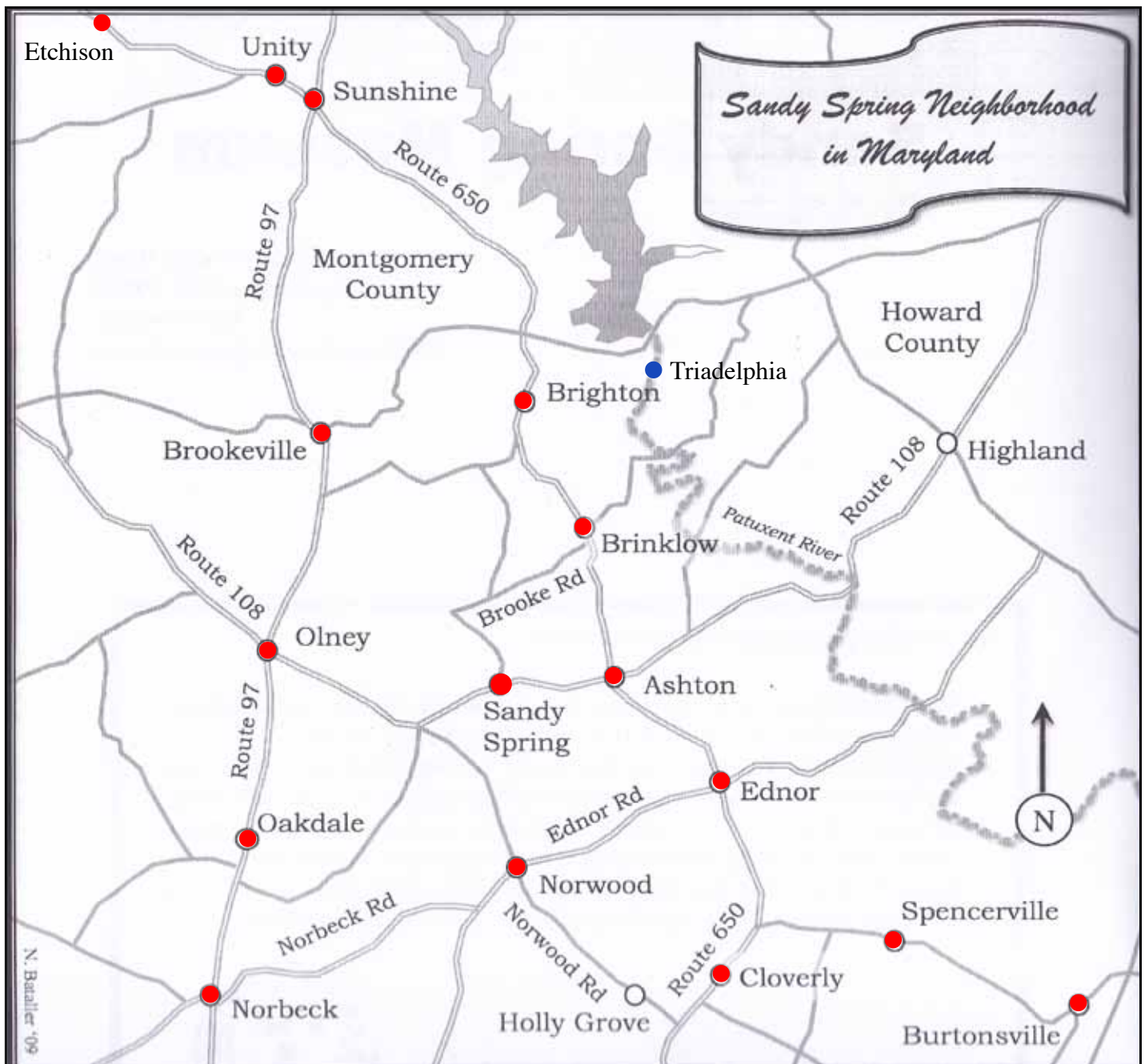
Those of you who are members of the American Philatelic Society (and I hope that is most of you) will have an opportunity to vote for new officers and board members in May. This is an important election because it will help to shape the direction of the society for the coming years.

Trish Kaufmann, who is our regular contributor for Confederate postal history, has teamed with Bob Zeigler and Jeff Shapiro, to run for the APS Board of Vice Presidents (Their ad appears on page 64). I have known all three of these candidates for many years and can heartily recommend them to you. They have the right approach, the right vision and the right experience to lead the APS into the future.

I have also spoken at length with Ken Nilsestuen, the candidate for APS president, and he shares the views and approach of Trish and her team.

I encourage you to vote for Ken and Trish and her team.

Peter Martin



The Villages of Sandy Spring, Maryland

The villages that comprise Sandy Spring are:

Ashton
 Brighton
 Brinklow
 Brookeville
 Burtonsville
 Cloverly
 Ednor/Norwood
 Etchison
 Norbeck
 Oakdale
 Olney
 Spencerville
 Triadelphia (today is under water)
 Sandy Spring
 Unity/Sunshine



The Ashton and Sandy Spring area as part of Montgomery County in Maryland.



Figure 2:
The Sandy Spring Post Office, ZIP 20860.

The Postmarks of Sandy Spring, Maryland, and Its Adjacent Villages

By Wayne Anmuth

Sandy Spring, in Montgomery County, Maryland is a distinct community that was settled in the 1720s by members of the Religious Society of Friends, or Quakers. These Quakers made their way from Pennsylvania and settled in this area, which was later named Sandy Spring.

In 1814, the Quakers built their meeting house near a fresh water spring that gave its name to the community. The location of the meeting house in the village of Sandy Spring (Figure 1) helped to define the geographic extent of the greater Sandy Spring neighborhood of the time. It comprised those areas within six miles of the meeting house from which members of the meeting could travel by horse or carriage in one day, arriving home before sunset.

The Quaker's peaceful, industrious presence gave a distinctive character to their neighborhood, which by the mid 19th century had developed into a small, but prosperous, farming and commercial center. Residents made a significant contribution to Maryland's political, economic, cultural, social, and religious history.

The Sandy Spring neighborhood consisted of an amalgam of hamlets and villages. At every crossroad



Figure 1: A print of the Sandy Spring Friends meeting house.

and intersection stood a different village and, in most cases, a post office was located in every general store. Visitors and residents had access to most villages within a short walk of each other.

The covers depicted bear the addressee's names of the most prominent and founding members of the Quaker community; the Stabler, Hallowell, Brooke and Thomas families, among others, were the heart of this vast and diversified community.

Sandy Spring also was one of the largest free African American communities in Maryland. In 1822, it was here that Montgomery County's first African American church was established, along with schools, businesses, and an array of social clubs, including debating and music societies. Sandy Spring was a vital part of the Underground Railroad.

Today, Sandy Spring's boundaries are roughly Brooke Road and Dr. Bird Road to the north and west, Ednor Road to the south, and New Hampshire Avenue to the east.

A map of the Sandy Spring neighborhood is shown on page 6. Route 650 is New Hampshire Avenue.

The Post Offices and Postmasters of Sandy Spring

The heart of each village in the Sandy Spring neighborhood was the general store, which usually housed the local post office.

Post offices in the earlier days were often located in the homes of permanent residents, as well as the homes of the named postmaster.

In 1817, James P. Stabler was appointed the first postmaster of Sandy Spring. The site of the first post office was in Harewood House, the home of James Stabler and home to three subsequent generations of Stablers, all of whom were appointed postmasters of Sandy Spring.

In 1830, President Andrew Jackson appointed Edward Stabler to serve in his brother's stead as postmaster and Harewood House again became the site of the post office. Edward was also a designer and, in 1837, he engraved the first seal of the U.S. Post Office; it portrayed the "Post Rider" and was in use until 1971 when the U.S. Postal Service came into being.

When Edward Stabler died in 1883, at age 89, he was (and remains) the longest serving postmaster in United States history, 53 years. The post office was then moved from Harewood House to the Sandy Spring store, where it remained until 1939.

The post office was then moved a few yards east to its present site (Figure 2).

There is no longer a postmaster in Sandy Springs. The post office's hours were shortened and it is today managed by the nearby Ashton, Maryland, Post Office.

The Postmasters of Sandy Spring, Maryland

Name	Title	Date Appointed
James P. Stabler	Postmaster	02/25/1817
Edward Stabler	Postmaster	12/14/1830
Richard T. Bentley	Postmaster	09/24/1883
George B. Miller	Postmaster	11/15/1889
Henry H. Miller	Postmaster	07/02/1891
Samuel B. Wetherald	Postmaster	05/25/1893
James J. Shoemaker	Acting Postmaster	07/02/1923
James J. Shoemaker	Postmaster	01/07/1924
Mrs. Elizabeth E. Wood	Acting Postmaster	05/18/1936
Mrs. Elizabeth E. Wood	Postmaster	06/16/1936
Joan Wood	Officer-In-Charge	12/30/1965
F. Thomas Hewitt	Officer-In-Charge	01/22/1966
William J. Thomas IV	Acting Postmaster	11/02/1966
William J. Thomas IV	Postmaster	10/02/1967
Zuleika D. Bradbury	Postmaster	02/12/2000
Yvonne Chaney-Harrison	Officer-In-Charge	???
James Mills	Officer-In-Charge	02/08/2001
Kristy M. Park	Postmaster	03/20/2004

On January 26, 2013, the Sandy Spring Post Office was converted to a level six (six-hour) Remotely Managed Post Office under the direction of the postmaster of the Ashton Post Office. The postmaster position remained until ultimately vacated.

Alfonso Ortiz	Postmaster	1/26/2013
---------------	------------	-----------

The Postmarks of Sandy Spring

The most collectible postmark of Sandy Spring is the double-ring Quaker date postmark with the numerical month inserted and the day. This reportedly reflected the Quakers rejection of the "heathenish" calendar names.

Sandy Spring was the home of some of the most select schools in the state and this cover was sent from the Fulford School to Jordon Stabler, the brother of the Postmaster Edward Stabler.



Figure 3: The double-ring Quaker cancel has the rare 'Bird in Wreath' fancy cancel on a Scott 65.



Figure 4: Sandy Spring double-ring Quaker cancels bearing Scott 10 sent to postmaster Edward Stabler in 1852 (in front) and Scott 26 mailed to Georgetown, D.C.

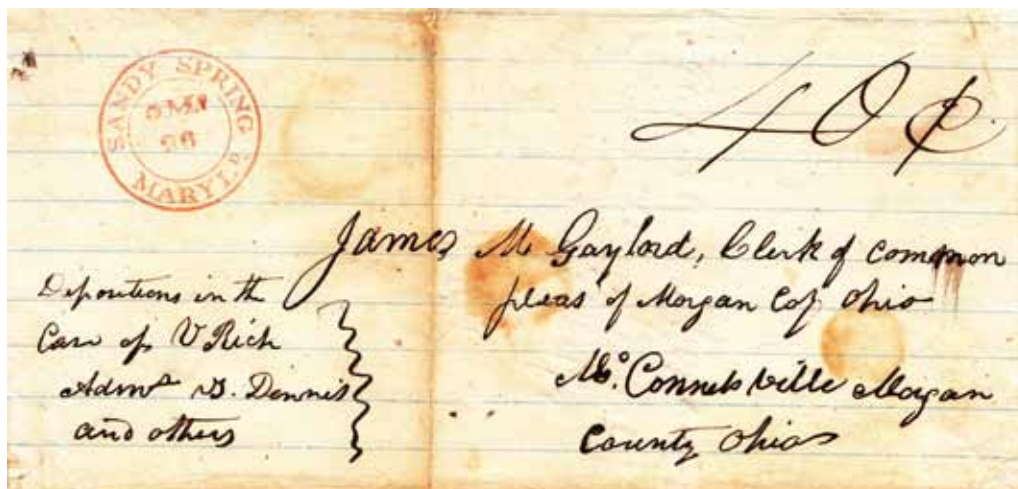


Figure 5: An early 1839 use of the Quaker date cancel on lined notebook paper containing a legal deposition sent to the clerk of the court in Morgan County, Ohio.

Figure 6: The Mutual Fire Insurance Company was one of the largest companies in Montgomery County, Maryland, and generated a sizeable portion of the outgoing mail. This cover bears a Scott 73 with a double-ring Quaker date cancel.





Figure 7: James Hallowell, a prominent landowner and principal architect of the Sandy Spring village, received this doubling 'Bird in Wreath' cancel sent on May 28, 1863 (Top). The bottom cover bearing a Scott 207 depicts the cancel being used on July 12, 1871.

Figure 8: Both of these 1860s covers were sent to James Hallowell. He was superintendant of the Post Office building in Washington, D.C. Hallowell was an educator who started three schools in the area where he served as principal.



Figure 9: The transition to the small round dater cancel took place in the 1870s -1880s.



Figure 10: A rare Sandy Spring 'Received' cancel on a postal card from Ednor, Maryland, one of the villages of Sandy Spring.

Figure 11 (Right): Sandy Spring cancels from 1899 through 1905 spelled 'SANDYSPRING' as one word.



Figure 12: Sandy Spring cancels in the 1930-1940s were of the large four-bar variety.



Figure 13 (Right) : A Sandy Spring unofficial city first day cover for the Byrd Antarctica stamp issued on October 9, 1933.

The Postmarks of the Villages of Sandy Spring, Maryland



Figure 14

ASHTON

Located one half mile to the northwest of Sandy Spring, it came into being when a post office was located in the general store. Very little mail was generated from Ashton and there are no significant postmarks. The four-bar postmarks from 1942 and 1968 depict little difference (Figure 14).



Figure 15

BRIGHTON

Brighton was a large bustling community that grew out of the Civil War period and the heart of this area was the general store and post office. The store, owned by Quaker Edward Pierce, saw Pierce become its first postmaster. It operated until 1934 and its double-ring postmarks are sought after by cancel collectors. This postmark on an embossed stamped envelope (Scott U82) is accompanied by an 1881 cover with a Scott 207 backstamped in Washington, D.C. (Figure 15).



Figure 16

The Brighton cancels transitioned into the standard round dater cancellers in the latter part of the century. Noted are an embossed stamped envelope (Scott U312) and a cover bearing the two-cent Columbian issue, Scott 231 (Figure 16).



Figure 17

BRINKLOW

Located midway between Sandy Spring and Brighton, the Brinklow Post Office operated from 1897 to 1919 and little mail emanated from this area. These early postmarks from 1898 were of the circular date variety with four-ring killer markings (Figure 17).

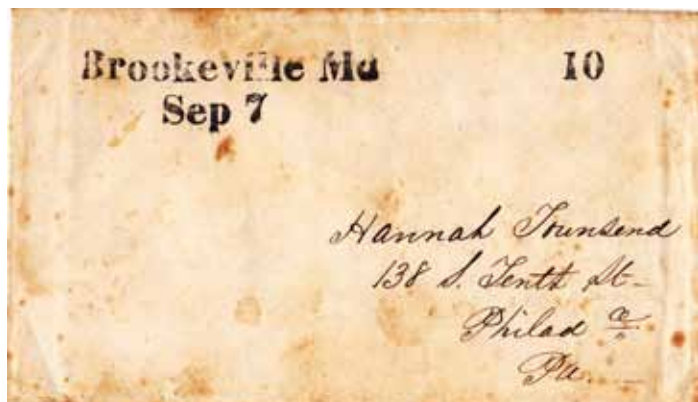


Figure 18



Figure 20



Figure 19



Figure 21

BROOKVILLE

Brookville proudly calls itself the United States capital for a day. On August 26, 1814, national misfortune came to call. As a result of the burning of Washington, D.C., by the British, President Madison escaped with soldiers and came begging for shelter for the night in Brookville.

He slept in the home of Caleb Bentley while all of his troops crowded the spaces of available homes in the area. In fact, legend has it that funds from the United States treasury lay tied up in sacks and on the floor of the Brookville Academy. The next day, the president left and Brookville became a part of history.

Brookville lies to the northeast of Sandy Spring in the Silver Springs corridor. Its most sought after cancel is the Type 1 straightline cancel that was in use between 1832-51. Known on only stampless covers, the September 7, 1842 cover (Figure 18) has a paid "10" marking.

Figure 19 is a rare unlisted manuscript cancel on a cover sent in 1841 to Washington, D.C. The cover bears a Georgetown, D.C., received cancel and a paid "12," which includes a six-cent forwarding fee to Alexandria, Virginia.

Figure 20 shows a Brookville Type 2 cancel



Figure 22

applied to an 1862 letter to Baltimore. Addressed to a relative of the postmaster of Sandy Spring, the cover is stamped with a Scott 65 with a deep rose shade.

Figure 21 is an early Type 2 cancel that bears a Scott 10 from 1852 with pen cancel.

Figure 22 is a scarce example of the Brookville large typeface cancel used only in 1864.

Figure 23 illustrates the basic round dater that cancellers used in the 1870s and 1880s.

Figure 24 shows a rare experimental machine cancel used for a short period in 1892 applied to a third class advertising flyer at the one-cent rate.



Figure 23



Figure 25



Figure 24



Figure 26

BURTONSVILLE

Burtonsville takes its name from its founder and first postmaster, Issac Burton.

He became postmaster in 1850. For the next century this sleepy unincorporated area had a small population, little business and generated miniscule volumes of mail.

Burtonsville, in the latter half of the 20th century grew in part as the population of Montgomery County spread eastward. In 1976 it was named the "Official Bicentennial Community" for the nation's 200th birthday.

Figure 25 shows two Burtonsville manuscript cancels mailed in the 1870s to Baltimore and Georgetown, D.C.

Figure 26 has a rarely seen round dater canceller from 1901 sent to the post office at nearby Ednor.



Figure 27

ETCHISON

Located one-half mile from Sandy Spring, the whole town was situated at one major intersection. Its post office was open from 1886-1909 and generated very little mail.

Figure 27 shows a rarely seen CDS cancel on a 1904 cover from Etchison to Laytonsville, Maryland.



Figure 28



Figure 29

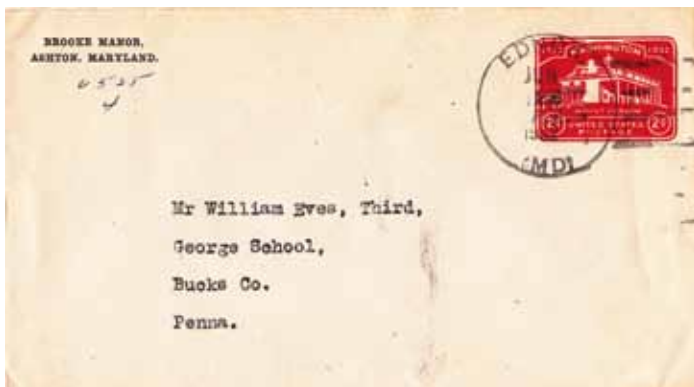


Figure 30

EDNOR

Located between Ashton and Spencerville on the Route 650 corridor near Sandy Spring, the post office was opened in 1885, but generated very little outgoing mail.

