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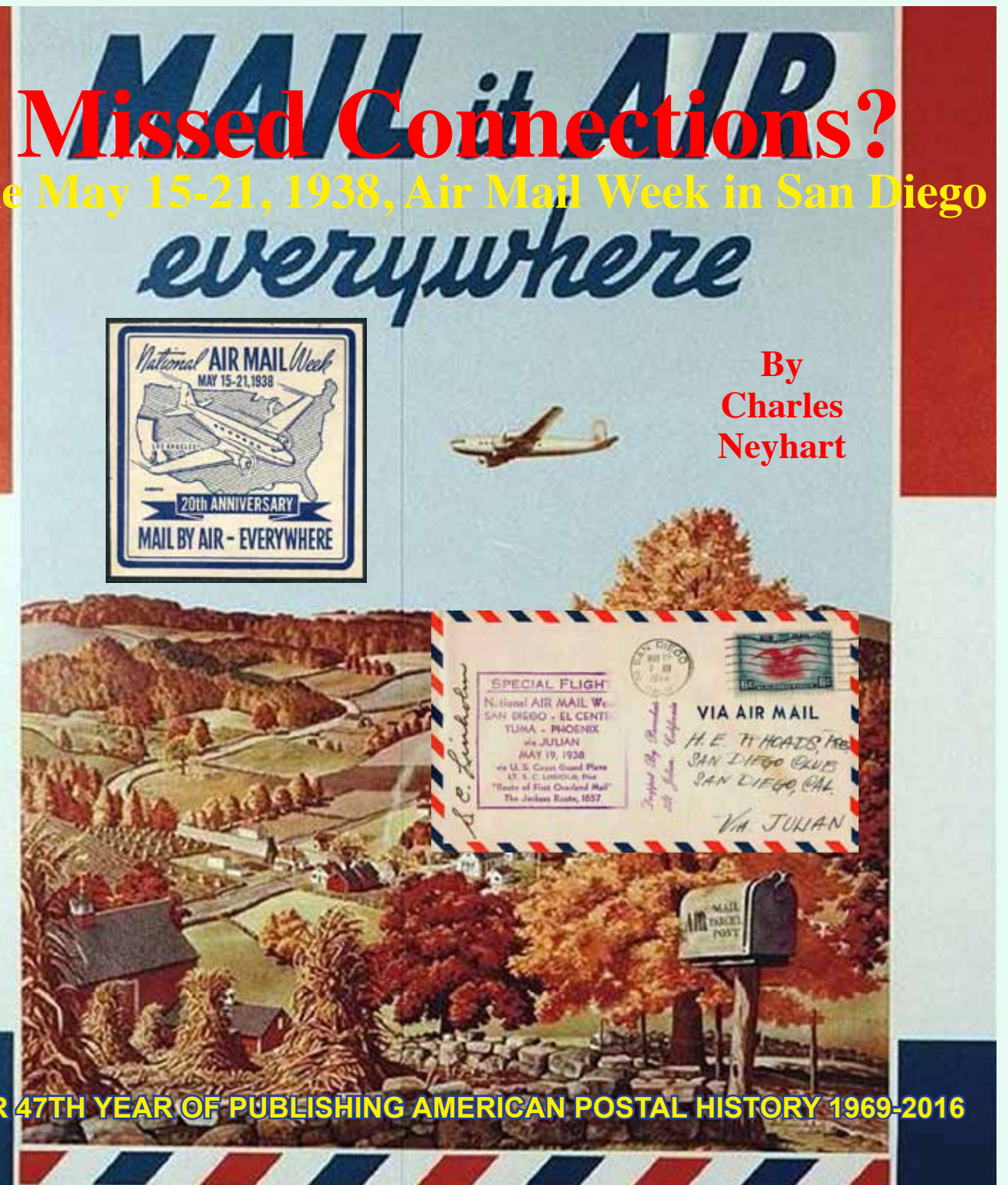
Second Quarter 2016

Vol. 47, No. 2
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Second Quarter 2016

LA POSTA: THE JOURNAL OF AMERICAN POSTAL HISTORY

Missed Connections? The May 15-21, 1938, Air Mail Week in San Diego

By
Charles
Neyhart



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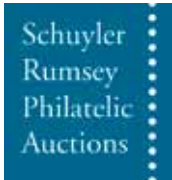
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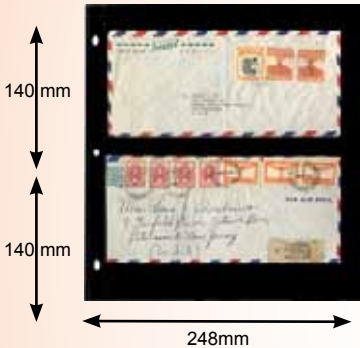
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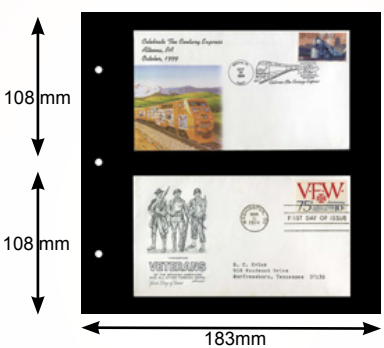
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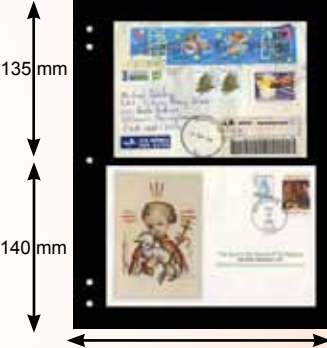
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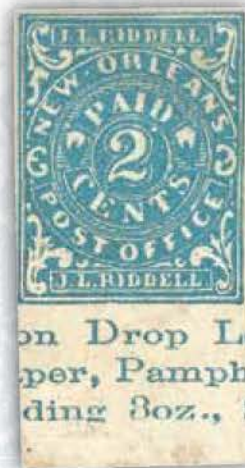


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The Philatelic Foundation Authenticates the Real McCoy!

On Monday, April 4, 2016, a representative of a leading rare stamp auction house brought a Jenny Invert to The Philatelic Foundation's New York offices for authentication on behalf of a potential consignor. The PF's experience and expertise in authenticating this iconic United States rarity is unrivaled, having previously issued Certificates of Authenticity for 84 of the 100 stamps from the original error sheet of the "upside down airplane stamp," including all six of the existing blocks.



The PF's staff immediately began the expertization process, which was led by Executive Director Larry Lyons and Curator Lewis Kaufman. Matched against the PF's detailed records, photos and electronic scans of the Jenny Inverts, the evidence quickly pointed to the possibility that the "patient" was one of the two missing stamps from a famous block of four Jenny Inverts. The block, which was previously owned by Ethel McCoy, was stolen from its exhibition frame in 1955 during an American Philatelic Society convention in Norfolk, Virginia.

The PF staff identified the "patient" to be position 76 from the error sheet of 100. At some time following the block's theft, it was broken into four singles, altered to disguise their identification as stamps from the stolen block. Upon close examination, position 76 was found to have been reperfored at its left side to remove traces of the vertical red guide line from the tips of its perforations. The American Philatelic Society and law enforcement were immediately notified of the identification of this long lost Jenny invert as the Real McCoy!

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Unlike many magazine publishers who send out renewal notices six months or more before subscriptions expire, we prefer to treat our readers as adults and minimize the renewal process.

We mail out renewals at the beginning of the quarter in which your subscription expires (January for the first quarter). If we don't hear from you within 30 days, we'll send a second renewal letter.

La Posta is mailed in the third month of each quarter and if we haven't received your renewal by then, we will mark "Last Issue" on your mailing label.

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To insure that your journal arrives undamaged, we mail *La Posta* in envelopes. This mailing process has been so successful that it has allowed us to minimize printing extra copies of the journal.

What this means is that we have very few copies left over to service late renewals or others wanting back issues. So, the bottom line here is that if you want to guarantee that you don't miss an issue, please pay your renewal within 30 days of receipt of your invoice.

Small Bites of Great American Postal History

In the First Quarter *La Posta* we announced an effort to get more people to write about American postal history. We called the column, "Small Bites of Great American Postal History."

The initial response has been outstanding and the first feature, "Mailed Without Postage During the 1906 San Francisco Earthquake Recovery" by Jerry Johnson appears on page 22.

Through the philatelic media, we're expanding the search for "Small Bites" nationwide.

It's never too late to make your submission. Review the criteria in the First Quarter *La Posta* and send your



"Small Bite" by e-mail to pmartin2525@yahoo.com or by mail to: *La Posta* Small Bites, POB 6074, Fredericksburg, VA 22403.

At the end of 2016, we will select one "Small Bite of the Year." The winner gets a \$100 cash prize.

APS Election Results

Congratulations to *La Posta* Confederate Columnist Trish Kaufmann who, with Bob Zeigler and Jeff Shapiro, were elected to serve as the American

Philatelic Society Board of Vice Presidents for the next three years. In a very close vote, Mick Zais edged Ken Nilsestuen, for the APS president's position.

The 2016 Helbock Prize

Your votes have been tabulated and, combined with those of the *La Posta* editors, the results of the 2016 Richard Helbock prize voting for the best article in the 2015 issues of *La Posta* has Charles Neyhart winning for the third straight year.

The runner-up was Kelvin Kindahl while Wayne Anmuth finished third. Complete details are on page 52. Our congratulations to the winners and thanks to everyone who submitted an article.

Gary McIntyre U.S. Postal History Auction

If you're looking for some interesting postal history items to add to your collection, check out Colorado dealer Gary McIntyre's second *La Posta* auction on page 53.

Gary specializes in western covers but this selection of 59 lots contains stampless covers that are mostly from east of the Mississippi River. The mail auction closes July 29.

Postal History Societies

Part of our goal is to help promote all aspects of American postal history, including the specialized organizations created for that purpose.

If you are affiliated with one of these organizations, please have one of your groups leaders contact me at pmartin2525@yahoo.com to discuss how we can support your groups efforts.

Peter Martin

NATIONAL AIR MAIL WEEK - MAY 15th-21st

FOREIGN EXCHANGE OFFICE
United States Post Office
SAN PEDRO, CALIFORNIA

FIRST CLASS
OFFICE No. 81790

May 11th, 1938

My Dear patron:

GREETINGS!!!

The object of NATIONAL AIR MAIL WEEK, which will be observed throughout our Nation and our Colonies during the week of MAY 15-21, is to celebrate the 20TH ANNIVERSARY OF AIR MAIL SERVICE, a most important adjunct to your already efficient Postal Service. As our community is a most important factor in our National set-up, we have been called upon to play a most important part in this memorable undertaking.

The speed and the service of AIR MAIL is most advantageous in a Business, Professional and Personal way. It means throughout the length and breadth of our Nation-- "TOMORROW'S MAIL--TODAY!"

A goal has been set-- AT LEAST ONE AIR MAIL LETTER TO BE MAILED BY EACH CITIZEN DURING NATIONAL AIR MAIL WEEK, MAY 15-21.

San Pedro's success in this great campaign will be made possible through your application and use of the attached CACHET ENVELOPE which has been set up to commemorate San Pedro for this occasion. It is to be hoped that you will use this envelope in a Business, Professional or a Personal way-- or it may be mailed to yourself as a souvenir. You might request a reply by AIR MAIL advising just when this CACHET letter was received, thus demonstrating the SPEED and SERVICE with which it was dispatched.

Quite naturally the value of a CACHET is in its POSTMARK and STAMP. So please use this CACHET ENVELOPE and if additional CACHET ENVELOPES are needed for your Business, or your Professional, or your Personal use, request them of your Carrier or call at the Post Office where they may be obtained.

Another distinct honor will be bestowed upon San Pedro during NATIONAL AIR MAIL WEEK. On MAY 19TH the FIRST FLIGHT OF AIR MAIL FROM SAN PEDRO will be made-- the plane to take off from the FLEET AIR BASE here, flying to Burbank Airport where connections will be made with all Mail Planes leaving for the North, the South and the East. The mails for this SPECIAL FLIGHT will close at 10 A. M., MAY 19TH.

For its initial use during NATIONAL AIR MAIL WEEK, the department is issuing a NEW AIR MAIL STAMP in red, white and blue colors. It will go on sale May 15-- so be sure and use this special AIR MAIL STAMP for ALL YOUR AIR MAIL letters during NATIONAL AIR MAIL WEEK.

San Pedro's entire Postal Force solicits your whole-hearted support for the success in San Pedro of this, the coming NATIONAL AIR MAIL WEEK CAMPAIGN.

May we thank you and beg to remain

Warmly and sincerely,

LEON L. DWIGHT, Postmaster

An official letter to local postal patrons from Leon L. Dwight, the postmaster at San Pedro, California, and the state National Air Mail Week chairman, describing the rationale for the event and the means by which San Pedro will benefit by engaging in supporting activities. The author believes that San Diego Postmaster Don Stewart was miffed with California NAMW administrators for shortchanging San Diego. This may have led Stewart to limit the scope of his support of NAMW to mostly local behind the scenes kinds of things, but then stepping up and promoting the historic Julian parachute drop with Washington rather than with San Pedro.

Missed Connections?

The May 15-21, 1938, Air Mail Week in San Diego

By Charles Neyhart

The May 15-21, 1938, National Air Mail Week (NAMW), was a nationwide promotional event calculated to stimulate the use of airmail and enhanced postal services.¹

Postal patrons were prompted to do this because of airmail's low cost, superior delivery speed and assured reliability. Local post offices were expected to lead in this program by engaging their communities in a common agenda of events planned and overseen by a U.S. Post Office Department administrative scheme.

San Diego, which prided itself as the "air capital of the west," serves here as a microcosm of how one community responded to these prompts. Did San Diego see this as an occasion to confirm its historically strong connection to aviation?

Once only a blip on the national radar as a sleepy border town, San Diego had used its 1915 and 1935 international expositions to demonstrate the city's civic and business bona fides.

Would National Air Mail Week offer San Diego a chance to do something similar, albeit on a much smaller scale? Could San Diego's efforts match those in neighboring Los Angeles, where aviation was developing faster and on a broader scale?

As used here, San Diego, the city, is often extended to encompass the people and places of San Diego County. Operational expediency has historically led to a focus on counties as a key administrative unit within California; much of the governing is effectively the responsibility of county governments.

The 1938 population of the city and county of San Diego were 192,000 and 273,000, respectively. Comparable figures for Los Angeles were 1,451,000 and 2,600,000.

One objective of this study is to refresh the design and intentions of National Air Mail Week, which seem to have faded for all but its few specialists.

A second objective is to review San Diego's response to the challenges posed by NAMW, with a focus on postal history.²

A third objective is to fill gaps in the information record and to intimate a direction for future research.



There is a substantial gulf between promotional and commemorative texts. NAMW had a very short time frame from its inception to execution — the first official announcement was dated February 23, 1938.³

Even with centralized administrative controls, the short timeline for action inhibited making and preserving a reliable documentary record of what transpired during NAMW and the run-up to it.

This was, regrettably, the case in California where the problem was exacerbated by the state's large size. Thus, limited archival sources have been supplemented here by discussions with specialists and informed conjecture when needed.

(The Post Office Department used the designation "air mail" and "air-mail" prior to the 1950s and then "airmail" thereafter. I will use "airmail" here, except in cases where an original reference clearly urges two words be used.)

San Diego and Aviation

San Diego has long prided itself on its early contributions to aviation. A location with strong coastal thermals and good weather year-round was an ideal spot to experiment with flight, to instruct others, and to design and produce aircraft.

Promising early experiments with heavier-than-air gliders took place in the early 1880s. The first flight meet was held in 1910 over Coronado Island. A flight school was established at North Island in San Diego Bay in 1911 to train both civilian and military pilots. After World War I, key companies began to set up shop in San Diego to design, test and produce aircraft.

Important names in early San Diego aviation included John Montgomery, who tested innovative gliders. Glenn Curtiss moved from New York to develop aircraft, including seaplanes, and operated a highly successful flight school on North Island for both military and civilian fliers.

The Army Signal Corps aviation school opened at North Island, as did Naval Air Station San Diego.⁴

Claude Ryan opened a flying service directly behind the Broadway Pier and offered scenic tours



Figure 1: A June 1, 1930, first flight cover over CAM-4, San Diego to Salt Lake City. A Post Office Department cachet commemorating the first flight is applied at the lower left.

Figure 2: A July 1, 1930, first flight cover over CAM-8, San Diego to Seattle. A cachet commemorating the first flight was applied at lower left. The double-circle marking in magenta ink was applied by a general delivery clerk in Seattle.



and flying lessons. He later moved a short distance north to Dutch Flats and started a regularly scheduled passenger service to Los Angeles using a “Cloudster” built by David Douglas but converted by Ryan into a 10-passenger aircraft.

Charles Lindbergh’s *Spirit of St. Louis* was designed by Donald Hall and built under the supervision of Hawley Bowlus, both of Ryan Airlines. Former Army flier and contractor Reuben Fleet moved his Consolidated Aircraft Company from Buffalo, New York, to San Diego. Its plant opened near the Municipal Airport and the Ryan factory at Dutch Flats. The legendary Consolidated PBY-1 Catalina flying boat began testing on San Diego Bay.

Yet, despite a first class aviation pedigree, San Diego was not at the forefront of airmail service, ironically due to its geographic location.

The San Diego Municipal Airport — Lindbergh Field, a permanent public airport with an improved runway and allied facilities, was dedicated August 15, 1928.⁵

City leaders initially wanted an airport directly accessible to businesses, transportation terminals and the post office, but the U.S. Navy, needing to deepen the ship channel in San Diego Bay, suggested a different site at the northern end of the bay on city-owned tidelands just south of Dutch Flats.⁶ Fill from dredging the bay was used to prepare a foundation at the tidelands site on which to build the municipal airport, a permanent Marine Corps base and, later, a Coast Guard Air Station. Lindbergh Field, with its single runway, is still San Diego’s major airport.⁷

Airmail service took some time to arrive in San

Diego. The earliest contract airmail routes did not include San Diego in the mix. Those early routes were really secondary feeder routes off of the main east-west transcontinental trunk line.

In California, the southern feeder line originally terminated at Los Angeles, not San Diego 120 miles to the south. San Diego was at the end of potential branch lines and could not yet serve seamlessly as an air “hub.”

The first route extension to San Diego, effective June 1, 1930, was CAM-4 serviced by Western Air Express. CAM-4 service was inaugurated April 17, 1926, between Salt Lake City and Los Angeles with an interim stop in Las Vegas. A first flight cover carried by a Fokker F-10 aircraft from San Diego to Salt Lake City is shown in Figure 1.

One month later, effective July 1, 1930, San Diego was added to CAM-8 serviced by Pacific Air Transport. Service on the route was inaugurated September 15, 1926, between Seattle and Los Angeles with interim stops in Portland, Medford, San Francisco, Fresno and Bakersfield. A first flight cover carried on a Boeing Model 40 aircraft from San Diego to Seattle is shown in Figure 2.

The third airmail route addition into San Diego was a June 15, 1932 extension of CAM-33 from El Centro, California. A first flight cover from San Diego is shown in Figure 3. CAM-33 had been awarded to Southern Air Fast Express and began operations April 2, 1929. Phoenix was its original western terminus.

The company was acquired by American Airways in 1930, renamed Southern Transcontinental Airways, and operated the route under that name until June 30,

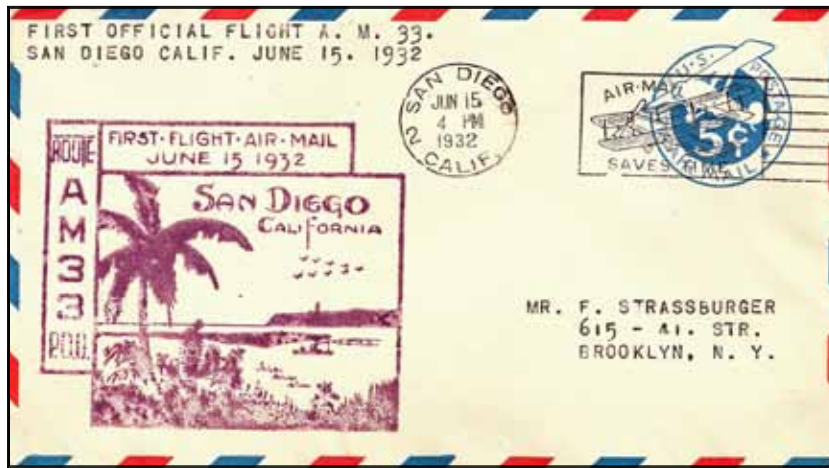


Figure 3: A June 15, 1932, first flight cover over CAM-33 from San Diego. The cover has a handstamped first flight cachet in purple ink.



1931 when American Airways fully took over the route. American flew the Fokker F-10 tri-motor aircraft.⁸

Mail business was insufficient and passenger demand was never strong, principally because Phoenix was not a helpful hub for many eastbound destinations. Effective the close of May 29, 1933, trips between Phoenix, El Centro and San Diego were discontinued.⁹

All existing airmail contracts were summarily annulled by executive order effective midnight February 19, 1934, with replacement services to be provided by the Army Air Service of the War Department.

Only the Salt Lake City-San Diego routing was continued under this change. Then, effective 12:01 a.m. on May 8, 1934, daily service to and from San Diego resumed as follows:

Route 11, Seattle, Washington, to San Diego, California, 1,234 miles—contractor, United Airlines, Inc. and Route 13, Salt Lake City, Utah, to San Diego, California, 778 miles—contractor, General Air Lines, Inc.

AM-11 and AM-13 grew and contracted over time, but these changes did not always lead to commensurate changes in San Diego scheduling.

Effective February 15, 1935, AM-13 was combined with AM-19, Salt Lake City to Great Falls, Montana. The contractor listed for the AM-13 leg was Western Air Express Corp.¹⁰

As of April 4, 1935, the contractor for AM-11 was listed as United Air Lines Transport, Corp.¹¹ At the time of NAMW, Western was flying the Douglas DC-3 and United was flying the Boeing 247 into San Diego.

The regular schedule of San Diego's arriving and departing airmail flights at the time of NAMW is shown in Figure 4.

