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Editors: Diane DeBlois & Robert Dalton Harris, P.O. Box 477, West Sand Lake NY 12196, U.S.A. <agatherin@yahoo.com>

Editorial Board:
U.S. Associate Editor: Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648, U.S.A.
Foreign Associate Editor: Joseph J. Geraci, P.O. Box 4129, Merrifield VA 22116, U.S.A.
Michael D. Dixon; Yamil H. Kouri; Roger P. Quinby; Harlan F. Stone; Stephen S. Washburne.
Advertising Manager: John Nunes, 80 Fredericks Rd., Scotia NY 12302, U.S.A.

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Secret Postal Censoring
during the first decades of Finland’s autonomy

by Jorma Keturi

Secret letter inspection has centuries of tradition. In Europe, letters were surreptitiously read as early as the later Middle Ages, the practice spreading to France, England, Spain and the German states. Cardinal Richelieu established a clandestine department, “The Black Cabinet,” within the Paris postal office in 1628, where letter mail passing through was opened and inspected. The activity was done in extreme secrecy and the postal employees performing the task became very good in the opening and re-sealing of letters. As later became apparent, letters were opened and re-sealed so skillfully that the addressee had no way of telling that his/her letter had been tampered with.

In Russia, clandestine inspection had been going on long before regular postal delivery operations started in 1665. The inspections, however, were irregular and poorly organized due to the small number of letters passing through the Post, thus the benefit of this activity was questionable. After Russia made peace with Poland in 1667, a postal exchange agreement between the two states was included in the Peace Treaty of Andrusovo.

Thus, for the first time commercial letter exchange was in the hands of state-run postal service, which made the establishing of systematic spying possible. There was no actual “Black Cabinet” known in Russia prior to the period of Peter the Great and, according to new research, only started during 1714-1718. Censoring activity, however, was not unknown even to Sweden-Finland. The manager of the Ahvenkoski border post office engaged in clandestine inspections right after the end of minor hostilities in 1743, and had to report any writings pertaining to military security to the sovereign in Stockholm.

When the Russian army led by Count Buxhoevden pushed into Sweden-ruled Finland in 1808, field post under the chief commander followed directives received from the St. Petersburg postmaster. In a bulletin of May 1808, the commander during the heat of war issued an order to Finland’s postmasters whereby all letter mail arriving in post offices addressed to or coming from the Russian side of the realm’s former border, as well as all letters addressed to abroad or outside of Russian troop war zones, was to be directed to a newly established field post office. Letters to Russian-conquered territories were to be delivered straight to the destination.

Pursuant to St. Petersburg Postmaster Kalin’s orders, letters directed across the border ended up with a field post office manager named Yrjö Hubner. According to directives Hubner received, he was to keep a list of all opened letter mail and, if the content was significant, to further mark in a book for inspected letters. The “Black Cabinet” had arrived in Finland, too. The clandestine inspections under Finland’s circumstances became an effective and economical information system from which the sovereign learned of any external or internal dangers threatening the country’s security.

As soon as the war erupted, a man by the name of Kustaa Ladau, on orders from the emperor, had offered himself in the service of the army’s chief commander. Later on, Ladau became head of Buxhoevden’s civil affairs bureau, responsible for wartime government organization and also of postal matters including secret letter censoring. He ran the affairs of government effectively and purposefully, receiving the year after his resignation a very positive assessment of his performance from the chief commander. Even the Russian emperor heard of Ladau’s high professional skills.

After the end of the war over Finland in 1809, the field post office was transferred to Turku, an important border post office between Russia and Sweden handling postal exchanges via there to other countries. The office duties of the manager were to oversee
especially letter mail from Sweden to new and old Finland and visa versa. Furthermore, attention was to be given letters arriving from England via Gothenburg. The Turku border post office operated under the Russian Interior Ministry and the St. Petersburg postal government as a Russian bureau, but this arrangement was meant to be only temporary.

Prior to the appointment of Ladau as Finland’s postmaster general, he had already started to plan how to organize the postal institution in accordance with the emperor’s wishes. As a result, at the end of 1810 Ladau’s proposal was with M. Speranski (the representative of Finland affairs to the emperor in St. Petersburg) who then asked Finland’s Governor General Steinheil for his opinion on the proposal. With only minor changes the proposal was further delivered for evaluation to the Count G. Armfelt before being presented to the emperor. Armfelt added a paragraph to the proposal that changed it to temporary and the validity to one year. The most puzzling aspect of Ladau’s plan was that the entire Finland’s governing council (later the Senate) was to be bypassed in matters concerning the naming of postal service officials so that Ladau together with the governor general could assign their own trusted men to important positions. However, thanks to Count Armfelt and to the detriment of Ladau, this proved to be a short-lived solution.

In the fall of 1811, the emperor accepted the Armfelt-revised proposal and at the same time named Kustaa Ladau as Finland’s postmaster general and a member of Finland’s then governing council. Already at the start of the following year Ladau presented the governor general with a list of names of the most qualified candidates for the new postal positions. Ladau specifically requested of the emperor to confirm the appointment of Mr. Hubner as expediter for departing postal mail, and a couple of weeks later for the transfer of the language translator, Hornborg, at the Finland affairs commission to Finland’s postal administration.

In order to keep the secret inspections under wraps, the consent for appointing individuals to such an activity could only come from the postmaster and governor general, and the emperor himself. Finland’s governing council had worked on a new postal ordinance for presentation to the emperor but, since Alexander I spent long periods abroad due to the war, the committee for Finland affairs had to postpone its final presentation until 1816, when approved by the emperor.

The first postal ordinance meant to be only temporary was valid for about five years. The new ordinance had notable ramifications from a state as well as secret censoring perspective. The emperor abolished the postal service special status above the Senate that the temporary ordinance had granted the governor general. Thus, the continuation of inspections was in jeopardy, because Ladau no longer solely had the upper hand in personnel choices without Senate interference. Furthermore, the ordinance stipulated a decrease in the number of postal positions. From the content of the ordinance one might assume that Finland’s postal service would have been a totally free and independent institution. But the truth proved slightly different, evident from Speranski’s letter to the Russian interior minister in September of 1818, where he informs of the establishing of a
special Finnish postal service and the naming of K. Ladau as its director. Speranski in his letter added, “After having accepted these proposals, the emperor asked me to introduce Mr. Ladau to Your Highness in order that he would receive personally from you instructions about everything that both postal institutions might have in common.” The “in common” could be interpreted as the spying by the Post approved by the emperor himself.

In Finland, the energetic Ladau would with all his might ascertain that the inspections were carried out. The governor general was, of course, aware of this operation but did not actively support it. And the other high office holders in Finland were kept ignorant as much as possible about these activities. Mr. Ladau assured. “With a most high decree, I have been ordered to absolutely conceal the clandestine action from the Count Armfelt, the Undersecretary of State, the Baron Rehbinder, and likewise from the entire Finland’s Senate.”

Soon after Ladau took office, most of Finland’s prominent officials came to realize that their letter mail was subjected to the activities of the “Black Cabinet.” Consequently, these officials whenever possible used their own courier service. Although most of the officials disapproved of Ladau they, nonetheless, were aware of the postal director’s great influence among the Russian ministers and the emperor.

Figure 2: A letter from Uppsala to Turku in February of 1825, the addressee was a member of the Senate and a noteworthy person also from the secret inspection perspective.

Figure 3: The “Black Cabinet” in Turku opened this letter by breaking the seal and then cutting the cover flap so that all traces of it having been opened was completely hidden by melting the same colored wax on the breaking point.

Due to conflicting opinions about the inspections, the bond between Finland’s governor general and Ladau deteriorated and, as a result, the governor tried to oust Ladau from his governing council membership, without success. Sensing the emperor’s desire to keep Ladau in the council, the committee for Finland affairs did not dare to side with the governor on this.

The postal director had particularly noticed that the most influential positions in Finland had fallen under the sphere of the “Willebrand-clique” (later “Mannerheim-clique”) consisting of a certain circle of relatives and their closest friends. Of this the postal director had informed the emperor. Because the (aforementioned) powerful group was the object of secret censoring it may be appropriate here to briefly explain how this “clique” was formed. Of the three daughters of Major-General E.G. Willebrand (dead in 1809) who had been the owner of the Jokioinen iron works as well as governor of the Turku and Pori provinces, one was married to the Baron Kaarle Mannerheim who had been head of Finland’s former legation. Another married the Vyborg province governor Kaarle Walleen and a third her cousin Adolf F. von Willebrand, a member of the committee for Finland affairs. These three men were among the most influential in Finland.

From the letters he had inspected, Ladau discovered real opinions about himself.
Both the Baron Mannerheim and A. von Willebrand, who for many years had been Ladau’s colleagues in the governing council, were on several issues strongly opposed to his proposals. When discussing the postal ordinance, Willebrand had stressed how completely against the spirit of the law and how exceptional to the principles otherwise observed in Finland’s system of government that a postal director, subordinate to the government council, had a place and a voting right in it.

Apparently Ladau resorted to letter spying for very personal reasons. In reporting to the Russian emperor, Ladau introduced serious but unfounded claims about the “clique” activities that did not lead to any particular action by the emperor. In their letters amongst themselves, the members of the “clique” used assumed names that changed every few months. This trick made the secret inspections more difficult.

The censoring did not only include letter mail, but also newspapers delivered by post from abroad, mainly from Sweden. Ladau had informed the governor general of Sweden’s possible vindictiveness and explained that the newspaper articles molded people’s opinions against Russia. Many a subscriber must have wondered about their newspapers disappearing due to the secret censoring organized by Ladau. The newspapers were confiscated or had the most damaging sections copied in writing and then sent to the governor general for further action. One of the arguments between the governor and the postal director actually did involve the confiscation of newspapers from Sweden.

The clandestine operation ran at its maximum during 1812-1816 but, due to the changes brought on by the new postal ordinance, Ladau worried about the effectiveness of the inspections. The right of the Senate to name the postmasters first and foremost influenced the effectiveness, because the postal director did not get to appoint to the positions those persons with whom he could have entrusted the clandestine activity. As a result, the Helsinki postal censoring came to a halt, because the director showed mistrust in the postmaster of that particular office. Another factor was that, while the postal director was occupied elsewhere, the Senate did not agree to assign the director’s duties to the postal secretary or chief accountant, but instead brought in people from outside the bureau. This practice carried the risk of the inspections being exposed. And the decrease in the number of postal workers, as stipulated in the 1816 postal ordinance, resulted in fewer inspections, too.

In May of 1819, while in St. Petersburg, Mr. Ladau sent the emperor a letter in French saying that effective measures had to be taken in order that secret censoring in Finland not entirely cease, which “certainly would happen as a result of the present postal organization and its government in Finland.” The next year the postal director sent his memos to the minister in charge of Russia’s postal affairs, the Count Golitzyn, where he emphasized again the necessity for making the spying more effective. However, the proposals introduced by Ladau did not lead to any action on the part of the minister who himself did not favor the “Black Cabinet” activities even in Russia.

The change of governor general in Finland in the fall of 1823 proved a great advantage to the continuation of the Ladau-led inspections. The new Governor, Arseni Zakreviski, initially handled his duties from St. Petersburg before the emperor eventually persuaded him to take up his position in Finland. The post of governor general of Finland did not please Zakrevski who found this task to be beneath him. Besides, his knowledge of
languages was limited only to Russian, thus the forming of any personal ties with Finnish officials became stunted and superficial.