The Figure 28 cover to the *Sentinel* newspaper in Rockville, Maryland, has a large CDS and concentric target cancel. The cover was sent in the post office's first year of operation; it is underpaid by one-cent.

Figure 29 shows early 20th century Doane cancels from Ednor.

Figure 30 is an example of an Ednor four-bar cancel that was the primary device used in the 20th century until the post office's closure in 1959.



Figure 31



Figure 32

NORBECK

Located southwest of Sandy Spring in the Silver Spring corridor, this post office was open from 1874-1905. Norbeck was one of the important commercial villages in the Sandy Spring area and featured a post office, country store, and a public school.

The covers in Figure 31 are from 1885 and 1892 and bear similar CDS cancels and concentric killer cancels.

When the Norbeck Post Office closed in 1905, it became a rural branch of the Rockville Post Office. The Figure 32 postcard bears this scarce 1908 cancel.



Figure 33



Figure 36



Figure 34



Figure 37



Figure 35

OLNEY

This town a few intersections to the west of Sandy Spring was once known as Mechanicsville. The first post office was opened in 1851 and this area was a hub of business activity and economic growth through the 1970s. Of all the villages of Sandy Spring, Olney had the most prolific expansion and today is the largest residential and business area within the six-mile radius of Sandy Spring.

Figure 33 shows a late 1850s ladies cover affixed with a manuscript cancel from Olney.

Figure 34 has early CDS cancels from the 1870-1880 period applied to Scott 114 and Scott 210.

Figure 35 features an unusual and rarely seen double-ring cancel on an 1890 cover to Pennsylvania.

Figure 36 illustrates CDS cancels on two government postal cards from the 1890s period.

Figure 37 shows Doane "3" cancels on two early 20th century postal cards and a cover.



Figure 38



Figure 39



Figure 40

SPENCERVILLE

Spencerville lies to the southeast of Sandy Spring and to the north of Burtonsville on the far eastern county line. It was started by the Spencer family and William Spencer was its first postmaster, in 1859.

The post office was in the general store for many years through the 1890s period.

The Figure 38 manuscript cancel shown was from 1860, the post office's second year of operation.

Figure 39 shows a scarce octagonal cancel with a



Figure 41

fancy killer strike applied to cover sent to Rockville, Maryland. It was overweight and bears a three-cent Postage Due stamp (Scott JN3) and a Rockville receiving cancel.

Figure 40 illustrates another octagonal cancel on an overweight letter sent in February 1883. The cover bears three Scott 158s to accommodate the weight of one-and-one-half ounces. The rate was changed to two cents per half ounce of postage on October 1, 1883.

For most of its postmarking during the 20th century, the Spencerville Post Office used a large four-bar cancel. The multi-stamp example bears the five-cent international rate to France (Figure 41).

UNITY/SUNSHINE

Only a few intersections separate these small towns on Route 650, the major thoroughfare in the Sandy Spring area on which so many of the towns straddle.

Unity, a very small area, virtually unpopulated, has left no mail to speak of in collectors' albums. The Figure 42 manuscript cancel from January 2, 1852, may be the only surviving one.

The Sunshine Post Office, located to the south, was open from 1870-1885. The Figure 43 round dated cancel from July 8, 1880, is one of the few known. For many years, mail was delivered by a carrier from the Brookville Post Office.

TRIADELPHIA

Though having a post office since 1811, this town left little in the way of surviving mail. Located on the Patuxent River to the east of Brookville, it was flooded on numerous occasions and eventually was destroyed



Figure 42



Figure 43

by a flood in 1889. It was totally deserted by 1905 and is now underwater.

The Figure 44 cover with a “Free” marking was sent to Edward Stabler, the postmaster of Sandy Spring.

This conglomeration of villages eventually dissipated in the early 20th century as the automobile became a dominant part of American life. Having access to so many areas by foot lost its relevance. General stores eventually closed and, as large mail processing centers emerged, the need for so many local post offices lessened.

In tribute to its unique postal and legendary history, the Sandy Spring Museum was erected in 1981. Its exhibits tell in detail the rich history of this dynamic community.



Figure 44

Addendum

As we were going to press, the author provided the following additional information and examples.

CLOVERLY

Cloverly was located to the southeast of Sandy Spring. It dominated the area of Route 650 (New Hampshire Avenue) and Briggs Chaney Road. Cloverly was known as the “Village of many stores.”

In the later 19th century it had three grocery stores, a feed and blacksmith shop, and an emporium store that met the needs of nearby residents by selling a variety of products.

During its brief tenure, the post office was housed in the Leizear’s store and Ida Leizear was the postmaster. Open only from 1897 to 1905, there are no known manuscript or handcancels. Postal services were later provided by the Silver Spring Post Office.



Figure 45

NORWOOD

Norwood is located directly south of Sandy Spring at the intersection of Norwood and Ednor Roads. A large farming community during the 1800s, the turn of the century saw this aspect decline but the Sandy Springs Friends School was established and still operates today serving a K-through-12 student body.

The Norwood Post Office was located in Holland’s General Store from 1889 through 1905 with James Holland as the postmaster. Mail from Norwood is rare.

Figure 45 illustrates a smudged, large 1901 Norwood round dater handcancel affixed to a two-cent Washington (Scott 220) destined for nearby Ednor.

OAKDALE

Located midway between Norbeck and Olney on Route 97 (Georgia Avenue), Oakdale's prime was in the mid to late 1800s when it had a post office, a large general store and a tavern that was built in 1820. Oakdale also had a one-room schoolhouse and the Oakdale Emory Church, which was the center of its residents lives.

Figure 46 shows a faint 1899 Oakdale cancel affixed to a two-cent Washington stamp (Scott 220) on a cover sent to the Montgomery County *Sentinel*.

The corner card is from the Montgomery County Fair, which is the oldest continually operating fair in America. Mail from Oakdale is rare.

(Wayne Anmuth collects Chautauqua County New York, postal history and Maryland postal history with a focus on Montgomery County. He can be contacted by e-mail at: wanmuth@verizon.net)

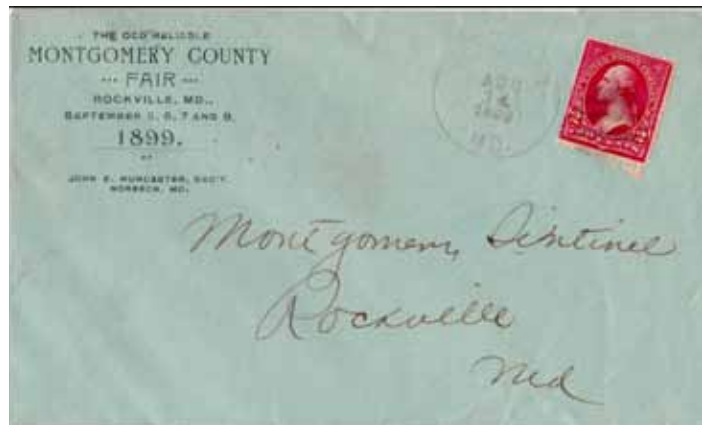
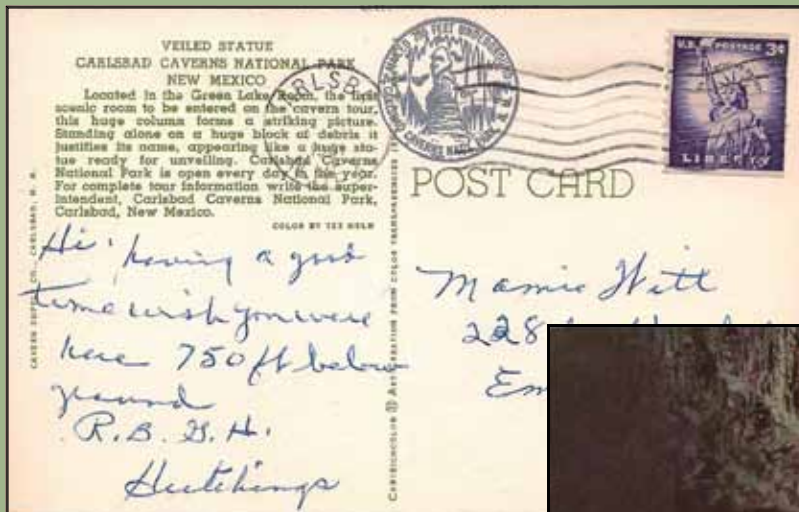


Figure 46

National Park Postal History

Sent From 750 Feet Down in Carlsbad Caverns



By
Peter
Martin



Carlsbad Caverns National Park, located in the Guadalupe Mountains of southeastern New Mexico, has Carlsbad Caverns as its main attraction. It was designated a national monument in 1923 and became a national park on May 14, 1930. About 400,000 people visit the park each year.

The 120 caves of Carlsbad Caverns National Park were carved out not by running water and streams, like many limestone caves in the world, rather these caves were dissolved by very aggressive sulfuric acid.

Carlsbad Caverns, a UNESCO World Heritage Site since 1995, includes a large cave chamber, the Big Room, a natural limestone chamber that is almost 4,000 feet long.

There has never been a post office within the park and postal service is provided by the town of Carlsbad, about 18 miles away. Shown is a postcard addressed to Emporia, Kansas,

with a September 2, 1961, Carlsbad machine cancel tying a three-cent Liberty stamp. The card also bears the private pictorial auxiliary marking (shown in detail at upper right) that reads, "Mailed 750 Feet Underground, Carlsbad Caverns Nat'l Park, N.M." The distance refers to the hike from the cave's natural entrance to the end of the Big Room chamber. While I have not yet visited this park, it is here, near the elevators, that a small snack bar offers drinks, snacks and postcards, which can be mailed there. Readers who have visited the caves and can provide additional details can e-mail me at: pmartin2525@yahoo.com.

Figure 1: An 1885 cover sent from New Zealand to Boston under the 1870 postal treaty between the United States and New Zealand.



Dr. William H. Walker and the Peabody Medical Institute — A Mystery Solved

By Bob Watson

I acquired the Figure 1 cover some 15 years ago, and I have since slowly discovered the meaning of the markings, with only one mystery remaining — until now. A recent discovery led me to an Internet search that has solved the mystery.

The cover was postmarked Dunedin, New Zealand, on January 31, 1885. It was sent under the terms of the 1870 bilateral postal treaty between the United States and New Zealand. The postage was 6d per half ounce, and the cover was marked “Paid All” to indicate that no further postage was due from the recipient.

After traveling to San Francisco, the cover was received in Boston, as indicated by the March 1, 1885 Boston receiver marking. I subsequently found that the black circular “10/Mar 1/8 am” is a Boston distribution receiving mark. What I could not explain was the blue crayon marking that appears to be “\$1.” This is not a known postal marking, and I always assumed that it was a scribble made by the recipient.

When searching through a box of covers at the 2015 Capital Stamp Show in Wellington, New Zealand, I found the cover front shown in Figure 2. This cover bore the familiar blue crayon marking, but this time for “\$5.” The addressee appeared to be the same as that for the Figure 1 cover, so I bought it to see whether it could shed light on the original blue crayon marking. Little did I know that the facts would rapidly fall into place, considerably aided by Internet searches.

One of the key pieces of information is written

at the bottom right of the cover in Figure 2 where “Peabody Medical...” and an illegible scrawl can be discerned. An Internet search quickly established that Dr. William H. Parker, at the Peabody Medical Institute, was the author of a book published in 1881 titled, *The Science of Life; or Self-Preservation* (Figure 3). This appears to be a volume that addresses male sexual dysfunctions couched in the circumlocutory language of the late Victorian era when discussing such matters.

The title page describes it as, “A Medical Treatise on Nervous and Physical Debility, Spermatorrhœa, Impotence, and Sterility, with Practical Observations on the treatment of diseases of the generative organs.”

Contemporary newspaper searches found a large number of advertisements throughout the 1880s, through the 1900s, similar to that shown in Figure 4.

Readers were invited to, “Address the Peabody Medical Institute or Dr. W. H. Parker, No. 4 Bullfinch Street, Boston, Mass.” to purchase the book for \$1 postpaid. It is likely that the mysterious blue markings are amounts paid for various book orders. The cover from New Zealand in Figure 1 would have contained an order for one book at \$1; and the one from Mississippi in Figure 2 would have requested five copies for \$5. So there it is, mystery solved.

I would be grateful for photocopies of any further covers addressed to Dr. William H. Parker or to the Peabody Medical Institute that also are marked in blue crayon on the front.



Figure 2: Another cover addressed to, 'Dr. Wm. H. Parker,' this one from Meridian, Mississippi, circa 1883.

Reference

https://commons.wikimedia.org/wiki/File:1902_Peabody_Medical_Institute_BulfinchSt_Boston_WorldAlmanac.png and <https://archive.org/stream/scienceoflife00parkuoft#page/n7/mode/2up> (both accessed October 28, 2015)

(Bob Watson is a collector and retired systems auditor residing in Wellington, New Zealand. He is interested in postal history between New Zealand and the United States of all types and mailed during all periods. He can be reached by e-mail at: bob.watson@xtra.co.nz)

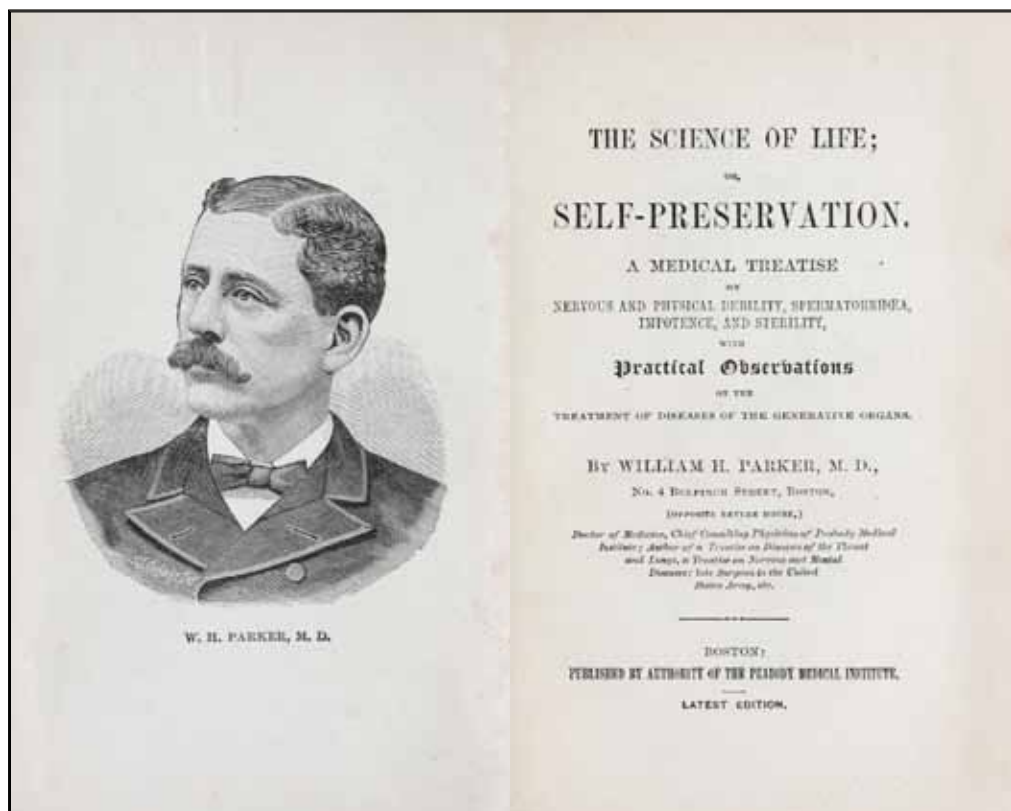


Figure 3: Title page from *The Science of Life* with a picture of the author, Dr. William H. Parker, M.D.

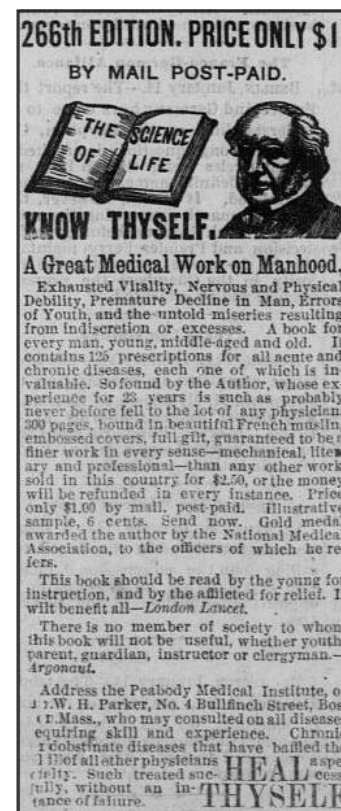


Figure 4: An advertisement from *The Salt Lake Herald*, January 15, 1885, page 2.



Lt. John S. Sweet (Robert Kadel).



Right: The cover that Lt. Sweet sent to the author's parents in 1943.

A World War II Cover to My Parents Found Online

By Joe H. Crosby

The cover illustrated above was found on an Internet auction site by a fellow collector, exhibitor and OKPEX judge who asked if it was, “of any interest to me.” My quick reply was *yes!* I immediately bought it for \$5.40, including postage. This is philately at its finest—collectors helping fellow collectors.

The cover was mailed by Lt. John S. Sweet who was commissioned at the University of Illinois in 1941 and ordered to active duty with the Field Artillery Replacement Center, Pack Artillery, Second Regiment at Fort Sill, Oklahoma.

Due to a severe shortage of on-base housing early in World War II, officers were billeted in private homes in Lawton, Oklahoma, just outside the base.

Lt. Sweet stayed in our home at 1336 Cherry Street in *my* bedroom. I was only two years old and was moved into my parent's bedroom. My sister was 10 years old and fell in love with every soldier who stayed with us.

In November 1942, Lt. Sweet received overseas orders to Bombay, India, where he spent two months in Ramgahr organizing the Chinese Field Artillery Training Center for Gen. Joseph Stillwell, whose nicknames included, “Vinegar Joe,” “Uncle Joe,” and “Old Two Shirts.” Here, the United States supplied mules and material and trained Chinese field artillery units in the use of the 75mm pack howitzers, to fight the Japanese in North Burma.

This is where Lt. Sweet was stationed when he sent this January 29, 1943, letter to my parents.