San Diego County Post Offices

Donald M. Stewart, the San Diego postmaster, had been appointed to office April 30, 1935, on the eve of the California Pacific International Exposition. The 1938 San Diego (city) Post Office scheme comprised seven classified stations, six branches, and seven numbered contract stations.¹²

All domestic surface mail to, and from, San Diego County passed through Los Angeles, except for mail from, and to, neighboring Imperial County to the east.

This was accomplished by rail on the Atchison, Topeka & Santa Fe Railway's "Surf Line" — a route that ran close along the coast from Los Angeles to National City just south of San Diego. The new San Diegan train had launched service March 27, 1938, making two daily round trips.¹³

The main San Diego Post Office at 815 E Street opened February 1, 1938. The new facility comprised 53,890 square feet of interior space and occupied the city block bounded on the north and south by E and F Streets and on the east and west by Ninth and Eighth Streets.

This office was the central mail processing unit in the county — collecting and disbursing mail via air, rail and a full network of star routes.¹⁴ In that regard, the building is distinguished architecturally by decorative terra cotta panels depicting "Transportation of the

San Diego Arrivals from Los Angeles				San Diego Departures to Los Angeles			
Route	Carrier	Flight #	Time	Route	Carrier	Flight #	Time
AM 11	UATC	6a	7:53 a.m.	AM 11	UATC	7a	8:25 a.m.
AM 13	WAE	3a	11:15 a.m.	AM 13	WAE	2a	11:30 a.m.
AM 13	WAE	5a	5:10 p.m.	AM 13	WAE	4a	5:30 p.m.
AM 11	UATC	14a	8:08 p.m.	AM 11	UATC	3a	9:05 p.m.

Figure 4: The schedule of airmail flights into and out of San Diego at the time of NAMW.



Figure 5: The terra cotta ‘Airmail’ panel, one of four transportation motifs, on the façade of the main San Diego Post Office, 1938.

Mail” sculpted by Archibald Garner and funded by the Treasury Section of Fine Arts, a New Deal program.¹⁵ The panel depicting “Airmail” is shown in Figure 5.

San Diego County was one of the original California counties having been established in 1850. Its size has been reduced over time as additional counties were created, but still comprises more than 4,500 square miles (Figure 6).

The county seat is San Diego and the boundaries extend from the coast to the mountains and the high desert in the east and the Mexican border to the south.

As of 1938, San Diego County had the following post office classes: first class — 27; second class — 10; third class — 15; and fourth class — 9. Of the first class postal units in 1938, 11 had been allocated machine cancellers, as had four classified stations and four branches.

The average distance of a county post office from San Diego city center was 31 miles. The shortest distance was 2.8 miles (Naval Hospital) and the longest was 72.1 miles (Ranchita).

Star routes were generally timed to the arrival of the trains. In isolated cases, star routes were established to operate from an interim railroad station to serve post offices in the North County.¹⁶

National Air Mail Week Cachets

NAMW was publicized as a participative event to commemorate the 20th anniversary of the first regularly scheduled U.S. airmail service.

A national organization to carry out activities intended to meet the objectives of NAMW was created by the Post Office Department. A similar organization was then created for each state, including district and local committees.

The state-level organization would furnish coordination to local units and ensure completion of projects. Local postmasters would take care of



Figure 6: A 1937 map of San Diego County (*Rand McNally World Atlas*). The county comprises more than 4,500 square miles.



Figure 7: The 1938 six-cent airmail stamp, Scott C23, Eagle Holding Shield, Olive Branch and Arrows.

publicity, encourage participation and sign off on local plans. Business and civic groups would be asked to tend to financing.

To “stimulate excitement,” the Department issued a new six-cent airmail stamp.¹⁷ The stamp, shown in Figure 7, was printed in two separate passes on the flat bed press in two colors: dark blue for the Art Deco frame and carmine for the central vignette — an eagle in flight, the design of which can be traced back to U.S. revenue stamps of the 1860s. The stamp’s appearance is striking and it was wildly popular with the public.

The stamp was placed on sale May 14 at Dayton, Ohio, and St. Petersburg, Florida, but supplies were forwarded to requesting post offices for sale on May 15, the first day of NAMW.

Because May 15 was a Sunday, two stamp windows at the main San Diego Post Office were kept open that day from 9 a.m. until 4 p.m.

Leon L. Dwight, postmaster at San Pedro, was named NAMW California state chairman. His function was to match national objectives with California sensibilities. District committees would ensure that local postmasters would be able to meet these objectives or else modify them to match local

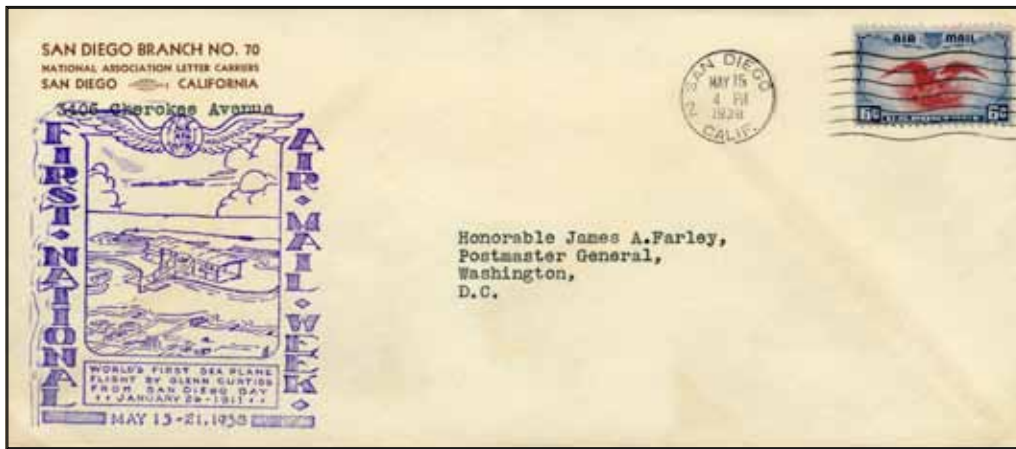


Figure 8: The San Diego cachet featuring the world's first seaplane flight made by Glenn Curtiss on the waters of San Diego Bay, January 26, 1911 (Handstamped cachet in blue ink; Universal CT500 machine cancel).



Figure 9: Imperial Beach adopted a generic 'California' cachet. Adopters of this cachet typically marked their community's location on the cachet's map — note the postmark and arrow at the southern corner of the map. Postmaster autographed (Printed cachet in blue and red inks; handcancel with short killer bars).



Figure 10: De Luz adopted the 'California Invites You' cachet promoting the 1939 World's Fair on San Francisco Bay. The name of the town using the cachet could be inserted by hand on the dotted line at the bottom of the cachet (Printed cachet in red and blue inks; handcancel with four killer bars). (Courtesy Don Lussky)



Figure 11: Encinitas, postmaster autographed (Printed cachet in red ink; International HD3 machine cancel).



Figure 12: Carlsbad, postmaster autographed (Handstamped cachet in purple ink; duplex handcancel).

Figure 13: Del Mar, postmaster autographed (Handstamped cachet in blue ink; International HD2 machine cancel — '1938' slug is inverted).



Figure 14: Escondido, postmaster autographed (Printed cachet in blue ink; duplex handcancel).



Figure 15: La Jolla, postmaster autographed (Handstamped cachet in blue ink; International D30 machine cancel).

Figure 16: Fall Brook (now Fallbrook), postmaster autographed (Printed cachet in blue ink; duplex handcancel).



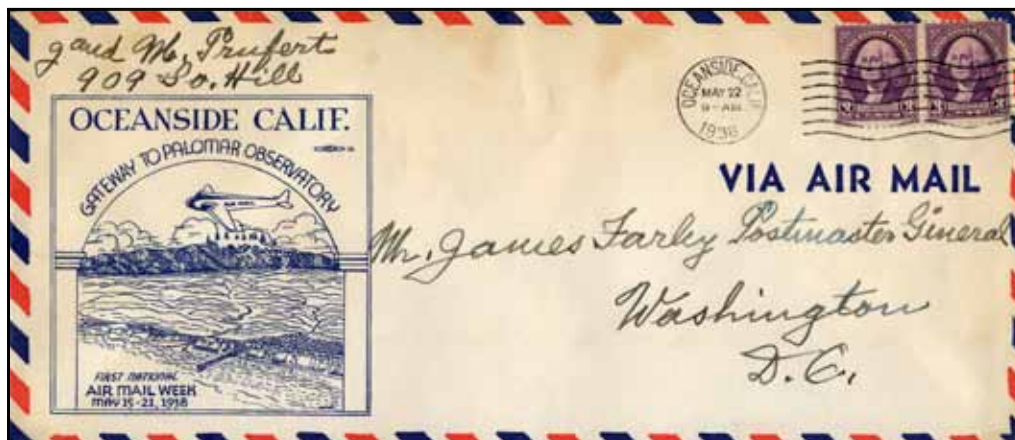


Figure 17:
Oceanside, postmarked outside
of the NAMW period of May
15-21 (Printed cachet in blue
ink; International D30 machine
cancel).



Figure 18: Lakeside, postmaster autographed
(Handstamped cachet in brown ink; duplex
handcancel). (Courtesy Don Lussky)

Figure 19: North San Diego (Printed cachet in
blue ink; duplex handcancel). (Courtesy Don
Lussky)



Figure 20: Pacific Beach, postmaster
autographed (Handstamped cachet in
purple ink; duplex handcancel).

Figure 21: Ramona, postmaster autographed
(Printed cachet in blue ink; Ielfield R2 machine
cancel).





Figure 22: Rancho Santa Fe (Handstamped cachet in blue ink; duplex handcancel).

Figure 23: USS *Ranger*, CV-4 (Printed cachet in purple ink; Locy Type 3 Navy slogan handcancel). (Courtesy Don Lussky)



conditions. Don Stewart engaged with other San Diego County postmasters in this capacity. Program success was dependent on input from the community, including civic and business groups.

Events included essay and poster art contests and, at the local level, adopting private cachets for airmail letters. Designing cachets was the broadest in scope and the most popular of NAMW activities.

The first local San Diego newspaper announcement relative to NAMW was published April 10, 1938:

*San Diego will have a cachet in connection with the celebration of national air mail week, May 15 to May 21. . . San Diego's long and close association with aviation in its varying phases promises an enthusiastic city-wide observance of national air mail week. The cachet will depict the world's first seaplane flight made by Glenn Curtiss from the waters of San Diego Bay, Jan. 26, 1911. Deadline May 14. Cachet applied only to air mail covers.*¹⁸

Stewart was quoted in a May 8 column in the *San Diego Union*:

*It is our goal to get each individual in San Diego County to participate by sending at least one airmail letter in our celebration week. This is not merely to acquaint the few who may not know that airmail service from San Diego to New York is less than 24 hours, but to advertise San Diego as the aviation center that it is (emphasis added).*¹⁹

By decree, the "official" Post Office Department NAMW cachet design was authorized for use in Washington, D.C., New York, and Philadelphia on May 15, 1938, when requested, and in Kitty Hawk, North Carolina and Dayton, Ohio on May 19, 1938.

Local post offices were authorized to use, "... private cachets as they may be furnished by the chamber of commerce or similar representative body."²⁰

The San Diego cachet is shown in Figure 8.²¹ The city of San Diego prepared 28,000 cacheted envelopes to give away to all who would use them. Some cachets were printed, others were handstamped. The cachet was applied in four different ink colors.²²

The envelopes were available at any postal station, at the chamber of commerce or at the United Airlines office in the U.S. Grant Hotel. The city paid for 1,300 envelopes, C.A. Gray Motors paid for 10,000 and Sears Roebuck & Co. for the rest.

Sponsors were needed inasmuch as the Post Office Department would not reimburse expenditures at the local level.

Most San Diego stations and branches adopted the San Diego design.²³ Three other San Diego County post offices used the San Diego cachet — Julian, National City and Pala. A generic statewide cachet was adopted by two cities in San Diego County — Cardiff-by-the-Sea and Imperial Beach. An Imperial Beach cover is shown in Figure 9.

Similarly, four towns in the county — Alpine, De Luz, Miramar and Nestor — adopted another statewide cachet — "California Invites You" to the forthcoming 1939 World's Fair on San Francisco Bay. The De Luz example is shown in Figure 10.

Other San Diego County cachets are shown in Figures 11 through 23.²⁴

Thirty-one postal units (including stations and branches) out of a total of 71 units in San Diego County adopted cachets for NAMW. Of that number, seven



Figure 24: An advertisement imprint on the reverse of a NAMW cover.

were other than first class post offices. Conversely, cachets are not recorded for 12 towns having a first class post office.

A review of a list of post offices that did not adopt a local cachet suggests some reasons for that outcome. For example, most towns on this list were heavily engaged in agriculture or natural resource work — there simply may not have been the interest in, or time for, cachets. Also, many of the towns were small, most with fewer than 1,000 residents and rarely above 5,000.

Also, towns with third and fourth class offices were typically in dispersed rural settings and may not have had a critical mass of population or the financial resources to do cachetmaking.

The number of cacheted covers mailed in San Diego County during NAMW is not known for sure, although it was reported in the local press that, “Over 65,000 of the new 6-cent airmail stamp were sold at San Diego offices and over 100,000 cacheted covers passed through the mail here.”²⁵

Undoubtedly, many local decisions were made on the fly and recordkeeping did not always keep pace with events. Further, it is clear that local records were not curated uniformly into a permanent documentary record of NAMW.

Some businesses took full advantage of the cachet program. In San Diego County, for instance, Cardiff-by-the-Sea, Imperial Beach, Pala and Spring Valley have a “Chicken of the Sea” imprint on the reverse of their covers. This imprint is shown in Figure 24.

A review of the California data in the NAMW Historical Society checklist found 44 additional examples of this use — almost all on #10 envelopes and from very small towns. This appears to be a form of advertising with these envelopes offered to participating towns by Van Camp Sea Food, producer of White Star and Chicken of the Sea tuna.

In a similar vein, the reverse of the Rancho Santa Fe cover above shows a Purex Bleach imprint in blue ink.

Special Flights: Pickup Service Day

One inventive feature of NAMW was “pickup service day” scheduled nationwide for May 19.²⁶ This was the means by which towns not served locally by airmail could engage more directly with that service.

Private Fliers to Aid

*Starting yesterday, every licensed private plane pilot in the United States will be an airmail pilot for a week. This is in accordance with orders of Charles P. Craddick, postoffice airmail superintendent in Washington, to connect every small town in the nation with the airmail service as a feature of National airmail week. In accordance with these instructions aviators holding private pilot licenses in small cities not directly connected with the national airmail network will be permitted to collect airmail and fly to the closest division point where it will be transferred to the regular mail liners. Throughout the week all airlines are cooperating on an educational campaign to acquaint the nation with the speed, inexpensiveness and reliability of the airmail.*²⁷

These one-day-only special flights fall into the category of local events; the flights were primarily publicity for the Post Office Department and not a continuing service.

State chairman Leon Dwight appointed Max Green, postmaster at Glendale, to oversee the May 19 special flight program throughout California. The Post Office Department wanted to provide this service to as many towns possible. The flight would be a town’s first and, in most cases, its last direct airmail flight.

Figure 25: A May 19, 1938, California special pickup flight from Avalon on Catalina Island to Long Beach. Surprisingly, there were no such special flights in San Diego County.



Many covers carried on these flights included a “first flight” marking. Green, a local businessman, secured his postmaster appointment in 1935. There is no known record describing Green’s previous experience with aeronautics. He likely handled local logistical details while Dwight gave final sign-off approval on substantive policy matters.

The local postmaster was responsible for identifying and procuring a licensed pilot, a registered aircraft and a safe place to land and take off.²⁸

The Post Office Department recommended to state chairmen that a representative of the Bureau of Air Commerce be added to the state’s pick-up flight committee. Otherwise, a state’s bureau of aeronautics should take the lead in vetting a proposed flight.

At the time, however, California did not have a separate aeronautics bureau with which to consult on these matters.²⁹ What is more, the Federal Bureau of Air Commerce, which had just been reorganized, had only one western district inspector.

Fortunately, the California Air Navigation Act of 1929, as amended in 1933, had effectively adopted federal licensing and registration requirements for aircraft and operators, and stipulated that county law enforcement, “... who shall be a qualified pilot, aeronautical engineer or airport manager, be designated to act in charge of the aeronautics in each county in the State.”³⁰

To best accommodate the routes of the proposed special flights, Green designated nine airport mail centers throughout California.³¹

They were:

- Grand Central Air Terminal, Glendale
- Union Air Terminal, Burbank³²
- Daugherty Field, Long Beach
- Goleta Airport, Santa Barbara
- Bakersfield Airport
- Chandler Field, Fresno
- Oakland Municipal Airport
- San Francisco Airport
- Sacramento Municipal Airport

The plan was for airmail matter to be picked up from a participating local town and flown to the nearest airport mail center.

An example is shown in Figure 25 — a Wilmington-Catalina Airline seaplane picked up the airmail in Avalon on Catalina Island and flew it to the designated airmail center, in this case Dougherty Field in Long Beach. The concentration of designated airport mail centers around the Los Angeles area was most certainly based on the expected volume of air traffic for May 19.

Not all local California post offices participated in NAMW pickup service day, either by choice or by an inability to meet its requirements. Nonetheless, Leon Dwight noted in his official end-of-campaign report that:

[I]t was the most successful campaign ever in the history of the postal department in the Great Golden State of California, with some four and one half million air mail letters sent, and 3200 airmail packages. In the instance of the memorable day, May 19th, there were 90 special flights, with 129 pick-up points covered, and the actual mileage flown was 5193 miles. Six of the 90 pilots, who so ably co-operated, were women.³³

However, a compilation of May 19 California special flights reveals a startlingly fact — there were no special flights recorded from towns in San Diego County.³⁴ This explains why San Diego Municipal Airport was not listed as an airport mail center. This was an unexpected research outcome.

The core value of a May 19 special pickup flight was to confer an extra dose of pride of place to the town’s citizens — modernization could be witnessed firsthand — albeit temporarily. In these cases, a town’s cachet commemorated the first flight. However, none of the San Diego County cachets were marked as first flights; nor were the cachets’ postmarks limited to only May 19.

It is apparent that a decision was made to not have May 19 special pickup flights take place in San Diego County.



Figure 26: A May 20, 1938, *San Diego Union* photograph of Robert S. Robbins, assistant superintendent of mails (left) and Don M. Stewart, postmaster (center) transferring the mail to pilot Lt. Stanley C. Linholm of the U.S. Coast Guard for his May 19 flight to Julian, El Centro, Yuma and Phoenix. Linholm, who executed the oath of a U.S. airmail pilot prior to the flight, later received NAMW honors from Postmaster General Farley.



Figure 27: The Curtiss SOC-4 'Seagull' aircraft, tail number V171, flown by Lt. Stanley C. Linholm on the May 19 mail flight from San Diego to Phoenix via Julian, El Centro and Yuma. (Courtesy U.S. Coast Guard)

Max Green and Don Stewart most certainly were involved in getting to this outcome, but both would have been circumspect about it in the public record. Of the 31 county postal units that adopted cachets, 10 were in the city of San Diego and three more were close in. Thus, for these units, a special pickup flight would have been effectively redundant.

Of the remaining 18 units, seven were coastal towns and 11 were towns in East County. Possible explanations for why there were no special flights from these locations, taken alone or together, include: (1) Lack of functional landing and takeoff sites;³⁵ (2) High level of risk to pilots and aircraft from flying the potential routes; (3) Lack of financial support; (4) An all-or-none-philosophy among county postmasters; and (5) Inability to secure regulatory approval from county law enforcement. Anything that could potentially reflect poorly on NAMW or the Post Office Department was to be avoided. News accounts at the time offer no specific clues here, even though generic plans for special flights had been described in more than one local news account.

The Julian Parachute Drop and Beyond

At 8:30 a.m. May 19, 1938, a scout aircraft piloted by Lt. Stanley C. Linholm, commanding officer of U.S. Coast Guard Air Station San Diego, lifted off to deliver mail from San Diego.

The outbound flight itinerary was: Julian -El Centro-Yuma-Phoenix. Julian and El Centro are California towns. The May 20, 1938 *San Diego Union* acknowledged, "This was the only special flight out of San Diego authorized for Air-mail week."



Figure 28: Cachet used on airmail carried from San Diego to Julian, El Centro, Yuma and Phoenix, May 19, 1938.



Figure 29: A pilot autographed cover dropped by parachute in Julian, California, on May 19, 1938. The cover has two identifying cachets, both applied in magenta ink. The letter would have been returned to the addressee in San Diego via surface mail. (Courtesy Don Lussy)

Figure 30 (Inset at top): The Julian, California, backstamp was applied to all mail from the parachute drop.



Figure 31: Built on fill dredged from the adjacent San Diego Bay, the San Diego Municipal Airport as it looked in the mid-1930s, looking to the south. The Pacific Highway passes by the airport on its east side. The buildings, in order looking south, are: Ryan Aviation, the art deco airport administration building amid palm trees, and the Air Tech Aviation and United Airlines hangars. The Airport's current configuration is vastly different. (Courtesy San Diego Air & Space Museum Photo Archives)

The announcement did not specify why there were no other authorized flights; yet, the wording suggests that it may not have been a surprising circumstance. The official handoff of the mail for the flight is shown in Figure 26. The aircraft piloted by Lt. Linholm on the flight is shown in Figure 27.³⁶

The flight departed San Diego with 2,650 pieces of mail.³⁷ All received the same handstamped cachet applied in magenta ink as seen in Figure 28.

Covers were postmarked "7 AM." Julian, a small East County mining town in the mountains, altitude 4,129 feet, was postally served by the San Diego-Julian star route (a 64.5 mile chain route). What was of note about the Julian flight leg was that the mail pouch, made up of 2,150 pieces, was dropped by parachute at a prearranged site near town since there was no suitable landing site. Prior to departing San Diego, the Julian mail had received a second cachet — "Dropped by Parachute/At Julian, California" in two lines of script printed in magenta ink.

On May 16, Postmaster Stewart received Post Office Department authorization for the Julian drop with the proviso that no registered mail be carried in the pouch lest it be damaged during the drop. Cacheted collector covers made up the bulk of the mail matter.³⁸

The Julian postmaster, Edythe McGowan, also with

consent from the Post Office Department, backstamped the mail with the regular Julian postmark and sent it on its way either through local delivery or via star route transport. Many covers were returned to San Diego via the star route for further distribution.