However, during the reign of Nicholas I, Zakrevski was better able to realize any plans he might have harbored. Soon after ascending the throne the emperor had been forced to put down a threatening revolt and as result strongly resisted any liberal ideas. The aforementioned events led to a intensifying of censoring activities and the emperor’s viewing the secret inspections in a more favorable light.

The ties between the Senate and Zakrevski were severely damaged in 1825 when the governor bypassed the committee for Finland affairs and introduced matters concerning Finland directly to the emperor instead. However, the date for the proposals to come into effect had to be postponed due to Emperor Alexander’s illness and death at the end of 1825.

The postal director experienced great financial difficulties personally and requested the governor’s co-operation in asking the emperor for debt-forgiveness. But during the reign of Alexander the matter did not reach a conclusion, even though the emperor approved of the governor general’s proposal according to which half of the debt would be forgiven. This charitable gesture strengthened the director’s willingness to serve and added to his loyalty toward both the emperor and his representative in Finland, the governor general.

Mr. Ladau had earlier suggested changes in Finland’s postal ordinance that were relayed by the governor to the emperor. In practice this would have meant a return to the 1811 temporary ordinance. The proposals for changes in the secret censoring activity included:

1. The clandestine operations were to be started in Turku and Helsinki. In Turku because the letter mail from Sweden ran mainly through there and the city’s university was involved in a vast letter correspondence with all localities in Finland. And in Helsinki...
because through there flowed all of the abundant letter mail from the city’s offices and merchant businesses.

2. The number of postal employees had to be increased by one in both cities.

3. Care had to be taken to keep the Senate majority from appointing untrustworthy individuals to positions in the clandestine activity.

4. The employees were to be paid in addition to their regular salary a “motivational” extra 300 rubles from the governor’s secret account set up for this purpose.

5. The inspections were to be trusted to individuals screened for this purpose or to the Turku and Helsinki postmasters.

6. The postal director would decide whether a person chosen for the task was to do the inspections alone or with the postmaster.

7. The postal director was in charge of the censoring activity and gave the required instructions to the inspectors.

8. The postal director had the right in difficult cases to ask for advice from the governor general.

9. Precaution had to be taken so that the increase in the number of officials did not arouse public suspicion.

10. Suitable office space had to be acquired for the inspections.

11. The proper tools for the inspections were obtained from the St. Petersburg postal director. Either these were not available in Helsinki or getting them there would have attracted attention.

Mr. Zakrevski approved of the aforementioned proposals as such. Next, Ladau composed a proposal for a letter of command for the emperor to be signed by him addressed to: Finland’s Mr. Governor General and Aide-de-Camp Zakrevski that read: “As We (the emperor) already through the postal director have informed, We wish to have the clandestine operations in Finland aimed at only those persons’ letter mail that for some reason attracts suspicion, therefore decreeing this addendum:

1. The secret inspections must be in both of Finland’s most important cities, Helsinki and Turku.

2. Finland’s postal director is to have directives on which to base which information warrants special attention and your notification, and to give orders to those officials he has chosen to perform the task.

3. If the 3000 rubles is not enough that the St. Petersburg postmaster annually sends to Finland’s postal director to use for the inspections, then additional funds shall be requested from the postal department head in St. Petersburg.

St. Petersburg, March 27, 1826.

Thus, as far as the inspections went, Ladau had gotten approval for all he requested. Furthermore, for very sensitive tasks he could each time appoint a person he deemed suitable. Even financially the continuation of this activity was secure. However, the nature of Ladau’s inspection activity indicated that he did not pay much attention to the important point in the emperor’s letter that only those persons’ letter mail that for some reason aroused suspicion was to be censored. Governor General Zakrevski had approved of Ladau’s suggestion to have the inspections include all of the letter mail to and from the Helsinki post office.

With his clandestine operations, Mr. Ladau provided Zakrevski with important support in his attempts to undo the Russian emperor’s trust for Finland’s most powerful officials. The “Black Cabinet” continued in Finland even after K. Ladau’s death in 1833. Governor
Zakrevski, in turn, had resigned from his post a couple of years earlier after falling out of favor with the sovereign.

The secret inspections continued in Finland until 1869, when the St. Petersburg postal department ended its financial support.

**Figure 7:** December 1825 letter from Lieutenant Taube in Käkisalmi to Sweden’s crown prince in Stockholm. (Kansallisarkisto - National Archive of Finland collections)

**Jorma Keturi** holds a degree in electronics from the Helsinki institute of technology, and studied in Europe, Japan and the U.S. After retiring in 1991 from his own company, he became an avid collector. He is the co-author of *Postisensuuria Suomessa 1914-1918*, a handbook of postal censor marks, and author of numerous articles as well as a forthcoming book on the history of postal censorship in Finland to be published in 2011. He is former president of the Finnish Postal History Society.

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**Membership Changes by Kalman V. Illyefalvi**

**New Members**

PHS 2323 James Baird, PO Box 950970, Lake Mary FL 32785-0970. NW US Postal History.

PHS 2324 Alan R. Barasch, PO Box 411571, St. Louis MO 63141-3571. 19th century Falkland Islands, Nova Scotia.

PHS 2325 William Lizotte, 250 Junction Hill Rd, Jeffersonville, VT 05464-9676. Vermont Postal History (1792 on), British Commonwealth, etc

**Change of Address**

PHS 2308 Keith Bantz, 90 E 2nd St, Deer Park NY 11729-4325.

PHS 2208 Deane R. Briggs, Florida Postal History Society, 2000 N. Lake Eloise Dr., Winter Haven FL 33884-2033.

PHS 1735 F. Carl Braun, PO Box 520786, Anndex AMP 727, Miami FL 33152-0786

PHS 0733 Robert W. Lyman, 3307 Kenda Way, Sleepy Hollow NY 10591-1066

PHS 1982 Charles A. McFarlane, 8551 Dumaine Ct., Union KY 41091-7434

PHS 1714 Ann M. Triggle, 1512 Pelican Point Dr. Apt BA161, Sarasota FL 34231-1718.

**Deceased**

PHS 2208 Peter G. Du Poy.

**Resigned**

PHS 2185 Alan Becker.  
PHS 1353 Charles G. Firby.  
PHS 2081 John Lindholm.  
PHS 0502 Robert L. Markovits.  
PHS 1837 Dr. Peter P. McCann.  
PHS 2228 Warren H. Ringer.
By Bearer: Lawful Private Express Mail

by Robert Dalton Harris

Introduction

The comprehensive law establishing the United States Post Office in 1792 stipulated a fine of $200 for unauthorized handling of letters but (section 14): “Provided, That it shall and may be lawful for every person to send letters or packets by special messenger.”

Thus, while Hermes, the special messenger, served on the seal of the Department, he could also be enlisted on behalf of the individual. This reservation paralleled the Bill of Rights, and affirmed individual access to the social and cultural agency which had accrued to the special messenger as protector of travelers, merchants and thieves.

A traveler passing through an area not yet served by the postal service was likely to be pressed into “by bearer” service. On September 13, 1815, Adam Hoops in Hamilton-on-Allegany, Cattaraugus County, New York, hastily wrote a letter to Worden Pope in Louisville, Kentucky, sealed it, and indicated on the address leaf that it would be delivered by “Mr. Harris.”

Dear Sir. I have accidentally fell in with the son of an old acquaintance Mr. John Harris, the bearer of this letter who is on his way to the Wabash Country – such information relative to the object of his journey will much oblige me – his horse is at the door of the house where I met him and where I write this letter – so that I have only time to say a few words – I fear whatever letter you may have written me is laying in some post office on the way as I have not had the pleasure of hearing from you for a long long time – pray write me addressing your letter to me at Canandaigua Ontario County State of New York as soon as possible. To hear from you will give me great satisfaction – should Mr. Bogart be arrived, give my compliments to him, tell him I received his letter but a few days ago and will answer it by mail when I go out – here we have no post office.

Adam Hoops had served as an aide to Washington in the Revolutionary War and was one of the first settlers of Hamilton-on-Allegany. Under Hoops’ direction a survey had been made in 1802, inspiring him to purchase 20,000 acres from the Holland Company. He had located the first grist mill in 1809, and arranged for travelers to take log rafts down river to Pittsburgh. When established in 1817, the first post office was named Olean Point.

A merchant new to a location carried letters of introduction to specific individuals: a partner in the Alabama firm of Marshall and Cammack is introduced to the firm of Abraham Bell in New York by a letter he carries from the mutually-known firm of Toulmin Hazard (see Figure 1).

Dear Sir, This will be delivered by Mr. Marshall of the respectable house of Marshall & Cammack of this city. Mr. Marshall is a stranger in New York and may require the aid of your services & recommendations towards the establishment of credit. We assure you that the concern is one of responsibility and the individuals composing it worthy of confidence & esteem. You would oblige us by facilitating the views of Mr. Marshall. We are yours truly.

Marshall and Cammack appear in the Congressional record as petitioners before both Houses, January 21, 1836, against fraudulent land claims. Abraham Bell & Company were wholesale merchants, importers and cotton brokers, with regular shipping between New York, Mobile and Liverpool, as well as Ireland.
To imply Andrew J. Whitbeck was a thief is, of course, an exaggeration, but he appropriated and degraded the forms for a letter of introduction – the familiar handwriting, signature and seal of the correspondent - with a proxy signature, indefinite address, and no seal (see Figure 2). [Whitbeck would have been quite young here; he is known to have become a prosperous coal dealer in New Scotland in the first half of the 20th century.]
Bearer by Family

On January 14, 1791, Ambrose Spencer, a lawyer and city clerk of Hudson, New York, enjoined a young scion of the Livingston family to take three business ledgers to John Reed, a merchant in nearby Red Hook, along with the note in Figure 3. Apparently, Spencer was to straighten out the land leasing accounts of Colonel Henry Beekman Livingston [1750-1831] of Rhinebeck, but the ledgers provided insufficient detail. “… This morning Col. Livingston sent me three Blotters, without any abstract of the account, it will be impossible for me to gather from these books the amount, or indeed to collect any iota of the balance …”

Figure 3: Sealed, Hudson, January 14, 1791, “Honored by Mr. Livingston.”

A young member of the Towner family no doubt carried the shopping list in Figure 4.

Figure 4: Unsealed, addressed to Messrs. Law & Todd, from Elmira [New York], February 19, 1838, a shopping list from D.A. & B.A. Towner.
A family member, A. Bird, also carried the two letters in Figure 5, with orders from Morris Bird (a very early settler of Sangamon County, Illinois who had emigrated from Kentucky, and was postmaster of Mechanicsburg from 1848 to 1881 when a G.W. Bird took over) to T.J.V. Owen, a pharmacist in the nearby larger town of Springfield, who sold all manner of patent medicine including his own Owen’s Extract of Buchu, and Dr. Townsend’s preparations.

Figure 5: Two ‘By Bearer’ letters, one sealed (undated) and one not (April 13, 1850), from Morris Bird to Mr. Owen of Springfield, both referring to the purchase of and payment for Dr. Townsend’s Sarsaparilla Syrup.

Martin Ingham Townsend [1810-1903] in July 1879 had just returned to Troy, New York from the 45th Congress to begin as U.S. Attorney for the Northern District of New York, when he proudly used his grandson to hand deliver a letter to the Honorable C.S. Smith and Mr. Thurlow Weed Barnes across the Hudson River in Albany.