The New York APO 628 was established for Ramgahr, India, on September 8, 1942, and continued in operation until June 28, 1945.¹

Note that the cover was self-censored by “John S. Sweet, 1st Lt. FA” (field artillery) at the lower left. Commanders and officers frequently had the extra duty as unit censors so officers normally censored their own mail.

The “Ans March 22” docketing at lower left is in my dad's handwriting. There are no backstamps, but knowing my Dad he promptly answered all correspondence, so he probably received the letter just prior to March 22. Accordingly, it took about seven weeks to transit from India to Oklahoma.

Mail would have been moved by train or truck from Ramgarh to Calcutta, India where Pan American's famous Cannonball Express would carry it 11,500 miles from India to Africa, across the Atlantic to South America and on to Miami before being routed to New York, which handled incoming APO mail and sent it on its way to Oklahoma.

This was the longest and fastest large-scale air transport route in history and was a very important supply line for the entire Far East.²

Next, Lt. Sweet was sent over “The Hump” to Kunming, China. Then, in April 1944, he was sent to the Burma front as part of a liaison team. After the battles for Sung Shan and Lung Ling, he was assigned to command a liaison unit at Mengshih on the southern Chinese border above Hanoi.

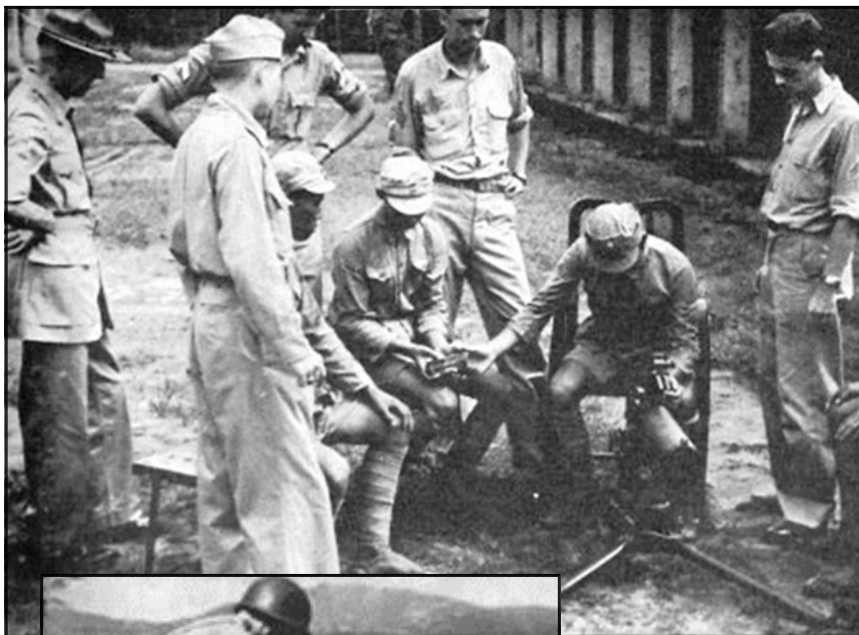
In May 1945, he returned to the United States and was separated in October with the rank of major. He married Dorothy Boyd, whom he met in San Francisco in 1942.

They resided in Kentfield, California, until their deaths, John in 1998 and Dorothy in 2010.

Endnotes

- 1 *Numerical Listing of APO's January 1942-November 1947*, Prepared by Army Postal Service and Strength Accounting Branches, AGO
- 2 John D. Carter, "The Air Transport Command," *The Army Air Forces in World War II*, Vol. 7, *Services Around the World*, ed. Wesley Frank Craven and James Lea Cate, Washington, D.C.: Office of Air Force History, 1983 new imprint, pp. 42, 44-45. https://en.wikipedia.org/wiki/South_Atlantic_air_ferry_route_in_World_War_II#South_Atlantic_Air_Route

(Joe Crosby specializes in Oklahoma and Indian Territory postal history. He can be contacted at: jocrosby@cox.net)



Above: A mountain gun in action.



Left: A photo of, "Chinese crew loading a mountain gun in an exercise, Ramgarh, India."

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



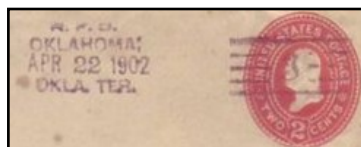
OKLAHOMA AND INDIAN TERRITORY COVERS
WEATHER FORECAST BACKSTAMPS
U.S. DESPATCH AGENT AND AGENCY MARKINGS
19th CENTURY U.S. FANCY CANCELS
PATENT CANCELS

PRIVATE PERFS ON COMMERCIAL COVERS
CROSBY Postmarks—Any State (Not Crosby cachets—No, we were not related)

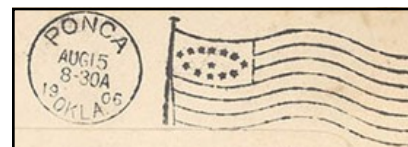
Covers addressed: "IF NOT DELIVERABLE TO ADDRESSEE,
PLEASE HAND TO _____" (The weirder the better)



OKLAHOMA DOANE and R.F.D. CANCELS
WILEY POST COVERS
AGRICULTURAL EXPERIMENT STATION FRANKS
OKLAHOMA CIVIC ADVERTISING
MULTICOLOR A.B. SHUBERT, FUR BUYERS COVERS



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



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



Figure 1: The cancelling machine did a number on this 1900 cover, which was repaired using officially sealed labels.

Unusual Auxiliary Markings on Outgoing International Mail

By John M. Hotchner

Continuing our look at auxiliary markings on international mail to and from the United States, we will now look at a range of seldom-seen markings on outgoing covers, including a few more “Form of Mail” problems, as promised in the last installment. At a later date, we will look at the more routine categories of “outgoing postage due” and “outgoing undeliverable address” mail.

For lack of a better system, today’s examples will be presented in date order.

In Figure 1, this April 11, 1900 cover to England (shown front and back, as the handstamp is on the back) says, “Accidentally mutilated by postmarking machine_____” There is something at the end, that appears to be, “2nd Div.”

The stamped corner looks to have been torn off by the machine, and has been reattached using two copies of Scott OX10, the 1898 version of the officially sealed label. As can be seen from the London receiver on the back, it got to its destination, more or less intact.

Another cover destined for the United Kingdom is shown in Figure 2. This one started life as a Christmas greeting from a family in Chicago, complete with a 1914 Christmas seal in the upper left corner. As it was addressed to Scotland, the Foreign Section in Chicago returned it with the message, “Christmas or other adhesive charity stamps are prohibited by country of destination.”

So, it appears the senders simply peeled off the seal and popped it back in the post.

It seems the Post Office Department was a bit behind on this one, as the United Kingdom did have this prohibition, but on incoming mail in 1909!

June 10, 1948 is the sending date for the cover in Figure 3. It is addressed to Denmark, with eight-cents postage overpaying domestic airmail by three cents. International airmail would have been 15 cents and international surface mail would have cost five cents. So the post office handstamped “By Air Mail Over U.S. Domestic Routes Only” and gave this letter airmail service from Miami to New York, but surface service from New York to Denmark.

The six-cent stationery in Figure 4 is a bit confusing. It seems to have been sent to Canada without the indicia having been cancelled. The cancellation date is March 27, 1950, in Texas. But there is an Ottawa, Canada Dead Letter Office handstamp on the reverse, dated February 30, 1950. Canada and the United States may have some essential differences, but I don’t believe they have added extra days to February.

So, I’m thinking the DLO date is incorrect — it probably should have been March 30 — and the sending cancellation is correct. Any way you cut it, the item could not be delivered, and the DLO added the Canadian “Return to Sender” bilingual pointing finger, and sent it back to the United States.



Figure 2: The United Kingdom prohibited incoming mail with charity seals in 1909, but the U.S. Post Office has a long memory and refused this Christmas greeting postcard to Scotland in 1914 because of the presence of a 1914 Christmas Seal.

Figure 3: The eight-cents postage on this cover equates to none of the possibly applicable rates. It was sent via airmail from Miami to New York and by surface mail from New York to Denmark.



Figure 4: A mistake in the date in the Ottawa, Canada Dead Letter Office handstamp on the back leads to confusion, but the “Non-transmissible” is the real mystery.

Figure 5 (Below): The originating post office missed the fact that Certified Mail could not be sent to foreign countries.

What is puzzling is the “Non-transmissible” on the front of the cover. It is in the color ink used by U.S. post offices, not by Canada, but if so, it would have been added as an explanation as the cover was on its way back to the sender.

Or was it added in Canada? It is, as the King of Siam said to Anna, “A Puzzlement.”

A great cover for the collector of 1/2-cent stamps is the 1961 sending from friend Bob Markovits (who recently passed away) to Canada (Figure 5).

It never got out of the United States as it was sent certified, the originating post office having missed the fact that, “Certified Mail For Domestic use only 19860.” That is what





Figure 6: Souvenir covers often have no content. That caused a big deal to be made over this one from the captain of a ballistic missile submarine.

Figure 7 (Below): Registry rules were not written for postcards, leading to a confusing practice in this case.

the post office further down the line handstamped on the cover, and to make absolutely certain it would not go forward again, it “VOIDED” each of the stamps!

Souvenir covers such as the 1974 example in Figure 6 from the Ballistic Missile Submarine USS *Ethan Allen* (SSBN608) to Czechoslovakia, confuse some mail handlers in the U.S. post office.

It likely had no contents, but the post office at Seattle made special note of it before sending it overseas, lest someone should think that they had lost the contents.

Per the back of the cover, the letter arrived in Prague, and it was handstamped in French and Czech with a confirming message saying something on the order of, “damaged abroad and repaired.” The repair consisted of a piece of Scotch tape.

Essentially a postcard, the mailed item in Figure 7 is nevertheless registered, likely at the originating post office in Von Ormy, Texas. In keeping with post office practice, the circular date stamp is not supposed to be shown on the front of registered items.

Instead it was likely placed on the now missing “Avis de Reception” return receipt that was stapled on the back. But this was not good enough for the San Antonio Post Office, which processed this on receipt from Von Ormy. They added a CDS on the front with the message, “Received at San Antonio, TX, not postmarked at office of origin.”

The U.S. departure from Viet Nam, occasioned by the North capturing Saigon, occurred in April of 1975. Not only did we leave the country, but postal service was cut off as well. In Figure 8 is a cover sent in August 1975 that was returned to the sender with the message, “Service Indefinitely Suspended.”

What is curious is that resumption of service was announced on August 4, 1975, but for reasons unknown



to me, the suspension was reimposed on September 2. So the sender likely thought this would go through, but it was not to be. Service was permanently established in December 1975.

Less flashy is the December 18, 1978, cover to Denmark in Figure 9. It was “Found in supposedly empty equipment.” Unfortunately, the length of time that the cover was delayed is not known as there is no backstamp showing date of receipt in Denmark.

In Figure 10, we have what may be the most unusual cover of all. Congressman George E. Brown Jr. (Democrat of California) sent this cover to the U.S. Consulate General in Guangzhou, (Peoples’ Republic of) China, using his franked Congressional envelope.

It came back to his office from the, “Nixie Foreign Section, Main Post Office, Oakland, CA 94615 Apr 1, 1983” (handstamped on the back), with the message: “No Provision For Franked Mail in International Mails – DMM122.442A.”

Brown served in Congress from 1963 until his death in 1999, with the exception of the 1971 to 1973 session. In the course of his career, redistricting resulted in his representing four different districts.

Finally, we have in Figure 11, a 1989 Express Mail envelope that is definitely a form of mail problem.

It should have been turned around and returned to the sender with a snippy auxiliary marking saying that



Figure 8: Is the suspension on or off? This cover to Viet Nam was sent in good faith, but fell afoul of the off-again/on-again embargo.

Figure 9: Lost in supposedly empty equipment, typically a mail bag, but for how long?

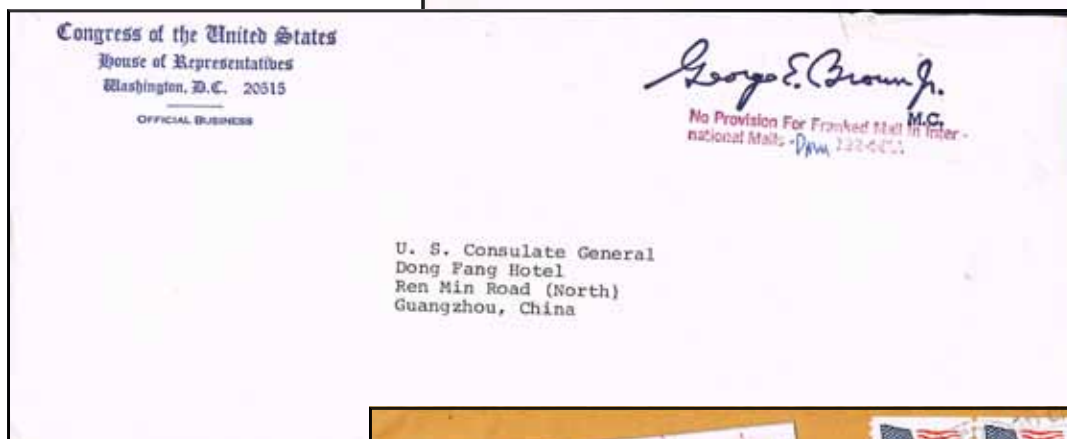
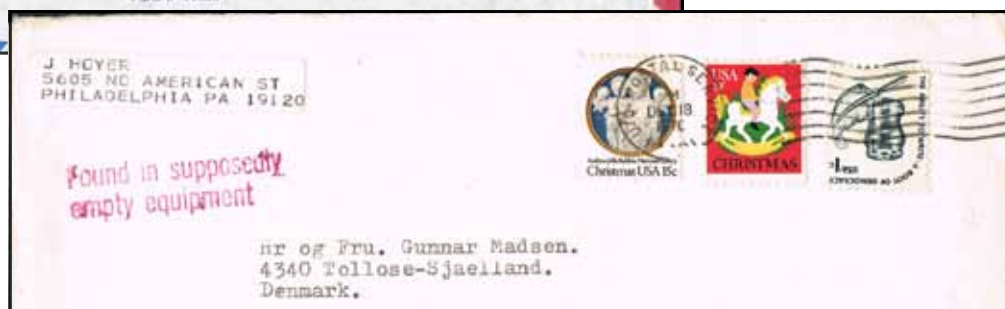


Figure 10: Congressman George Brown Jr. (D-Calif.) was likely surprised to learn that his Congressional frank did not extend to free international mail.

19th century Newspaper and Periodical stamps (limited to that form of mail, but in any case discontinued in 1898) were not valid postage.

But against all odds, the \$10 stamp was successfully misused! So we will call this a missing auxiliary marked cover.

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.



Figure 11: The case of the missing auxiliary marking: This Express Mail envelope should never have left the United States, but was successfully delivered in England.



Figure 1: A U.S. registered letter bears a seven-cent plus two-cent pair of stamps to pay the short-lived nine-cent additional-ounce rate of autumn 1975. The text explains the significance of the pair. The addressee's name has been obscured.

U.S. Cover is Rare Example of the 1975 *Postal Bulletin* Contingency Stamp Plan

By Ronald Blanks

A number 10 envelope postmarked 40 years ago on December 16, 1975, is the rare result of a 1975 *Postal Bulletin* directive regarding unavailable stamps, when United States domestic rates for letters of more than one ounce unexpectedly changed.

Shown in Figure 1, the two-ounce registered letter is franked with stamps totaling \$3.99. Effective September 14, 1975, the rate of each additional ounce of first class mail was lowered to nine cents, while the base ounce remained at 10 cents. So, 19 cents of the franking paid the two-ounce postage and \$3.80 paid for registry and related fees.

Surviving covers correctly franked with postage for the nine cents per additional-ounce rate are very scarce in their own right. The rate was very short-lived, replaced by the 13-cent letter era that began on the last day of 1975. But this cover is remarkable because it is the only one reported to date, revealed here for the first time, that used the nine cents in stamps recommended by a *Postal Bulletin*.

An "Accountable Paper" subsection of *Postal Bulletin* 21054 (September 4, 1975, the Special Bulletin on the new rates) states the following:

A. Postage Stamps. There is not currently available a postage stamp of the 9-cent denomination for use in connection with the digressive rate of first-class mail which weighs more than one ounce. To assist customers in meeting this rate, 2-cent and 7-cent stamps will be furnished for use

in combination with regular 10-cent stamps. The supply is planned as follows:

1. All SCFs [sectional center facilities] which distribute accountable paper will be automatically furnished 250,000—2-cent, item 015, and 250,000—7-cent, item 040, sheet postage stamps direct from the Bureau of Engraving and Printing. Those SCFs requiring additional bulk quantities of 2-cent regular and 7-cent regular sheet postage stamps may submit Form 3356, Stamp Requisition—Bulk Quantities, directly to the Bureau of Engraving and Printing. Orders may also be placed with the Bureau for 2-cent coils of 500, item 712, and 2-cent coils of 3000, item 714. Emergency requisitions may be submitted to appropriate regional accountable paper depositories.

2. Other Post Offices. Submit separate requisitions on Form 17, Stamp Requisition, directly to your SCF for a six-week supply of 2-cent and 7-cent regular issue postage stamps.

Interestingly, the cover shown here does not have a 10-cent stamp to pay the initial-ounce postage. Rather, high-value regular stamps of the Prominent Americans series paid the sum of that 10 cents, plus \$3.65 for registration of value up to \$5,000 and 15 cents for return-receipt service.

Evidently a postal clerk of the Marked Tree, Arkansas, Post Office overcharged the customer 15 cents for a return receipt that was never prepared. The



Figure 2: Shown cropped is the reverse of the Figure 1 registered letter that is postmarked December 16, 1975, two weeks before 1975's short-lived nine-cent additional-ounce rate for first-class mail ended.

cover has no “return receipt requested” endorsement, nor does its backside (Figure 2) show evidence of any receipt postcard being attached for its later return.

Some might note the irony in the use of so many stamps to reach the purported \$3.99 required in postage and fees to avoid a one-cent convenience overpayment of using four \$1 stamps. But it is not the purview of post office clerks to overcharge, even by one cent (one-fourth of one percent excess here), for convenience franking. It seems most reasonable that the seven stamps’ use, and the abnormal orientation of all stamps but the two-cent and seven cent, point to a postal clerk’s work on an envelope presented without postage at the counter.

It is difficult to understand how the return-receipt omission occurred, given the nature of the registration (\$5,000 value) and addressee (an obvious stock brokerage office). They suggest obtaining a return receipt would normally be a prudent move.