An example of a Julian cover is shown in Figures 29 and 30. These covers are scarce despite the number sent, as reported earlier.

Ostensibly, the flight itinerary followed the path of the San Antonio and San Diego mail route (USPOD Route 8076), better known as the "Jackass Route" inaugurated in 1857.³⁹ This flight is not listed in the record of NAMW California special pickup flights.

The omission was clearly based on the fact that the flight did not involve a mail pickup in Julian coupled with a subsequent delivery to a designated California airport mail center. Perhaps for reasons of scheduling and flight safety, California NAMW officials required all of its "special flights" to land at the target site, to pick up the airmail and to deliver it to the designated airport mail center. Interestingly, though, the Julian flight is listed as U.S. Souvenir Historical Flight #711 by the American Air Mail Society.⁴⁰

The flight continued on to make landings and mail deliveries at El Centro (200 pieces), Yuma (200 pieces) and arrived in Phoenix (500 pieces) at 12:45 p.m. At

each of these stops, Linholm also took on mail, although the 57 pieces from the El Centro pickup is the only known quantity. For pickup mail postmarked at Yuma, the cachet declares “First Airmail Flight,” although the official record continues to report May 2, 1947 on AM-4 as the first flight. All mail picked up on the flight was backstamped in Phoenix.

The real intent of this May 19 flight is unclear. The Julian leg seems to loosely “fit” with NAMW even though it was not treated as a California first flight.

But, the extension through to Phoenix, via El Centro and Yuma, while portrayed as commemorating the Jackass Mail route, seems as much in line with re-establishing the old CAM-33 San Diego-Phoenix route that was abandoned in 1933. That route would allow faster airmail access to a southern U.S. routing than going first through Los Angeles. This route, though, was not re-established as a result of this flight. The nearest thing was a 1942 route expansion, San Diego to Tucson when AM-4 was extended to San Diego.⁴¹

One notable sidelight to this flight was that the observer’s seat in the Coast Guard aircraft was allegedly occupied by U.S. Navy Lt. (later Admiral) Jesse G. Johnson who, at the time, was stationed on the aircraft carrier USS *Ranger* moored at San Diego.⁴²

Johnson is well known to postal historians both as an originator and a collector of navy covers and ephemera. Johnson apparently pushed hard for the U.S. Navy to make the special flight, but permission was not granted. He was not a member of an air squadron at the time; rather, he was a line officer attached to the *Ranger*. As such, Johnson would be limited to flying aircraft assigned to the ship’s utility unit. Linholm, on the other hand, was commanding officer of Coast Guard Air Station San Diego.

Conclusions

National Air Mail Week was a straightforward affair, albeit on a really big scale. It resonated because of its focus on supporting airmail and in providing wide-ranging opportunities for local involvement. The “friendly” competitions were unifying. Its administrative infrastructure ensured consistency in actions, created fruitful public-private partnerships and, for a short time in 1938, promoted community on a national scale. The Great Depression was fading and a focus on airmail and new aero technology portended attendant social and economic profits. And, somewhere under the radar, the event suggested a framework for national preparedness. Acting together and contributing on a bigger stage created intrinsically valuable civic moments around the country, including



in San Diego. This seems worth remembering.

San Diego’s response to NAMW was restrained to some extent. (In comparison, Los Angeles thrived on the challenge as would be expected from a place that was bigger, richer and more competitive.) The public-private

partnerships, formed as a central ingredient to NAMW, were adaptive and functioned well despite being somewhat narrowly constituted. The local press kept readers informed. The poster art competition and high school essay contest drew spirited interest. Despite the popularity of the envelope cachet program, it was not fully subscribed.

I doubt the commitment to NAMW was influenced to any great extent by San Diego’s aviation history. The only tangible reference to the area’s gilded aviation past was the cachet adopted by the city of San Diego — the first seaplane flight by Glenn Curtiss. That, however, may have been more a concession to the then outsized presence of the U.S. Navy in San Diego.

Almost all of the cachets from other San Diego County towns were promotional in nature — supporting area tourism or encouraging relocation to the area — a precursor of larger things to come. Even though none of the cacheted San Diego covers was carried on an approved NAMW special pickup flight, each was carried via airmail out of San Diego and commemorated for such through their local postmarks.

One surprise out of San Diego was the U.S. Coast Guard airmail drop at Julian as part of the flight to Phoenix via the so-called Jackass Mail route. Don Stewart, either in spite of or because of the absence of NAMW approved special pickup flights in San Diego County, should be credited with organizing and securing approval for this historic flight.

NAMW has left collectible tangible artifacts in its wake — a tremendous number and array of cacheted covers. A good selection is readily available from dealers and particularly online auction/buy sites at reasonable prices. Be attentive, some sellers seem not to grasp what these items actually represent and may err in pricing. For collectors, there are any number of ways to partition and tie together these wonderfully expressive objects. And luckily, very little, if any among them, is so important or so rare that it would be missed from a collection.

Acknowledgements

This study was made better by patient guidance from Don Lussky, a NAMW specialist and author. Don was my go-to source. He answered innumerable questions, some more than once, and helpfully shared

Figure 32: A May 19 special pickup flight cover addressed to the author's father, then a teenager dreaming of flight.



his cover collection and constructive comments about this story. That, notwithstanding, any errors or omissions are mine.

Other contributors also deserve my thanks. James O'Donnell of the Smithsonian's National Postal Museum handled the transfer of digital San Diego County NAMW images from the museum's collection. Dr. Frank Scheer, curator of the Railway Mail Service Library, offered a sensible macro-level assessment of what NAMW represented in 1938.

Steve Shay and Steve Kovacs, long-time naval postal historians, assisted with working out the details of the Julian drop flight and the possible role of Jesse G. Johnson in that flight. It appears there may be more to discover about that event.

The Geisel Library at the University of California San Diego provided access to its digital NewsBank database of historical San Diego newspapers.

Postscript

The cover in Figure 32 is a singular example of a May 19 special pick-up flight from Northumberland to Harrisburg, Pennsylvania. The cover was then trucked as surface mail to State College, Pennsylvania, arriving at 8 p.m. The cover, sent from a family friend, is addressed to my father who, at the time, was a 14-year old budding aerialist. He received his pilot's license two years later and eventually spent a career as a U.S. Air Force pilot. Fortunately, my grandmother saved the cover and gave it to me when I was a 14-year old budding postal historian.

Endnotes

1 One unconfirmed view of NAMW is that the ostensible increase in postal revenue was intended, in part, to offset, albeit symbolically, government airmail subsidies cloaked in the annual "post office appropriation" — an account with very little transparency and questioned validity.

- 2 Five references were most useful as a backdrop to the matters at hand:
 - (1) Jon E. Drabek, NAMW Historical Society [electronic resource] (National Air Mail Week Historical Society), 2011
 - (2) Harold E. Salley, *History of California Post Offices*, 2nd ed. (Depot), 1991
 - (3) Don Evans, *Early Air Mail and Aviation in Southern California*, La Posta Electronic Monograph, 2005
 - (4) Federal Writers' Project, *San Diego, A California City* (San Diego Historical Society), 1937
 - (5) Richard F. Pourade, *The History of San Diego Volume 6 – the Rising Tide* (Union-Tribune Pub. Co.), 1967.
- 3 The announcement was published in: Harllee Branch, Second Assistant Postmaster General, "National Air Mail Week," *The Postal Bulletin*, vol. LIX, no. 17384 (February 25, 1938).
- 4 "Both the Army and the Navy were midwives at the birth and nurturing of infant aviation and North Island was their common incubator." Wallace R. Peck, "Forgotten Air Pioneers: The Army's Rockwell Field at North Island," *Journal of San Diego History*, (Third Quarter 2006), p. 101. Unsurprisingly, many future military air leaders were trained at North Island, including Henry "Hap" Arnold and James "Jimmie" Doolittle.
- 5 San Diego had developed a deep appreciation for Charles Lindbergh and the Spirit of St. Louis. Lindbergh, who had just completed his historic flight, was a proponent of the municipal airport and agreed to lend his name to the project to help get it approved.
- 6 The Navy had commissioned two new aircraft carriers, the USS *Lexington* and the USS *Saratoga*, that would be assigned to North Island and both would need a much deeper turning basin.
- 7 Originally allocated 287 acres (182 of which belonged to the U.S. Marine Corps for a proposed air station that was not built at the location), Lindbergh Field today has been expanded to 661 acres through additional dredging projects and exchanges of tidelands properties with the Navy and Marines.
- 8 Thomas F. Bomar, "City's Efforts in 1932 to Establish Southern Airmail Route East Failed," *San Diego Union*, March 14, 1949.
- 9 *The Postal Bulletin*, vol. LIV, no. 16177 (May 29, 1933).
- 10 *The Postal Bulletin*, vol. LVI, no. 16608 (February 8, 1935).
- 11 *The Postal Bulletin*, vol. LVI, no. 16642 (March 29, 1935).

- 12 The classified stations were: B, East San Diego, Hillcrest, Mission Beach, North Park (Ind.), Ocean Beach and Point Loma (Ind.). Branch post offices were: Coronado (Ind.), Marine Corps Base, Naval Hospital, Naval Air Station, Naval Training Center and the USS *Rigel* - Navy Destroyer Base.
- 13 Stops in San Diego County were: Oceanside, Carlsbad, Encinitas, Cardiff, Del Mar, Linda Vista and San Diego. An RPO car was not added until 1940.
- 14 This function was transferred to the Midway Post Office in 1973 and then to the Margaret L. Seller's processing facility in Carmel Mountain in 1993. Los Angeles remains the distribution center for the geographic area defined by ZIP code prefix 90.
- 15 The four methods of mail transport depicted are: ship, train, car and airplane. Nine panels are arranged across the front of the building — four on the left and the same four on the right with the center panel depicting the U.S. eagle and shield. The inscription above the panels reads, "Through science and the toil of patient men, the nation's thoughts traverse the land, sea, and air." That post office is now Downtown Station.
- 16 For example, the distance from the Oceanside railroad station to Escondido star route was shorter (22 miles) than a San Diego to Escondido route (30.5 miles).
- 17 The airmail rate per ounce changed nine times between May 15, 1918, and May 15, 1938, with a high of 24 cents to a low of 2 cents. See: H. Beecher & A. Wawrukiewicz, *U.S. Domestic Postal Rates, 1872-2011*, 3rd ed (American Philatelic Society), 2011. That notwithstanding, the rates never did reflect the actual cost of air carriage.
- 18 I.E. Epler, "Stamps," *San Diego Union*, April 10, 1938, p. 21.
- 19 Airmail Week Will Open Next Sunday; Celebrates 20th Anniversary of Service," *San Diego Union*, May 8, 1938, p. 5.
- 20 Harllee Branch, Second Assistant Postmaster General, "Air Mail Service," *The Postal Bulletin*, vol. LIX, no. 17434 (May 5, 1938).
- 21 The images of covers in Figures 8 and 9, 11 through 16, 19 through 22 and 24 are from the James A. Farley "National Air Mail Week, May 15-21, 1938 Collection," courtesy of the Smithsonian National Postal Museum.
- 22 This cachet variability was common in larger cities. Variability also existed relative to cancellations and postmark dates. All of these combinations are compiled in Drabyk, *Supra*, Note 1.
- 23 Point Loma and Mission Beach Stations, Marine Corps Base, Naval Air Station and the Destroyer Base did not adopt a cachet.
- 24 For each cover shown in Figures 8 through 23, the cachet type is identified using "California" in Drabyk, *supra*, Note 1, and the machine cancel types are identified using Richard E. Small, *A Checklist of Postal Machine Cancellations*, Unpublished manuscript, 1993.
- 25 I.E. Epler, "Stamps," *San Diego Union*, May 22, 1938, p. 52. However, there is no confirming record supporting these numbers.
- 26 Some were delayed by bad weather to May 20 or 21.
- 27 "Stamp Clerks Busy as S.D. Joins in Opening National Airmail Week," *San Diego Union*, May 16, 1938, p. 2.
- 28 A town that was unable to arrange its own flight could participate by transferring its mail to a nearby town that was scheduled to have a pickup flight. For example, the town of Coachella canceled and then sent 172 mail pieces by motor vehicle to the town of Indio where they were picked up with Indio's mail and flown to Grand Central Air Terminal in Glendale.
- 29 It wasn't until 1947 that the California legislature created an Aeronautics Bureau that was overseen by a California Aeronautics Commission. That bureau is now part of CALTRANS.
- 30 Homer L. Roberts, "Legislation for State Aircraft Control Sought," *Berkeley Daily Gazette*, October 31, 1928, p. 11.
- 31 "Small Cities Send Air Mail," *Los Angeles Times*, May 20, 1938, p. A1.
- 32 Union Air Terminal, now known as Bob Hope Airport, then served as Los Angeles' principal aviation terminus on major air routes. Mines Field in Inglewood, which later became Los Angeles International Airport (LAX), did not ascend to this role until the 1940s.
- 33 Rebecca Maksul, "A Flying Success," *Air & Space Magazine*, September 2008.
- 34 The compilation listing the details of the special flights are reported in: Ralph Freiberg, "State of California National Air Mail Week Pickup Flights," *West Coast Air Mail Society Journal* (June-July 1938), pp. 54-59.
- 35 The topography of San Diego County lands is nonuniform, going from a coastal plain in the west, through rolling mesas to the north and east, to rough wooded mountain terrain rising gradually to 6,000 feet in the eastern backcountry giving way to rugged high desert. Farming and ranching were extensive. The few commercial airports open at the time were located very close to the city of San Diego. Other rudimentary airfields were more dispersed and they were auxiliary training or emergency fields intended for military use.
- 36 "2 Coast Guard Planes Coming; Launching Due," *San Diego Union*, March 27, 1938 describes the allocation and arrival of a Curtiss SOC-4, V171 to San Diego and a second, V173 to Port Angeles, Washington. The planes were ferried from Bolling Field in Washington, D.C. by Lt. S.C. Linholm and Lt. (j.g.) W.H. Snyder, respectively.
- 37 Kenneth E. Picklo, "Airmail Parachute Drop During NAMW," *Airpost Journal*, June 1988, pp. 334, 336.
- 38 The forthcoming May 19 flight was described in the May 17 *San Diego Union* and stipulated that airmail covers intended for the flight had to be submitted at the chamber of commerce or at the parcel post windows of the post office before 5 p.m. May 18.
- 39 See: Richard Frajola & Floyd Risvold, "Deconstructing the Jackass Mail Route," *Chronicle of the U.S. Classic Postal Issues*, Vol. 60, No. 4 (November 2008), pp. 273-80.
- 40 American Air Mail Society, *American Air Mail Catalogue*, 5th ed., Vol. 2, 1974 - 1990.
- 41 The western portion of CAM-33 (Ft. Worth-Los Angeles) was redesignated AM-4 when existing CAM routes were canceled in 1934. In 1942, Tucson-San Diego-Los Angeles was added to AM-4.
- 42 This was first reported by the West Coast Air Mail Society, *Supra*, Note 34, p. 45, as: "...it is worth noting that Lieut. Johnson engineered the flight etc, was a passenger." Others have published this claim; to date, no one has refuted it.

(Charles Neyhart, a three-time winner of the La Posta Helbock Prize, is a former resident and now a regular visitor to San Diego. He resides in Portland, Oregon, and can be contacted at: charles.neyhart@comcast.net)



Figure 1

Mailed Without Postage During the 1906 San Francisco Earthquake Recovery

By Jerry Johnson

(Editor's Note: In the First Quarter 2016 La Posta, we announced the introduction of this new column, which is intended to encourage collectors to share their favorite items of American postal history, as well as to afford the opportunity for more collectors to write about their collecting specialty. This is the first of what we hope will be many new contributions to the field of American postal history.)

Recently, a friend asked me to look over a small accumulation of stamps and philatelic material. One item in his collection really caught my eye. He said it was from one of his relatives in Ohio. The item was sent shortly after the April 18, 1906, earthquake in San Francisco.

It is shown in Figures 1 and 2. What interested me most was that there were no stamps attached and that it was written on a piece of cardboard.

I searched the Internet for information and found a 1906 postmaster's report of the event.¹

This report noted that, "a large number of people, estimated at 300,000, fled the city...and sought refuge in the cities of Oakland, Alameda and Berkley. The congestion in Oakland was so great that it was found necessary to transfer twelve clerks to the Oakland office, together with four collectors."

An item from the Smithsonian's National Postal

Museum² website noted that, "As an emergency measure, mail without stamps was accepted until the sale of stamps was possible at the main post office on April 25."

Figure 1 shows the front side of the item that was sent to Ohio. It was cancelled in Oakland on April 21, 1906, and received in Logan, Ohio, on April 25.

The backside is shown in Figure 2. The writing is somewhat difficult to read, but here is my best effort:

This is the last stroke - all gone - good god - what to do I can't say - My folks are lost as well as my? all - Black

Certainly this was a very depressing note to the relatives in Ohio. This is the first time that this item has been reported. The fact that it was written on cardboard and sent without postage illustrates the dire situation in the San Francisco area right after the earthquake.

In 2010, La Posta Publications issued an E-book, titled *Postal History of the 1906 San Francisco Earthquake and Fire*, which reprinted a series of articles written by Randy Stehle about the mail and markings of the San Francisco earthquake and fire.³

These in-depth articles, published in La Posta between 1990 and 2002, provide many details about this period. The E-book cover is shown in Figure

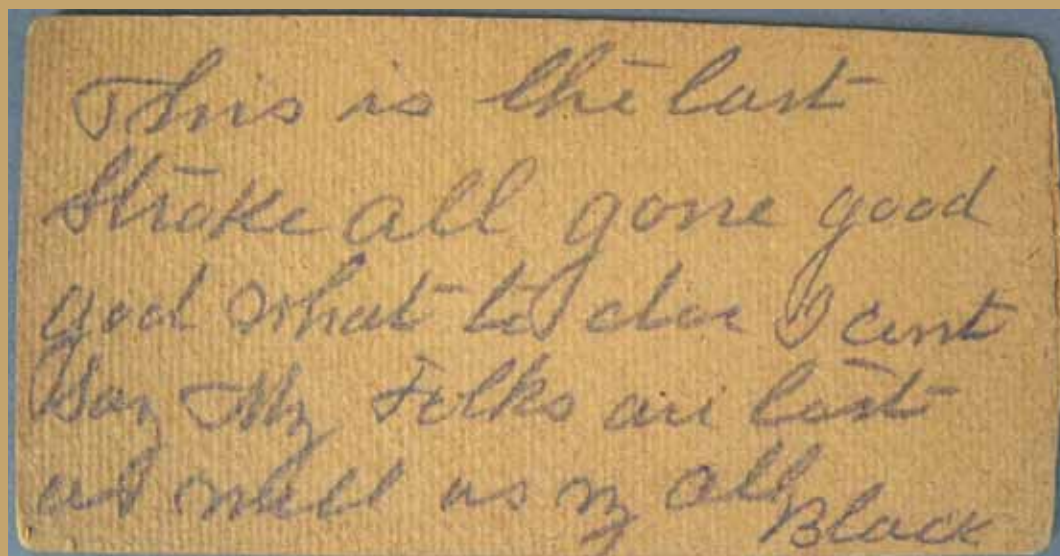


Figure 2

3 and the table of contents page, which includes references to all the published articles, is shown in Figure 4.

A panoramic photo of San Francisco after the fire is shown at the top of this page.

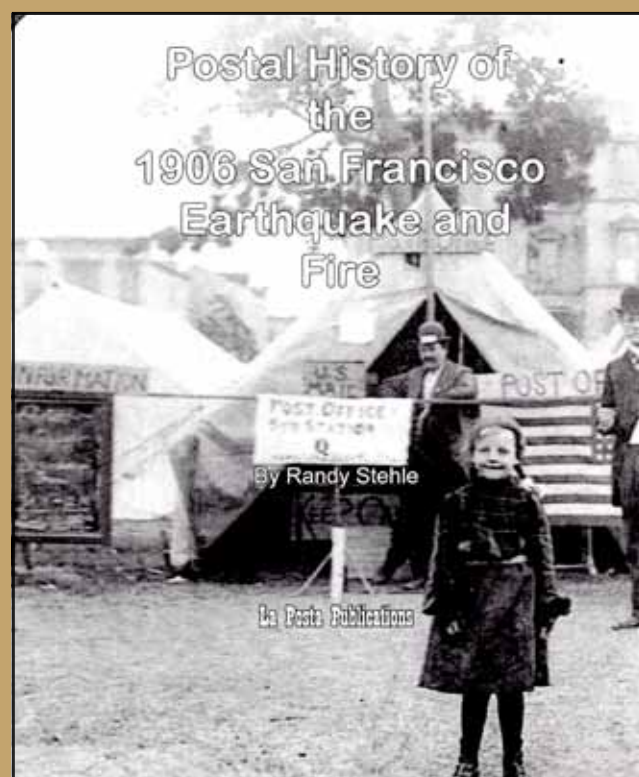
References

1. 1906 Post Office Report. <http://www.sfgenealogy.com/sf/history/1906/06postoffice.htm>

2. San Francisco Earthquake Mail. <http://postalmuseum.si.edu/collections/object-spotlight/earthquake-mail.html>

3. Stehle, Randy. *Postal History of the 1906 San Francisco Earthquake and Fire*. La Posta Publications E-book, 2010.

(Jerry Johnson resides in Kennewick, Washington. His interests are centered on delays in the delivery of the mails. He is the membership secretary of the Auxiliary Markings group and can be contacted by e-mail at: johnson66@charter.net)



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<i>originally published in La Posta, Vol. 20, No. 6 (December 1989-January 1990), pp. 7-12.</i>	
Auxiliary Markings: "Burned Out" in the 1906 San Francisco Earthquake and Fire-Recent Discoveries & a Re-examination of the Resumption of Normal Postal Service	10
<i>originally published in Vol. 29, No. 3 (June-July 1998), pp. 7-28.</i>	
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<i>originally published in Vol. 32, No. 3 (June-July 2001), pp. 46-51.</i>	
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<i>originally published in Vol. 33, No. 1 (February-March 2002), pp. 47-50.</i>	

Figure 3 (left) and Figure 4 (Above).