Gent. Please send by the Bearer Mr. Henry Townsend Nason, my Grandson, the name of a notary public who knows enough to take testimony & is a Republican. Please read Congressman Bisbee’s letter enclosed & return by my long-leged [sic] boy. Truly yours, Martin I. Townsend.

Bearer Through Social Network

On June 4, 1813, J. van den Velden of Philadelphia wrote, postage paid, to Mrs. Ludlow on Wall Street in New York, to alert her to a letter which will be arriving from France by bearer.

Philadelphia, June 4, 1813. Madam, Mr. Adrien Delessert writes me on the 11th of April from Nantes, that a Mr. Breuil of this City, who was to embark on the Schooner Bellona, will be the bearer of a letter received for Mrs. Rivière from Paris. The Bellona may be expected every day. Knowing the interest you take in this Lady, I have wished to give you this intelligence that you may communicate it to Mrs. R. – to whom it will no doubt be agreeable. I beg to present my respects to your amiable young ladies, and have the honor to be our most obt. Serv’t.

Francis Breuil was an importer in Philadelphia of, among other things, French delicacies. The Schooner Bellona had been captured in 1805 by the British as a French privateer. She was considered a very fast vessel (at this point during the war, a matter of interest) and
continued to engage in shady dealings – she was captured in 1840 under a Portuguese flag trying to mask her operation as a slave vessel.

Social connections also brought a letter along with a box of tea from China, addressed to Captain John Van Alen (of Kinderhook, born 1795). “...I have learn that you has quitted navigation- if it is as the Dutchman says: that you have got de koeijen op Droog [the cows on dry land] - well then I heartily congratulate you ...Our worthy friend Mr. D'l Stansburey who goes with the Bragança Capt Brown, take charge of this and a little box tea ...

In 1839, a Norwich, Connecticut lawyer used college students returning to a campus near Hartford to carry his letters.

… I congratulate you for your judgment obtained against Young & you will doubtless feel obliged for my advice in telling you to sue him for $35 instead of 15 or 20 as you proposed. I gave the execution to Tracy last evening … I made Tracy serve it at the 11th hour so he could not slip in… I want you to buy me a copy of “Gouge on Banking” & forward it with a reply letter by Mr. Tracy or Mr. Harris members of W. College …

The book is William M. Gouge, *A Short History of Paper Money and Banking in the United States*, New York 1835. The college is probably Wesleyan College (now University) – at Middletown, Connecticut. The institution was a military academy founded in 1819 at Norwich, Vermont, moved to Middletown, Connecticut in 1825, moved back to Norwich in 1829, but the Middletown campus became Wesleyan College in 1831.
Special Messengers

Arrangements for bearing messages were part of social intercourse, particularly in the Colonial period.¹ In 1772 a Mr. Marvin of the Litchfield, Connecticut, area was looking for a “trusty hand” to perform a quick roundtrip message service to Cornwall, a dozen miles away.

Sr. I must send as far as Deacon Porter at Cornwall tomorrow morning and want a return. If you happen to know of any trusty hand going and returning tomorrow or next day morning wish you would inform the bearer and if not wish you would let Pierce go on my black mare. Sr. yrs. R. Marvin. N.B. Grove will do. For the second Post Script turn over. N.B. If you want to send to Mr. Paine about Roberts case vs Betts you will have an opportunity. I want to see you about that & some other affairs whenever you can slip away a few minutes from yr. honourable confinement. R.M. Pray Sr. write or send word by the Bearer should be glad to know which of yr. Lads you could send if either.

In 1808, a compound connection between Warren, Ohio and Hartford, Connecticut was performed by a special messenger.

Figure 8: Unsealed, Monday January 20, 1772 “To Andrew Adams Esq. Litchfield” – in a second postscript R. Marvin pleads “Pray Sr. write or send word by the Bearer.”

Figure 9: Sealed. “favr’d by E. Root Esq” Warren [Ohio], June 24, 1808 to Hartford via Toland, Connecticut. Simon Perkins submits his appraisal of Thomas Bulls land in New Connecticut. On the back of the address leaf, datelined Toland July 1, 1808 Turhand Kirtland superscribes the letter from Ohio “but as Mr. Root is waiting … since writing the above Mr. Root informs me …” before sealing and passing the report back to Root for onward carriage to the proprietors in Hartford.
Even as late as 1880, when a particular drug was quickly needed by a doctor, the hospital superintendent sent a special messenger.

**Figure 10: New York, September 29, 1880. “Please send by Bearer 1 lb. Iodoform [CHI₃ used as an antiseptic in dressings] needed immediately.”**

**Certified Bearer**

Governments provided certified “passports” to be carried by a traveler: in 1857, Edouard de Stoeckl [1804-1892] drafted a “laissez-passé” for Captain William Swift [1800-1879] who, himself, was a bearer of “dispatches.” Stoeckl had been at the Russian Embassy in Washington since 1850, and had held the post of minister since 1854. He is best known for advocating that Russia sell Alaska to the U.S.

[Translation from French] In the name of his Majesty Alexander II, Emperor and Ruler of all Russia &c &c &c we, Edouard de Stoeckl, his Envoy Extraordinary and Minister Plenipotentiary to the United States of North America &c &c &c pray all civil and military authorities of friendly and allied powers to grant liberal passage to Captain William Swift who travels to Paris, carrying dispatches, and to lend him, in case of need, all assistance.

The military also certified its bearers. Figure 11 illustrates a pass made out for a special messenger for the Ordinance Department of the Confederate States during the Civil War. One of his orders on a different occasion:

Sir. You will proceed to Abingdon Virginia without delay in charge of the following Ord. Stores, viz – 25 Boxes containing 500 Cavalry Saddles, 455 Cavalry Halters, 33 Cavalry Bridles. Deliver them to Maj. Wm. Leigh Ord. Officer, Geo. Marshall’s Command. Take receipts and return, reporting at this office. Should you meet with any detention, on your return report it & the cause, in writing. If at any point you require assistance, apply to the nearest Qr. Master, or Commanding Officer showing these instructions. Respectfully &c. J.A. Seawell, Asst. & Actg. Ch’f of Transportation.
Figure 11: November 3, 1862. Pass from the Confederate States of America Provost Marshal’s Office, by Captain John Avis, for John W. Lewis (who had been acting as special messenger for the Ordinance Department) to go from Staunton (just across the Shenandoah mountains) to Richmond, Virginia.

**Miscellaneous Bearers**

The postal law of 1792 stipulated that, even before an incoming ship could break bulk at a port where there was a post office, the captain had to hand over any letters to the postmaster, under oath that the total was correct. A document had to be produced to certify compliance.\(^5\) In 1806, the captain of the schooner *Molly* and the postmaster of Marblehead, Massachusetts, signed such a certificate (see Figure 12).

Ship’s captains would also bear instructions for the delivery of freight. William Bentley & Company of Liverpool addressed a communication on May 3, 1839, to Messrs. A. Bell & Company in New York “pr Capt. Miller.”

Gentlemen, This will be presented by Captain Miller, Master of our Ship *Dauntless* consigned by Mr. Quayle to our care for outward freight. Our Mr. John Bentley will do himself the pleasure of waiting on your House for the purpose of receiving freight &c or in his absence our agents, Messrs. Hogan & Milne. Gentlemen, your ob serts.

Figure 12: Manuscript certificate, Marblehead December 24, 1806. Signed by Nathaniel Abraham (postmaster) that Captain Salkins “has delivered his letters at the post office in this place.” On verso, datelined “District of Marblehead and Lynn” John A. Salkins swears “that the with Certificate contains the whole number of letters delivered to me on board the Schooner Molly at the Island of Martinico [French Caribbean] for Citizens of the United States.” Addressed to Joseph Wilson, Esq. (Collector of Customs).
Even those working for the post office had occasion to send messages by bearer. In December 1846, the postal contractor at Carmel sent the communication in Figure 13 to an underling at Red Mills. Both villages are in Putnam County, New York on a postal route out of Peekskill established November 13, 1826, and operating twice a week to Carmel, and once a week beyond to Towners and Pawlings, 28 miles one way. During the season of steamboat navigation, this service would be by stage. In 1844, John Disturnell (The Northern Traveller: containing the Hudson River Guide ...) noted: “A stage runs from Peekskill to Carmel village, via Red Mills and Mahopack, every Tuesday, Thursday and Saturday; leaving Peekskill at 2 P.M., and Carmel the same days at 8 A.M.” But in winter weather, the mail was handled by a single horseman.

Dear Sir, Please let the bearer have the brown horse to ride to Peekskill with the mail as I understand you have him. My black mare is lame and the colt I do not want to go so far as he has not been used. By so doing you will much oblige yours &c.

Figure 13: Unsealed letter to James Smith, Red Mills, from Edson Fowler in Carmel, December 9, 1846, with portion of the David H. Burr postal map of New York, 1839 showing the route.
Conclusion

The decision to send a letter “by bearer” seems rarely to have been to avoid postage costs. Sometimes a speedier transmission is required than the postal service offered - or one where the post was not yet established. Often, such communications accompanied a transaction with objects too bulky for the mail (ledgers, medicines, groceries) - letters of introduction also fall into this category.

The standard references to “the bearer” reflect social and cultural patterns of communication which probably predated the postal service. Several examples were carried for the correspondents by the most “natural” of messengers: family members or employees. Noted in the illustration captions is whether the communication was sent sealed or unsealed, reflecting upon the messenger’s stake in the message.

Endnotes

1 The full citation: “14. That if any person, other than the postmaster general or his deputies, or persons by them employed, shall take up, receive, order, dispatch, convey, carry, or deliver, any letter or letters, packet or packets, other than newspapers, for hire or reward, or shall be concerned in setting up any foot or horse post, wagon or other carriage, by or in which any letter or packet shall be carried for hire, on any established post road, or any packet, or other vessel or boat, or any conveyance whatever, whereby the revenue of the general post office may be injured, every person so offending shall forfeit, for every such offence, the sum of two hundred dollars. Provided, That it shall and may be lawful for every person to send letters or packets by special messenger.” An Act to establish the post office, and post roads, within the United States, Approved February 20, 1792. The Public and General Statutes passed by the Congress of the United States of America from 1789 to 1827 inclusive, Volume 1. Page 216.

2 Hermes was used for both the first and second seals of the United States Post Office, recorded as early as 1782 on a postmaster commission. The third seal (galloping post rider) was introduced around 1836. See Diane DeBlois & Robert Dalton Harris, “Hermes: Message & Messenger”http://www/postalmuseum.si.edu/symposium2010/Harris-Hermes-presentation.pdf.

3 See Robert Dalton Harris, “Across the Oceans,” PHJ 146, pp. 28-33.

4 Martha Ballard, a midwife in Hallowell, Maine, recorded in her diary the infrequent arrival of letters – always by bearer. As example: on September 17, 1788: “Mr. Hains Learned came here. He left home last Wednesday. I received a letter by him from Sister Waters dated at Boston.” Laurel Thatcher Ulrich, A Midwife’s Tale: The Life of Martha Ballard, Based on Her Diary, 1785-1812, New York 1990, page74.

5 Edwin Fowler earned $160 per year on contract route 836. Register of all Officers and Agents, Civil, Military, and Naval, in the Service of the United States, on the thirtieth September, 1847.