However, if the content was a stock certificate being tendered or transferred, such disposition would be evidence on its face that it was delivered. Did the postal clerk try to “up sell” a return receipt that the mailer declined? Given the mailing date of December 16, did holiday mailing hustle and bustle in the post office contribute to a mistake? Was an early season snowstorm bearing down on the town at the time? It seems we cannot know the mistake’s cause.

We discussed this cover’s franking at some length because it underscores its uniqueness and shows that modern postal history can be just as challenging to find and document as its classic-eras’ counterparts. This cover just as well might have borne taped remnants of a return-receipt postcard. Or it might have been prepared with a Prominent American 25-cent Frederick Douglass in place of the 40-cent Thomas Paine, thus removing any question of a 15-cent return-receipt fee.

In the article, “Scarce Rate Examples Found in Ordinary Dealer Mail” (*The United States Specialist*,

March 2008), I discussed the four covers then known of the 1975 nine-cent rate and invited readers to report others. The story showed the only two two-ounce letters I knew of, and two dealer-mailed large envelopes I had acquired.

After the article was published, I only heard from one collector. He had acquired a two-ounce cover with a machine cancel that postmarked a Prominent American one-cent Jefferson and 18-cent Elizabeth Blackwell that met the 19 cents postage. Unfortunately, any inking of the faint postmark’s year fell onto the dark green ink of the one-cent stamp, so it is unreadable.

In the seven years since the article appeared, I learned of only two more examples (besides the present cover). Both are ordinary dealer-mailed two-ounce envelopes I found, have a one-cent Jefferson stamp, and have one or two commemoratives for the other 18 cents postage.

During the preparation of this story, I reviewed another late-1975 dealer cover, part of a large accumulation consigned to me. Its franking belied its true trait as another nine-cent rate example. All told, we know of six two-ounce envelopes and three large envelopes showing the nine-cent rate from 1975. Only the one shown here used the seven-cent and two-cent stamp combination described in the *Postal Bulletin*.

A very nice, appropriate example from this brief period of U.S. postal history would bear a 10-cent stamp, the seven-cent Franklin, and a two-cent stamp (either the two-cent Frank Lloyd Wright or the Liberty two-cent Jefferson coil). Does any such cover survive?

Readers who come across 1975 examples that show the nine-cent additional-ounce first class rate are asked to share their findings for a follow-up article.

(Ronald Blanks has collected stamps since 1968. He specializes in U.S. postal history of marketing mail and mechanized postal improvements. Contact him at: rblanks_stamps@yahoo.com or POB 531, Windsor, VA 23487.)

Should the Postage Due be One Cent or Two Cents?

The Figure 1 picture postcard appears to have been mailed without postage. However, it does have a partial streetcar duplex marking of the “ARL. & SO. BALTO R.P.O., BALTO.MD, OCT 26, 7 AM.” There is also a large manuscript blue pencil marking of an underlined “due 1¢.” This certainly makes the case that the one-cent postage due is for the unpaid one cent in postage.

There is no apparent evidence of the stamp having fallen off or being removed, which suggests that the postcard was just mailed without postage.

Still, the cutoff duplex marking with the missing year date could have occurred with either another piece of mail or a piece of paper being on top of the postcard. Since the postcard was handled aboard a street car, the postal clerk may have been anxious to make sure all the mail was posted on time.

The postcard was addressed to, “Baltimore, M.d.,” indicating a close relationship between the sender and the addressee. So, other than that, the one-cent in postage due seems reasonable.

However, next to the blue marking is a two-cent postage due stamp (Scott J39) with a silent precancel.

Having a full back for the address indicates that the postcard was published prior to March 1, 1907, when it became permissible to write a message on the left side.

But the other side of the picture postcard, shown in Figure 2, offers another explanation for the question of the amount of postage due.

Portions of the postcard have affixed some metal foil, colored in red and green, with some emphasis in the clouds and shadows. Other parts of the back are embossed and in color and the entire back is coated with what appears to be a clear varnish.

Unfortunately, because of the coating on the card the message alongside the border of the picture cannot be read clearly.

Evidently, the publisher was more anxious to make a real pretty combination postcard with great visual appeal, but lacked the sense to allow for a message.

Now comes the question: If the postcard with the metal foil was mailed after February 20, 1907, the postal clerk in a Baltimore post office might have considered it to be a glitter card and thus liable for upgrading to the two-cent first class letter rate.

But without a year date in the postmark it seems likely to have been charged the two-cents postage due because of its appearance, thereby overriding the one-cent due marking.

However, your guess could be just as good as mine.



Figure 1: A postcard without postage. What is the correct amount of postage due?

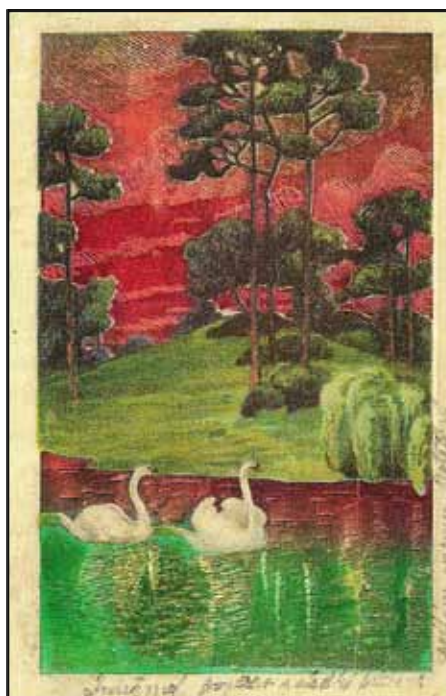


Figure 2: The front of the fancy color metal foil postcard

That the two-cents in postage due is because it looks like a glitter card may be the reason why the postal clerk in the Baltimore post office affixed the two-cent postage due stamp. But, maybe he should have looked twice and seen that it was not a glitter card and that the one-cent in postage due was the correct amount for the unpaid postcard.

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



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 on CD or by direct download. The late Richard W. Helbock published *La Posta: A Journal of American Postal History*, for its first 42 years, and conducted nearly 100 auctions of American postal history.

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At Ease Aloft on the Pan Am Clipper

By Peter Martin

Mail flown on the huge Pan American Clippers during the 1930s and 1940s is a popular postal history collecting specialty. Shown here is a brochure titled, *At Ease Aloft— A Collection of Clipper Pastime Favorites*, that was given to passengers flying aboard these planes during the 1940s as nations from all the continents were embroiled in World War II. Based upon the content, this one was printed in 1943.

The 32-page, 3-1/2 x 6 inch brochure includes some interesting then-current history about Pan American World Airways, the pioneers of Pacific and Atlantic “Flying Clipper” service, as well as some insights to the world at large.

The illustrations also harken back to a time when air travel was fun and adventuresome and airlines actually cared about passenger comfort. There was no feeling like a sardine for these passengers.

The illustration at right shows the spacious seating available for passengers. Modern flyers have probably never experienced that kind of comfort.

The brochure was meant to inform readers about Pan Am operations, to promote travel on Pan American and to provide entertainment for passengers.

The inside pages include a variety of thought-provoking puzzles, including, “Brain-Teasers,” such as, “The Pawn Shop Riddle,” “The Tricky Triangle,” “Crossing the Nine,” “The Disappearing Square,” and “The Six Coin Juggle.” Many of these continue to be included in modern brainteaser type books and magazines.

Another section covers, “Card Magic.” Through about the 1960s, playing cards were a regular airline staple and were given free to passengers to help pass the time. Other sections include tricks, riddles, astrology, birthstones, and a crossword puzzle.

The informational part of the brochure includes such items as, “Global Geography,” “Time Around the Globe,” “Air Line Distances Between Principal Cities of the World,” “Pan Am Uniform and Service Insignia,” “Famous Flights,” “What Do You Know About Latin America? (partly shown on page 34),” “Tips on Air Travel (page 35),” “Chronology of Air Transportation Progress (page 35),” and “Little Known Facts About Air Mail and Express.”

The “Little Known Facts About Air Mail and Express” provides interesting contemporaneous details about airmail:

Started as a venture in the carrying to Latin American peacetime



Modern passengers have probably never seen this kind of airline comfort. The caption reads, “Congenial companions make ‘a fourth at bridge’ no problem on Flying Clipper trips.”



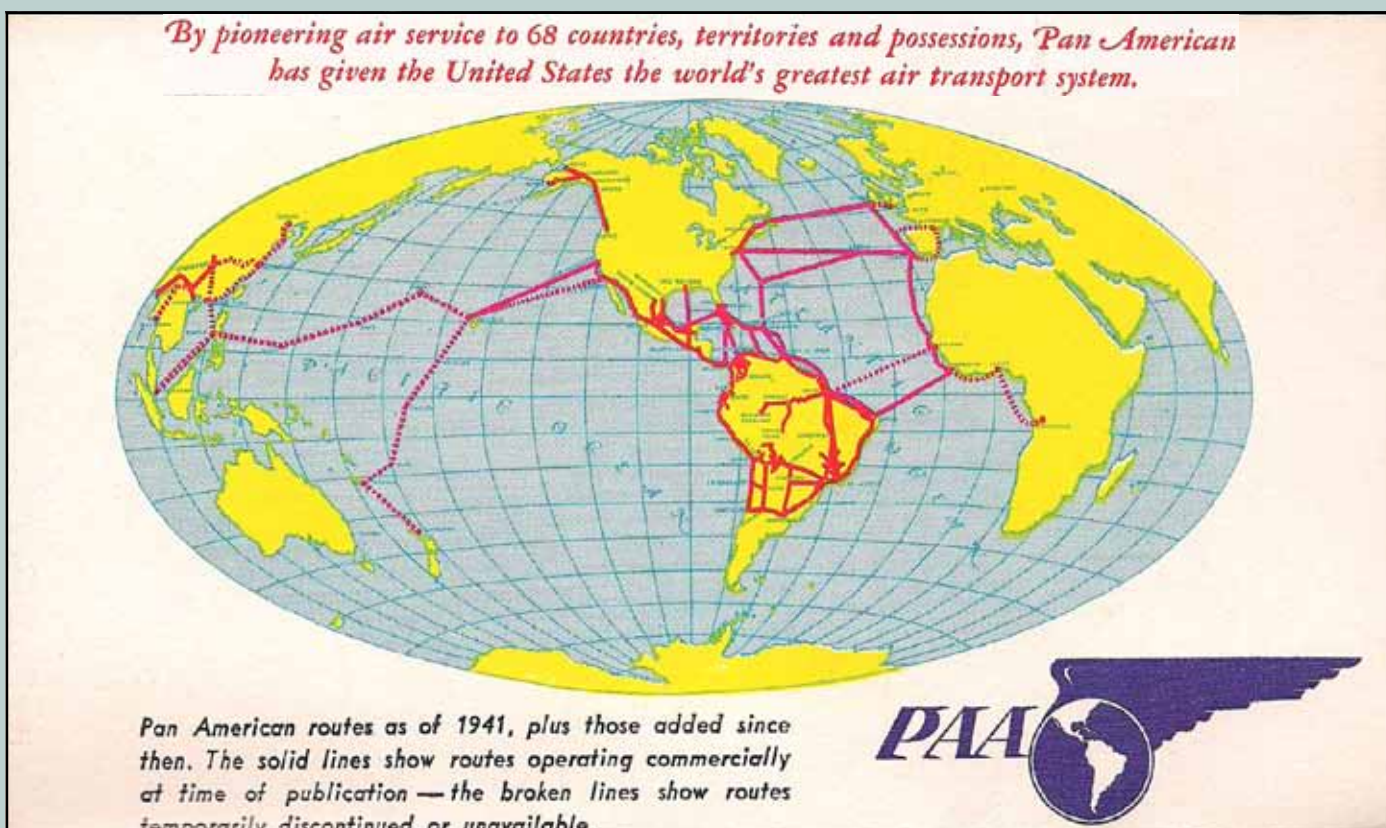
The brochure's cover.




Inside pages included a variety of puzzles to keep passengers entertained.



The back cover of the brochure shows one of the flying boats departing for an overseas destination. The clipper's registration number, NC-18605, is on the right wing. It identifies the plane as the *Dixie Clipper*, which was delivered to Pan Am in April 1939 and was put into service in the Atlantic. The city below is likely New York, the major departure city for the Atlantic routes. The plane was purchased by the U.S. Navy in 1942, but operated by Pan Am. After the war the plane was sold to World Airways and scrapped in 1950.



This color map appears on the inside front cover. It shows the Pan American routes that existed in 1941 and those added in 1942 and 1943. The dashed lines show the routes that were discontinued or that were not being flown.




WHAT DO YOU KNOW ABOUT LATIN AMERICA?

The 20 Republics and 16 territories and possessions that together comprise Middle and South America are important and interesting areas.

Pan American World Airways is proud of the fact that included in the 68 countries, territories and possessions to which its flying Clippers have pioneered air transportation, are all the 20 Latin American Republics:


MEXICO Pop. 19,760,000

Our nearest Latin American neighbor, Mexico is a land of contrasts—jungles, mountains and plateaus. Mining is the principal industry of a nation one-fourth the size of the U. S. Petroleum, agriculture and stock raising are also important. *Capital: Mexico City.*



HAITI Pop. 3,000,000

Cocoa, fibers, coffee and bananas are products of this Republic, which occupies the western portion of the island on which is also the Dominican Republic. Famous was the Haitian king—liberator Henry Christophe. *Capital: Port au Prince.*




GUATEMALA Pop. 3,284,000

One of the most colorful countries of the Hemisphere, with picturesque Indian life, is Guatemala, land of the Mayas. Bananas, coffee, pineapples, sugar cane, chicle are leading products of lush fields and forests. *Capital: Guatemala City.*

COSTA RICA Pop. 675,000

Called "the world's most peaceful country," Costa Rica has more school teachers than soldiers! Coffee, tropical fruits and various hardwoods are exported and cattle are raised extensively. *Capital: San Jose.*




HONDURAS Pop. 1,105,000

Mountainous, fertile, with rich forest reserves, is Honduras. Bananas are the chief export, but coconuts, coffee and tobacco are other important products. Mineral resources, while little developed, are considered extensive. Peaceful lakes and interesting cities nestle in the shadow of massive mountains. *Capital: Tegucigalpa.*


NICARAGUA Pop. 1,000,000

Rivers and mountains criss-cross Nicaragua. Two great lakes, Managua and Nicaragua, are joined by the Tipitapa River—all are important to the country's surface transportation. Gold, coffee, fruits are exported, as are mahogany, hides and skins. *Capital: Managua.*




EL SALVADOR Pop. 1,800,000

Smallest American Republic is El Salvador. Coffee and banana plantations dot verdant valleys and mountain slopes. Colonial atmosphere lingers in towns dating back to the Conquistadores. *Capital: San Salvador.*



CUBA Pop. 4,199,000

This island, the largest of the West Indies, is called the "Pearl of the Antilles." Principal industries are sugar, tobacco and stock raising. Excellent communications and transportation facilities unite all parts of the island. *Capital: Havana.*





DOMINICAN REPUBLIC Pop. 1,616,000

The capital of this progressive Caribbean nation is the site of the first permanent European settlement in the New World and was founded by Columbus. Land is fertile; sugar, cocoa, coffee, etc., are the chief products. *Capital: Ciudad Trujillo.*

PANAMA Pop. 635,000


"Cross Roads of the World" and "Link Between the Continents" are names by which Panama is known. The vital Panama Canal passes through the Republic. Peoples and goods from all over the world can be seen in Panama, an important junction point for Pan American World Airways routes. *Capital: Panama City.*





PAN AMERICAN WORLD AIRWAYS

... The System of the Flying Clippers



Four pages of the brochure are devoted to facts about Latin America. Two pages are shown here.

markets of items ranging from baby chicks to machinery parts. International air express service has proved its worth in the midst of a global war for the swift transportation, over routes pioneered and served by Pan American in the intervening years, of products and raw materials vital to the successful and swift completion of the Victory drive of the Allies.

The tremendous growth of international air express service is well illustrated by the figures for air express carried by planes of Pan American World Airways in 1943 — 49,345,000 pounds of cargo carried and 72,735,000 ton miles flown. These figures are in addition to 14,465,000 pounds of mail transported during the year over the nearly 100,000 miles of routes served by the Pan American System.

Cargo shipments during the year, both in commercial operations and in contract services

for the armed forces, included war materials, medical supplies, construction materials, repair parts, machinery, foodstuffs, and raw materials destined for the arsenals of Democracy. Equipment and supplies necessary to the defense of the vital Aleutians (for example, a powerful 1-1/2 ton PT engine) were flown to that area by planes of the Alaska Division of Pan American.

In China, the China National Aviation Corporation (CNAC), joint operation of the Chinese Government and Pan American World Airways, has pioneered an aerial lifeline with India "over the hump" at the Himalayas, following Jap seizure of the Burma Road, over which fly goods and supplies necessary to keep alive Chinese resistance to the invaders.

Born in a year of peace, the international air cargo services of Pan American have proved in time of war their value to this Nation and her Allies.

TIPS ON AIR TRAVEL

Priorities: All international and domestic travel on airlines of the United States is subject to government priority regulations which control precedence in assignment of accommodations. Therefore, reservations, even though accepted, cannot be guaranteed except on a priority basis, either before departure or en route. Airline offices are not authorized to arrange priorities but they will advise the proper channels through which inquiry should be made.

Customs: At the airport, just before you depart, and at the airport of your destination, your baggage will be inspected by the proper government authorities and in your presence. The following items are most commonly subject to custom duties: unopened cigarettes, candy, perfume, matches; any purchases in their original unopened packages; new clothing and jewelry which may be assumed to have been purchased for re-sale at your destination; anything which may not be considered as personal effects.

Censorship: All written, printed and photographable material, phonograph records and any other tangible forms of communication are subject to United States censorship during wartime and also that of certain other countries en route. Some of the foregoing material requires licenses from the U. S. Office of Censorship. In addition, licenses are required for articles or material classed as "Technical Data." Any persons carrying an appreciable amount of written or printed matter or other censorable material which cannot be inspected by the censors in a short time can obtain information from our offices on arranging advanced examination to save time en route.

Cameras: Due to war conditions, strict government regulations require that all cameras be sealed while in the air and many land points may not be photographed because of their strategic importance. Censorship applies to all photographic material.

Meals: Complimentary meals are served aloft, or on the ground when indicated on Pan American's Latin America timetable.

Hotels: Hotel expenses are not included, but if you desire to make reservations, Pan American representatives or agents are ready to assist you.

Tipping: No tipping, please, as P.A.A. employees take a genuine pride in their share of the reputation for service of Pan American World Airways.