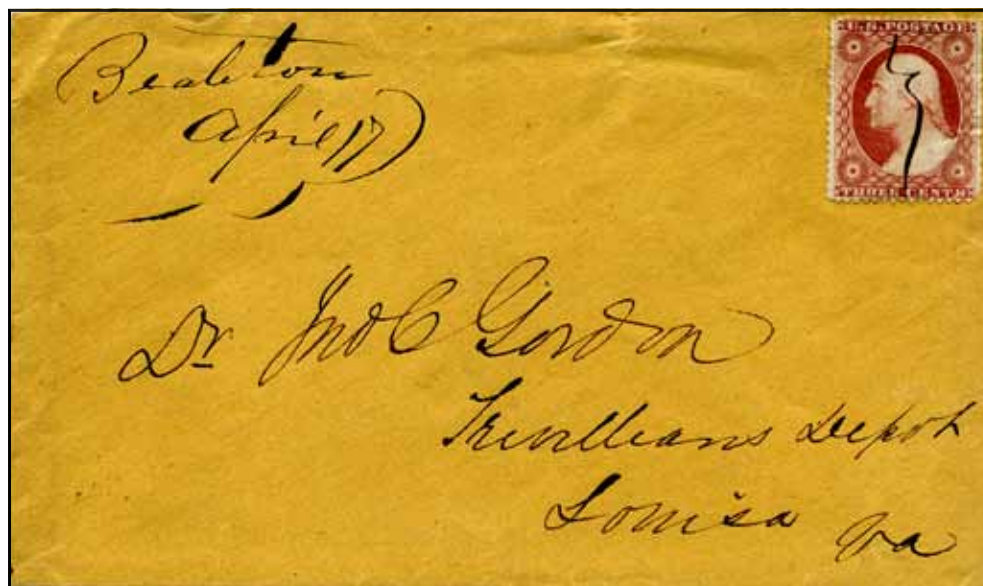


Figure 1: A three-cent dull red (U.S. Scott 26) just tied by pen cancel with matching manuscript cancel of Bealeton (Virginia) on April 17 (1861), the day the Virginia legislature passed an Ordinance of Secession.

A Virginia First Day of Independent Use

By Patricia A. Kaufmann

A first day cover in any area of classic postal history holds a higher place than a similar cover of a common date. In the case of the Confederate States, there are numerous very collectible “First Days.”

Every Southern state that seceded from the Union produced a first day use.

If that state subsequently joined the Confederacy, it produced another collectible first day. There was also the first day of the Confederate Post Office (June 1, 1861) and the first day of the universal 10-cent rate (July 1, 1862).

From June 1, 1861, the rate was five cents for under 500 miles and 10 cents for more than 500 miles. On July 1, 1862, the rate became uniform no matter the distance, with some notable exceptions such as the government Trans-Mississippi express service, for which the charge was 40 cents.

Dates of battles are also collectible. For example, The Battle of the Crater was part of the Siege of Petersburg, which took place on July 30, 1864, between the Confederate Army of Northern Virginia under Gen. Robert E. Lee and the Union Army of the Potomac, commanded by Maj. Gen. George G. Meade under the direct supervision of Lt. Gen. Ulysses S. Grant.

Thus a cover dated July 30, 1864, from Petersburg



is more desirable than another less historically dated cover.

Clearly, in the collecting of Confederate material, as well as other areas, it is important to know your dates. Conflicting dates of secession have been published in major Confederate philatelic

publications for more than a century. All of this makes dating a tricky matter as to exactly which date is the “true” date of secession.

For the first time, secession dates were researched “from the ground up” from original state congressional documents. This more accurate table of secession and supporting documentation was published in the CSA Catalog in 2012. In spite of using the identical criteria for all states, some postal historians are loath to give up the long-accepted historical dates of secession.

State legislatures would enact an ordinance decreeing or authorizing secession; that ordinance might or might not refer the matter to the state’s voting citizens for approval; and, the matter might or might not be presented to the governor for his approval.

On February 13, 1861, delegates representing all counties in Virginia met to decide how the state would respond to recent events, especially Abraham Lincoln’s election and South Carolina’s secession.

Edgewood April 16, 1861

My dear Churchill

I got your letter a few days ago saying you had not heard from George but that there were General letters at the same out for him from his wife and saying you expected he had slipped into Richmond but that he would be at home in a day or so at farthest and promising to let me hear as soon as he got back I wrote to Mr. Robertson several days ago asking him to let me know if he had been in Richmond I have never heard from him and I have written Mr. Grant that Robertson was not in Richmond by his return answering my letter I have been to the office every day expecting to hear either from you or him I am getting quite uneasy about George and nothing would please me more than to hear that he was at home I thought he was to bring his family back to Virginia with him

Figure 2: First page of letter headed 'Edgewood April 16, 1861' and addressed to 'My dear Churchill.'

It is the strangest thing in the world that a man of George's lines should act as he does he knows in what condition his affairs are and while his family were sick I did not expect him to leave them and think it was his duty not to do so but if they are well I think he ought to be coming to his matters I have written to him twice since he went back to North Carolina the last time and he has never answered either of my letters If you have heard any thing since you last wrote please let me hear Mary has continued quite unwell since I last wrote to you She seems to have been better for the last two days Sunday day he thinks he can release her he has never given her any thing yet he was here a little more than ten days ago and said he wanted to find out something about the treatment reported in the authorities and that as soon as he made up an opinion that he would come down and I promised if you came

Figure 3: Second page of the enclosed April 16 letter.

They voted to remain in the Union and hoped that a compromise could be reached to defuse the situation. Two months later, the same men voted to secede from the United States, sparking a radically different war than might otherwise have taken place.

Virginia did not break its ties with the Union until the North took retaliatory military action against the South. While the decision to secede came quickly and with less resistance in other more southern states, in Virginia it was the product of years of sectionalism and months of ardent debate. Only after actual war had broken out between the North and the South at Fort Sumter did Virginia secede from the Union.

The cover illustrated in Figure 1 shows a three-cent dull red (U.S. Scott 26) just tied by the tail of a squiggle pen cancel; it has a matching manuscript cancel of Bealeton (Virginia) April 17 (1861).

On April 17, 1861, the Virginia legislature passed an Ordinance of Secession and on May 7, 1861, Virginia was accepted into the Confederate States of America.

You might wonder just how it can be determined that this 1857-issued U.S. stamp was used in 1861. Ordinarily the answer would be, "you can't."

But in this case, we are fortunate that it contains a letter headed "Edgewood April 16th, 1861" with a

Come over I will get Sandy here and you can talk it over together there is nothing I would not give odds to have her come I fear you will not be able to read some of this it is jelling so dark I cant see how to write I have become perfectly disgusted with politics I have no faith in the Convention or the people of the state or I fear a majority are against us I hope I will hear from you as soon as you get this

I am ever affectionately
Yours
C.K. Gordon

Dr. H. Gordon

Figure 4: Final page of the April 16 letter, signed C.K. Gordon.

salutation to, "My dear Churchill." Not only does it have an 1861 date, but says in part, "I have become perfectly disgusted with politics, I have no faith in the (Secession) Convention or the people of the State or I fear a majority are against." (Figures 2-4)

The cover is addressed to, "Dr. Jno C. Gordon, Trevillian's Depot, Louisa, Va." Dr. John C. Gordon (1831-1919), known by his middle name Churchill, was born at Edgewood, from where this letter was written. I repeatedly found online references, including the *U.S. Congressional Record*, referring to "Edgeworth" as the family home, but it is clear from this letter and the fact that the home still exists that the correct name is "Edgewood."

Edgewood's third floor was used during the Civil War as a lookout post for Confederate generals when they were camped at nearby Berkeley Plantation. The estate also includes the 1725 Benjamin Harris Grist Mill, which ground corn for both the Union and Confederate armies. On June 15, 1862, Confederate Gen. J.E.B. Stuart stopped at Edgewood for coffee on his way to Richmond to warn Gen. Robert E. Lee of the Union Army's strength. Today, it is an elegant Bed and Breakfast, as shown in Figure 5.

Dr. Gordon's grandson, Edward Stuart Gordon, wrote, *A Novel, Memoirs of a Civil War Surgeon: The Old Doctor's Rigmarole* (Figure 6), honoring Dr. Gordon. Grandson Edward Gordon attended Virginia Military Institute and flew combat planes in World War II. He was 90 when he began writing this book.

John Churchill Gordon was the son of William Fitzhugh Gordon (1787-1858), a member of the United States Congress from Virginia, a Commonwealth attorney and a major general in the Virginia Militia.

Churchill Gordon graduated from medical school at the University of Virginia in 1854 and from the Medical College of Virginia at Richmond in 1855. On May 4, 1861, the state of Virginia appointed him assistant surgeon and assigned him to the Hermitage Camp. Selected military records of Dr. Gordon are shown in Figures 7-11.

On the June 6, he married Mary Beall Pegram (1841-1912). They had 10 children. Four days after their wedding, Gordon entered the 38th Virginia Infantry of the Confederate Army. Post-war, he practiced medicine in various locations in Albemarle County, Virginia.

Dr. John Churchill Gordon and his wife, Mary, are buried at Riverview Cemetery, Charlottesville, Virginia. Their joint headstone is shown in Figure 12.

Important dates such as that on the subject cover add both interest and value to collections. You can also sometimes get a good buy from a dealer's stock by knowing your dates.

For information about the Confederate Stamp



Figure 5: Edgewood as it appears today as a Bed and Breakfast.

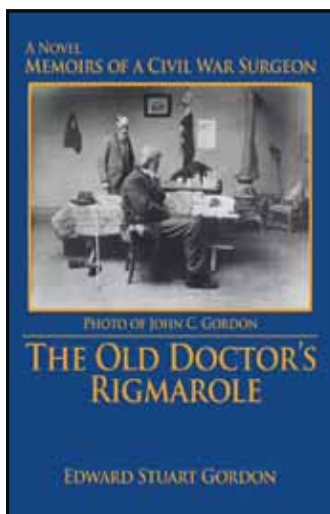


Figure 6: Cover of a book about Dr. Gordon by Edward Stuart Gordon, *A Novel, Memoirs of a Civil War Surgeon: The Old Doctor's Rigmarole*, showing a photo of Dr. Gordon postwar during his medical practice.

Alliance, e-mail Trish Kaufmann at trishkauf@comcast.net or write to: 10194 N. Old State Road, Lincoln DE 19960. You may also see the society website at: www.csalliance.com.

Bealeton, Virginia

Bealeton was a depot of the former Orange & Alexandria Railroad, since renamed Southern Railroad. The area was a major traveling stop during the Civil War and was host to many skirmishes related to nearby engagements.

Despite the presence of southern troops during the early years of the war, the northern troops succeeded in pushing the Confederate line south of the Rappahannock River and eventually into Fredericksburg. This move led to the control of the Orange and Alexandria Railroad, thus allowing the Union army to transport supplies deep into southern Virginia. The town lost importance with the decline of railroad travel and became a bedroom community of Manassas.

(CONFEDERATE.)

G | 38 | Va.

John C. Gordon
Asst. Surgeon, 38 Reg't Va. Infantry.

Appears on a

Roster
of the 38th Regiment Virginia Volunteers;
Stewart's Brigade; Pickett's Division; Long-
street's Corps; Army of Northern Virginia;
organized June, 1861; mustered into C. S.
service June 12, 1861, for 12 months.

Roster dated *Company G, Bermuda Hundred*
Sept. 23, 1864.

Date of entry or muster
into State service, _____, 186 .

Date of entry or muster
into Confederate service, *June 12, 1861.*

Date of rank, and whether
by appointment, election,
or promotion, *Sept. 2, 1861.*

Date and cause
of vacancy, *Resig. Nov. 4, 1861.*

Name of successor *Thomas M. White*

Remarks: _____

Book mark: _____

W. B. Woodward
(648) 3118 Copyist.

(CONFEDERATE.)

G | 35 | Va.

J. C. Gordon
Asst. Surgeon. Va.

Appears on a Register of

Medical Director's Office,
Richmond, Va.,

under the head of "Assistant Surgeons of the Vol.
Forces of Virginia appointed by the Governor
and Council."

Residence *Albemarle*

Date *May 4*, 1861.

Assignment *Hermitage Camp*

Remarks: _____

Confed. Arch., Chap. 6, File No. 142, page 21

J. B. Brown
(636) 176 Copyist.

Figure 7 (Left):

Military record dated September 28, 1864, at camp near Bermuda Hundred, which shows Dr. Gordon's enlistment date and appointment.

Figure 8 (Right):

Military record from the Medical Director's Office, Richmond, Virginia, that shows Gordon's appointment as assistant surgeon to the Volunteer Forces of Virginia appointed by the governor and council. It is dated May 4, 1861, showing his assignment to the Hermitage Camp, Company G, 35th Virginia.

Requisition for forage for one horse in
my personal possession of 38th Va. Regiment for
seven days commencing July 12th 1861

Days	Daily Allowance	Total Allowance
7	9 1/4	63 7/8

I certify on honor the above requisition
is correct and have drawn forage for no part
of the above named time

John C. Gordon

Received at Winchester July 12th 1861 of Prof
Abner Qualmaster of 38th Va. Regiment
eighty three pounds of corn and ninety
eight pounds of Hay in full of the above
requisition

John C. Gordon

Figure 9: Requisition for forage received at Winchester on July 12, 1861, and signed twice by John C. Gordon.

Headquarters of the Forces
Richmond Va 6th July 1861

Special Order
No. 213.

VII. Asst Surgeon Churchill Gordon, now at
Camp of Instruction, is assigned to the
38th Reg't Va. Vols and will report accordingly.

By order of General Lee
Wm. B. Rorer
gag

Joseph P. Fanning

RECORD DIVISION
REBEL ARCHIVES
WAR DEPARTMENT.

Figure 10: Special Order No. 213 from Head Quarters of the Forces of Richmond, Virginia, 6th July 1861, assigning Dr. J. Churchill Gordon to the 38th Regiment Virginia Volunteers.

The Confederate States of America,
To Jno C Gordon asst Surg 38 Regt Va Vol, Dr.

ON WHAT ACCOUNT.	COMMENCEMENT AND EXPIRATION.		TERM OF SERVICE CHARGED.		PAY PER MONTH.		AMOUNT.		REMARKS.
	From—	To—	Months.	Days.	Dolls.	Cts.	Dolls.	Cts.	
PAY—									
For Myself.....	<i>June 30</i>	<i>August 31</i>	<i>2</i>		<i>1 00</i>		<i>2 20</i>		
For year's service...									
Forage for horses...									
							<i>\$ 2 20</i>		

I hereby certify that the foregoing account is accurate and just; that I have not been absent, without leave, during any part of the time charged for; that I have not received pay, forage, or received money in lieu of any part thereof, for any part of the time therein charged; that the horses were actually kept in service and were mustered for the whole of the time charged; that for the whole of the time charged for my staff appointment, I actually and legally held the appointment and did duty in the department; that I have been a commissioned officer for the number of years stated in the charge for every additional five years' service; that I am not in arrears with the Confederate States on any account whatsoever; and that the last payment I received was from *Major Will* and to the *30* day of *June* 18 *61*.

I, at the same time, acknowledge that I have received of *Capt John Ambler* this *24* day of *Sept* 18 *61*, the sum of *Two hundred & twenty* dollars, being the amount, in full, of said account.

Pay.....\$ *2 20*
 Forage.....
 Amount...\$ *2 20*

(Signed Duplicates.)
Jno C Gordon
asst Surg 38 Regt Va Vol

Figure 11: Confederate States of America printed payroll form dated September 24, 1861, and signed by Jno. C. Gordon as assistant surgeon, 38th Regiment, Virginia Volunteers.

Endnotes

- 1 Patricia A. Kaufmann, Francis J. Crown Jr., Jerry S. Palazolo. *Confederate States of America Catalog and Handbook of Stamps and Postal History*. 2012.
- 2 Virginia Secession Convention. University of Richmond. <http://secession.richmond.edu/> Accessed March 8, 2016.
- 3 Edgewood Plantation Bed and Breakfast. <http://www.edgewoodplantation.com/> Accessed March 8, 2016.
- 4 Dr. F. T. Hambrecht, F. T. *Biographical register of physicians who served the Confederacy in a medical capacity*. Unpublished database.
- 5 Find A Grave Memorial# 6254427. Accessed March 8, 2016.
- 6 Bealeton, Virginia. Wikipedia. https://en.wikipedia.org/wiki/Bealeton,_Virginia Accessed March 8, 2016.



Figure 12: Gravestone of Dr. John Churchill Gordon and wife Mary Pegram Gordon.

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

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



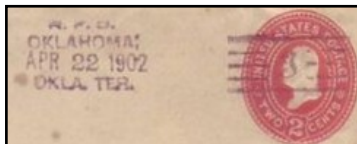
OKLAHOMA AND INDIAN TERRITORY COVERS
 WEATHER FORECAST BACKSTAMPS
 U.S. DESPATCH AGENT AND AGENCY MARKINGS
 19th CENTURY U.S. FANCY CANCELS
 PATENT CANCELS
 PRIVATE PERFS ON COMMERCIAL COVERS

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



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Three Foreign Picture Postcards Mailed to the United States Shortpaid by Class

Mailed First Class (1926)

The foreign picture postcard shown in Figure 1 was mailed with a 1p Great Britain stamp (Scott 188) postmarked "LONDON, W.C., 1926 D, SEP. 17" with a slogan promoting "British Goods." It is addressed to, "Princeton, New Jersey, U.S.A."

The postcard also has a handstamped hexagonal postage due postal marking with a large "T" and "10c (10 centimes) WCI" and the usual New York foreign office opera glass postal marking of "NEW YORK/N.Y.," and "DUE 2 CENTS."

The message is quite to the point: "Arrived. Delightful Voyage. Best Wishes from both on our anniversary. Sept. 15, AFLE."

The sender mailed the postcard with a 1p stamp, but the 1926 UPU first class postcard rate was 1-1/2p. So it was shortpaid by 1/2p or five centimes. With the postage due at double the deficiency, or 10 centimes, that equals two cents.

The other factor making it an interesting item of postal history is that the Princeton Post Office affixed a regular issue two-cent postage stamp (Scott 583) to pay the two-cents postage due.

The other side of the picture postcard shows a view of the Tinside Bathing Houses in Plymouth.

Mailed as Printed Matter (1907)

The foreign picture postcard shown in Figure 2 was mailed with a five øre stamp of Norway (Scott 77) with an illegible postmark and is addressed to "Portland, Ore., U.S.A."

The postcard is also noted as being shortpaid by the small T postal marking at the upper left and a manuscript 12-1/2c.

There is also an illegible blue crayon marking with the first letter under the two-cent postage due stamp (possible?), along with the usual New York foreign office opera glass postal marking of "NEW YORK/N.Y., DEC. 20, 1907" and "DUE 2 CENTS."

The message comprises a Christmas and New Year's greeting with several misspellings of the English words.

The card was mailed with a five-øre stamp, which was equal to the five-øre UPU printed matter postal rate. However, the message on the card precluded that postal rate and it was uprated to the first class postcard

rate of 10 øre. Therefore, it was shortpaid five øre. With double the deficiency, it came to 10 centimes or two cents postage due.

The postcard appears to have been readdressed at least twice with a "c/o Lipman (...?) & Co." crossed out and a manuscript "Not Here" written in pencil just above it. The final address appears to be "548-Marshall" in Portland.

The post office at Portland affixed a two-cent postage due stamp (Scott J39) cancelled by a silent precancel of blue crossed lines. Then, the postcard was postmarked with a Portland, Oregon, December 2, 1907, machine cancel.

The other side of the picture postcard has a handcolored young mother and young girl seated near a candlelit Christmas tree with several toys on a table along with a short written message.

Mailed Unpaid (1902)

The foreign picture postcard shown in Figure 3 was mailed unpaid and has a "MUNCHEN 2.8.P, AUG. 8, 02" postmark. It is addressed to "Brooklyn (Amerika)."

Being mailed, intentional or not, unpaid results in a purple manuscript 12-1/2c and a blue T indicating postage due. There is also a black boxed T. with a one-cent postage due stamp (Scott J38) and two two-cent postage due stamps (Scott J39) affixed. Each stamp is tied with a "Brooklyn, N.Y.," double oval postmark.

Although the 12-1/2c (12-1/2 centimes) postage due was rated at 2-1/2 cents, or five cents postage due at double the deficiency, it possibly should have been rated at the 10-pfennig first class postcard rate, or two-cents with double the deficiency at four cents postage due.

The other side of the picture postcard has a young couple with Cupid looking up at them and a message in German:

Munich, 5 Aug. 1902

Dear Friend

I was glad to get your postcard, and return the greetings in a most cordial manner. The 25th Anniversary (?) celebration is eminent. Regards to your wife and let me hear from you again.

Your friend

Princess



While it is not to be suggested that these three examples are the only classes of postcards shortpaid to the United States, they do represent the most common types of shortpaid postcards during this period of time.

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



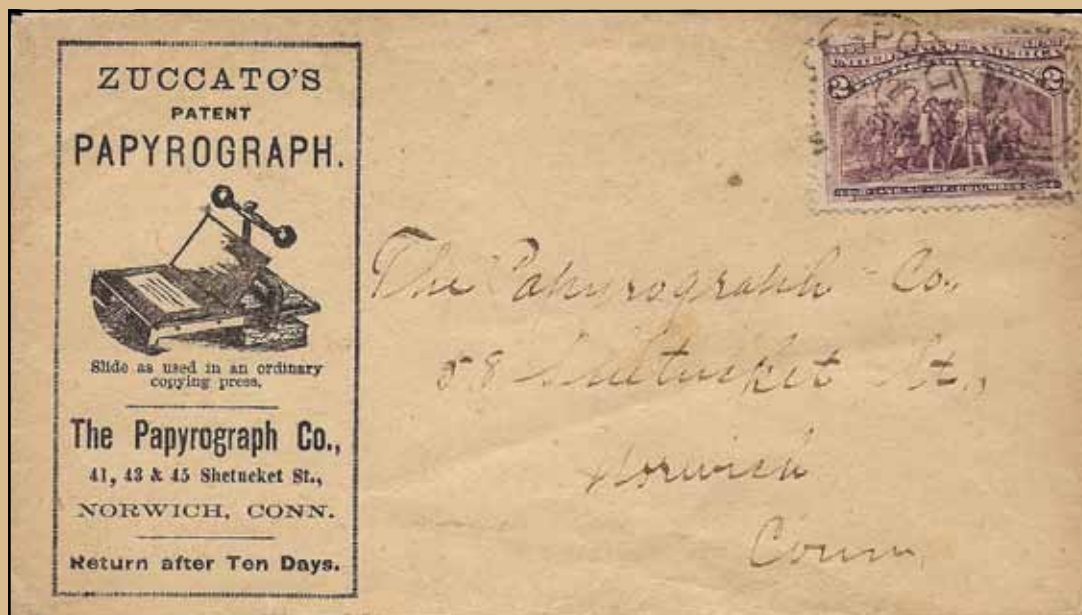
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Zuccato's Papyrograph

By Peter Martin

With today's scanners and digital printers, making a copy of almost any printed document is fairly easy and fast. It wasn't always so, as the featured item above reminds us.