6 “(12.) That no ship or vessel arriving at any port within the United States, where a post office is established, shall be permitted to report, or make entry, or break bulk, till the master or commander shall have delivered to the postmaster all letters directed to any person or persons within the United States, which, under his care or within his power, shall be brought in such ship or vessel, other than such as are directed to the owner or consignee: but when a vessel shall be bound to another port than that at which she may enter, the letters belonging to, or to be delivered at, the said port of delivery, shall not be delivered to the postmaster at the port of entry. And it shall be the duty of the collector or other officer of the port, empowered to receive entries of ships of vessels, to require, from every master or commander of such ship or vessel, an oath or affirmation, purporting that he has delivered all such letters, except as aforesaid. (13.) That the postmasters to whom such letters may be delivered, shall pay to the master, commander, or other person delivering the same, except the commanders of foreign packets, two cents for every such letter or packet; and shall obtain, from the person delivering the same, a certificate, specifying the number of letters and packets, with the name of the ship
or vessel, and the place form whence she last sailed.” The Public and General Statues passed by the Congress of the United States of America from 1789 to 1827 inclusive, Volume 1. Page 215.

Robert Dalton Harris presented the substance of this article as part of a course, Social Perspectives on Postal History, that he and co-editor Diane DeBlois taught at APS Summer Seminar in June 2010. All illustrations are from their collection.

That Super Italian Area Catalog
a review by Joseph J. Geraci

Unificato Super 2011, compiled by the Unified Catalog staff and committee for drafting and pricing, Italian text, 992 pages, 9 1/2 X 6 3/4 inches, softbound, card covers, glued spine. Available from CIF (Commercianti Italiani Filatelici) Casella Postale 1708, Via Cardusio 4, 20123 Milano, Italy. <deambrosi@unificato.it>. Euro 32.00 + postage. Write first for postage costs.

This new edition of the Unificato catalog contains the entire Italian collecting area in one volume, and then some. The listings have been well documented with the collaboration of many dealers and the members of the Italian Academy of Philately and Postal History. The catalogue includes listing and price quotations for Italy, the Old States, Trieste Zones A and B, Fiume, Occupations, Offices Abroad, former Colonies, Postwar Fiduciary Administration of Somalia, San Marino, Vatican City, the Sovereign Military Order of Malta, and all the Europa issues from 1956 through May 2009. Every basic stamp is beautifully illustrated in full color. Market prices are given in Euros.

Similar to last year’s catalog, the volume begins with “Technical - Postal Notes,” briefly describing the beginnings of the postal service, stamp printing establishments, printing systems, paper and watermarks, perforating, sheet compositions, gum and postal markings. A note on pricing follows.

One change noted (aside from pricing changes) is the movement of the listings for the Italian Fiduciary Administration of Somalia from after the Autonomous Provisional listings for several ex-colonies, to just after Trieste Zone B. Personally, I would think it more logical to have Fiduciary Somalia placed after the Ex-Colony of Somalia. After all, it is the same country, and was still under Italian Administration!

Listings for the Old States, Italy proper and the Dodecanese Islands are quite specialized. Proofs and essays are listed in chronological order within the listings for issued stamps. Generally, covers are priced up to 1945. Italy proper and Trieste Zone A include tables of domestic postal tariffs. Since stamp issues are listed in order of appearance, airmail, express and pneumatic post issues are included in the general listings. However, there are summaries for each group of these special issues, indicating on what page of the catalogue they may be found. There is also a very helpful alphabetical listing of commemorative issues for Italy. As can be seen, a tremendous amount of work has gone into this careful compilation, making this truly comprehensive volume very easy to use, even if one does not speak the language.

Advertise in the Journal!
Full page 5 x 8”, 3 insertions $400.
Half page 5 x 4”, 3 insertions $250.
single insertion 2.5 x 2” just $20.
Pan-Am Spans the Pacific
by David Crotty

Introduction

The China Clipper, journal of the China Stamp Society, owes its name to a rather poetic reference to the sailing clipper ships, not to the Pan American Airways (PAA) seaplane.\(^1\) However, it seems unlikely that the founding members of the China Unit of the American Philatelic Society would have been completely unaware of the connection between the name that they chose for their journal and the news of the day. The flight of that other clipper in November 1935 was the news equivalent of Neil Armstrong’s first steps on the Moon in 1969. Stamp collectors were quite aware of the first westbound flight on the FAM 14 contract route. The first China Clipper to Hawaii was so heavily laden with philatelic mail that it could not rise high enough to clear the still incomplete Golden Gate Bridge in San Francisco, forcing the pilot to fly under the bridge! Now that the flight’s 75\(^{th}\) anniversary has been celebrated, it is fitting to discuss events that so dramatically affected the movement of mail to, from, and within China, and around the world.

History of PAA

PAA was incorporated in 1927 by an American businessman, Juan Trippe, (often assumed to be Cuban) with just one rented plane to fly between Havana and the U.S. The first flight of FAM 4 contract route from Key West to Havana was accomplished on October 19, 1927. By 1934 PAA was the major air carrier in the Caribbean, Central America, and all of South America, but was the only “American” airline with no flights over the continental U.S. Trippe had held off Transatlantic services despite the advances of competitors Deutsche Lufthansa\(^4\) and Air France\(^5\) waiting for aircraft that would be capable of carrying suitable payloads over the great expanse of the North Atlantic Ocean. He was not interested in dealing with the troubles that these other airlines had experienced, nor did he enjoy quite the level of government subsidies that the Germans and French were provided.

In 1934 PAA had six large clipper seaplanes (at that time the smaller seaplanes in PAA inventory were also known as clippers) due for delivery for the planned Transatlantic service. However, the influence of Imperial Airways on British policy (it was a government entity, after all) prevented PAA from obtaining permission to land in the British Isles. Trippe, perhaps with US government prodding, turned his attention to the Pacific. PAA had a few weeks to determine just how and where such flights could be made.

There were some compelling arguments for turning to the Pacific. The Japanese were expanding their influence in Asia, leading up to their attack on China in 1937. The U.S. wanted to expand its own influence in the area. The fact that the Philippines was a U.S. territory (a Commonwealth effective November 1, 1935) made it certain that PAA would obtain approval for operations there. The PAA planning committee, that included Charles Lindbergh, confirmed that a number of U.S. island possessions in the Pacific were well situated to provide bases for the expected hops across that ocean. The U.S. also wanted an excuse to place military bases on these islands; it all worked together.

Not that this plan was without problems. The islands chosen for bases included Hawaii, Midway Island, Wake Island and Guam Island. While Hawaii and Guam were
populated and easy to use, Midway and Wake were really just atolls. Midway had been
used from 1903 as an undersea cable station so there were some facilities there, but not
quite what the very wealthy potential passengers for these flights might find adequate
for an overnight stay. Wake was completely uninhabited and barely habitable. PAA
hired a ship, the North Haven, and began to plan and construct the necessary facilities
at all the bases. Much of the story is provided by William Grooch 7 who was part of the
construction crew on the ship, as well as by Dr. Ken Kenler 8 who was the physician for
the party at Wake Island.

Also problematic was delay in delivery of the six large four-engine aircraft that PAA
expected; by December 1934 only the three Sikorsky S-42’s had begun to arrive. The
first of the three Martin M-130’s was well behind schedule and would not be delivered
until October 1935. The S-42, while large for the day, did not really have the range to be
practical for the job, but was reliable. The first S-42 was delivered in May 1934 and put
in service August 16, 1934 in South America. Since that is what they had, PAA conducted
four survey flights using the West Indies Clipper NC823M, an S-42 that had been delivered
in December 1934. It was renamed the Pan American Clipper for the Pacific surveys and
then returned to the Caribbean. It should be noted that PAA frequently renamed its planes,
so historians often must use the registration number to keep track of a particular plane.

Figure 1: Pan American Airways in-house publication of September-October 1934 with its front
page coverage of the new Pacific service. The article at right reveals that the plans were “made
public by the Post Office Department through an exchange of letters” between PMG Farley and
PAA President Trippe. [Collection of the editors]
The Survey Flights

The *Pan American Clipper* conducted four survey flights, Table 1. The estimates of covers carried on the survey flights are listed in Tables 1, 2 and 3. The first and fourth surveys carried collector souvenir covers. Examples are shown in Figures 2 and 3, respectively. Note that the estimates cited for the Wake and Midway covers carried are likely to be low based on discussions with a few collectors.

**Table 1: Survey Flights of the *Pan American Clipper***

<table>
<thead>
<tr>
<th>Survey</th>
<th>Dates</th>
<th>Destination</th>
<th>Covers to/from</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey 1</td>
<td>April 16-23</td>
<td>Honolulu</td>
<td>2908 to Honolulu / 3974 from Honolulu</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3974 Alameda / Honolulu / Alameda</td>
</tr>
<tr>
<td>Survey 2</td>
<td>June 12-22</td>
<td>Midway</td>
<td>0 to Midway / 30 plus bag of personal mail</td>
</tr>
<tr>
<td>Survey 3</td>
<td>August 9-29</td>
<td>Wake</td>
<td>25 w / Four types of cachets Table 2</td>
</tr>
<tr>
<td>Survey 4</td>
<td>October 5-24</td>
<td>Guam</td>
<td>Total of 6802 covers Table 3</td>
</tr>
</tbody>
</table>

**Table 2: Census of Covers Flown on Survey 3 to Wake**

- Honolulu-Midway-Wake-Midway-Honolulu 8
- Midway-Wake-Midway 4
- Wake-Midway-Honolulu 7
- Midway-Wake-Midway-Honolulu 7

**Figure 2: First Pacific Survey cover San Francisco to Honolulu and back, April 16, 1935.**

**Figure 3: Fourth Pacific Survey cover San Francisco to Guam and return, October 5, 1935. Carried by Navigating Officer Fred Noonan.**
Table 3: Covers Flown on each leg of Survey 4 October 5-24 1935

<table>
<thead>
<tr>
<th>Route</th>
<th>Covers</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco to Guam</td>
<td>1043</td>
</tr>
<tr>
<td>Honolulu to Guam</td>
<td>300</td>
</tr>
<tr>
<td>Guam to Honolulu</td>
<td>215</td>
</tr>
<tr>
<td>Guam to San Francisco</td>
<td>563</td>
</tr>
<tr>
<td>San Francisco to Guam to San Francisco</td>
<td>4132</td>
</tr>
<tr>
<td>San Francisco to Guam to Honolulu</td>
<td>149</td>
</tr>
<tr>
<td>Honolulu to Guam to San Francisco</td>
<td>87</td>
</tr>
<tr>
<td>Honolulu to Guam to Honolulu</td>
<td>313</td>
</tr>
</tbody>
</table>

The reports from Grooch and Kenler include day-by-day accounts of the guys on the islands listening to the radio and plotting positions each half hour as the clipper approached their locations. The first survey had been reported with headlines all over the world. The front page of the Sunday, April 7, 1935 edition of the San Diego Union had read “Pacific Air Service to be Climax of Years of Study” - echoing Pan American’s own announcements, see Figure 1.

For the second and third survey flights, both PAA and the U.S. Post Office discouraged souvenir mailings because neither Wake nor Midway could handle the mail. In fact, the fourth Pacific survey was the last time that Pan Am officially allowed covers to be flown on its survey flights. The few covers from surveys two and three, as well as surveys for later Pacific and Atlantic operations, were prepared and carried by workers on the ground or flight crew at their own risk. There is a story that PAA’s head pilot, Ed Musick, had a cover confiscated from him by senior management after a 1937 survey flight to New Zealand.