Weather: Pan American has established its own climatic and meteorological stations along its routes which communicate by radio to all dispatchers and pilots, so that Clipper crews know fully what the weather will be 100 or 1,000 miles ahead.

Baggage: Adults are allowed 55 lbs. free weight allowance; children traveling half fare are permitted 27½ lbs. These allowances are more than sufficient for any average trip.

Your Travel Funds: Because of wartime International Currency Regulations, it is recommended that you carry no United States or other currency whatsoever. All travel funds should be carried in the form of PAN AMERICAN'S CLIPPER AIR CHECKS for one and five dollar units; for larger amounts use regular TRAVELER'S CHECKS, Money Orders, Letters of Credit, Bank Drafts, or Personal Checks. A small amount of coin for change is permissible.

[30]



PAN AMERICAN WORLD AIRWAYS

'Tips on Air Travel' and 'Chronology of Air Transportation Progress' are two of the informational features in the brochure.

Transatlantic air express service, inaugurated by Pan American Clipper only three years ago, has proved an invaluable wartime link between continents for the swift transportation at vital goods across thousands of miles of ocean, and has chalked up an unequalled record of 4,300,000 pounds of express and 2,600,000 pounds of mail (about 100,000,000 letters) since September 1941.

Pan Am also provided these "Foreign Air Mail 'Facts'"—

1. Anything that is mailable can be sent by Foreign Air Mail provided air mail postage rates are paid and provided the letter or package does not weigh more than 2 ounces. Countries in Latin America are exempted from the two ounce weight

CHRONOLOGY OF AIR TRANSPORTATION

PROGRESS

Numerous contributions to world air transport have been made in the past 17 years by Pan American World Airways. In American air transport, Pan American was the first to introduce many notable advances.

In 1927 . . . Pan American Airways established international air service under the American flag; initiated the use of multi-engined land aircraft on over-water routes.

In 1928 . . . Pan American was the first company in the Western Hemisphere to install radio on its transport aircraft; multiple flight crews were used in air transportation.

In 1929 . . . To improve service to the public, flight stewards were introduced, and meals were first served to aircraft passengers while in flight.

In 1930 . . . Pan American introduced the training of pilots in "blind" instrument flying in specially equipped planes; sponsored expeditions to study feasibility of Arctic flying.

In 1931 . . . Direction finders for practical transport operations were developed and first put into operation on Pan American Airways planes.

In 1932 . . . Pan American put into service the first American 4-engine transport; introduced a mechanical method of recording upper air weather observations.

In 1933 . . . Arctic flight operations were begun and aircraft winterized for cold weather flying; Pan American established professional development study courses for pilots.

In 1934 . . . The first 4-engine transoceanic type flying boats went into service; flush riveting of wings, wing flaps and fuselage was introduced.

In 1935 . . . Pan American inaugurated transpacific air service; the first air transport service over a major ocean route; introduced long-range weather forecasting for aviation.

In 1936 . . . Pan American first experimented with use of ultra high frequency radio; instituted flight fatigue medical research program.

In 1937 . . . Pan American completed transatlantic survey flights in preparation for regular air service to Europe; commercial service to Bermuda was organized.

In 1938 . . . Pan American inaugurated scheduled service between Juneau and Fairbanks, Alaska, via Yukon Territory; completed survey of route between United States and Alaska.

In 1939 . . . The first transatlantic service for passengers and mail was inaugurated; aircraft with engines accessible for repair in flight were first utilized.

In 1940 . . . The first successful American 4-engined land transports were put into service; these aircraft first utilized pressurized cabins for high altitude over-weather service; Pan American inaugurated air transport service from the U. S. to Australasia, via Canton Island and New Caledonia.

In 1941 . . . Pan American Airways System organized a wartime air transport service over the South Atlantic between South America and Europe.

In 1942 . . . A commercial air service between the United States and Africa, serving Liberia and the Belgian Congo, was inaugurated by Pan American.

In 1943 . . . Pan American established international transport service from New Orleans, linking the Mississippi Valley with Latin American countries.

[31]



unit. For exact weight limitation on such mails consult your post office.

2. Ordinary postage stamps can be used though air mail stamps are recommended. If ordinary stamps are used the letter should be plainly marked "VIA AIR MAIL."

3. Rates vary from 10 cents to 70 cents per half ounce or fraction thereof, depending upon destination. For exact rates ask at the nearest post office or Pan American office.

4. Registered air mail costs 15 cents in addition to regular postage.

As a reminder, Pan Am noted: "It should be kept in mind that under wartime conditions time in transit may be subject to censorship or delays."



Figure 1 (Left): Photogravure cover of Stephen A. Douglas sent to S.H. Sillan, St. Thomas, Franklin County, Pennsylvania.

Figure 2 (Below): The Figure 1 cover enclosure.

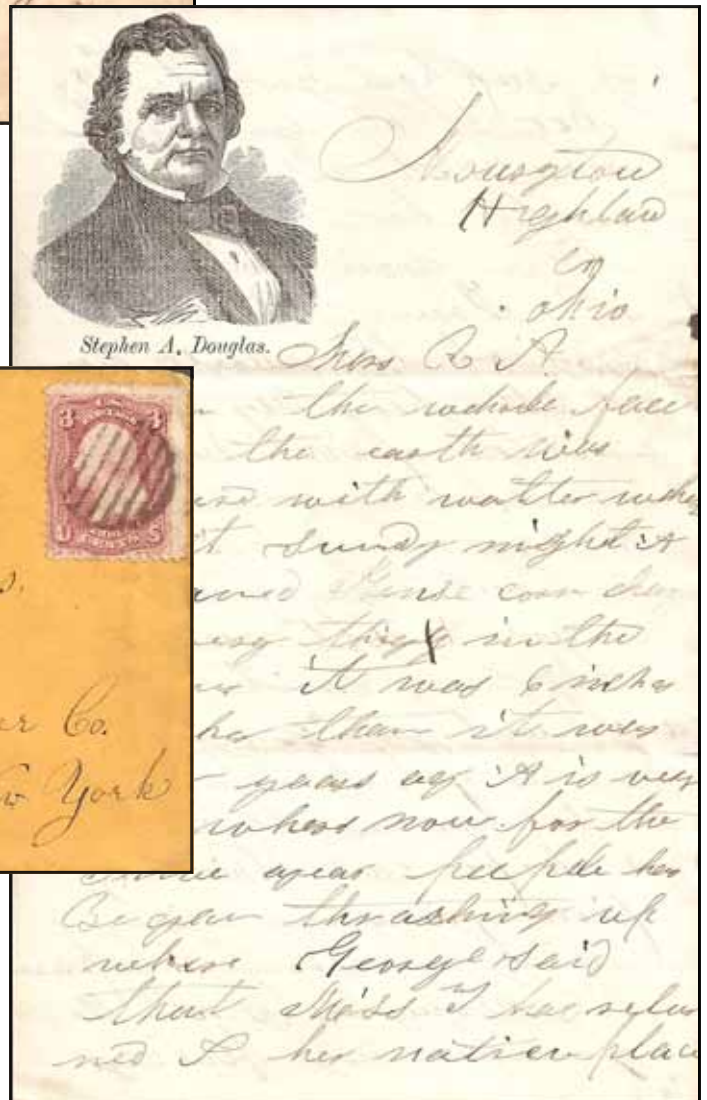


Figure 3 (Below): An engraved Stephen Douglas campaign cover mailed from Laconia, N.H. to New York.



Figure 4 (Below): A postcard mailed in 1905 from Freeport, Illinois, site of the most famous of the Lincoln-Douglas debates.

Figure 5 (Below Right): The reverse of the postcard commemorating the Lincoln-Douglas debate in 1858.



Stephen A. Douglas — The Little Giant

By Jesse I. Spector and Robert L. Markovits

Two of the defining moments in the political history of 19th century America were the Lincoln-Douglas debates of 1858 and the 1860 United States presidential election. The debates were unquestionably the dominant political dialectic of that century, while the 1860 election was arguably the most important presidential election of the era.

One may be forgiven if the milliseconds of high school coverage of these events have left the modern reader with minimal recall of the details; but, our coming into possession of a collection of postal history related to these events wetted our appetite to not only enjoy the philatelic experience related to the covers, but to resurrect the life and politics of the lesser known of the two great protagonists, Stephen Arnold Douglas, known to his contemporaries as the “Little Giant.”

A century and a half after the debates and election, Abe Lincoln remains as fresh as the latest in an avalanche of literary and cinematic works. Stephen A. Douglas, while truly also an iconic 19th century political figure, remains nevertheless somewhat confined to scholarly tomes that, likely as not, dwell on how he inadvertently paved the way for Lincoln’s triumphant march into the history books.

But, if we look beyond the standard fare we find Stephen Douglas to have been a most intriguing individual — a master political compromiser, an inveterate believer in the concept of democracy in its most classical tradition, yet paradoxically, an outspoken racist, and, on the issue of slavery specifically, apparently quite anemic in terms of morality.

Join us as we shed light on Senator Douglas, and see how you, the reader, might perceive the outcome, had but...oh, but let’s not get ahead of ourselves.

Our initial philatelic introduction to Stephen Douglas was a most exciting “twofer” — a cover and an enclosure, both beautifully engraved with the image of Stephen Douglas.

The somewhat worn cover (Figure 1), yet with a most appealing photogravure, was posted October 24, 1860 at Dayton, Ohio, as evident by the upper right circular date stamp, to S.H. Sillan in St. Thomas, Franklin County, a south-central township in Pennsylvania bordering on Ohio. Postage was paid with a three-cent Washington (Scott 26) stamp.

The enclosure (Figure 2) is a three-page letter with Douglas’s striking photogravure as on cover. The missive is a not uncommon 19th century chatty note discussing weather, health issues, folksy gossip, and interestingly, one statement that was downright



Figure 6: A plate block of four of the stamp commemorating the 100th anniversary of the Lincoln-Douglas debates (Scott 1115a).

flirtatious. The only written association to Douglas in the letter is a comment with a frustratingly undecipherable word that “Stephen A. Douglas is all the ___ a few days.”

Of note is the fact that Douglas’s campaign itinerary in 1860 indicates that he spent the latter part of October and early November campaigning in the Midwest and the South. His campaigning in Ohio and Pennsylvania occurred in September 1860, well before the comment in this letter.¹

A second impressively engraved campaign cover (Figure 3) pictures Douglas with a noticeably different coiffure. Instead of wavy hair evident on the previous cover, Douglas here is portrayed with much straighter hair, yet the facial features are surely the same.

The Carpenter and Allen imprint on buff cover carries a Laconia, New Hampshire CDS applied on May 30 (we assume 1860) and is addressed to a Mrs. D.B. Briggs, West Winfield, Herkimer County, in upstate New York. The postage is paid with a socked-on-the-nose grid cancel of a three-cent Washington (Scott 65) stamp.

Lest we deprive the Lincoln-Douglas debates of postal history entries, we offer a charming 1905 post card mailed from Freeport, Illinois, the site of what historians consider the most famous of the seven debates (Figure 4). The engravings of the participants and the memorial stone and plaque (Figure 5) commemorate the event, with the caption noting that President Teddy Roosevelt had dedicated the monument two years earlier.

The card was posted with a one-cent Franklin (Scott 300) stamp and cancelled with a typical for the era flag machine cancel. It features a marvelous photogravure image of these two young, brilliant political warriors, with Lincoln but four years Douglas’s senior.

Just before moving on, we remind the reader that the Lincoln-Douglas debates were deemed worthy of philatelic commemoration with a centennial issue (Figure 6). A painting of the debate scene as portrayed by Joseph Boggs served as the basis for the 1958 issue which we depict with this lovely mint plate block of four (Scott 1115a).

Stephen Douglas was born in Brandon, Rutland County, Vermont on April 23, 1813. His father, a physician, would die just three months after Stephen's birth, and his upbringing would then be overseen by a bachelor uncle. When the uncle married years later, Stephen was thrown onto his own resources and at age 14 apprenticed as a cabinetmaker in Middlebury, Vermont. He disliked the craft, moved to New York to be near his then remarried mother, and enrolled at Canandaigua Academy where he undertook the study of law.

The following year Stephen Douglas chose to go west and reportedly told his mother that when he returned it would be to head to Washington, D.C. as a legislator! He settled in Jacksonville, Illinois, became an itinerant teacher, established a private school while continuing law studies on his own and was admitted to the bar in 1834.

His political career can only be described as meteoric. He won election to the Illinois state legislature in 1836, the United States House of Representatives in 1842 as one of its youngest members, with subsequent reelection on three successive occasions.

In 1846, Douglas was elected as United States senator from Illinois, a position he would maintain through two successful reelections until his death in 1861.

In the nonpolitical arena, Douglas would become an extremely successful businessman, speculating in land acquisition in Illinois, particularly in the Chicago area. Critics claimed that he used his political office and chairmanship of the Committee on Territories to legislate for north-south rail lines to connect Chicago with the Deep South and to encourage a transcontinental railroad that would use a mid-country route through Chicago, thereby feathering his nest through the sale of his land holdings.

In 1847, Douglas married Martha Martin, the 21-year-old daughter of a wealthy North Carolinian who owned an extensive Mississippi plantation with 100 slaves. Two sons were born to the couple. When Martha's father died, the plantation was bequeathed to Martha, Stephen and their offspring.

Stephen Douglas deferred for political reasons, but did accept the position of property manager. Being a senator from the free state of Illinois made the acquisition a very sticky one, so Douglas kept his distance from the plantation with only rare, brief visits.

In 1853, Martha delivered a daughter, but tragically both Martha and daughter died within weeks of the birth.

Douglas remarried at age 43 in 1856 to Adele Cutts, a 21-year-old southerner, the daughter of James Madison Cutts. Adele's great aunt was the former First Lady, Dolley Madison, wife of President James Madison.

In 1860, their marriage would produce a daughter who died just months later as Douglas was preparing to campaign for the presidency. With this perspective let us now introduce you to the intriguing political life of the "Little Giant."

Stephen Douglas was just five feet, four inches tall with a long torso and short legs. His unusual physique, together with his powerful oratorical style and exceptional political talent, earned him the name, the "Little Giant."

Douglas was an inveterate believer in the principle of democratic rule, so that regardless of the controversy, he put his trust in the people's ability to decide the outcome for themselves through their vote.

As an accomplished compromiser, the "Little Giant" strove for a solution to the overriding dilemma facing the United States from its inception, and becoming evermore inflammatory in his own time, namely, the contentious issue of slavery.

His goal was to somehow satisfy both those favoring the "peculiar institution" and those opposed to it. And despite the monumental compromises he successfully negotiated, there always remained a segment of his constituency that was beyond taming.

In 1850, Douglas was the architect of the "Compromise of 1850" by which he temporarily appeased northern and southern interests regarding whether the Southern and Western territories expropriated from Mexico in the 1848 war would enter the United States as free or slave states.²

He negotiated an agreement allowing the territories to decide for themselves whether to enter the Union as slave-holding or free entities, his so-called "popular sovereignty" concept.

The compromise was saddled, however, with a demand by the South to strengthen the existing Fugitive Slave Act, whereby a slave escaping to a free state had to be returned to its owner, with the add-on of new onerous penalties to citizens who did not abet the recapture and return. This albatross amended to the compromise enraged Northerners and kept the fires stoked.

In 1854, Douglas then successfully brokered the next slavery controversy: whether the newly established territories of Kansas and Nebraska should enter the Union as free or slave permitting states. Invoking his "popular sovereignty" proposition, the compromise



Figure 7: Lincoln and Douglas debate in 1858.

was begrudgingly accepted, although hostility remained so great that subsequent machinations countered any hope for an honest outcome.

All of Douglas's prior efforts came to naught with the infamous 1857 United States Supreme Court decision in the Dred Scott case.^{3,4}

Dred Scott was a slave who claimed entitlement to freedom by having lived for an extended period of time in a free state to which his master had moved.

In what is considered one of its worst decisions, the court decided against Scott, stating that slaves were never meant to be citizens of the United States, were protected property of their owners, and that slavery was not an issue that could be decided by a vote of Congress or territorial governments.

Delight in the South, chagrin in the North, the smell of gunpowder was in the air. Stephen Douglas was whipsawed by these three major events of the 1850s.

At one time or another he would be extolled or denigrated by the same people who at other times would see him in an opposite light. Douglas, the dominant political figure of the era, simply could not win.

In 1858, Douglas was opposed for reelection by former Illinois member of the U.S. House of Representatives, Abraham Lincoln, running on the Republican anti-slavery ticket. Douglas's Democratic Party consisted of southerners and pro-slavery northerners. In seven historic confrontations extending from August 21 to October 15, 1858, the debates would be immortalized as the "Lincoln-Douglas Debates."

The short, stout Douglas and the lanky Lincoln, who stretched over six feet tall, would go at it in three hour debates (Figure 7).

Douglas reportedly spoke in a strong, rapid and vigorous voice with impressive gestures, while Lincoln

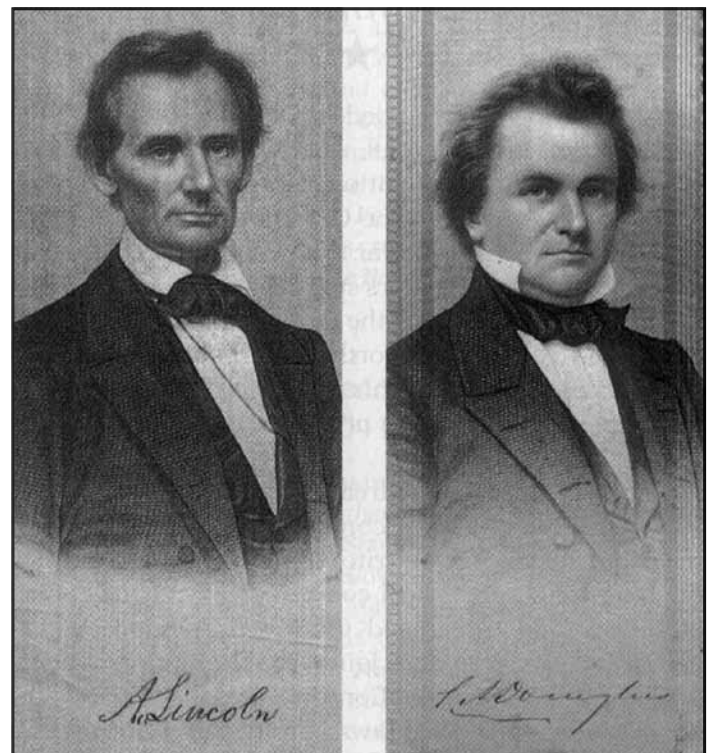


Figure 8: Lincoln and Douglas portraits during 1860 presidential election.

was said to have appeared as "indescribably gawky, inexpressive, and awkward, with almost absurd, up-and-down and sideways movements of his body to give emphasis to his arguments." Not a pretty sight, yet, the consensus seemed to be that, morally, Lincoln was an earnest, truthful man inspired by the conviction that slavery denigrated the cause of humanity, even as he held to a belief that blacks were a socially inferior race.