Early copying consisted of monks or scribes and, later, office clerks making copies of documents by hand.

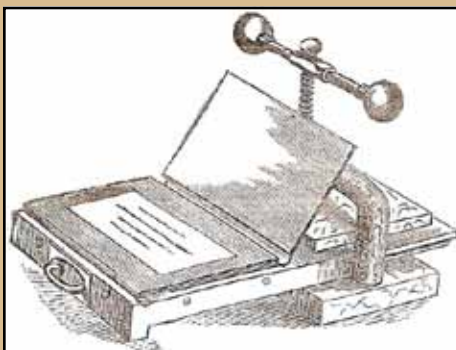
The earliest copying devices were introduced at the end of the 18th century. They included the letterpress, patented in 1780 by James Watt & Co, and carbon paper, developed at the beginning of the 19th century.

Late 19th century inventors developed numerous duplicating technologies, including the stencil duplicator or mimeograph machine, a low-cost duplicating machine that works by forcing ink through a stencil onto paper.

In 1872, Eugenio de Zuccato, a young Italian studying law in London, developed the first commercially successful stencil duplicating machine, which he called a Papyrograph. In 1874, Zuccato obtained a United States patent for the device.

Papyrus is the Greek word for paper.

The dictionary definition of a Papyrograph is: An apparatus for multiplying writings, drawings, etc., in



An 1877 image of Zuccato's Papyrograph.

which a paper stencil, formed by writing or drawing with corrosive ink, is used.

Zuccato's device featured an ordinary copying press, to which wires were attached to the bed and upper plate that led to a small battery.

His Papyrograph process began with a sheet of lacquer-coated stencil paper that could not be penetrated by liquid. By writing on this stencil

with corrosive ink, a clerk made the affected parts of the stencil porous so that liquid could pass through.

An improved version of the Papyrograph system was offered in 1877 by the Papyrograph Company of Norwich, Connecticut. It used a horizontal sliding frame that was twice the width of the printing surface of a letter copying press.

The operator placed the sliding frame so that half covered the printing surface of a letter copying press and the other half was next to the press. The operator then placed an inked pad on the half of the sliding frame that was next to the press, placed a prepared stencil face down on the inked pad, and covered the stencil with a sheet of paper.

The operator then slid this "sandwich" inside the copying press and lowered the press to make a copy.

The manufacturer claimed that, "By this process from 300 to 1,000 facsimile impressions can be taken upon dry and unprepared paper, direct from the original writing, in an ordinary letter-copying press."

Although advertisements claimed that an operator could make 400-500 copies per hour, the method was slow and messy. In addition, the stencils could not be prepared with a typewriter, another new invention that was formally introduced at the 1876 Centennial Exhibition and was gaining in popularity.

In June 1877, more than 5,000 Papyrographs were in use. A complete Papyrograph system, including a press and supplies sold for \$23 to \$75. As late as 1885, advertisements claimed, "Thousands are now in use in the United States and foreign countries."

Because Zuccato's device proved too slow and messy, the development of a number of similar copying processes, including Thomas Edison's electric pen and autographic process (see ads below), soon followed.

The word mimeograph was first used by Albert Blake Dick when he licensed Edison's patents in 1887.

Mimeograph machines were gradually replaced by modern photocopiers based on xerography, a dry process introduced by Charles Carlson in 1938.

Today, most copies are made by digital copiers and similar equipment.

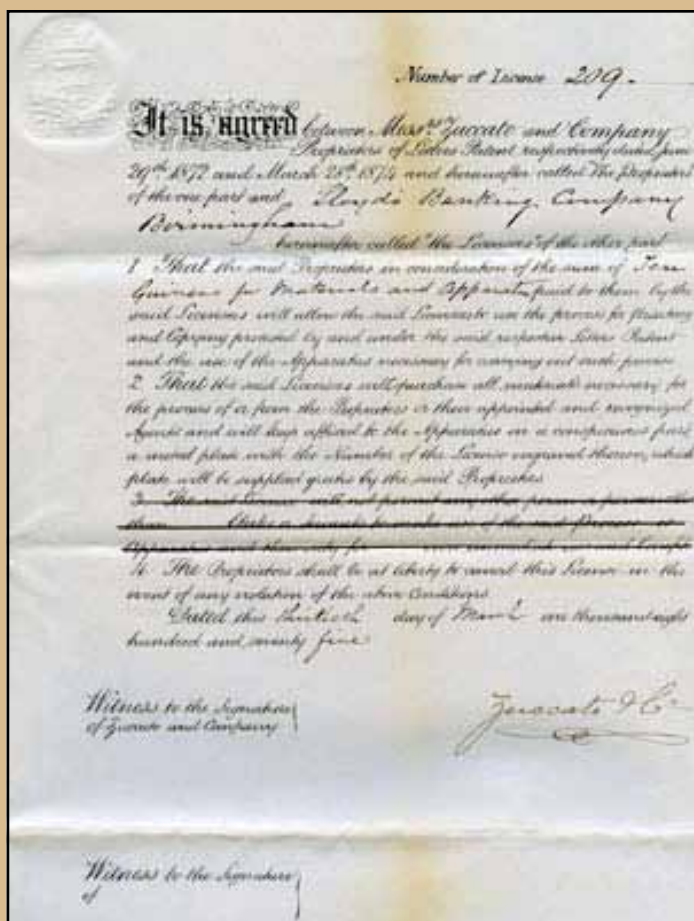
The Advertising Cover

The advertising cover that led to the rediscovery of this long-forgotten device (on page 33) features a black boxed image on a manila colored envelope. The Zuccatos's Patent Papyrograph headline is above an image of the device with descriptive text that reads, "Slide as used in an ordinary copying press."

The Papyrograph Company address is given as "41, 43, & 45 Shetucket St." in Norwich, Connecticut.

The cover may be an older company envelope used by a salesman because it is addressed to the same Papyrograph Company at "58 Shetucket St." It appears that the company either expanded or moved across the street.

Postage was paid with a two-cent Columbian



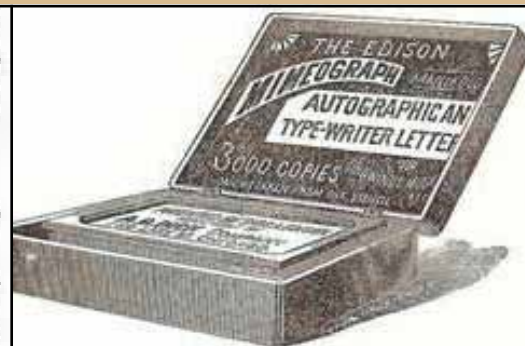
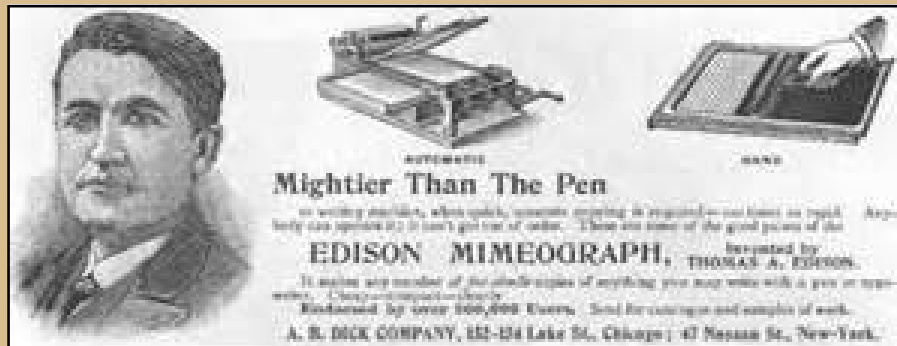
This 1875 document is a licence purchased by Lloyds Bank from Zuccato & Company to use their printing and copying process. Lloyds paid 10 guineas for it.

Exposition commemorative stamp (Scott 231) cancelled by a May 28, 1893 duplex handstamp.

The well-centered stamp, which was released five months earlier on January 2, depicts the landing of Columbus.

The enclosure must have been a bit bulky as the left side of the postmark does not touch the cover, leaving only a "...PORT" for a town name.

The cover likely originated in Pennsylvania as there is a Pittsburgh, Pennsylvania, station circular date stamp on the reverse.



Two circa 1889 advertisements for Thomas Edison's Mimeograph.

E. G. HOTHORN, TREASURER

G. EMIL HESSE, SECRETARY

TEUTONIC WAR RELIEF COMMITTEE

HON. RICHARD BARTHOLDT
EX-CONGRESSMAN, MD.

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EDITOR ISSUES AND EVENTS

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HON. HENRY VOLLMER
EX-CONGRESSMAN, IOWA

MR. ALEXANDER VON FEST
AUSTRIAN-AMERICAN LINE

42 Broadway,
New York.

TO THE PUBLIC:

The TEUTONIC WAR RELIEF COMMITTEE, in placing its War Relief stamps at the disposal of the Public, does so, confident that they will be well received.

The money, realized from the sale of these stamps, will go to relieve the sufferings amongst the non-combatants in Germany, Austria-Hungary, Poland, Turkey and Bulgaria without regard to race or religion.

The stamps are one cent each, and we enclose a few with the hope, that you will use them in your correspondence, on the back of your envelopes, on letters, parcels, checks, etc., until the end of the war.

If you cannot use them all, buy what you can, or try to sell some of them to your friends, and kindly return the balance.

Checks should be drawn to order of Teutonic War Relief Committee.

Thanking you in anticipation of a generous response and a continued patronage, we are,

Very truly yours,

TEUTONIC WAR RELIEF COMMITTEE.

Enclosure:
\$5 in stamps.

Figure 2: Form letter enclosure from the Teutonic War Relief Committee.



Figure 1: Cover from the Teutonic War Relief Committee to 'Mr. M.J. Berliner.'

The Teutonic War Relief Committee

By Jesse I. Spector and Robert L. Markovits

The clash of nations announcing the onset of World War I would occur in the opening days of August 1914; yet, it would not be until April 6, 1917 that the United States would enter the fray.

In the almost three year hiatus, sentiment in the United States would gradually swing from one of indifference and isolationism to an ever increasing hostility towards Germany and, indeed, individuals of German ancestry within the United States.

The sinking of the British liner, RMS *Lusitania*, by a German submarine in May 1915, with the loss of 128 Americans among the 1,193 victims, and the reinstitution of German unrestricted submarine warfare in January 1917 were precipitating factors.

The fuse would then be lit by attacks made on several United States ships in March 1917 and the publication that month of the intercepted German "Zimmerman telegram" making evident that if the United States and Germany were to go to war, Germany would be willing to form an alliance with Mexico and "make war together" with the offer of financial assistance to assist Mexico in recovering territories of the southern United States lost in the Mexican-American conflict of the 1840s.¹

The telegram was the last straw. President Wilson, until then the inveterate peacekeeper, felt compelled to ask Congress for a declaration of war — and it was granted.

Our story unfolds during the lull before the storm, at a time when the neutral United States was home to many war relief agencies from nations on both sides of the conflict. The philatelic material we present permits us to explore one of these organizations, which, in the blink of an eye, would pass from an accredited humanitarian organization to an organization *non grata* in the United States.

Figure 1 is a somewhat worn cover addressed to Mr. M.J. Berliner at 10 West South Street in Corry, Pennsylvania. The corner imprint indicates a sender at the Teutonic War Relief Committee at 42 Broadway in New York City. The letter was posted in New York City on June 5, 1916, with postage paid using two, two-cent Washington stamps (Scott 487).

The enclosure (Figure 2) is a form letter addressed, "To The Public" and informs that War Relief stamps are enclosed with the hope that the recipient of the mailing will apply them to the back of envelopes in future correspondence they may make.

The letter states that each stamp has a value of one cent and that if the recipient is unable to make use of all of them, then consideration should be given to selling some to their friends. The recipient is asked to forward payment by check to the Teutonic War Relief Committee, and to return the unused stamps.

Peruse the names on the letterhead to note an impressive array of individuals, including a



Figure 3: Folded sheet of 100 Cinderella stamps used for fundraising.

congressman, professors of renowned universities, prominent businessmen, a physician, and science-based professionals. One must conclude that this is in every sense no mean group of individuals.

Funds acquired through the sale of these stamps are stated to be used to alleviate suffering of noncombatants regardless of race or religion in countries making up the Central Powers, including Germany, Austria-Hungary, Poland, Turkey and Bulgaria. Figure 3 is a folded sheet consisting of 100 stamps.

Figure 4 is an unused envelope with the imprinted address of the Teutonic War Relief organization and the notice that four-cents postage is required when mailing the letter. The reverse side has the scripted name and address of the recipient of this mailing. Figure 5 shows a similar unused cover.

Let us pause momentarily and contemplate the implications of this communication. The United States, in June 1916, remains a neutral sovereign nation in the midst of a global cataclysm that had already consumed the lives of almost three million combatants and almost twice that number of noncombatants.

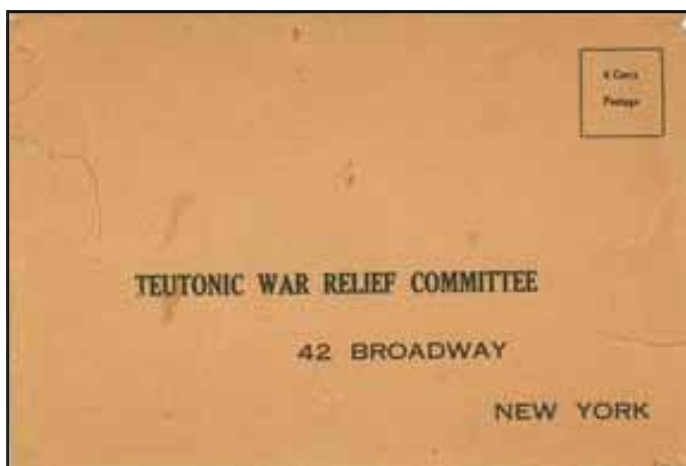
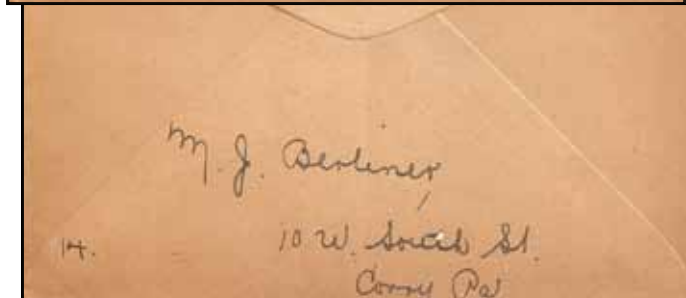
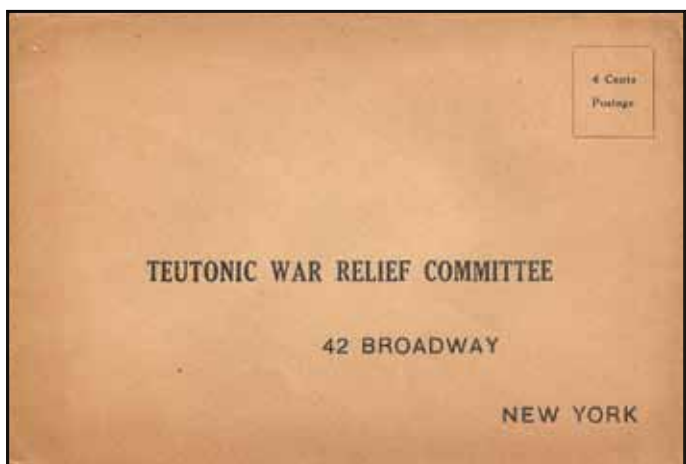


Figure 4 (Top) and Figure 5: Unused covers from the Teutonic War Relief Committee.

Consider, if you will, the dilemma, or indeed the propriety, for the recipient to be solicited to offer aid to noncombatants on one side of the conflict — as if one were choosing which team at a soccer match to support.

It certainly is not as egalitarian as the International Red Cross during wars, ministering to those in need regardless of allegiance. On the other hand, one can counter that exigencies of war require tempering of ideal considerations, since personal attachments to a cause or a nation can never be discounted.

With that in mind we will shortly introduce the receiver of this missive, and offer options that Mr. Berliner might, or might not, consider.

Before introducing you to Manfred Jerome Berliner, however, we have groundwork to cover with regard to

war relief associations. For you see, it is axiomatic in war that collateral damage remains intrinsically bound up with conflict.

Indeed, as World War II so dramatically demonstrated, destruction of nonmilitary facilities, and intentional targeting of civilian populations is not infrequently consciously applied into the stratagems of military operations. Disruption of normal civilian life aggravates the economic and social upheavals that overwhelm the capabilities of belligerent nations, whose hands are already full in carrying out military programs.

It is that reality of war, particularly on the massive scale of conflicts during the 20th century, that volunteer organizations sprouted up in all countries to attempt to deal with massive displacement and suffering of noncombatants.

From the outbreak of conflict in Europe in 1914, the United States would witness the creation of scores of volunteer organizations, societies and committees established to offer humanitarian aid to segments of the civilian population devastated by the exigencies of war. It was not for want of trying that governments failed their citizenry, rather the fact that the scope and destructive power of modern military operations exceeded credible management of the problem.

The Central Powers — consisting mainly of a muscular Germany and a decrepit Austro-Hungarian Empire and a failing Turkish Ottoman Empire confronted the Triple Entente of Russia, France and England. In the early 20th century “melting pot” of America, immigrants from all of these lands had established new lives in the United States, while at the same time maintaining vibrant ties to the cultures, ethnicities and religions from whence they originated.

Not surprisingly then, one finds records in United States government publications in the second decade of the 20th century listing page after page of relief organizations often broken down into exacting detail of national origin, religious affiliations, political ideology, ethnic origins, and more.

Indeed, the further breakdown of these organizations into evermore constricted denominations to the exclusion of others within their own religions or politics would be somewhat humorous were the stakes not so high.

The authors, having previously published on several of these volunteer relief societies, including The Jewish Central Relief Committee² and The American Jewish Joint Distribution Committee,³ now have the opportunity to share with you the Teutonic War Relief Committee.

The Teutonic War Relief Committee, located at 42 Broadway in New York City, was somewhat unique in their manner of raising funds through the sale of



Figure 6: Fundraising solicitation canister of the Jewish Central Relief Committee.

one-cent “stamps,” better described as “seals” since they were not a monetary or postal construct, rather a “Cinderella” product designed to induce contributions.

While most relief organizations raised funds directly through monetary requests, the stamp concept was attractive in that, similar to Christmas Seals, the recipient became an active participant in the venture through the use of the seals on the back of envelopes. Among variations of fundraising approaches, another was the door-to-door solicitation using metal collection canisters by one denomination of the Jewish Central Relief Committee (Figure 6).

While in 21st century thinking the one-cent stamp was a pittance, the organization had raised \$31,161.86 through March 3, 1917.⁴ With America’s entry into the war one month later, the Teutonic War Relief Committee was forced to disband, since the countries earmarked for their assistance were now belligerents of the United States. Government records indicate that the property of the organization was then impounded, awaiting eventual resolution of the war.

The sum of money raised during its existence was, for the time, relatively substantial when one compares their figures to the scores of other relief agencies filing federally required documentation of their activities.

When one looks at the relief agencies formed in the United States specifically directed to the needs of the Central Allies, one finds, in addition to the Teutonic War Relief Committee, an eclectic grouping that were active during America’s years as a neutral

country. These included German War Orphans, Prisoners of War Relief, American Physicians' Expeditions, German General Relief, Kolonialkriegerdank, and American Relief Committee.⁴

We previously mentioned that Americans with ancestry, particularly to European countries, often maintained personal ties to their past. With that in mind we now raise the curtain on the recipient of our cover, Mr. M.J. Berliner, and attempt to answer the question of what the incentive might have been for his solicitation by the Teutonic War Relief Committee.

For postal historians doing research, one of the great nemeses is the cover with the recipient's name containing initials rather than the full name given. Such was our initial concern when confronting Mr. M.J. Berliner. Mercifully, although others with similar initials existed in the timeframe of our cover, we discovered only one living in Corry, Pennsylvania.

Corry is a small community at the very northwestern tip of Pennsylvania abutting the New York border in Erie County. Population in the early 20th century was in the range of 3,000-4,000.

We wished to make certain that M.J. Berliner was "our" man, for even in Corry, Pa. there may be an M.J. Berliner of other stripes not found in census records. We based our concern on the fact that we had located in the Federal Census for 1920 a M.J. Berliner in Corry, however, located not at 10 W. South St, rather on Pleasant St. We then went back to the 1900 Federal Census, where we were delighted to discover that 19-year-old Manfred J. Berliner, and his brother, Lawrence, age 18, lived with their parents Jacob and Emily at, yes, 10 W. South St. Both boys are listed as students. We had indeed found our man.

Manfred Jerome Berliner was born in Corry, Pennsylvania, on October 1, 1880. His father, Jacob, was born in Germany in 1854 and his mother, Emily, likewise German, was born in 1861. Jacob was a salesman and subsequently a merchant in the hide and fur trade. Interestingly, the New York State Census for 1905 shows father and son living in Manhattan, but Emily is not listed in this record. Nevertheless, the 1910 Federal Census shows the family unit intact in Corry. Manfred, now age 29, and Lawrence are both listed as salesmen in a fur store, and both are single.

Manfred was required to register for the draft after the United States entered World War I as part of the Third National Conscription registration group. This

Figure 7: U.S. World War I draft registration card for Manfred Berliner.

took effect on September 12, 1918, for men between the ages of 18 and 45 who had not been part of the first two groups registered dating back to mid 1917.