The fourth survey, see Figure 3, flew out of Alameda on October 5, 1935. The October 6 Oakland Tribune edition announced the departure on its front page. An article on the same page described former President Herbert Hoover’s speech the night before in which he “Lashes New Deal Waste in Keynote Speech to Western Republicans.” PAA was launching a very ambitious and expensive enterprise in the midst of the Great Depression. Every city of any size had an encampment of homeless and jobless at its borders referred to as Hooverville.

The survey flights had demonstrated that PAA had navigation equipment at the bases and aboard the aircraft capable of guiding the pilots on these long flights. The first Martin M-130, NC 141716, was delivered to PAA in Miami on October 9, 1935. After tests, in which lead pilot Ed Musick and his crew flew nonstop flights equivalent to expected Transpacific flights, the plane, now christened The China Clipper, was flown to San Francisco via Acapulco and Los Angeles. It was time to make some history.

The Beginning of Scheduled Passenger and Airmail Service

On November 22, 1935, at 3:25 PM, there were estimated to be 125,000 people lining the shore. Radio stations broadcast the event live. Juan Trippe, Postmaster General Farley, and Captain Musick made a little theater by publicly going through a routine of checking all stations for radio confirmations of readiness. When all stations reported, Trippe gave Musick his final orders. The China Clipper cast off its lines at Alameda, started the engines and, with the national anthem playing, broke free of the water at 3:46 PM (see Figure 4). The crew had flown this plane a number of times, but perhaps never with a complete load of mail and fuel. Musick soon realized that the China could not gain enough altitude to clear the top of the unfinished Golden Gate Bridge so he dropped down to make a risky
course under the bridge. Small aircraft that were following the plane, thinking that this was intentional, also followed. That stunt was never repeated.

It is not clear if this happened on that first flight, but it is reported that on the second flight made by the Philippine Clipper all extraneous equipment, including heaters, was removed to carry the mail load. It was so cold on that flight that the crew used the mailbags for cover during their breaks.

The times and distances for the route taken by the China Clipper to Manila are shown in Table 4. The plane carried about 110,000 covers as it lifted off of San Francisco Bay. Covers from collectors had been prepared for each leg of the trip that had a post office to handle the canceling process (so Midway and Wake were excluded). Special cancels were provided for each leg of the outbound and inbound trips.

Figure 4: The Martin M-130 China Clipper leaves San Francisco for Manila, November 22, 1935. [PAA Information Packet, 50th Anniversary Flight 22 November 1985.]

<table>
<thead>
<tr>
<th>Ports</th>
<th>Date</th>
<th>Flight Time</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Westbound Flights</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Francisco-Honolulu</td>
<td>Nov 22-23</td>
<td>12 hours</td>
<td>2390 miles</td>
</tr>
<tr>
<td>Honolulu-Midway</td>
<td>Nov 24</td>
<td>9 hours</td>
<td>1309 miles</td>
</tr>
<tr>
<td>Midway-Wake</td>
<td>Nov 25-26*</td>
<td>8 hours</td>
<td>1181 miles</td>
</tr>
<tr>
<td>Wake-Guam</td>
<td>Nov 27</td>
<td>10 hours</td>
<td>1502 miles</td>
</tr>
<tr>
<td>Guam-Manila</td>
<td>Nov 29</td>
<td>11 hours</td>
<td>1592 miles</td>
</tr>
<tr>
<td><strong>Eastbound Flights</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manila-Guam</td>
<td>Dec 2</td>
<td>11 hours</td>
<td>1592 miles</td>
</tr>
<tr>
<td>Guam-Wake</td>
<td>Dec 3</td>
<td>10 hours</td>
<td>1502 miles</td>
</tr>
<tr>
<td>Wake-Midway</td>
<td>Dec 4-3*</td>
<td>8 hours</td>
<td>1181</td>
</tr>
<tr>
<td>Midway-Honolulu</td>
<td>Dec 4</td>
<td>9 hours</td>
<td>1309</td>
</tr>
<tr>
<td>Honolulu</td>
<td>Dec 5-6</td>
<td>12 hours</td>
<td>2390</td>
</tr>
</tbody>
</table>

*Cross International Dateline-Gain day westbound, lose day eastbound.

Covers can be found for all the segments listed in Table 4. This table also gives the number of covers known to have been processed for each leg. Examples of these covers are shown in Figures 5 and 6.
Table 5: Cachet Covers Processed by Post Offices for the *China Clipper*’s First Flight

<table>
<thead>
<tr>
<th>Route Segment</th>
<th>Number of Pieces</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco-Manila</td>
<td>44,346</td>
</tr>
<tr>
<td>San Francisco-Honolulu</td>
<td>46,561</td>
</tr>
<tr>
<td>San Francisco-Guam</td>
<td>19,959</td>
</tr>
<tr>
<td>Honolulu-Manila</td>
<td>6,968</td>
</tr>
<tr>
<td>Honolulu-Guam</td>
<td>6,430</td>
</tr>
<tr>
<td>Manila-San Francisco</td>
<td>24,435</td>
</tr>
<tr>
<td>Manila-Guam</td>
<td>4,808</td>
</tr>
<tr>
<td>Manila-Honolulu</td>
<td>4,273</td>
</tr>
<tr>
<td>Guam-Honolulu</td>
<td>3,543</td>
</tr>
<tr>
<td>Honolulu-San Francisco</td>
<td>48,661</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>222,160</strong></td>
</tr>
</tbody>
</table>

The covers listed in Table 4 amount to 222,160 pieces or about 6925 lb assuming each cover weighed one half ounce (one of my first flight covers weighs 0.2 oz so the total might have been as low as 2777 lb). No other previous event had generated that much philatelic interest. Even the *Hindenburg*’s first flight carried only about 2200 lb of...
Of course, the volume of mail dropped off considerably for subsequent flights. Estimates that I have seen suggest that the PAA Pacific route carried several hundred pounds of mail on most flights.

The mail carried throughout the life of the PAA Pacific service is significant. A half-ounce cover cost 75 cents by air to Manila and by sea to China. Later, in 1937, the airmail postage to Manila was reduced to 50 cents. Airmail to China and other Asian countries was 70 cents. The average wage in the United States was about $15 per week. Using an online inflation calculator, I calculate that postage of 75 cents in 1935 was equivalent to a $12 stamp today. However, this service made it possible for people to communicate in a few days rather than 3-6 months. Despite the cost, the service was extremely popular.

But the job wasn’t finished. The China Clipper name was meant to evoke memories of those beautiful square-riggers, but it is also known that Trippe named his aircraft to register intent. He meant to actually get to China. Again the British, who occupied Hong Kong, made it difficult. They did not want competition against Imperial Airways, and PAA was rather too much of a pest already with its China National Aviation Company (CNAC) operations all over China.

PAA did not carry paying customers for the first year of service between San Francisco and Manila. In preparation for passenger service, a proving flight was conducted on October 14, 1936, San Francisco to Manila, and October 25, 1936, Manila to San Francisco, using the Philippine Clipper. This was a VIP flight carrying a number of journalists and other dignitaries including Trippe and his wife Betty.

There was one diversion. On October 23 the Philippine Clipper flew to Hong Kong, returning the next day with a reported 436 lb of mail. If the report is true, this was the first airmail delivery of mail from China to the U.S. Mail from this flight was unmarked and was probably already in Hong Kong waiting to be moved by sea to Manila. This writer has never seen a cover dated for possible carriage on this flight but is looking diligently for one. Members of the China Stamp Society or the American Air Mail Society may have these covers in their collections without knowing it.

After touring the CNAC operations Trippe and his wife continued around the world with Imperial Airways and the Zeppelin Hindenburg under the names of Mr. and Mrs. Brown. They may have been the first couple to travel around the world on commercial airlines.

The next flight to Manila, October 21, 1936, was the much publicized first passenger flight – made by the third Martin M-130, the Hawaii Clipper.

It was not until a year later that the first official air mail flight to Hong Kong occurred. The M130 China Clipper NC14715 traveled April 21, 1937 from San Francisco arriving April 27, 1937 at Cavite (Manila). The Sikorsky S-42B, the Hong Kong Clipper NC16734, made the first flight from Manila (April 28, 1937) to Hong Kong (April 28 1937). The return trip from Hong Kong included a stop at the Portuguese colony of Macao. Many of the air mail shuttles to Hong Kong and Macao were flown by the Hong Kong Clipper NC16734 (formerly the Pan American Clipper), but the three Martin M-130’s also made the trip between runs across the Pacific.

It might be noted that, despite the eventual approval by the British for PAA seaplanes to land in Hong Kong harbor and to dock at the Kai Tak airport there, some references state that PAA was never allowed to provide air service between Hong Kong and the CNAC airport on the mainland. Mail and passengers connecting between these two services had to be transported by truck or bus.
In December 1937 the *Hong Kong Clipper* Sikorsky S-42B NC16734, renamed the *Samoan Clipper*, was used for survey flights between Honolulu and Auckland, New Zealand. After several successful trips to New Zealand, the *Samoan Clipper*, piloted by Musick, caught fire and was lost after taking off from Pago Pago, American Samoa. It was not until the summer of 1940 that PAA returned to New Zealand with one of the new Boeing B314’s.

On July 29, 1938 the *Hawaii Clipper*, one of the Martin M-130’s, disappeared without a trace between Guam and Manila.

In February 1939, PAA took delivery of the first of 12 of the much larger Boeing B314’s. Six of these were used in the Pacific and three were used by PAA in the Atlantic service that started up in May 1939. The remaining three were sold to the British airline BOAC (formerly Imperial Airways) to aid in the war efforts.

In September 1939 the French and British declared war on Germany. In May 1940 Germany invaded much of Europe and in early June 1940 nominally neutral Italy also entered the war. These events effectively closed the Mediterranean to civil aviation. Airmail between Europe and any country to the east had to travel by sea through Durban, South Africa and then use the BOAC routes. At that time the German navy had been capturing and sinking French and British merchant ships making that route rather risky. By the end of the summer of 1940, arrangements had been made for “two-ocean” airmail traffic between Europe, Asia, and the Middle East. Mail would be routed via PAA’s link with New Zealand to meet BOAC, or via PAA’s link to Hong Kong to meet BOAC. BOAC’s Horseshoe route extended from Durban, through the Middle East and India, and on to Australia. This mail would also travel the Atlantic via PAA’s links to Europe.

The two-ocean airmail routes worked well until October 1940 when the Vichy French in Indochina blocked BOAC’s use of their territory as part of the route between Singapore and Hong Kong. About the same time, one of BOAC’s mail aircraft was fired upon by Japanese warplanes. With the BOAC route to Singapore closed, the new CNAC route between Chunking and Rangoon, Burma became much more important. Mail traveled through Hong Kong, Chunking, and Rangoon to connect BOAC and PAA. The Chunking connection continued to be important even after the PAA flights ended in December 1941. When the Rangoon route was closed due to the Japanese invasion of Burma, CNAC developed the “over the hump” route between Chunking and India to get around the Japanese.

CNAC operations are an entire story in itself. During the period discussed here, CNAC connected much of China that was not occupied by the Japanese and provided connections to Burma and India when they were so important. CNAC schedules are included in the PAA System schedule booklets of the time. The Richter Library at the University of Miami has a complete collection of PAA System timetables as part of its special collection of Pan American Airways records.