Douglas, while reportedly disliking slavery, did not see slavery as a moral issue, and indeed denounced

Lincoln for that difference. He believed in democracy from the perspective of “popular sovereignty” allowing the citizens of a territory to decide the status of slavery based on economic imperative rather than as a moral issue.

He certainly made his personal sentiments clear when he declared that the Declaration of Independence did not apply to nonwhites, and that “this government was made by our fathers on the white basis...made by white men for the benefit of white men and their posterity forever.” Slaves were property, not people. The “Little Giant,” despite being the more powerful orator of the two, was challenging Lincoln from a weaker and unsustainable argument.

Douglas nevertheless went on to win reelection. His political dominance through the decade of the 1850s, combined with Lincoln’s lesser name recognition, held forth, but not for long.

The Lincoln-Douglas debates attested to Lincoln’s credibility, and when the two subsequently faced off in the 1860 Presidential election, the landscape was markedly altered by... yes, the slavery issue.

In 1860, Douglas was the leading contender to be presidential nominee of the Democratic Party, while Lincoln, after a hard-fought battle, became the Republican nominee (Figure 8).

Yet the Democratic Party was in shambles. Douglas would end up losing the southern wing through internecine destruction. The South’s intractable stance on slavery broached no compromise — certainly not from the “great compromiser.”

Lincoln found himself running not against one strong Democrat candidate, Stephen Douglas. Instead, he ran against three opposing candidates representing splinters of a once unified party.

The outcome of the election gave Lincoln the presidency with 1,866,462 votes and 180 electoral votes, to second place finisher Douglas with 1,375,157 votes and just 12 electoral votes. With Lincoln’s victory secession and war were just months away.

True to his belief that the imperative for sustaining democracy was an unending commitment to compromise Douglas tried to arrange a compromise to avert secession. In December 1860 he proposed annexing Mexico and creating there a slave territory to assuage the South! On the other hand, he vigorously denounced secession as criminal, and with the outbreak of war in April 1861 supported Lincoln unconditionally.

At the age of 48, Stephen Douglas acquired what was reportedly typhoid fever and died on June 3, 1861, in Chicago. His burial site by the shores of Lake Michigan was acquired by the state of Illinois, and an imposing monument (Figure 9) crowned by a classical bust of Douglas (Figure 10) keeps watch over his grave.



Figure 9: The monument at the gravesite of Stephen Douglas.



Figure 10: A bust of Stephen Douglas that crowns the gravesite monument.

A skilful tactician in debate, a powerful political figure of the antebellum period, Stephen Douglas possessed contradictory traits, some commendable, others to this day considered as morally wanting.

For scholars attempting to rehabilitate his image Douglas’s racism is construed as not particularly atypical for his time and thus not fairly judged by 21st century principles.

The argument is also made that even many of our nation’s revered founding fathers held cultural views on slavery not dissimilar to those of Douglas.

Pushing back though, the growing abolitionist sentiments of the 1850s and the poignant views expressed by Lincoln during their iconic debates suggest that certain truths concerning morality, humanity and decency are, and always have been, inviolable and beyond manipulation through either pragmatism or compromise, no matter how honest the intent.

We were reawakened to these thoughts through our philatelic discoveries, and thank this 150-year-old missive for reminding us of these verities.

Endnotes

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General References

The discussion of the life and politics of Stephen A. Douglas in this manuscript derives from a host of excellent resources, a number of which are listed below. Particularly scholarly is Martin Quitt's exceptional biography of Douglas listed above.

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(Jesse I. Spector M.D., a retired hematologist-oncologist living in western Massachusetts, has published extensively on postal history. He and his wife Patty operate a 35-acre farm with about 70 animals.
Robert L. Markovits, an attorney and a world authority on United States Special Delivery mail, passed away in December 2015.)

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The History of the Pine Camp, New York, Post Office

By Paul Petosky

In 1907, the Black River Great Bend area in upstate New York was first used by the New York National Guard for summer maneuvers. It was called Camp Hughes.

In 1908, Brig. Gen. Frederick Dent Grant (1850-1912), son of Gen. Ulysses S. Grant (1822-1885), was sent there with 2,000 regulars and 8,000 militia. He found the Pine Plains to be an ideal place to train troops.

At that time, Pine Camp (Jefferson County) had a temporary post office that operated from June 1, 1908, to July 18, 1908, with William H. Mooney as postmaster.

Pine Camp formally opened on June 11, 1908, and training continued throughout the summer. In 1909, money was allocated to purchase the land and summer training continued there through the years.

The Pine Camp, New York, Post Office was reestablished on June 24, 1910 and operated until April 30, 1914 with William H. Mooney again serving as postmaster.

On June 1, 1917, the Pine Camp Post Office became a military branch of Watertown. At the end of the training season, it was discontinued on November 30, 1917. The Military Branch of the Pine Camp Post Office in Watertown started up again on April 1, 1941, and continued to operate until sometime in 1944.

With the outbreak of World War II, the area then known as Pine Camp was selected for a major expansion and an additional 75,000 acres of land was purchased. By Labor Day 1941, 100 tracts of land were taken over. Contractors then went to work and, in a period of 10 months at a cost of \$20 million, an entire city was built to house the divisions scheduled to train there.

Eight hundred buildings were constructed: 240 barracks, 84 mess halls, 86 storehouses, 58 warehouses, 27 officers' quarters, 22 headquarters buildings, and



Lt. Gen. Hugh A. Drum

99 recreational buildings, as well as guardhouses and a hospital.

With the many major expansions at Pine Camp, three divisions that trained there were: Gen. George S. Patton's 4th Armored Division (Gen. Creighton Abrams was a battalion commander there at that time), the 45th Infantry Division and the 5th Armored Division.

The post also served as a prisoner of war camp. Pine Camp, New York, became Camp Drum in 1951 (named after Lt. Gen. Hugh A. Drum (1879-1951) who commanded the First United States Army during World War II.)

As an aside, I was surprised to learn that Lt. Gen. Drum was born on September 19, 1879, at Fort Brady, Sault Sainte Marie, Chippewa County, Michigan, which is located

120 miles to the east of my residence in Munising.

The post was designated as Fort Drum in 1974 and today encompasses 107, 265 acres of land. Fort Drum is currently one of the elite Army divisions fighting the war on terror, and is home to the 10th Mountain Division.

The Fort Drum Post Office is located at 10720 Mount Belvedere Boulevard and uses ZIP code 13602.

(Paul Petosky specializes in Michigan Upper Peninsula discontinued post office postmarks and post offices. He writes a monthly column about Michigan post offices in the Great Lakes Pilot newspaper. He served in the U.S. Army from 1962-1965 as a radar operator at Battery B, 2d Missile Battalion, (Nike-Hercules), 51st Artillery, (Fort Cronkhite) Sausalito, California, and from 1981-2001 he served in the Michigan Army National Guard as a recruiter, retention and advertising NCO. He enjoys writing about military installation post offices that currently operate or that once were in existence. Contact him by e-mail at: paul_petosky@yahoo.com)



The tent and office of Gen. Frederick D. Grant in Pine Camp in 1908.



A circa 1910 view of the Pine Camp headquarters and post office as viewed from the plains.



A Pine Camp, N.Y., postmark dated June 18, 1908, seven days after Pine Camp was formally opened. This rare temporary post office postmark was only used from June 1-July 18, 1908.



A circa 1910 close-up view of the new Pine Camp Post Office. This post office opened on June 24, 1910, and operated until April 30, 1914. Two postmarks used at this post office are shown below.

Pine Camp, New York



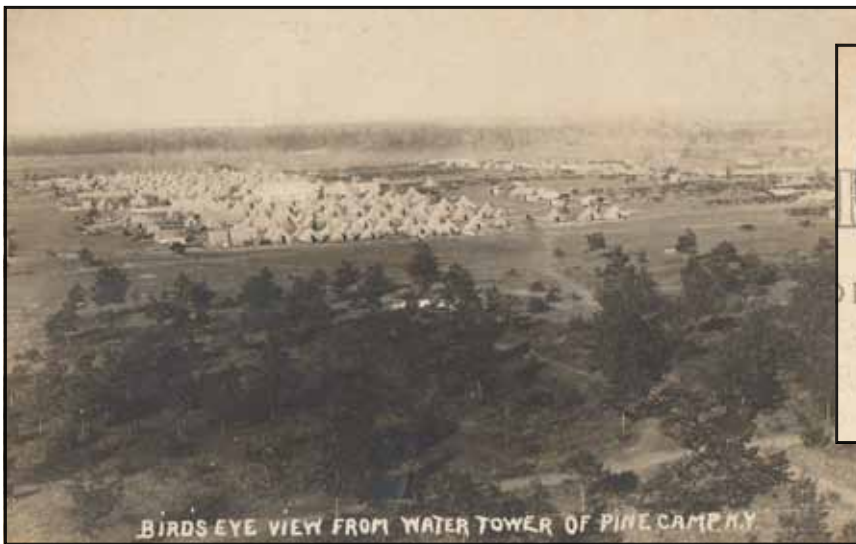
The nearby Watertown, N.Y., Post Office, circa 1906.



August 22, 1910, Pine Camp triple circle datestamp with a target killer.



August 5, 1911, Pine Camp, four-bar postmark.



A 1917 bird's eye view of Pine Camp taken from water tower.



Pine Camp Military Branch, Watertown, postmark dated October 8, 1917. This postmark was only used from June 1 to November 30, 1917.



A 1950s view of Wheeler-Sack Army Airfield, Camp Drum.



A World War II Pine Camp duplex postmark dated October 9, 1944.



A January 2014 photo of the current Fort Drum, N.Y., Post Office and an example of a recent postmark. Thomas L. Lapp, lead sales and service associate, is standing by the door.



10th Mountain Division



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.



Sorting Letters in a Fast Mail Train

For the U.S. Post Office Department, moving the mail swiftly, accurately and profitably was always a goal. In the 19th century, the Railway Mail Service was developed to meet those objectives. The work in railroad post office mail cars was demanding, tiring and frequently dangerous because of train accidents and robberies. Attempts to standardize the construction of railway postal cars did not begin until 1912. Shown is the inside of an early Fast Mail train car. Note the oil lamps and cramped conditions for the four mail clerks.



Figure 1: Soldier's cover from Private (later Lieutenant) F[rank] A[sbury] Pope while in Company A of the 11th Mississippi Regiment. The 'Due 20' is an unlisted marking.

Frank Pope, CSA — From Colorado to Ole Miss to New York

By Patricia A. Kaufmann

The cover shown in Figure 1 is a soldier's use from Bristoe Station, Virginia, posted October 23, 1861, with an army target "canceling" a manuscript "Due 10" and a penciled "Due" with handstamped "20" on cover to Mrs. Lou S. Clark, Attalaville, Mississippi. The mandated soldier endorsement at left was written by "Private F. A. Pope, Co. 'A' 11th Miss. Regt."

Bristoe Station is 12 miles southwest of Manassas Junction on the Alexandria and Orange Railroad. It was garrisoned by the 11th Mississippi after the Battle of Manassas (known as "Bull Run" in the North).

The "20" is an unlisted rate in the *CSA Catalog*, thus a new listing for future catalogs.¹ The Confederate postage rate at this time was five cents if traveling a distance under 500 miles.

Attalaville, Mississippi, was more than 500 miles from Bristoe Station, Virginia, and thus the postage owed was 10 cents. It was apparently also overweight and thus the postage was 20 cents, for double rate, and the "Due 10" was obliterated by the army target canceler.

I am uncertain of the nature of the relationship of Mrs. Lou Clark of Attalaville and Frank Pope, but it is said that Attalaville should have been named Clark Town, thus she was undoubtedly a well-respected resident.² The community prospered the most from 1850-1860 and contained three residences, one store, a

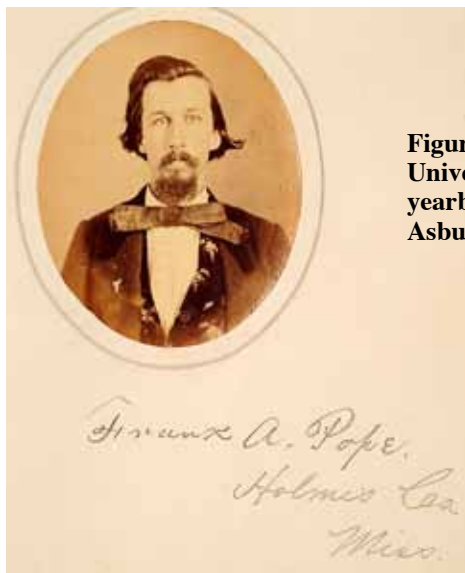


Figure 2:
University of Mississippi
yearbook photo of Francis
Asbury Pope, 1861.

blacksmith shop, a woodshop and a "Male and Female Academy." Silas H. Clark, the founder of Attalaville, owned and controlled the store and shops; his youngest brother was associated with him in the mercantile business for a short time. Silas Clark owned and operated two large plantations and was also engaged in the commission business in New Orleans, under the firm name of Thompson and Clark.

Pope is listed as a student at the University of Mississippi ("Ole Miss") in 1861. He is also listed as



Figure 3: Another cover to Loulie Clark from Frank Pope while in the 11th Mississippi Regiment, this one used from Grand Junction, Tennessee, with a Due 5 rate for a distance under 500 miles. It was posted on November 28 (1861).

hailing from Georgetown, Colorado. In 1861, Colorado was still a United States territory.

My parents retired to Colorado in 1970 and, more than once, I have personally visited this delightfully preserved old mining town located high in the Rocky Mountains.

This seems a rather far-flung location from which Pope hailed to attend Ole Miss. At the time of the Civil War, Georgetown was a rough place full of murders and mayhem of all kinds.

The 11th Mississippi Regiment was also known as the University Grays. Online links to more than one blog³ yielded some fascinating information about Frank Pope from Holmes County, Mississippi (Figure 2).

A month after the cover in Figure 1 was postmarked, a second cover (Figure 3) was sent from Frank Pope to Loulie Clark from Grand Junction, Tennessee, with the more usual Due 5 postage rate for 1861. Grand Junction, Tennessee, was within a 500-mile radius of Attalaville and thus the letter was able to travel at the lower rate.

At one time a partner in the law firm of Pope & Wolcott (Edward Oliver Wolcott went on to serve as a U.S. Senator), Frank Pope was, according to a published history of Georgetown, Colorado, “a

Southern gentleman, a ladies’ man, and not especially fond of work.”

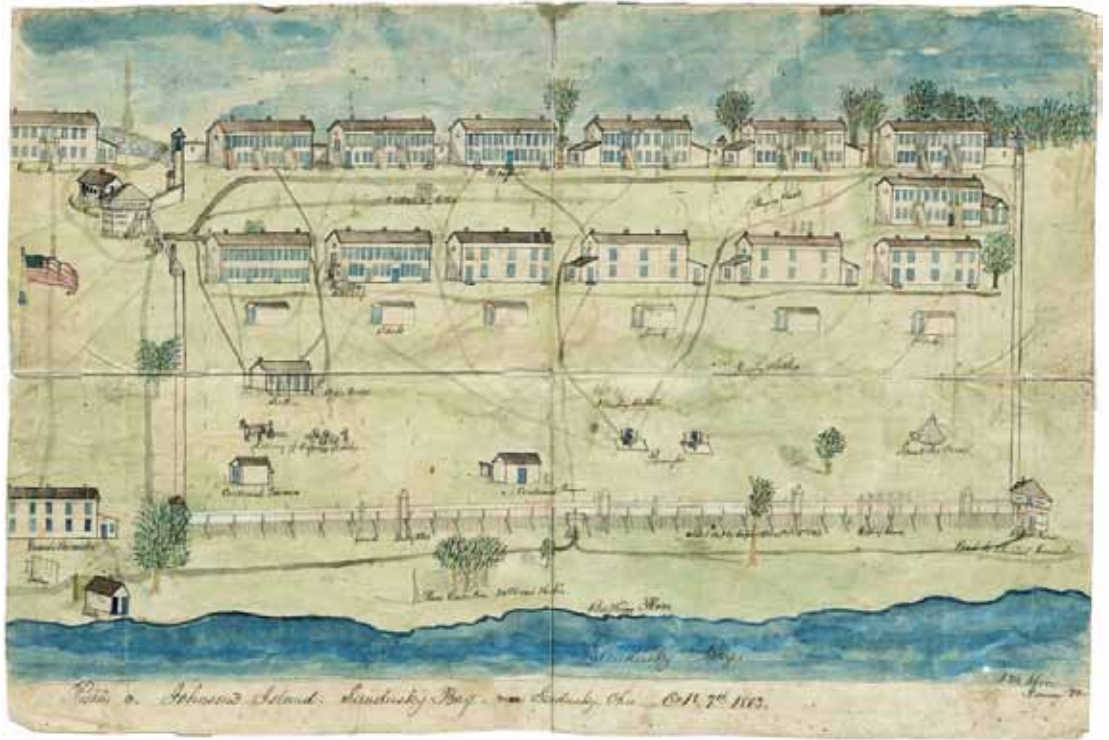
Figure 4 shows a photo of all the lawyers of Georgetown in 1874, gathered in front of a local law office. Pope is the third man standing from the left. He received his law degree at the end of the decade in which the war ended.

Wolcott graduated from Harvard Law School in



Figure 4: This 1874 photo shows the lawyers of Georgetown, Colorado, gathered in front of a local law office. Frank Pope is the third man standing on the left.

Figure 5: Period drawing of Johnson's Island Prison Camp, 1863, Sandusky, Ohio, where Pope was imprisoned during the war.



June 1871. The firm of Pope & Wolcott was established in December 1871 and was dissolved only a year later in 1872.⁴ I'm betting that there is a story there, as well. During the war, Wolcott served with the 150th Ohio Volunteer Infantry, joining in 1864 at the age of 16.

There were 139 male students enrolled at Ole Miss in 1861.⁵ When 135 of those men enlisted in the Confederate Army, the remaining four students were told that the university had to temporarily close due to such low enrollment. The bulk of the students joined Company A of the 11th Mississippi Infantry Regiment in the Confederate Army. It is not surprising that they were dubbed the "University Grays."