His 1918 draft registration card, duly completed on September 12, 1918 (Figure 7), is confusing. Completed in his own hand, his birth date is given as September 1, 1878, yet all the information on the card is otherwise consistent with what we have previously reported. Since there was no apparent advantage in terms of service avoidance, were one inclined to do so, between the date listed and his birth date in 1880 we cannot speculate on a reason for the discrepancies, yet it certainly is evident.

We next find Manfred in the 1920 Federal Census living on Pleasant Street, the block adjacent to his prior home on South Street together with his mother and brother Lawrence. Both brothers are listed as still single. Manfred's father had apparently died prior to 1918, since his mother, Emily, is listed as head of the household in this census, and is listed as his nearest next of kin on his 1918 draft registration card. Both brothers list their occupations as clerks in hide and fur manufacturing.

Manfred married sometime after 1920, as becomes evident from events in 1924. We last meet Manfred in 1924 when we discover that he has died at age 43, reportedly of acute nephritis (kidney disease) on February 15, 1924 as listed on his death certificate (Figure 8), which also notes that he was married at the time of his death. He rests for the ages in the Jewish Cemetery in Corry (Figure 9) with his grave marker identifying him as a, "beloved son, husband and brother."

The letter to Manfred Berliner from the Teutonic War Relief Committee was posted in 1916 when the

United States was a neutral nation to the global conflict. Thus, postal communication concerning war relief assistance to noncombatants within the domain of the Central Powers was totally acceptable.

The Teutonic War Relief Committee likely saw in M.J. Berliner, a German with ancestry rooted in Europe, who through affection, family or heritage would be a good candidate for solicitation to assist those in need on one side of the conflict.

The fact that the accompanying reply envelope with Mr. Berliner's name written on the back and the full sheet of stamps both remained unused might have been simply an oversight on his part or, alternatively, might indicate that contributing to benefit noncombatants in Teutonic domains was not his cup of tea.

The declaration of war meant that the Teutonic War Relief Committee would be no more — the logic of war. Pragmatically, a necessity for reasons of security, fear of abetting the belligerent or simply codifying that the newly declared enemy has been classically demonized and ostracized.

Thus ended the conversion from civility to conflict. War wins. We are struck by the arbitrariness with which events alter perceptions of human relationships, even those efforts at succor. An existential issue certainly, but one whose resolution, if such exists, is at the core of millennia of perpetual conflict.

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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.

PLACE OF DEATH		CERTIFICATE OF DEATH		COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF HEALTH BUREAU OF VITAL STATISTICS	
Country of	Scia	Registration District No.	501	File No.	15322
Township of		Primary Registration District No.	35	Registered No.	14
City of	Corry, Penna.	(No. 25 East Pleasant	St. I. Ward)	(If death occurred in a household - (Name, address, age in years and number.)	
2. FULL NAME. Manfred J. Berliner.					
PERSONAL AND STATISTICAL PARTICULARS					
3. SEX	Male	4. COLOR OR RACE	White	5. SINGLE, MARRIED, WIDOWED OR DIVORCED	Married
6. DATE OF BIRTH Oct. 1st 1880 (Month) (Day) (Year)					
7. AGE 35 (How many years, months, and days) less than 1 day					
8. OCCUPATION (a) Trade, profession, or particular kind of work Retired (b) General nature of industry, business, or establishment in which employed (or employer)					
9. BIRTHPLACE (State or Group) Penna.					
10. NAME OF FATHER Jacob Berliner					
11. BIRTHPLACE OF FATHER (State or Country) N. Y.					
12. MARRIED NAME OF MOTHER Emily Taylor					
13. BIRTHPLACE OF MOTHER (State or Country) N. Y.					
14. THE ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE. Informant: Lawrence J. Berliner (Address: 26 E. Pleasant St. Corry, Pa.)					
15. MEDICAL CERTIFICATE OF DEATH 16. DATE OF DEATH Feb. 15 1924 (Month) (Day) (Year)					
17. I HEREBY CERTIFY, That I attended deceased from 2-15-1924 and that death occurred, on the date stated above, at 2:30 A. M. The CAUSE OF DEATH was as follows: Uremic Nephritis					
18. LENGTH OF RESIDENCE (For Household, Institutions, Tennessee or National Residences) At place of death 35 years, 1 month, 5 days. In the State 37 years, 1 month, 5 days. Where was disease contracted? If not at place of death? Focus or usual residence					
19. PLACE OF BURIAL OR REMOVAL Jewish Cemetery Corry, Pa. DATE OF BURIAL Feb. 18, 1924					
20. UNDERTAKER Alexander & Company Corry, Penna.					

Figure 8: Pennsylvania death certificate for Manfred Berliner.



Figure 9: Grave marker for Manfred J. Berliner.

Robert L. Markovits, an attorney and a world authority on United States Special Delivery mail, passed away in December 2015.)

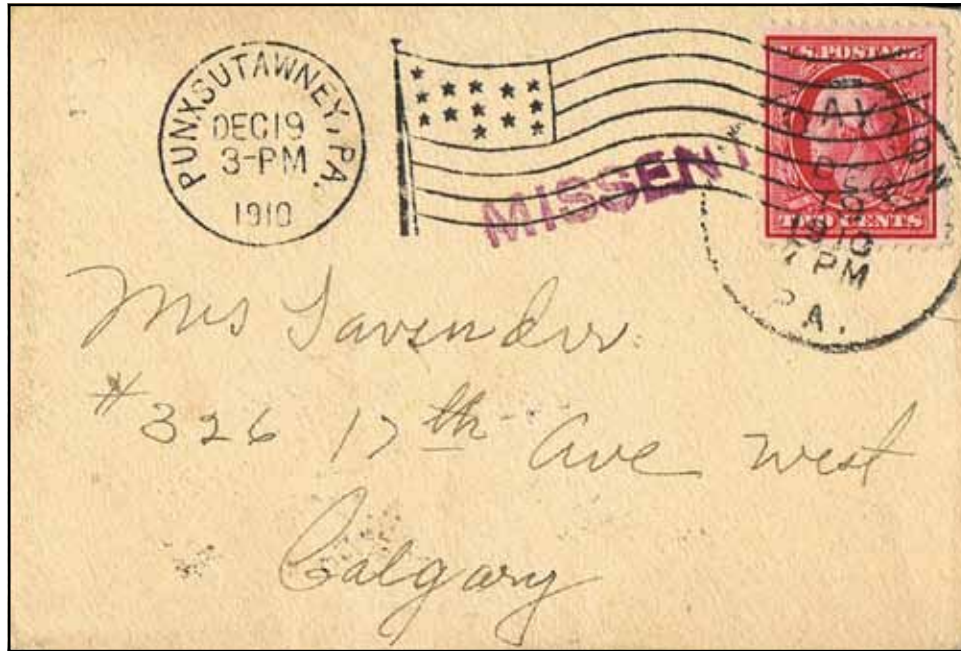


Figure 1: Intended to be sent to Canada, this envelope was instead sent to Dayton, Pennsylvania, where it received the 'Missent' handstamp.

Missent Covers – The International Dimension

By John M. Hotchner

Covers that have been missent to the wrong location make a powerful case for today's scholastic trend (which I deplore) toward eliminating cursive writing. Most seem to be caused by a poorly executed handwritten address. But simply not paying attention, or a lack of knowledge of geography on the part of mail clerks also play a significant role.

While missents are common enough in the United States, covers that did or should have crossed borders are more unusual. And since we have been focusing on international mails for the last couple of years, this installment will look at missent examples that have at least two countries involved.

For our purposes, there are two major categories: United States-origin covers that have gone to the wrong country and foreign-origin covers that, in error, have been missent to the United States. The latter are fascinating, but scarce.

Perhaps my favorite, and the earliest of my examples is the 1910 cover in Figure 1, which is addressed to "Calgary" in Canada.

At that time, the postage to Canada was the same as for the United States, so the mail handler can be forgiven (perhaps) for a quick look at Calgary, and a

transposition in his mind to Dayton, in his own state. The "C" of "Calgary" does sort of look like a "D."

More problematic is the 1911 postcard in Figure 2 that is not so clearly addressed to "Jamaica, NY." Of course it ended up in Kingston, Jamaica, complete with a postage due assessment for international mail (which, upon return to the United States, was invalidated).

Postage due was entirely appropriate for the 1940 cover in Figure 3 addressed to Kent, England, but with domestic postage. Sent from Little Rock, Arkansas, the clerk can be forgiven for thinking it should have been sent to England, Arkansas, but it eventually got to its destination, and the missing postage was collected.

Harder to explain is the 1971 aerogramme in Figure 4, addressed to Barbados, British West Indies. That it was missent to British Honduras I can only attribute to the sorting clerk having failed geography in school.

I can't even guess at the cause for the next three covers: Figure 5, addressed to Denmark, missent to Ecuador; Figure 6, addressed to the United Kingdom and missent to the Philippines; and Figure 7, addressed to England, and missent to Ireland. All three, I think, were returned to the United States before being sent on their way to the proper address.

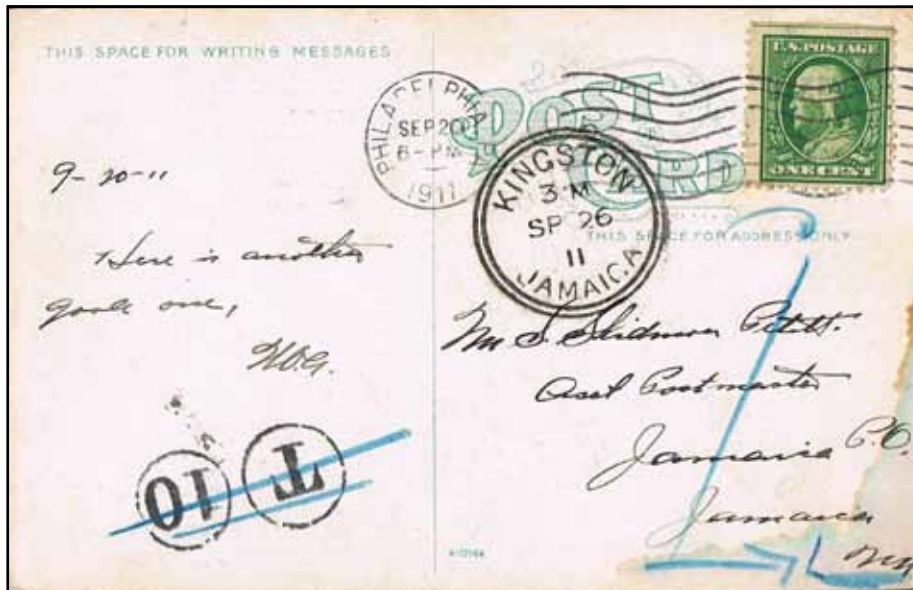


Figure 2: The 'NY' in the address on this 1911 postcard is hard to make out. But the 'Jamaica' is clear, so the card was sent to Kingston, Jamaica.

Figure 3: 'England, Ark.' received this envelope from Little Rock, thanks to a misreading of the written address by postal personnel.



Figure 4: What other than geographical ignorance could have led postal personnel to send this aérogramme addressed to Barbados to British Honduras?



Figure 5: Instead of Denmark, this 1981 cover was routed to Ecuador.

Figure 6: Addressed to the United Kingdom, this 2002 postcard was sent from California to the other side of the world, the Philippines.

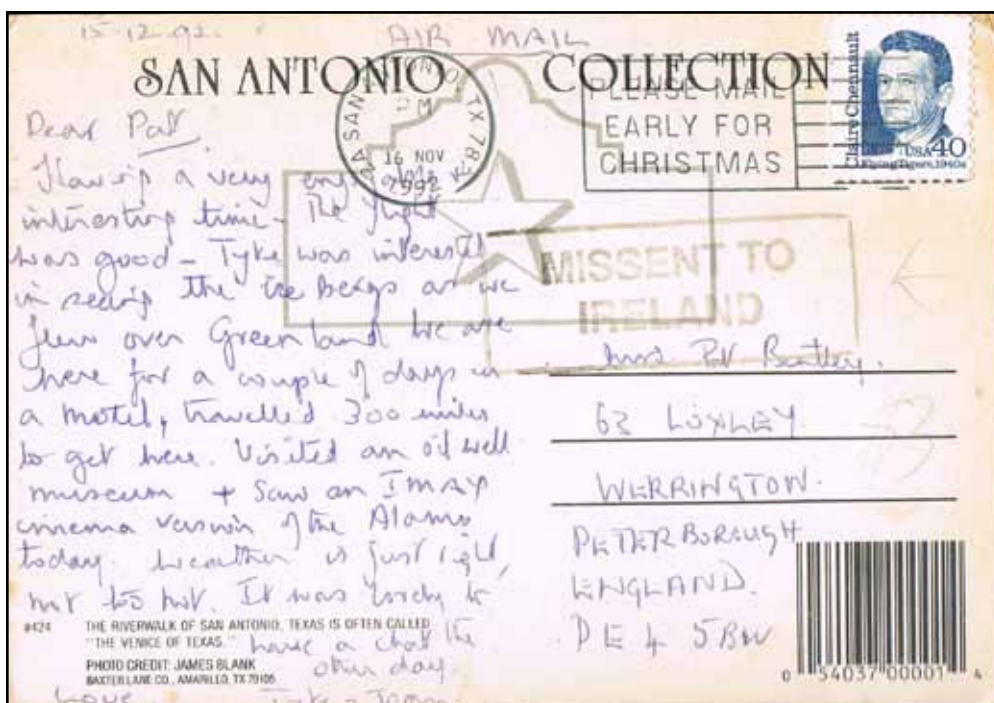
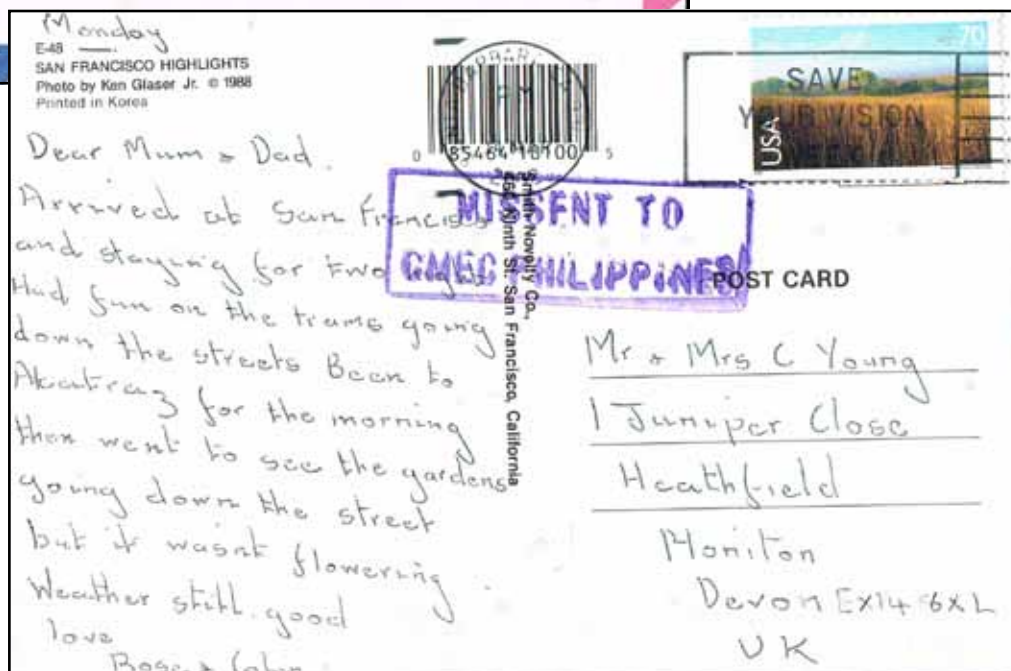


Figure 7: At least this 1992 postcard was sent toward England, but got to Ireland instead of the English address noted.

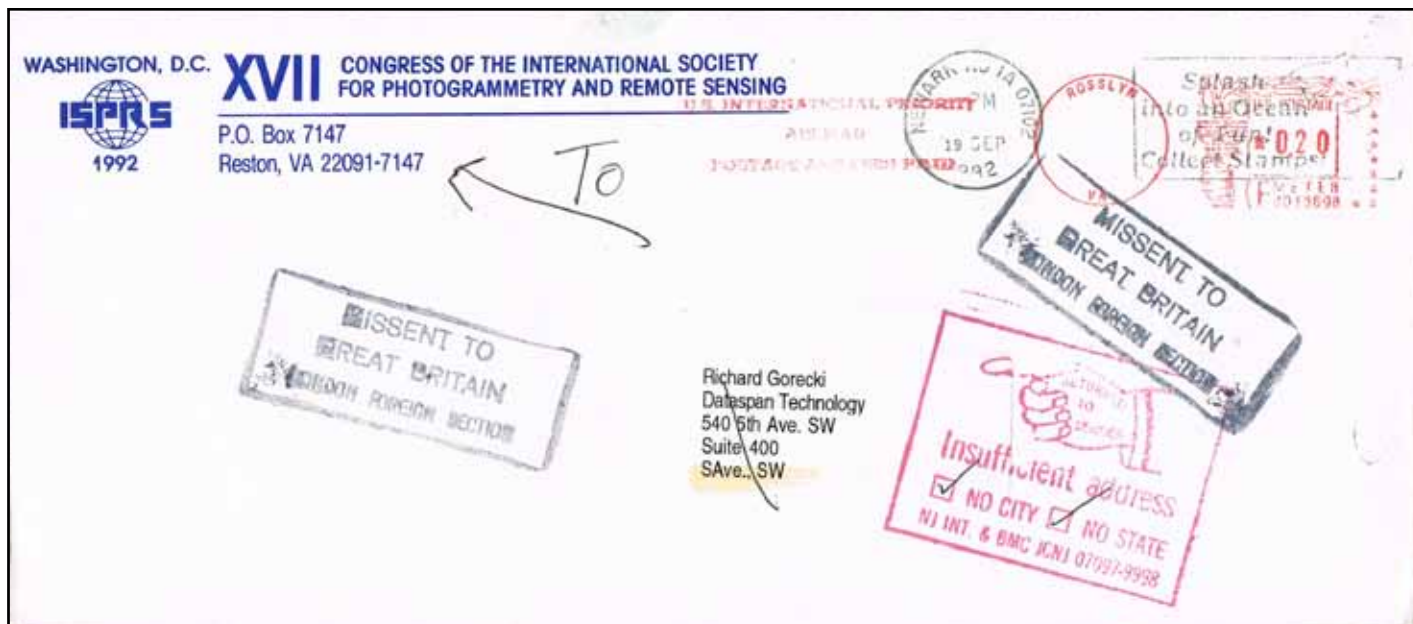


Figure 8: The fault in this case is clearly with the sender, who forgot to add a state to this English-looking address.



Figure 9: Mistakenly sent to the United States, this 1899 cover is addressed to Torquay, a Devon County seaside town in England.

Finally for United States-origin covers, another forgivable error on the part of the post office (Figure 8), is actually an error attributable to the sender. The address on this 1992 cover, sans state name, was missent to England, and why not, the address actually looks British. The mailing had to be returned to the sender as undeliverable once it came back from England.

Now, on to foreign-origin covers, of which I have three. The first (Figure 9) is cancelled in December 1899 in England; addressed to Torquay, a well-known British seaside town in the county of Devon.

For some unaccountable reason, it was sent to Portland, Maine, (confirmed by back stamps), held in General Delivery, unclaimed and returned to New York City and then back to England a month later by the New York City Dead Letter Office. The mystery is

who added “Portland Maine/U.S.A.” to the address on the cover?

Does “Chile” look sufficiently like “Chicago” to mislead a German postal clerk? Apparently so, if the evidence in Figure 10 is to be believed. The cover left Germany in January 16, 1934, and received a backstamp saying, “Missent to Chicago, ILL, U.S.A. For. Sec. 2,” dated February 9, 1934.

In 1900, the postcard in Figure 11 was sent from Wurtemberg, Germany, addressed to “Wakefield, Yorkshire” in England, but without the country name. Somehow, it was routed to New York, where it received a “Missent to New York” handstamp, with the red pointing finger label added.

It is the only use of such a pointing finger of which I am aware.

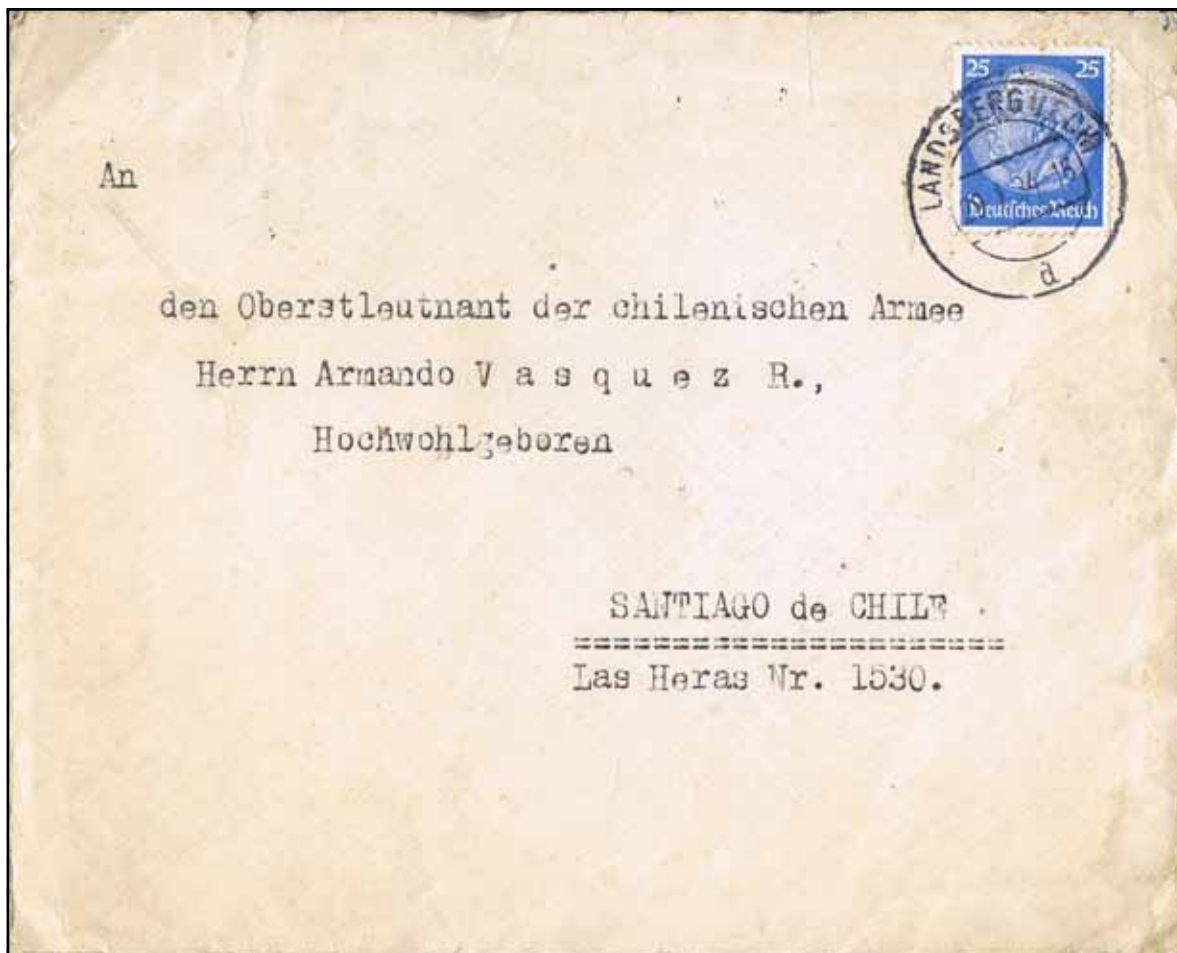


Figure 10: Sent to Chile from Germany, via Chicago in 1934. The mail clerk must have just seen 'CHI.'