In May 1941, PAA initiated service between Manila and Singapore using the Boeing B314’s. That same summer PAA began to operate Special Missions in the South Atlantic to assist US efforts to help the British war efforts. These events put some scheduling pressure on the remaining equipment. To help relieve this pressure, two Sikorsky S-42B aircraft were rotated to Manila. Starting in the summer of 1941, the *Clipper III*, NC16736, was renamed the *China Clipper II*. In September 1941 the replacement was the *Bermuda Clipper*, NC16735, renamed the *Hong Kong Clipper II*. This also became known as the
“Betsy.” These aircraft flew the Hong Kong shuttle until December 8 1941 (December 7 at Pearl Harbor) when the Japanese attacked Hong Kong. The Hong Kong Clipper II was in the harbor at the time and was destroyed. Figure 7 illustrates a cover that was waiting for the Hong Kong Clipper II on that fateful day and was held by the Japanese until 1945.

Figure 7: A cover dated to be carried by the Hong Kong Clipper II on December 8, 1941. Held by the Japanese, and released in 1945. Inset shows December 3, 1941 backstamp.

The End of an Era

After the Pearl Harbor attacks, most of the PAA clippers were purchased by the U.S. Army and Navy. They continued to be operated by PAA personnel and continued civilian schedules in the Atlantic where possible but provided support with special missions in the Atlantic and the Pacific. PAA’s only civilian Pacific operation during World War II was the shuttle between Honolulu and San Francisco. The China Clipper was used for this route for a time.

It is not clear to this author where the China Clipper was stationed from about 1942 to 1944. In May 1944 the suspended service between Miami and Africa was shown to be reopened in confidential timetables using Boeing B314 aircraft. It is not certain how much of this timetable was operated. As of September 13, 1944 the China Clipper was assigned to the Miami - Leopoldville South Atlantic route and flew about eight round trips. It was in this service that, on January 8 1945 at 10 pm as the China Clipper approached the harbor at Port of Spain, Trinidad from Miami, it hit an unlighted object in the harbor. All 16 passengers and 9 crew were killed. While most of the mail was recovered from this accident only two covers are known in collector’s hands. The China Clipper was the last remaining of the three Martin M130’s.

The last recorded PAA Atlantic Boeing B314 flight ran from Lisbon to New York via Africa and South America, arriving Christmas day 1945 in New York. The last Pacific Boeing B314 flight flew on April 8, 1946 from Honolulu, arriving at San Francisco’s Mills Field seaplane base near the present San Francisco International Airport.

After the war the remaining clippers were sold to commercial airlines that operated them for a time. By 1954 all of them had been scrapped. One seaplane not operated by PAA, the Sikorsky VS-44A Excambian, was restored and is housed at the New England Aviation Museum. The Foynes Flying Boat Museum in Ireland recently installed a full scale replica of a Boeing B314. Both of these events occurred with considerable help from the actress Maureen O’Hara whose husband Charles F. Blair, Jr. piloted the Excambian during the war.
The clipper name did not end with the end of the seaplane era. Several airlines have used the word clipper as part of their aircrafts’ names. PAA assigned the China Clipper II name to a Boeing 747 and flew a 50th anniversary trip on November 22, 1985. Grand celebrations were held at Honolulu, Wake, Midway, Guam and Manila. The passenger manifest included Charles Trippe the son of Juan Trippe, James Michener the author, John Travolta the actor, and four of the grandsons of Charles Lindbergh.

**Conclusion**

The eras of the China tea clippers and PAA's China Clipper have ended. The impact of the sailing clippers was more on east-west trade than on communications. In contrast, the more modern Pan Am clippers were of great importance to the opening of mail and passenger routes across the Pacific.

**Endnotes**

1. W.R. Rankin, *China Clipper* 32(2) 27 (1968)
3. L.S. Ruland, *China Clipper* 9(4), 90 (1945) “Just as the old ‘square-riggers’ raced across the ocean ... so was our Clipper destined to bridge the Pacific philatelically ...”
14. [www.cnac.org](http://www.cnac.org)
19. [www.flyingboatmuseum.com](http://www.flyingboatmuseum.com)
20. PAA Information Packet for the 50th Anniversary Flight.

David E. Crotty holds a Ph.D. in Chemistry degree from Wayne State University (Detroit) and worked as a research chemist mostly in the electroplating field, retiring in 2007. His philatelic work includes exhibits in the areas of airmail postal history and Canadian postage meter stamps. He has been the editor of the *Meter Stamp Society Quarterly Bulletin* since 2006 and has written in the *Airpost Journal* about Pan American Airways operations and other subjects since about 2007. The author would like to thank John L. Johnson Jr. and Kenneth Sanford for providing background materials and helpful discussions.
Postal Newsgathering after Morse and the Telegraph

by David L. Straight

The age of telegraphic news began quietly on the evening of May 1, 1844 as Samuel F. B. Morse circulated among citizens in Washington waiting at the railroad station for news from the Whig Convention meeting in Baltimore. To the amazement of the crowd, Morse distributed slips of paper with the names of the Whig nominees: “The ticket is Clay and Frelinghuysen.” The telegraph wires had yet to be strung the full distance from Washington towards Baltimore, but Alfred Vail had met the train at the end of the wires in Annapolis Junction and had telegraphed Morse, waiting in Washington. When the train arrived from Baltimore and confirmed the news, not even Morse could know the transformation of journalism those slips of paper had wrought.¹ Less than two years later, in the spring of 1846, the first news wire service began operation. A correspondent in Albany, New York regularly telegraphed a news summary to the Utica Gazette, who in turn set type and printed the news for dispatch to papers further west by private express ahead of the mail. By September, when the telegraph line was completed from New York City up the Hudson River to Albany and along the Erie Canal to Buffalo, the Utica Gazette ceased to function as a dispatch agent.²

Much of the scholarship about journalism and newsgathering during the second half of the 19th into the first half of the 20th century is focused heavily on electronic inventions—the telegraph, telephone, teletype, and wire photos. These accounts often create the impression that little, if any, role remained for the post office in gathering or disseminating news after 1844. Frank Luther Mott, a prolific journalism scholar who won the Pulitzer Prize, observed, “One cannot understand the development of modern news without some knowledge of the history of speed.”³ Richard A. Schwarzlose, in his two-volume study, The Nation’s Newsbrokers, simply writes the Post Office out of the story in his preface.

Less than two years after Samuel F. B. Morse opened his first experimental telegraph line to traffic, a pattern of journalistic behavior began to emerge in conjunction with that new technology that was novel and, as it turned out, enduring. That behavior was the daily collection and distribution of general news dispatches via communications systems among journalists in several communities, a process controlled by an agent or agency, in other words, a newsbroker.⁴ He further clarifies the electronic focus of his book, “via communications systems’ points squarely at newsgrokering’s historic use of telegraph, telephone, radio, and now satellite communications, distinguishing it, at least until recently, from transportation-bound [i.e. postal] feature or supplemental services.”⁵ Other than this hint of a role in the transmission of features, but not “general news,” the Post Office scarcely appears in the first volume and is completely absent from his second.

Yet, as postal historians, we study (and perhaps collect) artifacts showing that the post office had a role in gathering and disseminating news until at least the middle of the 20th century. These envelopes, postal cards, and wrappers (covers in postal history parlance) mailed to newspaper editors are the starting points for an exploration of the ways
in which journalists continued to utilize the post office for gathering and disseminating news after the commercialization of the telegraph. To be clear, these are not wrappers from the distribution of published newspapers to paid subscribers, nor covers concerned with the solicitation of subscribers, the payment for subscriptions, or other business aspects of newspapers. Although the emphasis is on American journalists and the U.S. Post Office, international covers have been included for several reasons. The post and the telegraph were international networks; by 1875, telegraph wires linked all the continents, save Antarctica. News brokers are not uniquely or originally an American phenomenon; the first was L’Agence Havas established in Paris in 1832. Many news brokers were international in their scope of coverage or their subscriber base. Finally, contrasting the ways in which American and European journalists utilized the mail helps to define the postal role in newsgathering. Along with sharing my collection, I will suggest topics and collecting areas that might be fruitful for additional research and would welcome other postal historians to join the conversation about how journalists used postal systems in the age of the telegraph and beyond.

**Printer Exchanges**

Congress estimated in 1832 that letters did “not amount to more than one-fifteenth part of the whole weight of the mails” with the rest being newspapers. The United States Post Office was the earliest national newsgathering network. Free exchange of newspapers between editors by mail, a staple of the colonial post in America, was codified by the Post Office Act of 1792, which provided, “That every printer of newspapers may send one paper to each and every other printer of newspapers within the United States free of postage, under such regulations, as the Postmaster General shall provide.” Publication of news from the frontier in the eastern papers as well as publication of commercial and political news from New York and Washington in frontier newspapers resulted from these free exchanges. When Constitutional government began in 1789, the postal network, and therefore the area available for the free exchange of newspapers, consisted of 75 offices, mostly along a single post road stretching from Maine to Georgia. The exchange of newspapers became a truly national phenomenon because the same 1792 act, by placing the power to establish post roads in the hands of Congress, the peoples elected representatives, insured that the Post Office would grow rapidly as the frontier moved west. Following the Louisiana Purchase, one of the first government actions was to establish Post Offices in the scattered interior settlements; generations of French and Spanish rule had never provided postal service beyond the coastal and delta settlements of Louisiana. By 1808, Joseph Charless was publishing the Missouri Gazette in St. Louis and ready to participate in these postal exchanges. Free postal exchanges provided half of the content of American newspapers before 1846. Exchanging newspapers, besides having no postage cost, provided several advantages for American editors. It required little more work for the sender, only printing the additional copies of their newspaper. Something of value, the other newspapers, was received for the effort. The exchange of whole newspapers, rather than clippings or a summary, provided receiving editors with the greatest selection of material for their use. Not surprisingly, the free exchange of newspapers in the United States generated vast quantities of mail.

In 1825, postmasters were instructed to require printers “to make up all such newspapers as are intended for one post-office into one package” and “to write on the
outside of the bundle, the name of the place for which they are intended, with the number for subscribers, and the number for printers, distinguishing them by the letters S. and P.”

Although instructions for bundling newspapers going to the same post office are found in the 1832, 1843, 1847, and 1852 editions of the Postal Laws and Regulations, the instruction about using the “letters S. and P.” is not repeated. No surviving examples of wrappers indicating free exchange newspapers for printers are known. Perhaps as Diane DeBlois suggested the wrappers were repurposed. Another factor to consider is the regulation requiring postmasters to remove wrappers from newspapers before delivery to insure that nothing requiring a higher rate of postage had been concealed.

Richard B. Kielbowicz has found coexistence between the post and telegraph in the transmission of news during the three decades from 1844 until Congress abolished the free exchange of newspapers between editors in 1873. Borrowing the concept of niches from ecology, he concludes that, “Although the telegraph began to alter the basis of news gathering, it hardly rendered [postal] exchanges obsolete.” Not all editors and towns were immediately connected to the telegraph. For at least two decades, as the telegraph network grew, news carried to the end of the telegraph lines was further disseminated by postal exchange. Many editors selected their exchange papers to take advantage of where the telegraph lines ended. Conversely, many newspapers in major cities “used exchanges to obtain news from small towns in their state.” Even Schwarzlose acknowledges that, “the practice of clipping the exchanges survived long after telegraphy’s introduction.” Kielbowicz found that the high cost of telegrams limited the length and content of news stories. The telegraph functioned well for stories that could be “summarized – even skeletonized and sent in code,” but, the post permitted the dissemination of stories “that were more complex, opinionated, and of interest to narrower audiences.” Kielbowicz, like Schwarzlose, posits a supplemental function for the post office, “The mails, in short, functioned much like modern feature syndicates that supplement the hard, timely news now sent by teletype and satellite.”