An unfortunate statistic is that there were 100 per cent casualties in the University Grays during the Battle of Gettysburg, when the Confederates made a desperate charge up Cemetery Hill against Union troops. Many were killed and those who weren't killed were wounded or captured. In their valiant and futile last charge, the 11th Mississippi reach the stone wall at Gettysburg, behind which were Federal soldiers four ranks deep.

The 11th Mississippi had lost 103 killed, 166 wounded and 41 captured. There were only 40 men left unwounded. The few surviving Grays merged with another company and fought until the end of the war. The story of the University Grays has inspired novels and even an opera that debuted in 1961 at Ole Miss.⁶

The year before the Battle of Gettysburg (July 1863), Frank Pope transferred to the 29th Mississippi and was promoted to 1st Lieutenant in Company K (the Dixie Rebels) on March 15, 1862. Thus, he avoided the Gettysburg casualty list of the University Grays.

He was captured, however, at Lookout Mountain on November 24, 1863, and sent to Johnson's Island Prison where he was held until he was released in June 1864 after taking the oath of allegiance.

Johnson's Island was a Union prison for Confederate officers located in Sandusky Bay of Lake Erie, near Sandusky, Ohio. The prison was built on this island because of the island's isolated location, which made it very difficult for prisoners to escape. At the same time, the island was near several important Ohio cities with excellent access to roads, rail and water transportation. It was relatively easy to acquire building supplies to construct the prison, as well as to secure food to feed the inmates.

The prison at Johnson's Island opened in April 1862. It continued to house prisoners until September 1865. Estimates vary on the number of prisoners who spent time at Johnson's Island, but it is likely at least 10,000 men spent time there.

Of those men, approximately 300 died at the camp. Most of these men died from diseases common in military camps during the war. Additional men perished trying to escape from the camp or from the harsh winters on Lake Erie.

While life was hard at Johnson's Island, the conditions there were better than those at other Northern and Southern military prisons. One of the main reasons for this was that only officers were housed there. Many of these men came from wealthier backgrounds and received financial assistance from their loved ones. Northern officials also believed officers were deserving of kinder treatment than enlisted men because of the officers' higher standing in society.

Federal officials removed Johnson's Island's original warden, former Sandusky Mayor William Pierson, for abusing prisoners in January 1864.

Personally, I am a benefactor member of the Friends and Descendants of Johnson's Island Civil War Prison (Figure 5).

After the war, one would anticipate that Frank Pope might be buried in Colorado or even Mississippi. It was surprising to find that, instead, he is interred at Green-Wood Cemetery in Brooklyn, New York.^{7,8}

Founded in 1838 and now a National Historic Landmark, Green-Wood was one of the first rural cemeteries in America. By the early 1860s, it had earned an international reputation for its magnificent beauty and became a prestigious place to be buried, attracting 500,000 visitors a year. It was second only to Niagara Falls as the nation's greatest tourist attraction.

Crowds flocked there to enjoy family outings, carriage rides, and sculpture viewing in the finest of first generation American landscapes. Green-Wood's popularity helped inspire the creation of public parks such as New York City's Central and Prospect Parks, only a few blocks from Green-Wood.

The spectacular 478 acres of hills, valleys, ponds and centuries-old trees are home to over a half-million permanent residents, including luminaries such as Louis Comfort Tiffany, Leonard Bernstein, Boss Tweed, Horace Greely, Civil War generals, politicians, artists, entertainers and, of course, our subject soldier, Frank Pope.

Francis Asbury Pope died in 1880 at the young age of 40. It is said that he was in New York trying to find a cure for an unspecified malady. Clearly, he did not succeed.

Endnotes

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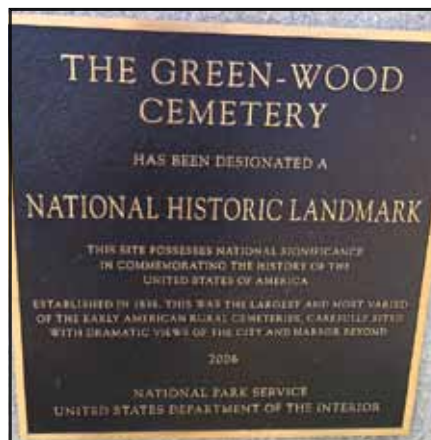


Figure 6: National Historic plaque for Green-Wood Cemetery in Brooklyn where Frank Pope is buried.



Figure 7: Green-Wood Cemetery as it looked in 1880 when Frank Pope was buried there.



Figure 8: Green-Wood Cemetery, a gothic beauty.



Figure 9: Green-Wood Cemetery in its springtime glory.

(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: The Ninth Postal History Symposium— ‘How Postal Treaties Influenced Post Office Reforms’



By Tara E. Murray
APRL Librarian

The Ninth Postal History Symposium, “How Postal Treaties Influenced Post Office Reforms,” is coming to a new venue: New York City. Since 2006, the symposia have been held alternately at the American Philatelic Center in Bellefonte, Pennsylvania, and at the Smithsonian’s National Postal Museum in Washington, D.C.

In 2016, the ninth symposium (there were no symposiums held in 2013 or 2015) will take place during World Stamp Show-New York 2016 at the Javits Convention Center in New York City. The symposium has always been international in scope, but this presents a unique opportunity to hear from postal historians all over the world.

The symposium was initiated by the American Philatelic Society, the American Philatelic Research Library, and the Smithsonian National Postal Museum to bring together philatelists, academic scholars, postal historians, and the interested public to discuss and present research that integrates philately or the history of postal operations into the broader context of history.

Presenters in New York will represent this diverse audience well—they include scholars in economics and history as well as postal historians, and they hail from the United States, Canada, the United Kingdom, Brazil, and Australia.

Though all the papers presented will focus on the theme of postal treaties and post office reforms, they address time periods from the 17th century, to the early years of airmail service, through the late 20th century.

All are encouraged to attend the symposium on June 2 at the Javits Convention Center. For details, go to: stamps.org/postal-history-symposium and www.ny2016.org.

As in previous years, papers presented at the symposium will be made available on the symposium website and will be considered for publication by

the Smithsonian Institution Scholarly Press. Selected papers from the first six symposia have been published in two volumes edited by Thomas Lera, both of which are available for free online via links from stamps.org/postal-history-symposium (Figure 1).

Postal historians will find many interesting pieces in these volumes, ranging from historian David Hochfelder’s “Do We Still Need a Postal System? Thoughts on a Twenty-First-Century Federal Communications Policy,” to Alexander Kolchinsky’s “Stalin on Stamps: Design, Propaganda, Politics,” to “Rural Americans, Postcards, and the Fiscal Transformation of the Post Office Department, 1909–1911” by the Smithsonian’s Daniel Gifford.

The APRL encourages expansion of the field of postal history through collaboration outside of the Postal History Symposium as well.

In one recent example, independent researcher James Schultz used the APRL from his home in Virginia to do research on early airmail. His article, “The U.S. Air Mail Service and Clarion’s Aero Field,” was published in the nonphilatelic *Western Pennsylvania History* (Fall 2015) along with many photos from the APRL’s Daniel Hines Air Mail Collection (Figure 2).

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.stamplib.org, call (814) 933-3803 and select option three for the library, or email aprl@stamps.org.





Figure 1: *The Winton M. Blount Postal History Symposia Select Papers 2010-2011.*

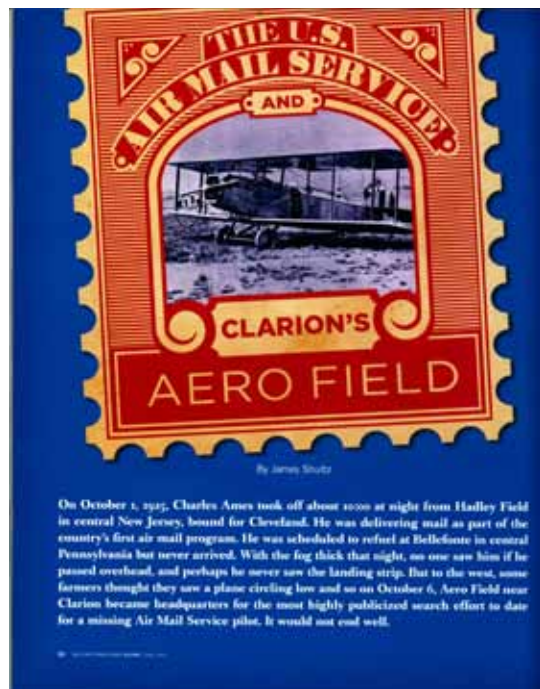


Figure 2: The title page for, 'The U.S. Air Mail Service and Clarion's Aero Field' in the Fall 2015 *Western Pennsylvania History*.

A Superb Auction Catalog Cover

By Peter Martin

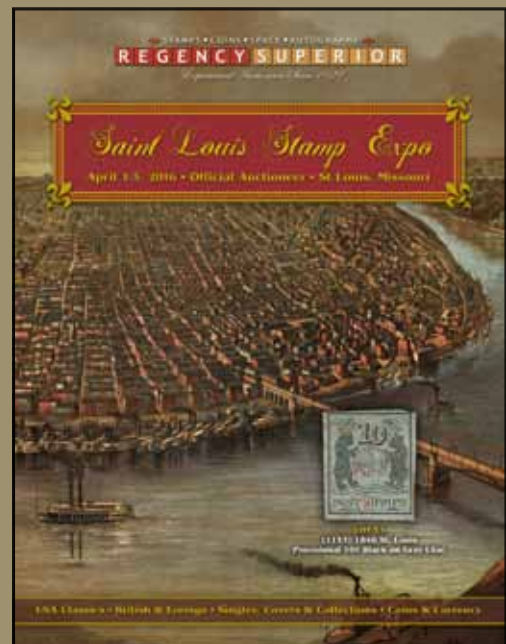
Frequently, philatelic auction catalog covers are rather uninspired, to say the least. All too often, the auction catalogs are overly simple or too complex with multiple images. It takes special effort to create a great philatelic auction catalog, so when a really superb one comes along, it deserves special recognition.

Shown at right is the cover of the April RegencySuperior auction catalog for the Saint Louis Stamp Expo. It features a wonderful background image, a classic name banner, and a sole philatelic item that all tie together with a St. Louis theme.

RegencySuperior Vice President of Marketing Penny Kols was responsible for creating the cover.

Kols describes the concept: "The image, 'Saint Louis 1873 Bird's Eye View' that we used came from the Library of Congress, and was published by George Degen in 1873. Currier & Ives published a similar map a year later in 1874 that focused primarily on the downtown region showing a very busy riverfront with hundreds of steamboats docked along the bank and moving up and down the Mississippi.

"Degen's map depicted a larger view of St. Louis, including the area north of St. Louis along the Mississippi River and the banks along Illinois. We decided to use Degen's map as the background allowing us to highlight the St. Louis Provisional stamp of 1846 (Scott 11X5) from our auction.



"Picking up the red used on some of the buildings' façade, as well as our logo, we used that vibrant color with the golden yellow of the font used in the headline. The font we used for the main headline (Saint Louis Stamp Expo) is called 'Abigail.' We used 'Benguiat' as the secondary font. Then we anchored the masthead with four fleur-de-lis, emphasizing St. Louis' French culture."

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.

Return to Sender: Devices Used to Identify Service Suspended Mails during WW II

Return to Sender: Devices Used to Identify Service Suspended Mails during WW II, Second Edition, by Michael B. Deery. Wallaceburg, Ontario, Canada: The author, 2015. Spiral bound, 8-1/2 x 11 inches, 344 pp., illus. ISBN 978-0-9869145-1-5.

Available for \$30 postpaid (to U.S. addresses) from: Charles LaBlonde, 15091 Ridgfield Lane, Colorado Springs CO 80921. CD version in PDF format for \$13.50 from: Michael Deery, 28726 Island View Rd., Wallaceburg ON N8A 4K9, Canada. For book or CD pricing to other countries, contact Deery by e-mail at: michderr@kent.net.

This second edition expands the information related to devices and markings applied to returned mail during World War II by 80 pages over the 2011 first edition. The scope is worldwide and includes both allied and axis powers, and is presented geographically by country.

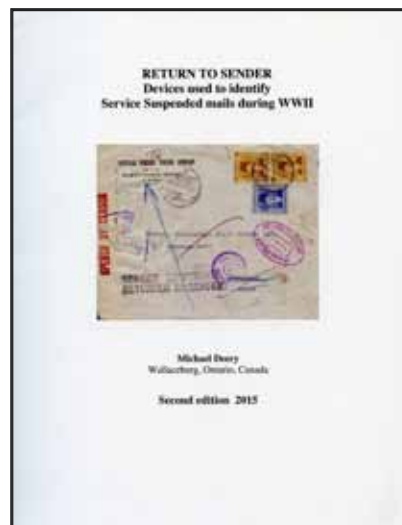
Mail was suspended for several reasons, due to rapidly changing regulations, either within the country of posting, while in transit by interception, or at the country of destination. Aspects of suspended mail include: service interrupted, mail not forwardable, refused, no service available, or diversion from air to surface mail. The introductory pages include a list of acronyms and abbreviations, and explain the organization of the catalog. The devices focus on handstamp, label, machine cancel, memo or enclosed slip, and manuscript items.

Categories are: generic mail service suspended, mail service suspended or disrupted, and airmail service suspended. The figure numbering of the first edition is retained and where new images are introduced they carry new numbers beginning with 175. There are more than 250 cover illustrations in this edition.

Each device is illustrated and its measurements given in millimeters, along with a catalog number, earliest and latest recorded use, color, and any specific notes. Rarity factors are not presented, although the author does give the number of examples studied for each entry from his database.

The first section shows an overview of generic devices that imply suspended mail service. These include pointing finger handstamps and other labels or markings denoting return for a variety of reasons.

The generic markings are shown for nine different countries. In some cases, the covers were censored as



well. The time period covered is just before, and just after, the declaration of war.

The remaining sections of the catalog present the suspended mail services and devices used throughout the war for the British Commonwealth nations, United States, European countries, Central and South America, and Asia. In a number of examples, the destination along with the actual route taken by a cover are shown. Throughout the book there are discussions that provide background, general commentary, or postal details that enrich researcher understanding.

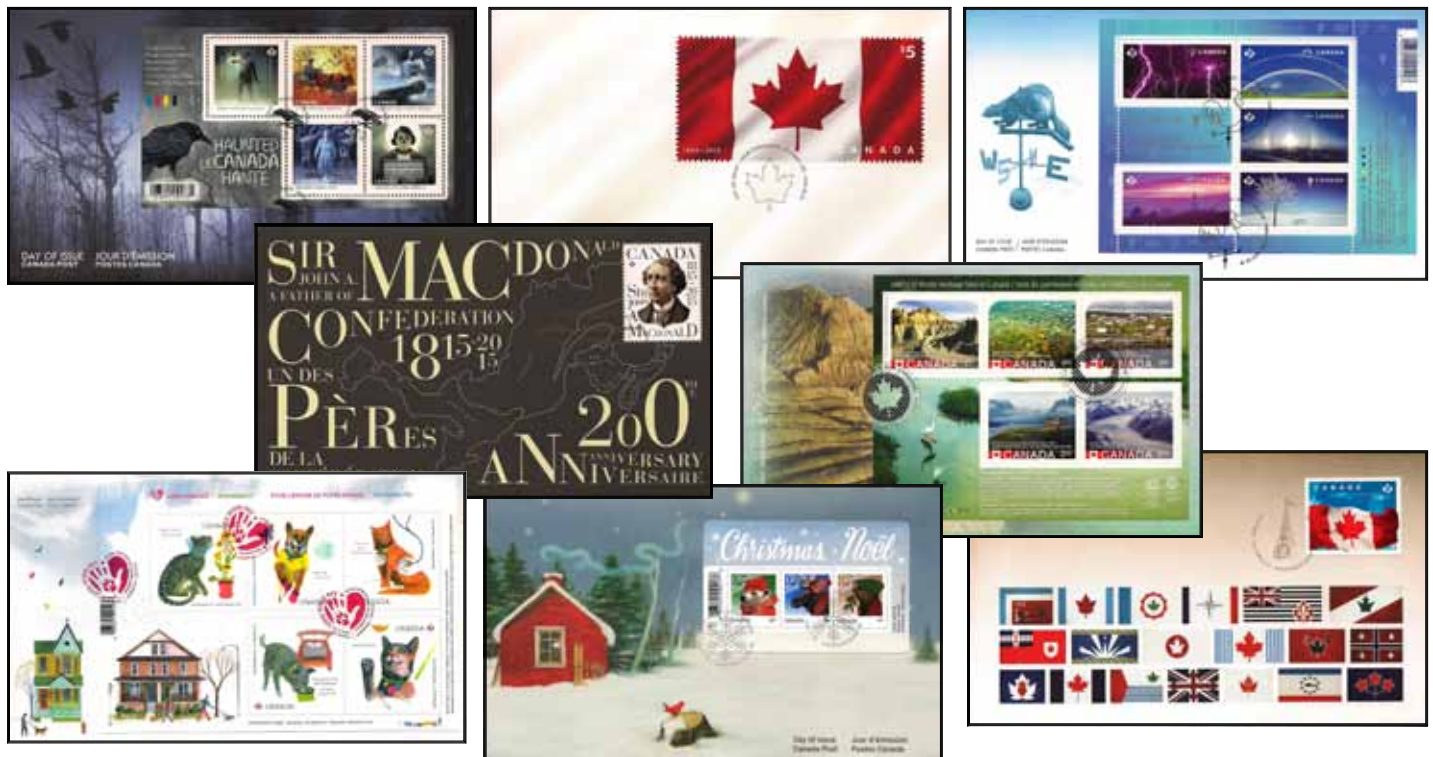
An appendix lists a few unidentified markings for which the author has seen only one example, and he provides a few details about the pieces but seeks more information. Another appendix lists all figures in numerical order with a brief description and page number. All illustrations are in black and white. Four pages are devoted to an extensive bibliography.

Pages lack a header with the title of the book and the section that is under discussion. The page numbering has even numbers on the right hand pages instead of the usual convention of odd pages on the right.

There is an enormous wealth of information in this catalog, not only defining the various returned mail or suspended mail circumstances, but especially the images of the devices that were used for these services. Many of the covers shown are also censored, but the censorship markings are beyond the scope of this excellent catalog.