Figure 11: 'York' is the key word on this 1900 cover; both in the address 'Yorkshire,' and where it was sent, 'New York' This is the only reported use of the red pointing finger label.

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

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 Mail on a World War II Aircraft Carrier

This photo, taken in April 1944, shows two U.S. sailors sorting a large amount of mail aboard an unidentified aircraft carrier. As would be expected, the 'mailroom' was cramped and hot. The bins in the top row are labeled 'First,' 'Second,' etc. The second through fourth rows are organized A-Z. The fifth row includes, 'Commanding Officer,' 'Executive Officer,' and 'Gunnery Office.' The lowest row includes, 'Officers' and 'Warrant Officers.'



A postcard view of the New Ulm, Minnesota, Post Office soon after its 1910 opening.

The History of the New Ulm, Minnesota, Post Office

By Paul Petosky

New Ulm, Minnesota, is the county seat of Brown County and is located in the triangle of land formed by the confluence of the Minnesota River and the Cottonwood River.

The city is home to the Minnesota Music Hall of Fame, the Hermann Heights Monument, Martin Luther College, Flandrau State Park, and the August Schell Brewing Company. New Ulm is also the Episcopal see of the Roman Catholic Diocese of New Ulm.

New Ulm was founded in 1854 by German immigrants Christian Ludwig Meyer, Alois Palmer, Athanasius Henle, and Franz Massopoust. The city was named after the city of Ulm in the state of Baden-Wurttemberg in southern Germany.

Today, Ulm and Neu-Ulm are New Ulm's sister cities. In part due to the city's German heritage, it is a center for brewing in the upper Midwest and home to the August Schell Brewing Company.

In the Dakota War of 1862, the city was attacked and burned by Taoyateduta (Little Crow) and his Dakota Sioux warriors.

On July 15, 1881, New Ulm was struck by a large tornado that killed six and injured 53.

During World War II, German POWs were housed in a camp to the immediate southeast of New Ulm, in

what is now Flandrau State Park. In 1944, a New Ulm family was fined \$300 for removing a prisoner from the camp, housing him and taking him to church.

The New Ulm Post Office was established on June 20, 1856, with Anton Kaus as its first postmaster.

The New Ulm Post Office is one of New Ulm's most distinctive buildings. It was approved by Congress in 1906 was built in 1909. It opened to the public in 1910.

This German Renaissance style building was a masterpiece designed by James Knox Taylor (1857-1929), supervising architect to the U.S. Treasury Department, where he served in this capacity from 1897-1912.

Because of its unique and excellent exterior design, the building was registered as a National Historical Site. The individuality of the German Renaissance design, which originated in France and the Low Countries, is reflected in the steep roof and stepped gables, decorative details and stone. The building was planned to blend with other buildings in New Ulm.

This historic post office building located at 2 North Broadway Street became the home of the Brown County Historical Society Museum in 1984.

The New Ulm Post Office is now located at 27 South German Street and uses ZIP code 56073.



A photo of the classic New Ulm, Minnesota, Post Office as it appears today, the home of the Brown County Historical Society Museum.

The current New Ulm, Minnesota, Post Office at 27 South German Street was built in 1975.



This 1910 machine cancel was used the year the classic German Renaissance New Ulm Post Office was opened.

Reference

New Ulm, Minnesota: https://en.wikipedia.org/wiki/New_Ulm,_Minnesota

(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. His Postmarks from the Past website is at: <http://postmarks.grandmaraismichigan.com/>. Anyone interested in Michigan postal history can contact him by e-mail at: paul_petosky@yahoo.com)



New Ulm was founded in 1854 by German immigrants. It is a center for brewing in the upper midwest and home to the August Schell Brewing Company, which helps explain the beer stein on this early 20th century postcard.

New Ulm, Minnesota, Postmarks

1906
duplex
cancel.



1918
duplex
cancel.



A postcard view of the old Turner Opera House in New Ulm.

New Ulm, Minnesota Postmasters

Postmasters and officers-in-charge that served at the New Ulm, Minnesota, Post Office over the many years are given with their start dates:

Anton Kaus.....	June 20, 1856
C.J. Kochne.....	July 28, 1857
Frederick Rehfield.....	April 10, 1858
Frederick Forster.....	March 29, 1861
Joseph Bobleter.....	May 20, 1873
Francis Baasen.....	January 13, 1886
Gottlieb Schmidt.....	March 20, 1890
William Brust.....	March 15, 1894
John H. Weddendorf.....	March 4, 1898
Lewis B. Krook.....	April 5, 1902
Samuel D. Peterson.....	February 27, 1907
Philip Liesch.....	March 2, 1911
Frederick Pfaender.....	March 3, 1915
Lewis B. Krook.....	January 9, 1924
Frederick Pfaender.....	January 1, 1934
Elmer Backer.....	June 23, 1938
James M. Beecher.....	May 31, 1960
Lawrence V. Niehoff.....	March 31, 1961
Paul W. Vorwerk.....	June 30, 1973
Brian M. Ziemer.....	February 24, 1978
Victor A. Vogelpohl.....	June 3, 1978
William A. Sommer.....	December 30, 1982
Larry D. Matson.....	July 9, 1983
Mark Tauer.....	April 20, 1987
Gary B. Hjermstad.....	August 15, 1987
Michael A. Stolt.....	February 15, 2008
David L. Wintheiser.....	July 5, 2008
	to present



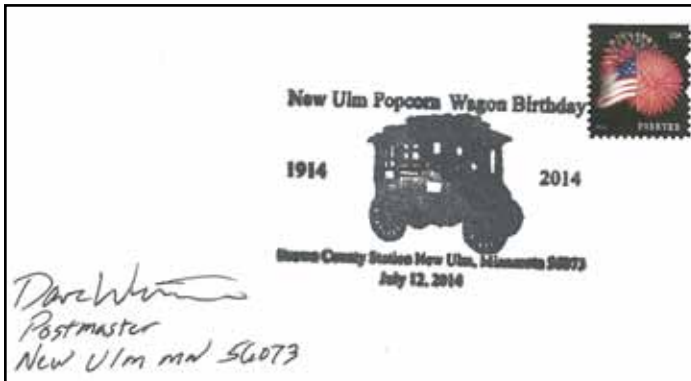
1958 machine cancel.



Precie with precancel.



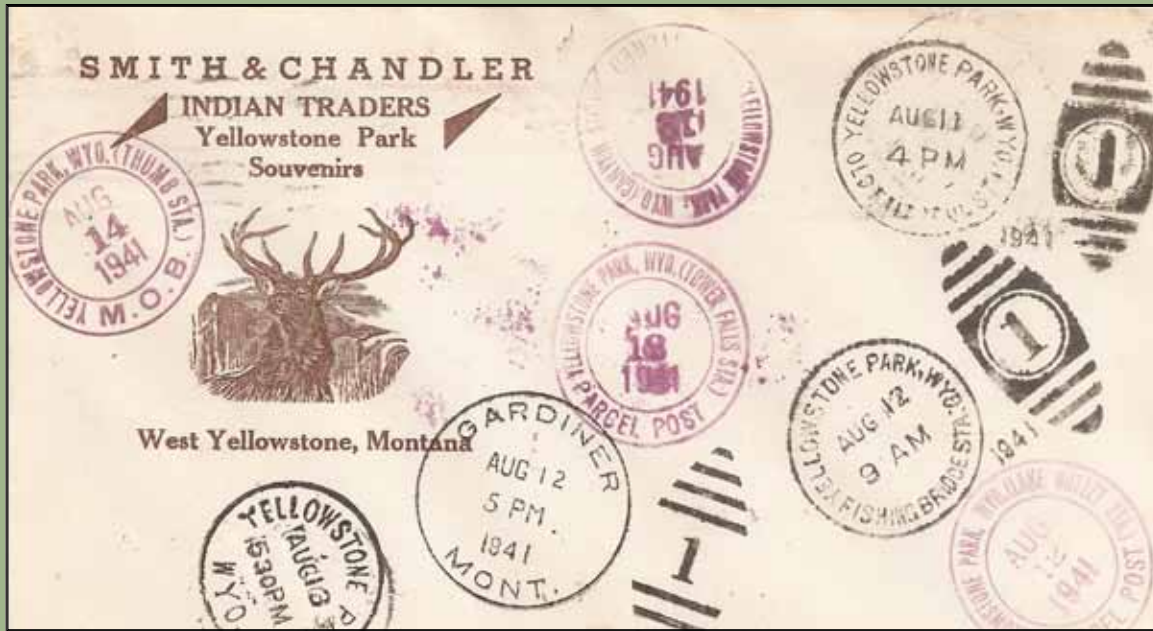
2014 double circle postmark.



A 2014 pictorial cancel with the postmaster's signature.

National Park Postal History

1941 Yellowstone Park Postmarks



By Bob Omberg

After seeing the 1938 Yellowstone National Park incoming cover with a “received” cancel in the Third Quarter, 2015 *La Posta* (page 49), I thought that this cover might be of interest because it provides a record of cancellations being used within Yellowstone Park, including its stations, in 1941. There is no stamp or address, so this was likely prepared by a collector who wanted a souvenir of the cancellations used within the park. It provides a remarkable record as some of them are seldom seen. The cancels, starting with Gardiner (not in park) and Yellowstone Park at Mammoth and working one’s way clockwise around the actual park are: Gardiner duplex, Yellowstone Park machine, Yellowstone Park CDS, Tower Falls parcel post (2), Canyon registered (2), Fishing Bridge duplex, Lake Outlet parcel post (2), Thumb MOB (2), Old Faithful duplex, and Old Faithful received.

Postal History at the American Philatelic Research Library: Using Subject Headings to Power Your Library Searches



By Tara E. Murray
APRL Librarian

The David Straight Memorial Philatelic Union Catalog is a treasure trove of information for the postal history researcher, but it can take some practice and skill to effectively mine it.

If you are searching for books, it is helpful to know the subject heading used by the library. When librarians enter a subject heading, they use a standardized (or controlled) vocabulary. This way, even if many different people catalog books for the collection, they will all know to use, for example, “polar mail” instead of “Arctic mail”. Then, when someone searches for polar mail, they can know that their search results include all relevant items.

Public and academic libraries typically use either Dewey or Library of Congress subject headings. These would not work as well for the APRL, because they are not specific enough to our specialized collection. A subject heading like stamp collecting is far more useful in a general library, where a small portion of the collection is about philately, than it would be at the APRL, where nearly everything is about philately.

Instead, we use a system created especially for the APRL in the 1970s called the *Manual of Philatelic Headings* (Figure 1). This was published in 1979 and has been updated continuously over the years, first via librarians’ pencil notations and now in a digital file.

Even if you don’t have a copy of this manual, you can still harness the power of these subject headings when you search the catalog.

One easy way to find relevant subject headings to your topic is to look up an item you know is relevant and see what subject headings were used. We call this a “more like this” type of search.

For example, if you were interested in Arctic or polar mail, you might look up Hal Vogel’s recently published *Essence of Polar Philately* (Figure 2). You would then see that the subject heading used is polar mail (Figure 3). You would also see the related

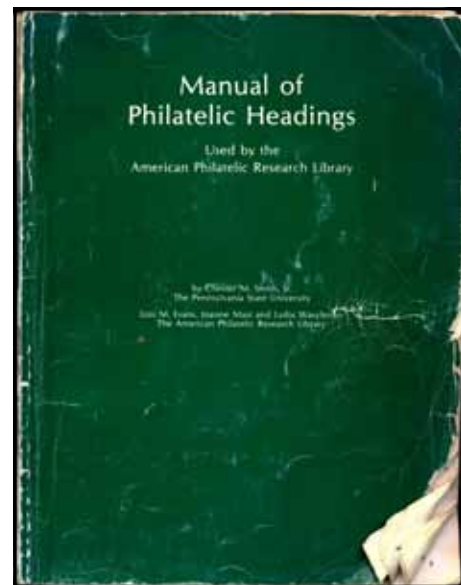


Figure 1: For subject headings, the APRL uses the *Manual of Philatelic Headings*, originally published in 1979.

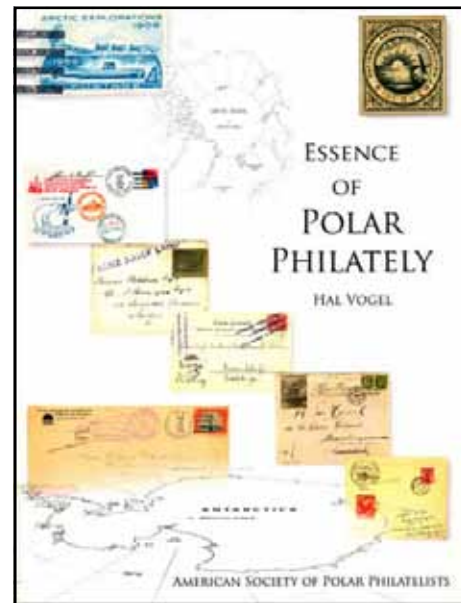


Figure 2: *Essence of Polar Philately*.



headings, “Expeditions” and “Topical Collecting — Antarctica,” which would give you more terms to search on.

Title	Essence of Polar philately
Subtitle	an encyclopedia of Polar philately
Author	Vogel, Hal
Responsibility	Hal Vogel ; edited by Alan Warren
Editor	Warren, Alan
ISBN	9780977644902 (pbk.)
Call Number	HE6184 .P762 V878e
Place	Exton, PA, USA
Publisher	American Society of Polar Philatelists
Publication Date	c2008
Subjects	Polar Mail Postal History Covers Expeditions Air Mail Shipping Companies Topical Collecting -- Antarctica Bibliographies
Type	Book
Language	English
Phys Desc	ix, 206 p. : col. ill., maps ; 29 cm.
Notes	Bibliography: p. 186-193. Includes index. LCN 2008938284
Location	APRL

Figure 3: The *Essence of Polar Philately* catalog record.

Subject heading searching works very well for the APRL book collection, but if you want to search our article database (also included in the *Philatelic Union Catalog*), you’ll need to be a little more creative.

We encourage our volunteer indexers to use APRL subject headings, but some of the indexes in the *Philatelic Union Catalog* are imported from other sources and use their own subject vocabulary.

So, if you want to search for articles about polar mail, you’ll need to think of all of the possible keywords that could appear in the subject or title field of the article record. This may give you a new appreciation for the APRL’s controlled vocabulary!

To start, you might search for polar mail or Arctic mail—in other words, for records that contain either polar mail or Arctic mail. (In the *Philatelic Union Catalog*, use a slash [/] to indicate “or,” Figure 4)

Similarly, if you want to search across all of the libraries in the Union Catalog, you’ll need to be

Figure 4: The screen for an article search.

creative because some of the libraries use a different set of subject headings.

You are always welcome to contact the library staff for search tips, too. We can recommend subject headings and search terms and suggest different search techniques.

The APRL has one of the world's largest and most accessible collections of philatelic literature. Members of the American Philatelic Research Library 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 e-mail library@stamps.org.

The Odd Lot

An FBI Postmark

By Peter Martin

Here’s an interesting first day cover for the 1984 Take a Bite Out of Crime stamp that features McGruff, the Crime Dog (Scott 2102). Cachetmaker George Van Natta, whose first cachet was in July 1984, not only obtained the September 26, Washington, D.C., official first day cancel, but he also obtained same day unofficials from Arlington, Va., Courthouse Station and the FBI Branch at Quantico, Va. (a nice tie to the subject). The FBI has a huge complex at Marine Corps Base Quantico that includes its National Academy. This is the only FBI postmark that I have seen.

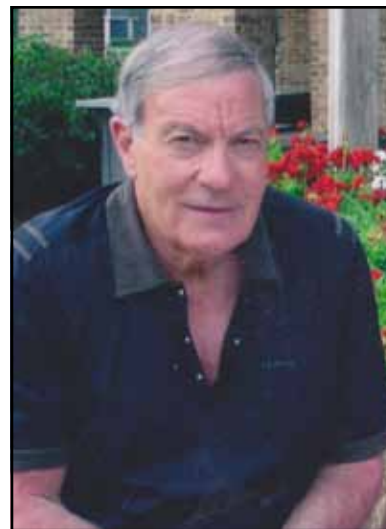




Charles Neyhart



Kelvin Kindahl



Wayne Anmuth

Neyhart Wins Helbock Prize for Three-Peat

By Peter Martin

It's a three-peat for Charles Neyhart as, for the third consecutive year, he has been selected as the winner of the Richard W. Helbock Prize that is awarded to the best postal history article appearing in the previous year's *La Posta: The Journal of American Postal History*.

Neyhart's "Play It Again, San Diego—The 1935 California Pacific International Exposition," which appeared in the Second Quarter 2015 *La Posta*, won the 2016 Helbock Prize.

The article examined the trials and tribulations of holding the 1935 California Pacific International Exposition during the Depression with emphasis on the postal history produced by the event.

Neyhart previously won in 2015 with "A Knife in the Back' The 1915 San Diego Panama California Exposition" and in 2014 for "The 1905 Portland, Oregon, Lewis & Clark Exposition Postal Stations."

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

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

Runner-up for the 2016 prize was, "The Inside Story of the Staples Post Offices" by Kelvin Kindahl, (Fourth Quarter 2015 *La Posta*) of Florence, Massachusetts.

The article, which documents the U.S. Postal Service's efforts to put contract postal stations into chain stores, including the full story of the recent Staples Post Offices (with a complete listing of all Staples Post Offices, with opening and closing dates), is an example of modern postal history at its finest.

Third place was awarded to: "The Postmarks of Rockville, Maryland: Postal Cancellations from 1801 to 1975" by Wayne Anmuth (Third Quarter 2015 *La Posta*) of Chevy Chase, Maryland.

This town postal history gem by Anmuth covers nearly two centuries of postal history from this significant Maryland post office.



Bill Helbock

Receiving honorable mentions were: "A Cover to a Sea Captain—The Victim of Mutiny and Murder" by Patricia A. Kaufmann of Lincoln, Delaware; and three articles by the prolific Massachusetts duo of Jesse I. Spector and Robert L. Markovits: "Resurrecting William Thompson: Lunatic Asylums in the Western World," "A Patriotic Cover and the Johnson's Island Confederate Prisoner of War Camp," and "A Great War Postal History Perspective."

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

Richard Hemmings was the winner of the inaugural Helbock Prize in 2013 with, "New York City's Cortlandt Street: One Way to the River."

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

Helbock founded *La Posta* in 1969 and continued to edit the journal for more than 42 years until his death.

Gary A. McIntyre U.S. Postal History Auction

Closing Friday, July 29, 2016 at 5 p.m.

Standard auction rules and descriptions prevail. Minimum acceptable bid per lot is \$5. Normally, bidding will increase by 50 cent intervals. Collectors wishing to inspect lots may obtain photocopies by remitting a stamped, self-addressed envelope and 10 cents per lot requested. Bids sent via e-mail must be received by 5 p.m. MT on the closing date.