Newspaper Wrappers

While they certainly had the option of subscribing to another newspaper, American editors also continued to exchange newspapers by mail after Congress revoked their postage-free exchange privilege in 1873. Until the Post Office tightened its definition of a subscriber in the first decade of the 20th century, publishers were allowed wide latitude when mailing gratuitous copies of their magazines and newspapers at the second-class rates. The Post Office Act of 1879 granted second-class status to publications that met a number of criteria including not being designed primarily for advertising purposes, or free circulation. Postal officials interpreted this act as allowing publishers to mail at the second-class rate any number of samples as well as copies to unpaid subscribers, so long as they did not exceed the number mailed to paid subscribers. In an 1878 summary of postal regulations for editors, the A. N. Kellogg Newspaper Company advised, “There is no provision in the law for the free exchange of publications between publishers; such exchanges may, however, be included in the bulk mail, prepaid at the pound rates, of two or three cents per pound, according to the frequency of issue.” This second-class “pound rate” was reduced to 1¢ per pound regardless of distance, size, or frequency of publication in 1885. With their postage cost being only a fraction of a cent per copy for most newspapers, it is not difficult to imagine that some exchange copies were included.

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For collectors, the wrappers or labels are indistinguishable, except for the address, from copies mailed to paid subscribers. The exchange of newspapers between editors in Europe and other parts of the world is an area that needs further research.

In the United States and Canada, publishers paid their postage in cash for copies mailed to domestic subscribers. Domestic newspaper wrappers with postage are from publications mailed to non-subscribers (above the number of subscribers at the office in question), publications mailed by someone other than the publisher, or publications not granted a second-class permit. Newspapers mailed internationally required the payment of postage. In 1878, the UPU (formed as the General Postal Union in 1874) established a concessionary rate of 5 centimes per 50 grams that continued well into the 20th century. In the United States, the international newspaper rate was 1¢ for two ounces until 1932. Diligent searching among the many surviving stamped newspaper wrappers will produce a few such, as the one to Semarang, on the island of Java, addressed to editors (Figure 1).

**Figure 1: The 1¢ wrapper, addressed “To the Redaction [editorial staff] of the Locomotef” at Semarang, on the island of Java, was uprated for a bundle of newspapers weighing half a pound (1¢ per two ounces). Postal regulations did not require clear dated cancels on wrappers, so there is no way to guess what newspapers it contained.**

**Letters to the Editor**

In 1723, Bartholomew Green, editor of the *Boston News-Letter*, published a notice that, “he Desires of all Ingenious Gentlemen, in every part of the Country, to communicate the Remarkable Things they observe; and he Desires them to send their accounts Post-Free.” Before the telegraph and the commercialization of newsgathering the mid-19th century, editors eagerly sought correspondents in distant places to supplement the content they obtained from exchange papers and local sources. A registered letter, mailed from Peking to a Berlin newspaper in the wake of the Boxer Rebellion (Figure 2), shows the coexistence of mail from foreign correspondents with telegraphed news continuing into the 20th century. By the last quarter of the 19th century, newspapers ranging from the *Herald* in Utica, New York (Figure 3) to the internationally respected *Frankfurter Zeitung* (Figure 4) distributed self-addressed envelopes and postal cards, often with pre-paid postage, to reporters, correspondents, and public officials who gathered the news. Even philatelic magazines such as the *Postwertzeichen* in Munich utilized self-addressed envelopes (Figure 5).
Figure 2: A 60-gram letter registered mailed at the German Post Office to the editor of Berliner Lokal-Anzeigers in 1901 while German troops kept the peace in Peking. Although the letter was from one German post office to another, the international rate of 20 pf per 15 grams applied at German Post Offices in China until 1908; registration was an additional 20 pf for a total cost of one Mark.

Figure 3: A late use of the 2¢ red-brown Washington (available at the post office 1883-1887) by a Utica Herald-Dispatch correspondent in Adams, New York. The Utica Herald, with morning and weekly editions, began publishing in 1853 and merged with the Utica Dispatch (added to the envelope in pencil, along with “News Dept” at bottom left) in 1900. It is more likely that the stamp was affixed to a pre-paid envelope in the 1880s when it was current - typical of a paid reply - than when the letter was mailed in 1901.

Correspondents faced a unique set of complications before China joined the UPU in 1914. International mail could only be dispatched from the foreign post offices in the Treaty Ports. For letters to Europe, correspondents in China had to pay Chinese domestic postage to a Treaty Port as well as purchasing stamps for the European postal service they had selected. In 1897 when Germany did not have a post office in Amoy (today Xiamen), the Frankfurter Zeitung correspondent selected the shorter route to Hong Kong with dispatch on a British Mail Packet rather than sending his letter by way of the German post office in Shanghai. With German troops patrolling Peking and protecting the mail route to the
Figure 4: Because China was not a member of the UPU in 1900, the Frankfurter Zeitung correspondent in Amoy paid 10¢ for internal Chinese postage to Hong Kong plus 10¢ in British postage for dispatch to Germany. The boxed “I.P.O.” markings under the Hong Kong cancels indicate that the British stamps were applied in Amoy.

Figure 5: The young monk holding a book on this local post indicium has been an emblem of Munich since the 13th century. Postwertzeichen was published from 1888 until 1900.
coast in the wake of the Boxer Rebellion, the Berliner Lokal-Anzeigers correspondent selected registered mail at the German Post Office for the 1901 letter to Berlin.

Concerning Mott’s focus on “the history of speed,” newspapers and their correspondents frequently purchased premium postal services to speed the delivery of non-telegraphed news. In 1885, Special Delivery was introduced at 555 post offices in the United States and made available nationally the following year. Not a true express service, Special Delivery only provided immediate delivery of mail after it reached its destination post office. However, correspondents such as one at Athens, in southeastern Ohio, in a favorable geographic relationship to their newspaper, the Columbus Dispatch, could make effective use of the service (Figure 6). The rapid acceptance of air transportation by postal administrations around the globe in the 1920s opened new possibilities for journalists to utilize the mails. Regular transcontinental airmail service debuted in the United States on July 1, 1924. The following year, the Post Office began accepting bids from private airlines for a network of contract airmail (CAM) routes that soon provided airmail service to dozens of cities (Figure 7). Meanwhile in Europe, the shorter distances between countries allowed for a rapid development of international airmail. The colonial powers also quickly established routes to the farthest ends of their empires, bringing even New Zealand into the air network by 1934 (Figure 8).

Figure 6: The Athens, Ohio correspondent added the green “Merry Widow” to insure prompt delivery of his dispatch. Postmarked at 4:30 am, it was in the Special Delivery messenger’s office in Columbus five hours later.

Figure 7: The publisher of the American Banker had distributed stamped airmail envelopes. The correspondent in Brownsville, Tennessee wrote so much that three additional winged globe stamps were needed to pay the 24¢ rate for a four-ounce letter in 1936.
Figure 8: In 1937, the basic airmail rate from London to Christchurch, New Zealand was 1/3d per half ounce. The half crown and half pound seahorses paid 10 times that rate for this five-ounce letter from Fleet Street.

Private carriers in the United States, such as Pacific Greyhound Lines, provided express service for news into the latter half of the 20th century (Figure 9). Another researcher, inquiring of the Fresno Bee about a similar 1933 letter, received the following reply from the managing editor in 1974, “The postal cover you wrote us about is of a type still used by the Bee for the delivery of news matter and photos from outlying correspondents. In many cases, parcel delivery via scheduled bus lines is faster than regular mail. The Greyhound still provides this service to many commercial enterprises.”

This examination of postal journalism after the telegraph will conclude in the next issue, with discussions of Opinion Polls, Bahnhofsbriefe, Pneumatic Tube Mail, Newspaper Syndicates, Mailing the Flong, Photojournalism, and a Conclusion.

Figure 9: The blue Pacific Greyhound Lines stamp, limited to use on a specific date (November 13, 1955), suggests that express letters to the Stockton Record were a regular, if not daily, occurrence. The boxed Oakdale, Cal. cancel has a matching date.
Endnotes


5 Ibid.


8 “Postage on Newspapers,” May 19, 1832, American State Papers: Post Office Department, p.347.

9 1 U.S. Statutes at Large 238.


11 Richard R. John fully develops this story of the rapid growth of the Post Office in Spreading the News: The American Postal System from Franklin to Morse (Cambridge: Harvard University, 1995).

12 Robert J. Stets, Postmasters & Postoffices of the United States, 1782-1811 (Lake Oswego, OR: La Posta, 1994) p. 158 lists the following opening dates for Post Offices in the Louisiana Territory: Cape Girardeau, 1804; New Madrid, 1804; St. Charles, 1805; St. Genevieve, 1804; St. Louis, 1804; and Tywappety, 1806.


15 Post-Office Law, Instructions and Forms Published for the Regulation of the Post-Office (Washington: Way & Gideon, 1825) Sec. 30, Art. 2 and 4, p. 45.

16 Postal Laws and Regulations (titles and publishers vary) 1832 Sec. 178-79; 1843 Sec. 261-62; 1847 Sec. 246-47; and 1852 Sec. 206.

17 Diane DeBlois and Robert Dalton Harris, “Transporting the News: Newspapers Drive the U.S. Mail,” Postal History Journal No. 147 (October 2010) p. 5.

18 Postal Laws and Regulations (titles and publishers vary) 1832 Sec. 185; 1843 Sec, 269; 1847 Sec. 253; and 1852 Sec. 209.


20 Ibid, p. 36.


24 Edwin C. Madden, The U.S. Government’s Shame: The Story of the Great Lewis Case (Detroit: National Book Company, 1908) pp. 106-107. Madden was the Third Assistant Postmaster General from1899 until 1907 and therefore responsible for mail classification including “performing a quasi-judicial function by sitting in judgment on all disputed classification questions.”


Cover Illustration: A statue, accessed as “Wooden Mercury” by Simeon Skillin (gilded pine, 38 inches) in the collection of The Bostonian Society at the Old State House Museum, Boston. The erection of this statue was recorded by the Boston newspaper, the Columbian Centinal, of July 18, 1792, in a description of improvements to State Street:

The repairs and ornaments of the buildings add much to the beauty of the Street; and must impress foreigners, who enter the town from the water, with favorable ideas on its wealth and consequence. Among the ornaments above alluded to, a very handsome one was added a few days since over the door of the Post Office. It is a winged Mercury, in the act of bounding from a Globe, supporting his caduceus in his left hand – and holding in his right a letter, directed to Thomas Russell Esq. Merchant, Boston per post – conveying a handsome compliment to the mercantile interest of the town, and to one of its principal supporters. The execution of the work was by Skillings [sic] – and mentioning that, precludes the necessity of saying it is elegantly done.