Alan Warren

Book Reviews



Canada Post's 2015 Official FDC Collection

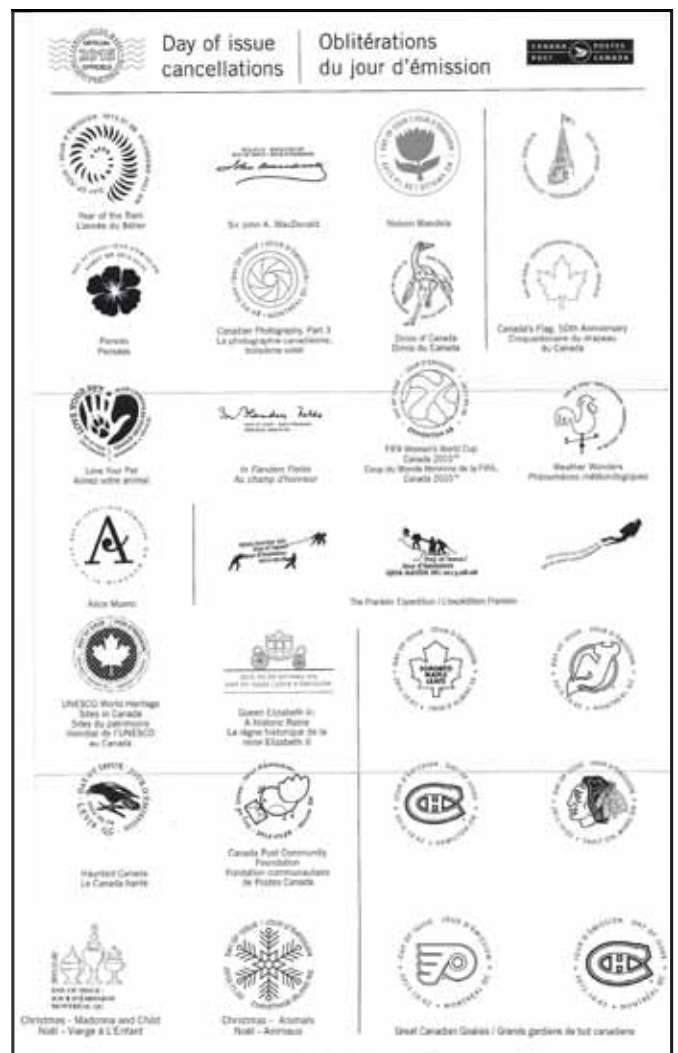
Canada Post's 2015 Official First Day Cover Collection was released late last year. Canada Post produces that nation's official first day covers and, since 2005, has housed the annual FDC collection in an attractive 8-5/8 x 5-1/2 inch wooden box with a metal date plate.

The 2015 collection contains 29 official first day covers, representing most of the stamps issued by Canada Post during the year, including sets and souvenir sheets. An assortment of the covers is shown above. Included are: 150 years of Canadian Photography, Great Canadian NHL Goalies, the Year of the Ram stamp and souvenir sheet, the Dinosaurs set, the Franklin Expedition, UNESCO World Heritage sites, Haunted Canada, Weather Wonders, Love your Pet and the oversized \$5 Flag stamp.

A one-page, tri-folded sheet showing all the 2015 first day of issue cancellation postmarks (right) is also part of the package. The complete 2015 FDC boxed year set is Canadian \$94.20 and is for sale from: National Philatelic Centre, 75 St. Ninian St., Antigonish, NS B2G 2R8 Canada. The toll-free number is (800) 565-4362.

Prior year FDC sets are still available in limited quantities. Canadian stamps and coins can be ordered from the same address. Ask to be put on their mailing list for *Details*, Canada Post's small-format catalog that lists new stamp products and information.

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 Jersey Post Offices

By Steve Bahnsen

These photographs are of New Jersey post offices. Several people took these pictures in the most densely populated state in America. The PMCC Museum's collection includes more than 1,300 post office views. They range from the early 1940s black and white shots to recent digital color photos.



Farmingdale Post Office
Monmouth Co., 1955



Lafayette Post Office, Sussex Co., 2014



Camden Post Office
Camden Co., 2003



Asbury Park Post Office, Monmouth Co., 1999



Metuchen Post Office, Middlesex Co., 2014



Freehold Post Office, Monmouth Co., 2006



Edison Post Office, Middlesex Co., 2009



Howell Post Office, Monmouth Co., 2006



Toms River Post Office, Ocean Co., 2009



Trenton Post Office, Mercer Co., 2006



West New York Post Office, Hudson Co., 2014



Hackensack Post Office, Bergen Co., 2002



**Cape May Point
Post Office
Cape May Co.,
2004**



Plainfield Post Office, Union Co., 2014



Vineland Post Office, Cumberland Co., 2011



Chatham Post Office, Morris Co., 2009



Dorothy Post Office, Atlantic Co., 2011



Port Elizabeth Post Office, Cumberland Co., 2004



Hancocks Bridge Post Office, Salem Co., 2004

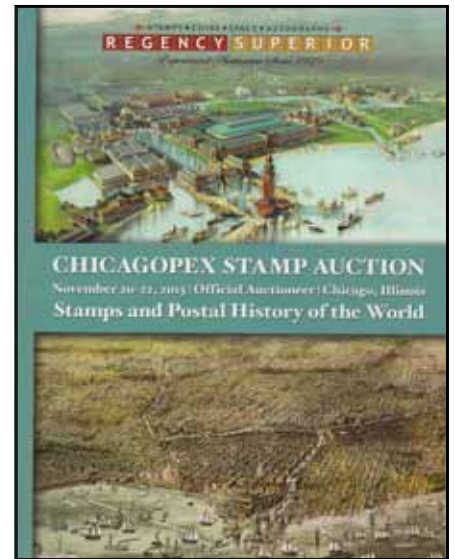
Top 2015 U.S. Postal History Auction Catalogs

By Peter Martin

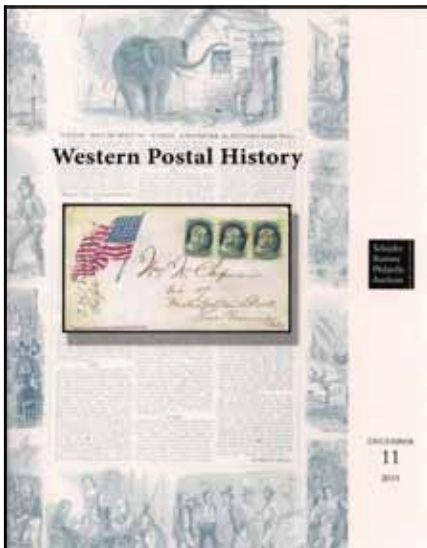
In the First Quarter 2015 *La Posta* we listed (on page 47) some of the top 2014 auction catalogs that featured American postal history. We continue that series here by illustrating the top auction catalogs that featured American postal history, on the front cover and inside, during 2015.

Major auction catalogs such as these provide a vast amount of information and often showcase individual items and collections that have been off the market for decades. The modern auction catalogs frequently add significant research and historical details that make the catalog valuable reference tools and, as such, makes them part of collectible philatelic literature.

American postal history continues to be a vibrant field with many outstanding researchers, authors, and collectors. If you don't already have these catalogs in your library, contact the auction house to see if copies are still available. If not, contact the American Philatelic Research Library in Bellefonte, Pennsylvania, or a philatelic literature dealer.



**RegencySuperior Auctions
ChicagoPex Stamp Auction**



**Schuyler Rumsey Auctions
Western Postal History**



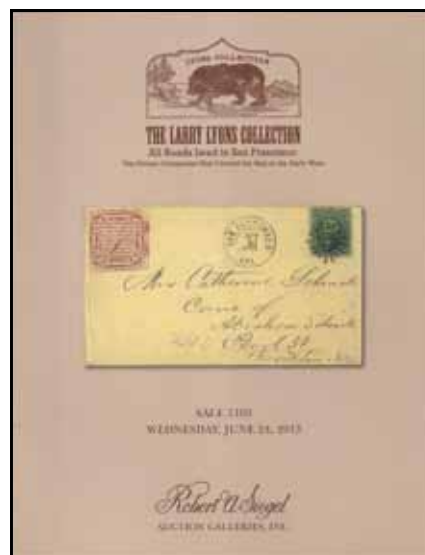
**Schuyler Rumsey Auctions
Richardson U.S. Postal Rates 1851-63**



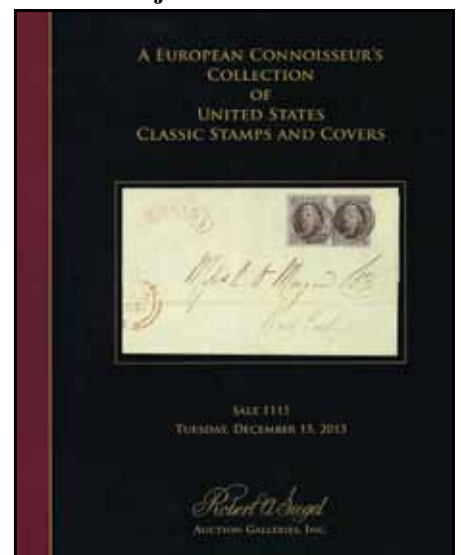
**Robert A. Siegel Auctions
The Benjamin Bailar Collection**



**Robert A. Siegel Auctions
Civil War and Confederate States**



**Robert A. Siegel Auctions
The Larry Lyons Collection**



**Robert A. Siegel Auctions
U.S. Classic Stamps and Covers**

End of the Line: ArtCraft, Colorano Cease Making FDCs

By Peter Martin

It's a sign of the times, but it is still shocking when two of the major United States cachetmakers throw in the towel after determining that it is no longer financially viable to continue producing their first day covers. That's what happened earlier this year when both ArtCraft and Colorano, in separate announcements, ended their popular cachet lines.

ArtCraft, which had always been among the top cachet producers in the United States, known for its excellent engraved designs and voted Cachetmaker of the 20th Century in a *First Days* journal poll, announced in January that, after nearly 77 years, they had discontinued production of ArtCraft cacheted first day covers at the end of 2015.

The first ArtCraft FDC was for the April 1, 1939, New York World's Fair stamp (Scott 853). Their final FDC was for the October 23, 2015, Geometric Snowflakes set of four (Scott 5031-5034).

The ArtCraft cachet line was produced by the Washington Stamp Exchange, Florham Park, New Jersey and has been a family run business since its inception. Co-owner Tim Devaney, who cited high production costs and decreasing sales volume as the main reasons for discontinuing ArtCraft, said that the firm would continue in the printing business and would still produce White Ace stamp albums and Stamp-Mount brand mounts, as well as to sell existing stocks of ArtCraft FDCs.

Colorano, which was founded in January 1971 and was known for its creative "silk" cachets, was sold by current owner Jim Roselle to Mystic Stamp Company, Camden, New York, on February 14. Roselle had acquired Colorano four years ago from Paul Schmid.

The first Colorano FDC was for the January 19, 1971, six-cent American Wool Industry stamp. Their last FDC also was for the October 23, 2015, Geometric Snowflakes set of four (Scott 5031-5034). Colorano produced a separate cachet for each stamp. Their last FDC for a commemorative stamp was a set of five designs for the October 1, 2105, Charlie Brown Christmas set (Scott 5021-5030).

Mystic President Don Sundman said that the company would not continue the Colorano line, but that the firm may produce cachets for special occasions at some point in the future. They will incorporate the Colorano stock into their retail inventory.



Figure 1:
The first and
last ArtCraft
FDCs.



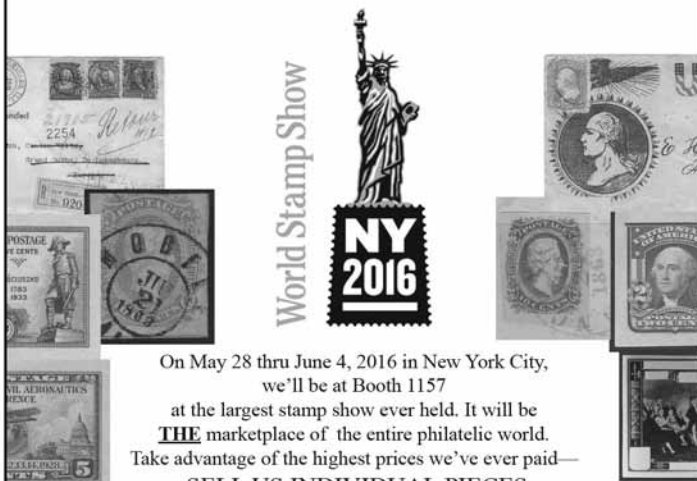
Figure 2:
Examples of the
last definitive and
commemorative
Colorano FDCs.
Charlie Brown's
crying is most
appropriate.

With the demise of ArtCraft, Mystic, which acquired the Fleetwood cachet line in April 2007, now owns the oldest continuous line of FDCs and the last first day cover house from the golden age of FDCs. The first Fleetwood was produced in March 1941.

The era of FDC houses producing a cachet for each new U.S. Postal Service stamp issue is almost over. Besides Fleetwood, the only other major producer is Collins Cachets, Allentown, New Jersey, whose award winning handpainted first day covers continue to have a strong following. Collins was recently named the Cachetmaker of the Decade (2000-09) in a *First Days* journal poll.

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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.

Actual Mail to Treasure Isle

Attached is a picture of two postal cards mailed to the *Treasure Isle* game show that was the featured photograph in the Fourth Quarter 2015 *La Posta* "Snapshots" column.

Several years ago, I purchased a carton of postal cards mailed to this show (at the time, I had no knowledge what *Treasure Isle* was).

Anyway, when I saw the picture of Renee Hampton covered in the pile of mail to the show, I remembered that box of cards, and pulled a few out.

Most likely, these two, and the rest of the carton, must be from the pile shown in the picture.

If you look closely, the majority of the postal cards pictured are revalued with adhesive stamps, just like the two that I show.

Roland Austin
Stillwater, Oklahoma



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1/4 Page Vert.	3-5/8 x 4-7/8 inch	\$75	\$120	Fourth Quarter	November 10
1/8 Page horiz	3-5/8 x 2-3/8 inch	\$50	\$95		
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Robert L. Markovits 1937-2015

Robert Leslie (Bob) Markovits, a long-time resident of Stockbridge, Massachusetts, died December 20 at the age of 78.

Bob was born May 24, 1937, the elder son of William and Dorothy Markovits of Middletown, New York.

He was a world-renowned philatelist, dear friend, and my regular collaborator in publishing. He was a giant of a man, intellectually, physically and philatelically. His credentials are prodigious as a lifelong stamp and postal history collector, prolific writer, stamp dealer, and philatelic exhibitor.

Bob had a BA and LLB from Cornell University and an LLM in taxation from New York University. An early interest in sports journalism culminated in his being the sports editor of the *Cornell Daily Sun*.

Bob was also an accomplished pianist, who played not only classical music but also solo at restaurants and dance music as the leader of his own quartet.

Bob was a transactions lawyer and estate planner. He continued to practice until the day of his death.

Despite a neuromuscular disorder that caused progressive physical limitations, Bob never slowed down, as he continued to research and publish masterful tomes, as well as informative short philatelic vignettes.

Bob was the author of many scholarly articles about stamps, a contributing editor of *Linn's Stamp Weekly*, and, from 1963 through 1969, he wrote extensively for *The Bureau Specialist* in a column called the "Numbers Game," contributing more than 50 articles to the journal.

Perhaps his most notable contribution to the hobby was his research and writing about Special Delivery stamps. He started collecting Postage Due and Special Delivery plate blocks under the tutelage of Louis K. Robbins who, with his brother Phil and W. Parsons Todd, were early Special Delivery specialists.

He published a checklist for Special Delivery plate numbers with Morris "M.X." Weiss, and worked on the pricing for several of the early *Durland Standard Plate Number Catalogs*. He received the Hopkinson Memorial Literature Award in 1960 for, "The United States Special Delivery Issues."

His research has also been published in many other important philatelic journals. In 1989, he received the Best Article award for his three-part article about the Taylor five-cent issue of 1875 and its reissue on soft



paper in the *Collectors Club Philatelist*. His pamphlet about the 10-cent Registry stamp of 1911 detailed his collection and is the definitive work on this stand-alone issue.

An enormous collection of his research papers on stamps is housed at the American Philatelic Research Library in Bellefonte, Pennsylvania.

Bob was also an accomplished philatelic exhibitor. In 1962, he received the Hopkinson Trophy for his exhibit, "The 1895 Special Delivery Issue," and in 1999 he won the APS Champion of Champions award for his internationally renowned United States Special Delivery exhibit.

In addition to his contributions to the United States Stamp Society, Bob was a governor and trustee of the Collectors Club (New York), serving for over six years as its program chairman. The USSS inducted him as the 13th member of its Hall of Fame.

Bob also was an exceptional communicator and orator and a frequent speaker at stamp collector meetings. At our monthly meeting of the Society of Israel Philatelists in his home, he could regale our group with endless stories of philatelic history and personal experiences that would leave us enthralled or in stitches, while always accompanied by an immense intellect and almost total recall.

He was as much at ease discussing his long devoted love of Special Delivery mail, or discussing U.S. classics, philately of the Levant, or postal history of South Pacific Islands. He was truly a philatelic polymath.

As recently as a few days prior to his death, he and I were in regular communication, with postal history items crossing paths by e-mail, always accompanied by quips, dialectic confrontations, with a never-ending appreciation of each other's strengths, and awareness of shortcomings that could be respectfully improved upon.

In short, ours was a continual learning experience. My greatest sense of satisfaction was to receive his approval of one of our many manuscripts prior to submitting it for consideration for publication.

You have not yet heard the end of Bob Markovits, dear reader, for he and I have manuscripts still in the queue for your enjoyment.

Rest in peace, good friend.

Jesse Spector



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Candidates for APS Board of Vice Presidents 2016-18

We are pleased to announce our run for the American Philatelic Society Board of Vice Presidents (BVP). The BVP not only serves as part of the larger APS Board, but also as the disciplinary body that considers cases of alleged misconduct by members, weighing the evidence pursuant to the APS bylaws. The three of us have a wide and deep background in leading philatelic organizations, as well as a combined 122 years involved in the APS.

Bob Zeigler is a trial attorney who has vast experience with evidence and due process. Jeff Shapiro is recently retired from a career in non-profit management. Jeff represents the collector viewpoint. Trish Kaufmann is a fulltime dealer who brings that background and point of view to the table. We bring a diverse perspective to the job, as well as enthusiasm and a desire to give back to the hobby we love.

We are unified in the belief that the primary role of the APS Board is to govern, not to manage. Day to day management is the responsibility of the executive director and staff. We want to work with staff to set overall strategy and objectives.

Get to know us a bit better from the candidate statements and biographies on our website. We invite questions and feedback and we ask for your vote and support in the May 2016 election. Vote for experience!

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