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

American Stampless Covers

See American Stampless Cover Catalog for postmark descriptions

1. Carlowsville Ala. (1845/07) ms. with ms. 5 on cover, VF, est. 40-60.
2. Hope Ala. (1828-856) 1842 ms. with ms. 5 on SFL. Contains 2+ pg. letter from John Patten to his sister. Much gossip, infidelity, marriages, business activity, etc. VF, est. 50-100.
3. MOBILE/Ala. (c-30-or.) 1848 SFL with h.s. orange WAY/11' in c. Contains rather detailed 1-pg. ltr from Geo. F. Payne regarding cotton prices, shipping via ship "Rajah", accounts for the Niagara, etc., F, est. 25-50.
4. St. Stephens Al. ms. with ms. "10" on 1851 wrapper that contained court documents, VF, est. 20-30.
5. Brooklyn Ct. ms. 1840 SFL with ms. "Paid 10" without contents, F-VF, est. 10-20.
6. Cheshir(e) Con. ms. with ms. "12 1/2" on undated SFL. Contains 3-pg. letter to brother. Much family news. Writer runs boarding house. May need to move to Calif. if he sells, etc. Some breaks at folds, F/VF, est. 15-25.
7. Colebrook Ct. ms. with ms. "Paid 3" on manila cover, VF, est. 10-20.
8. Killingly Ct. (1842-950) ms. w/ms. "3" on manila cover, VF, est. 10-20.
9. TALLAHASSEE/Flor (c-30-r) 1833 SFL with ms. "25". Contains 1-pg. business letter. Writer is most unhappy about unpardonable conduct to him by Mr. Graham, F, est. 50-100.
10. 1850 SFL Dawson Ga (1839-857) ms. with ms. "12-1/2", 1842 SFL. Contains long 1-pg. letter headed Habersham City from James and Nancy Galley to Susannah Bowen (Nancy's mother). Letter mentions purchase of land, family news. Transcript included. VF, est. 100-200.
11. BARDSTOWN/Il. (c-30-b) with ms. "10". Contains 3-pg. letter from agent to Sec. of Conn. Mutual Life Ins. Co. Talks of travels, payments, sales of commodities, real estate in Chicago area, etc., F, est. 40-60.
12. Quincy/Ills. (c-30-bl.) and h.s. "10" on manila cvr, VG-F, est. 20-30.
13. Rushville Ill. ms. with ms. "Paid 25" on SFL, undated, no contents, VF, est. 20-30.
14. Andersonstown, Ind (1823-849) 1832 ms. SFL with ms. rate (illegible) to Sheriff Madison Co. & fow'd to Delaware Circuit Court, Muncietown. Sheriff is requested to take Jonathan Bentley into custody for a court appearance. Also notation by Sheriff re. arrest, VF, est. 200-400.
15. Attica Ind. ms. 1842 SFL with ms. "18-3/4". Contains 1-pg. business letter. Times are hard, needs money, VF, est. 15-25.
16. MADISON IND/3PAID (c-30-b) on manila cover, VF, est. 15-25
17. Woodsville Ind. (1834/866) ms. with ms. "Paid 3" on cover, VF, est. 150-250.
18. IOWA CITY/Iowa (c-30-bl.) 1841 SFL with ms. "Paid/10" on 1841 SFL. Contains instructions to clerk of district court to issue a subpoena to sheriff of Louisa Cty. to have 3 individuals appear in court to testify. VG-F/VF, est. 50-100.
19. Washington (I.T.) 1846 SFL with ms. 5. Contains 1-pg. letter from Board of Commissioners of Washington Co. (signed) stating the sale of land provided insufficient revenue to complete public buildings. Board asks legislature to levy a special tax to complete buildings. Some breaks at folds, VF/F, est. 100-150.
20. ELKTON/Ky (c-30-r) ms. "50" on SFL without contents, VF, est. 15-30.
21. Lancaster, Ky. 1802 ms. with ms. "Paid 25" on SFL. Contains 2-pg legal deposition re. sale of land in Va., VF, est. 100-200.
22. Newport. Ky ms. 1847 SFL with ms. "10", sent to Major D.D. Tompkins, Qt. Mt. U.S.A. Phila. No contents, VF.
23. LEXINGTON Ky. (c-30-r) 1844 SFL with ms. "6". Contains brief business letter, VG-F/VF, est. 8-12.
24. Greensburg, La. ms. on SFL with ms. "10". No contents, F, est. 20-40.
25. NEW ORL. L./- (c-29-b) 1825 SFL with ms. "18-1/2". Contains 1+ pg. letter concerning iron bar inventory of foundry, F.
26. Marseille, Fr.—New Orleans. 1841 SFL only marking is handstamp "SHIP" in blue and ms. "6", F, est. 40-60, contains 2-pg. ltr written in French.
27. AUGUSTA/Maine "horn of plenty" and ms. "18 _" on 1833 SFL. Contains 2+ pg. accounting of purchase of lumber, shingles, etc. Accompanying letter reviews the account. The horn of plenty strike is the usual light but readable example. VG/VF, est. 50-100.
28. Danville, Me ms. with ms. "5" on 1850 SFL. Contains brief business letter, VF, est. 10-20.
29. East Montville, Me. (1848-873) ms. with ms. "Paid 3" on 1851 SFL. Contains 2-pg. letter from sister to brother. Speaks of death of Lydia and other family news, VF, est. 50-100.
30. York (Me.) ms. with ms. "Paid" on 1799 SFL. Contains 1-pg ltr from Jonathan Barrett to Moses Brown in Newburyport, Ma. Writer wishes to build brig or schooner. Gives dimensions at keel, beam, etc.; asks for opinion on bills of origin, sails and rigging; requests "proper" dimension for masts and spars, VF, est. 100-200.
- 30a. Falley X Roads, Mass. (1812-845) 1844 ms. with ms. J.B. Williams PM. Contains a brief business letter, VF, est. 75-125.
31. SOUTH GROTON/MASS (1849-862) (c-32-b) with red PAID/3 in c. on manila cover, F-VF, est. 50-100.
- 31a. Denton, Md. ms. with ms. 10 on 1843 SFL. Contains lengthy 1-pg. letter to clk. of Queen Anns County Court listing costs associated with 4 trials, VF, est. 25-50.
32. ALLEGAN C.H./Mich (c-38-b) 1848 SFL with h.s. "X". Contains brief note from Rev. E.F. Waldo re annual report of A.H.M. Society, F, est. 20-40.
33. ANN ARBOR/Mich. (c-32-r) with ms. "5" on 1845 SFL. Contains 1-pg. letter from student to his brother. He is desperate for money, F/VF, est. 20-30.
34. DETROIT/MICHIGAN (c-28-r) Contains long 1+ pg. letter, religious overtones, intemperance in Detroit, liberal Presbyterians, many deaths, 600 dolls given to foreign missions. Undated, V-VF, est. 30-50.
35. Dewitt Mich. (1837-895) ms. with ms. "Paid 5" on cover, VF, est. 30-60.
36. Pontotoc M[iss]. 1836 ms. with ms. 12 _ on SFL. Contains brief business letter, VF, est. 30-50.
37. Londonderry N.H. ms. 1838 SFL with ms. "6". Contains curious 1-pg. ltr ref land in England. Mentions a golden diploma (?). Ltr from Wm. Clagett to Samuel Abbot, VF, est. 25-50.
38. Milford NH ms. 1834 SFL with ms. "10". Contains interesting 2-pg. letter. Discussion of how to send money. Need to find an honest man to convey it, etc., VF, est. 15-25.
39. PORTSMOUTH, N.H. (fov-35x26-bl.) (4-stars at bottom) with ms. "10" on SFL dated 4/24/16 (restored rate period). Contains 1-pg. letter to Hon. Joseph Story. Letter concerns visit of Story, arrest of Eastman, et al., other news, VF, est. 50-100.
40. WARREN/N.H. (c-30-bl.) with h.s. "PAID/3" in c. over ms. "3 paid 3", VF, est. 15-25.
41. SOMERVILLE/NJ/5 Cts. (c-27-bl.) SFL w/o contents, F, est. 8-12.
42. TRENTON/NJ (c-25-b) 1799 SFL with ms. 10, without contents, VG-F, est. 15-25.
43. CATSKILL/N.Y. (c-30-or, faint outer rim) with h.s. 5 on 1847 SFL. Contains 1+ pg. letter to W.N. Phelps from G.N. Judd. Writer details about logistics as to why Mr. Phelps cannot be ordained at this time, VF, est. 15-25.
44. Geddes, N.Y. (1819-888) with ms. "Paid 12 _" on undated SFL without contents, VF, est. 25-50.
45. ORISKANY FALLS/N.Y. (c-34-b) with h.s. "PAID" on cover, F-VF, est. 10-15.
46. "Lewis Averill P.M./St. John Ville, NY. Free" ms. on manila cvr. Contains 1854 business letter, VF, est. 10-20.
47. WEEDSPORT/N.Y. (c-30-b, fancy NY) 1840 SFL with ms. "12-1/2". Contains long 1-pg ltr sent to attorney. Writer gives history associated with a suit. Much detail, F, est. 15-25.
48. Eaton O. ms. w/ms. "Paid 18-3/4" on 1838 SFL w/o contents, VF, est. 10-20.
49. Garrettsville O. ms. w/ ms. 10 on embossed ladies cover, VF, est. 10-20.
50. N.(ewton) Falls O. ms. on 1846 SFL with ms. "5." Contains 1+ pg. ltr to husband. She misses him. Shares news of recovery of a child w/a burned foot. Other news. F-VF, est. 20-30.
51. Crescent Pa. (1850-6) ms. w/Paid 3 on stampless over, VF, est. 200-400.
52. Fayetteville Pa. (1833-872) ms. 1849 with ms. "5" on stampless cover, VF, est. 40-60.
53. McKees 1/2 Falls Pa (1828-19) 1847 ms. with ms. "Free/P. Hilbish (sp?) P. Master" on SFL. Contains 1-pg ltr to Daniel Hilbish. Writer is unhappy and doesn't feel he was treated fairly when he sold a buggy, VF, est. 25-50.
54. WEST GREENVILLE/Pa. (c-30-r) (1828-865) with ms. 5 on 1850 SFL. With brief business ltr, F, est. 20-40.
55. CHARLESTON/S.C. (C-30-r) and ms. 25 on 1839 SFL. Contains 1-pg. letter from Thos. Higham to A. Bell and Co. Writer is sailing for N.Y. on packet Niagara. Hopes to sail the Montreal to London. Requests a bottom berth. Wishes to sail with Capt. Griffith for whom he has high regard, etc., VF, est. 20-30.
56. (Fort Mills, S.C.) ms. "Way 5" on 1851 SFL headed "John Steels"? Letter sent by F. Nimes to brother. He has arranged to have Charles remain with his brother until July 1 or longer. Charles is to have a clothing allowance of \$12. Questions whether he can get Charles to work and says he might want to swap him. Charles is obviously a slave. Does a clothing allowance include feeding him? An interesting, rare Way SFL, VF, est. 100-200.
57. Marion CH (SC) 1837 ms. with Paid "10 cts" on SFL without contents, VF, est. 15-25.
58. NASHVILLE/Te. (c-32-bl.) with h.s. "PAID" and "5" fancy c. on 1846 SFL. Contains 1-pg. letter. Writer is inquiring if addressee needs a harness maker. VF, est. 15-25.
59. STEAMSHIP/10 (c-28-b) 1863 SFL from Matanzas to Portland, Me. Writer asks for info regarding the market. Addressee gives detailed info on lumber, cooperage and sugar. A fascinating look at trade during this period, F-VF/VF, est. 20-40.

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.

Kansas Post Offices

By Steve Bahnsen

These photographs are of Kansas post offices. The PMCC Museum's collection includes more than 1,260 pictures from Kansas that range from black and white views from the 1950s to color digital photos from 2015. Kansas typifies the Great Plains with wide open prairies punctuated by many small towns. Wichita, Topeka and Kansas City are its largest cities. Kansas has many post offices built in the 1930s with glorious lobby murals still on display.



Atchison Post Office, Atchison Co., 2010



Russell Post Office, Russell Co., 2007



Powhattan Post Office, Brown Co., 2011



Kalvesta
Post Office
Finney Co.
1994



Lansing Post Office, Leavenworth Co., 2000



Ottawa Post Office, Franklin Co., 2010



Shawnee Mission Post Office, Johnson Co., 2000



Sun City Post Office, Barber Co., 2011



Reading Post Office, Lyon Co., 2001. Destroyed by a tornado.



Park Post Office, Gove Co., 2000



Wayside Post Office, Montgomery Co., 1988



Harlan Post Office, Smith Co., 1991



Schoenchen Post Office, Ellis Co., 1991



**Neal Post Office
Greenwood Co.
2001**



Damer Post Office, Rooks Co., 2009



Pawnee Rock Post Office, Barton Co., 1991



Dodge City Post Office, Ford Co., 2002

KANSAS

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.

(Editor's Note: Several eagle-eyed *La Posta* readers, including two from California, wrote about the top image on page 33 of the First Quarter 2016 article titled, "At Ease Aloft on the Pan Am Clipper." I had surmised that, since the Dixie Clipper was based in New York, that the city below was New York. In their comments here, these readers corrected the city to San Francisco and in Steve Shay's letter, you'll discover the reason why an Atlantic Clipper is flying over that city.)

Clipper Image is in San Francisco

I am a sustaining member of *La Posta* and enjoy each and every issue. Each issue ends up at the top of my reading pile.

I do have a comment on the recent First Quarter issue. Please keep in mind, that this is merely a clarification, not a correction. On the top half of page 33 of this issue there is a drawing of a city that you state, "is likely New York."

As a 62-year resident of California (moved here at age 12 from Minnesota), I am quite sure that this city is San Francisco.

That is the Golden Gate Bridge in the lower-left corner of this drawing, with the city of San Francisco in the lower-right corner. In the upper-right of this drawing is the Bay Bridge, connecting San Francisco to the Oakland-Berkeley area to the east.

Jim Havlena
Fort Bragg, California

I enjoyed the Pan Am Clipper article in the First Quarter *La Posta*.

The illustration shown as the back cover of the brochure (page 33) shows the Clipper over the San Francisco Bay Area. That's the Golden Gate under the nose of the plane, although shown in silver and not the true Golden Gate red color. That is the Bay Bridge and Yerba Buena-Treasure Island under the tail and the city of San Francisco under the left wing. Mount Diablo is off in the distance behind the tail.

Treasure Island was the home base for the Clippers making the Trans-Pacific run.

As you said, she flew the Atlantic route when put into service. But she transferred to the Pacific in April 1943 after the *Philippine Clipper* was lost. So the illustration over San Francisco Bay makes more sense now.

I would like to have lived during the age of Clipper travel (and have been rich enough to have afforded it!). Thanks again for your work and the article.

Steve Shay
Fremont, California

I've just finished reading the latest edition of *La Posta*, each issue of which I devour with great gusto.

The article on Pan Am was particularly fun to read since we are just back from Culebra, Puerto Rico, and although Jet Blue treated us very well, it was nothing like what Pan Am was promoting!

You thought one picture might be showing New York, but I wonder if that might be San Francisco with the Golden Gate Bridge on the left and the Bay Bridge in the back.

Keep up the great work with *La Posta*. I am so glad Andy Mitchell encouraged me to subscribe!

John Flint
Granby, Connecticut

A Cover Follow-Up

I read Ken Lawrence's "In Transit as the War Began, 1939-1941" article in the Fourth Quarter, 2015 *La Posta* with interest.

On page 15, he shows a cover to Dr. Arthur Czellitzer, which was returned. Below is a print out from the Yad Vashem database of those killed during the Holocaust that shows that Dr. Czellitzer was killed in Sobibor on "16/07/1943."

Larry Nelson
Mantoloking, New Jersey

The Central Database of Jewish Victims Names

Arthur Czellitzer was born in Bremen, Germany, in 1871. He was an optician. Prior to 1939 he lived in Bremen, The Netherlands.

Arthur was murdered in the Shoah.

This information is based on a list of persecuted persons found in List of Jewish physicians from the Netherlands who perished during the Holocaust.

Clicking on the name will take you to the person's page. Clicking on the name will take you to the person's page. Clicking on the name will take you to the person's page.

Last Name	Czellitzer
First Name	Arthur
First Name	Paul
Gender	Male
Date of Birth	1871-01-01
Place of Birth	Bremen, Bremen (Bremen) (Bremen) (Bremen)
Place of Residence	Bremen, Bremen (Bremen) (Bremen) (Bremen)
Profession	OPTICIAN/DOCTOR
Place of Death	Sobibor, Lublin (Sobibor) (Sobibor) (Sobibor)
Date of Death	1943-07-16
Status of the victim	Murdered
Related item	List of Jewish physicians from the Netherlands who perished during the Holocaust

Sandy Spring Stablers May Have Baltimore Tie

I read with great interest "The Postmarks of Sandy Spring, Maryland and its Adjacent Villages" by Wayne Anmuth, published in the First Quarter *La Posta*.

Though these post offices are from Montgomery County, this area seems to have a connection to Northern Baltimore County, Maryland, an area in which I have a collecting interest.

In 1814, a church was constructed in what is now called Parkton. Originally called Stablers Meeting House and later Stablersville Church, this structure still stands and holds worship services.

The first Stabler associated with this area, that we have a record of, was Christian Stabler, born in Germany in 1731. He came to the United States via Plymouth. The second Christian Stabler founded Stablersville Church and is buried in the adjoining cemetery.

The area surrounding the church was called Stablersville. Today, the name is preserved in Parkton with Stablers Church Road and Stablersville Road. At their intersection stands the church, a United Methodist church.

The church has a history dating to 1814 and records are available back to 1826. In 1836, the cemetery was laid out and is still in use today. While this church is United Methodist and the Montgomery County Stablers are Quakers, one has to wonder if there is a connection between the two ends of the family.

Several of Mr. Anmuth's covers are addressed to a Stabler in Baltimore City. I also have correspondence to a Jordan Stabler, who was a well-known merchant in Baltimore. Records show he was born in Montgomery County.

Church historians have searched for a more definite link with the Sandy Spring Stablers, but some relatives have stated that there is no connection. Still, Jordan is perhaps a missing link.

Some of the Stablers from Northern Baltimore County are known to have lived originally in Pennsylvania, including the second Christian Stabler. By the time they reached Maryland they were practicing Methodists.

But, there seems to be a paper trail linking the two areas. It may remain forever obscure, but I continue to collect ephemera from both communities, as the church is dear to my family and me.

As long as I have been looking for Stablersville ephemera, I have never even seen a Stablersville postmark, which I suspect are all manuscripts.

In his catalog, Bill Helbock lists them as a Scarcity Level 4, which is not too high. The post office was open from 1853-1902 when it was folded into the Parkton Post Office (which happened to a couple of other villages in this area).



A photo of a cover addressed to Stabler in Baltimore, as well as some other covers with Parkton postmarks are shown here. Today, the post office stands about a mile away from the crossroads where the church is located.

A prominent postal history dealer said years ago that Maryland was perpetually in the bottom five of popularity for collecting postal history.

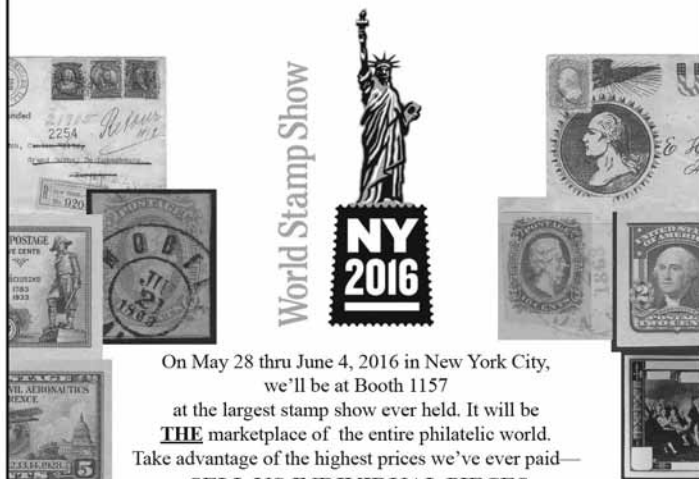
It is good to see that the Old Line state is coming into its own with collectors at last, thanks to good men like Wayne Anmuth and publications like *La Posta*.

If anyone possesses more information about the two Stabler families or Stablersville history, please contact me by e-mail at: rhymingvibes@yahoo.com.

Richard Hemmings
Stewartstown, Pennsylvania

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Kaufmann Receives Elizabeth Pope Award

Confederate postal history expert and *La Posta* columnist Patricia Kaufmann was named the 2016 recipient of the Elizabeth Pope Award for lifetime contributions to philately. David Kols, executive director of the St. Louis Stamp Expo, made the announcement at the show in April. Our congratulations to Trish for this well-deserved honor.

Siegel Announces Revamped Website

Robert A. Siegel Auction Galleries has one of the best reference websites in the hobby and it just got better.

In April, the New York based Siegel firm announced the launch of its redesigned and expanded website.

Every part of the website was examined, to see how it could be made better for collectors. Apart from a new look, Siegel has added a number of new features, including:

1. A countdown clock on the home page that tells collectors when the next auction or session starts.

2. A new research section off the top toolbar. There is easy access to all sections of the Siegel website, such as Siegel Census, Siegel Encyclopedia, Exhibits, Perpetual Calendar, Today in History and others, plus links to popular expertizing services and collector organizations.

3. Integration with Facebook. You can now “Share” or “Like” any lot with your social media account.

4. Integration with PSE to bring collectors the Population Report, plus a new graphing feature with auction realizations for all PSE-graded stamps that Siegel has sold. You can now see in one place how all copies of Scott C13 graded NH95 have performed over time in their auctions.

5. An integrated listing of past sales, including prices realized, PDF files and online catalogues all in one place. Siegel now has PDF files for 1,065 of their past auctions, dating back to 1931.

6. Added Images. Siegel has added more than 10,000 images to their website from 1990s auctions, including popular sales such as the 1995 Honolulu Advertiser collection.

7. “Image Magnifier” is new and improved, giving collectors greater detail and a wider field of view. It’s so detailed you can plate stamps from it.

8. The “Census” section has been completely overhauled. Siegel has census information on more than 150 of the rarest stamps. They have also added information for some British Commonwealth rarities. Collectors can now search across all census data for

a certificate number or provenance name. Census images, sale history and certificate information have all been greatly improved and expanded.

9. “Power Search” has been improved. After performing a search, you can do a secondary keyword search within your results.

10. The “Past Highlights” section, available at the bottom of the home page, shows top prices realized in several categories.

11. An expanded history of the Siegel firm, with interesting info such as the origin of their script logo.

12. Siegel International also has been revised and expanded.

Siegel reports that they will be adding additional features and improvements in the coming months.

New APRL Facility to Have Grand Opening

The spacious new American Philatelic Research Library building in the American Philatelic Center in Bellefonte, Pennsylvania, has scheduled its grand opening for Saturday, October 29.

The public is invited. If you plan to travel to Bellefonte for the opening, visit stamps.org/Visit-Us for directions and lodging information.

NPM to Open National Parks Exhibit

“Trailblazing: 100 Years of Our National Parks,” the National Postal Museum’s new exhibit, opens June 9 and runs through March 25, 2018. The new exhibit will chronicle the intersections between mail and the national parks and will feature original postage stamp art from the United States Postal Service and artifacts loaned by the National Park Service. The exhibition will explore the many ways that mail moves to, through and from our national parks.

Elections are Focus of PHF’s Exhibit

The Postal History Foundation’s, Slusser Memorial Library in Tucson, Arizona, exhibit of “Hail to the Chief! The Election Collection,” displays covers, stamps, and other archival and museum holdings to explore the philatelic connection to U.S. presidential elections. A number of items are from the Civil War collection, including Abraham Lincoln campaign covers (both the 1860 and 1864 elections), Thomas Nast illustrations from *Harper’s Weekly* (1872 issues), and a poll book.

Also included in the display are several inauguration day covers, and other memorabilia, from President Eisenhower to President Obama. The exhibit will run for the next several months.

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1/8 Page horiz	3-5/8 x 2-3/8 inch	\$50	\$95		

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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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