Thomas Russell (1740-1796) probably commissioned the statue. He had been a representative to the Constitutional Convention in 1788, served on the Governor’s council 1789-1794, and was a director of the Massachusetts Bank. According to the research of Sylvia Leistyna Lahvis (whose 1992 Ph.D. dissertation from the University of Delaware (#9232619) “The Skillin Workshop: The Emblematic Image in Federal Boston” is available at The Bostonian Society library) the statue is probably the work of Simeon Skillin’s sons John (1745-1800) and Simeon Junior (1756-1806). The family workshop had produced maritime carvings, including a Hercules for the USS Constitution, and architectural carvings, including Corinthian capitals for the State House. Seven free-standing figural statues have been attributed to the Skillin brothers, six commissioned over four years by Elias Hasket Derby, a wealthy China and India merchant, for his summer house at Danvers. The house still exists, although relocated in 1901 to the Glen Magna Farm. The two life-size statues for the roof, of a Reaper and a Shepherdess, appear now in reproduction though the originals are displayed in the Danvers Historical Society and the Peabody Institute, respectively. The Post Office Mercury bears some resemblance to these Derby statues: Mercury’s petasus is the same shape as the Reaper’s hat; his high arched eyebrows, nose fleshy at the tip and chubby cheeks are similar to those of both the Reaper and the Shepherdess. Though the basic pose of the Skillin Mercury – balanced on one foot and reaching high with his right hand – is like the classic 16th century Giambologna statue in Firenze, the Messenger of the Gods looks more cherubic than heroic. William Rush sculpted a similar Mercury in 1828 out of Spanish cedar for Philadelphia’s Fairmont Park, and Lahvis believes that both statues were inspired by ship carvings. In 1808, the Boston post office moved to a new building and the Mercury disappeared, reappearing in 1839 as a shop figure for the mathematical instrument shop of F.W. Lincoln Jr. & Co. on Commercial Street. The statue’s right hand holding the letter to Russell had by then been replaced with the rather oversized one now present. In 1886, Charles C. Hutchinson donated Mercury to The Bostonian Society. An image of the statue appeared, but reversed, on the dustjacket of Richard R. John’s 1995 Spreading the News.
American Postal History in Other Journals

by Douglas N. Clark

A large number of articles on U.S. postal history is being published each month. In order to present a useful survey of recent publications, it is necessary to adopt a rather narrow definition of postal history and to present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, at P.O. Box 427, Marstons Mills MA 02648-0427.

General Topics

Highway Post Offices
Chicago & Omaha H.P.O. and its successors: Chicago & Clinton and Chicago & Rock Island H.P.O.s are the subject of “Highway Post Offices” by William Keller. Schedules, maps and covers are shown, 1959-63. Trans Post. Coll. 61, No. 6 (September-October 2010).

Independent Mails
Bouton’s City Dispatch Post, Swarts Chatham Square Post Office and Harriott’s Broadway Post covers are all known with an unexplained “N” handstamp in 1848 and 1849. In “A cold upper-case ‘N’ file,” author Gordon Stimmell reviews previous theories on its meaning and states a tentative preference for one of them. Chronicle 62 No. 3 (August 2010).

“In National Express and Transportation Company,” its founding as the National Express Co. of Virginia in 1865, until its dissolution in 1866, are the subject of this article by Bruce H. Mosher. Several covers carried by the company are illustrated. Congress Book 76 (2010).

Inland Waterways
“Louisville & St. Louis mail route postal markings” by James W. Milgram, Robert G. Metcalf and James W. Curtis contains a history of the steamboat companies and route agents operating on this route, observed during the early 1850s. Thirteen covers are illustrated with a variety of route agent markings. Chronicle 62 No. 2 (May 2010).

Military Mail
“Commodore Samuel Barron, CS Navy Commander, Naval Coastal Defenses of Virginia and North Carolina” by James L. D. Monroe illustrates two letters to the Commodore, one from Portsmouth, N.C., 1861, with transcribed contents, helping to tell the story of the naval officer. The other cover, from New York, 1862, is addressed to the Commodore after he was captured. N.C. Post. Hist. 29, No. 2 (Spring 2010).

“Sailor’s (Due) ‘10’ Cover” by James L.D. Monroe illustrates the cover, from the CSS Arkansas and postmarked Vicksburg, Miss., 1862. It is the only sailor’s due cover known to the author. Confed. Phil. 55, No. 4 (October-December 2010).

“Union Army Mail - Upper East Tennessee 1863-1865” by Jim Cate shows how the railroads were used by the Union to send letters to northern destinations. Tenn. Posts 14, No. 2 (August 2010).
Ocean Mail

Collins Line “Arctic” made a trip from Liverpool to New York July 30-August 11, 1851, as an “extra boat.” This means it did not carry contract mail, only private ship letters. This “New information on a Collins Line sailing” explains two covers illustrated by author Richard F. Winter. Chronicle 62 No. 2 (May 2010).

Colonial express mail, between Boston and St. John, New Brunswick, could be used to expedite mail bound for Europe by Cunard steamers out of Boston. The time saving option, with covers illustrated, 1858-60, is explained in “St. John, New Brunswick, express mail to Great Britain” by David D’Alessandris. Chronicle 62 No. 4 (November 2010).

“1833 letter to America,” traveling from St. Petersburg to New York to Charleston, S.C. to Newport, Rhode Island, is illustrated and analyzed by author John Scott, who makes clear his preference for social rather than postal history, by dwelling on the contents. Post. Hist. J. 147 (October 2010).

“Freight money covers from Canada” had to be sent from New York, under special arrangements by the postmasters. Explanations and illustrations are given in this article by Richard F. Winter. Congress Book 76 (2010).

German destination mail in the late 1850s could be sent by a variety of routes and rates, but 24c did not fit any of them. In “Mistaken 24c rate to Germany, 1857-61,” author Robert S. Boyd illustrates seven such error covers and goes to lengths to show that the sender, often of foreign extraction, really thought he was paying an existing rate. Chronicle 62 No. 2 (May 2010).

New Zealand letter from Newburyport, Mass. is illustrated and used to correct the date of a rate change listed in Starnes. Bob Watson, “Letter mail to New Zealand via Brindisi in 1880,” Chronicle 62 No. 3 (August 2010).

New Zealand letter from Newburyport, Mass., the subject of an article in the August issue of the same “Chronicle,” has route analysis by author Colin Tabear in “Letter to New Zealand ‘via Brindisi’ in 1880.” Chronicle 62 No. 4 (November 2010).

Post Office History

Hubert Work, Postmaster General 1922-23, is the subject of “The Postmasters General of the United States, XLVII” by Daniel Y. Meschter. La Posta 41, No. 3 (Autumn 2010).

Postmasters, their appointments, franking privilege and pay are the “Postmaster P’s” in an article by Jack Hilbing. The paper presents a history of the postal system from its beginnings in 1638 to 1892. Some of the rates, a few covers and postmaster portraits are illustrated. Ill. Post. Hist. 31, No. 3 (August 2010).

Postal Markings

Advertised handstamped auxiliary marking on stampless (and a few stamped) covers is the subject of a census in “Handstamped ‘advertised’ postmarks on United States stampless covers” by James W. Milgram. Chronicle 62 No. 4 (November 2010).

Auxiliary marking “RETURNED TO SENDER/SERVICE SUSPENDED.” is illustrated on a postcard from Linn’s Stamp News, in the article “Returned to Sender: Korean War” by Bob Hohertz. Prexie Era No. 50 (Summer 2010).


“Chicago ‘Clock’ Making” [sic] refers to a handstamp of the dial of a clock with an indication of the time it was applied. Tracings from Chicago, Boston and San

“Domestic postmarks showing integral rate within the circular town mark: drop rates” by James W. Milgram contains a census of towns using such markings on adhesiveless covers, 1845-58. Chronicle 62 No. 2 (May 2010).

“Duplex postmarks with oval killers, called “Star Ellipses” by author Roger D. Curran, are surveyed, with a number of varieties illustrated, 1872-98. U.S.C.C. News 30, No. 4 (November 2010).

Guarantee of postage for return of printed matter in a handstamp applied by sender of printed matter (ca 1880s) is illustrated in “Early Returned Printed Matter” by Jerry Johnson. Aux. Marks 7, No. 4 (October 2010).

Killers indicating that a stamp being canceled is no longer valid (reading “Cancelled,” “used,” etc.) were listed in an article in the same News, in May 2010. This article, “Cancels that Make the Point” by Roger D. Curran contains additions to the list. U.S.C.C. News 30, No. 3 (August 2010).

Rate numerals appearing along with 1847 issue adhesives is the subject of “1847 covers with stampless rate markings” by Gordon Eubanks. Nine examples are illustrated. Chronicle 62 No. 4 (November 2010).

“Small Double Circle Postmarks Revisited” by Roger D. Curran continues a list of such markings seen used before 1860. Late uses at Woodstock, Vermont are also noted. U.S.C.C. News 30, No. 3 (August 2010).

“Straightline town cancels on the Confederate general issue stamps” by Conrad L. Bush contains an illustrated listing of all known straight line town markings tying stamps of the Confederate States. No reference to, or comparison with, the author’s book on Confederate straight line, fancy and unusual cancels is given. Congress Book 76 (2010).

**Railway Mail**


Jurisdiction of street car R.P.O.s - whether they should be under the Railway Mail Service or individual city postmasters, is the subject of “News from the Cities” by David A. Gentry. The jurisdictional dispute was reported in a 1897 New York Times article. Trans Post. Coll. 61, No. 6 (September-October 2010).

**Rates**

Discount rate of 1939 for individually addressed catalogues and similar printed advertising matter in bound form of more than 24 pages and weighing less than 10 pounds is illustrated in “Section 571 1/2 P.L. & R.” by Albert L. “Chip” Briggs. Prexie Era No. 50 (Summer 2010).

Parcel post vs. third-class rates on a 1935 parcel is explained in “Modern U.S. Mail” by Tony Wawrukiewicz. Linn’s 83, No. 4280 (November 8, 2010).

“3-Cent Airmail Fee to Tunisia” by Louis Fiset explains this fee on a 1944 cover from Washington, D.C. Prexie Era No. 50 (Summer 2010).

**Routes**

Multiple postal markings on several picture post cards (1904, 1979 and 2004) allow author William J. Hart to trace the routes, giving “A postal history lesson.” Excelsior! No. 15 (September 2010).
Stamps on Cover

1847 issue cover of 1850, franked with the 10c adhesive, was forwarded, using the 5c adhesive. According to Harvey Mirsky, author of the article “The 1847 Concept on a Single Cover,” this is the only known 1847 cover that had the forwarding postage prepaid. C.C. Phil. 89, No. 5 (September-October 2010).

1 cent 1857 type V adhesive is exhibited used May 5, 1860. The previously recorded earliest use was June 14, 1860. Richard C. Celler, “New earliest documented use for Scott #24 from plate 10,” Chronicle 62 No. 4 (November 2010).

Oregon statehood 3c commemorative of 1948 is shown used to Buenos Aires and on a postage due cover charged a 1c penalty, under a practice in use 1928-58. Tony Wawrukiewicz, “Modern U.S. Mail,” Linn’s 83, No. 4272 (September 13, 2010).

Usages

Metered mail could be sent out as business reply mail, by a U.S.P.O.D. ruling of 1939. In “Modern U.S. Mail,” Tony Wawrukiewicz discusses the matter and illustrates an example. Linn’s 83, No. 4276 (October 11, 2010).

“Missent Markings on Stampless Covers” by James W. Milgram contains illustrations of seven covers with handstamped MISSENT markings, 1825-55. A census of MISSENT and MISSENT & FORWARDED handstamps is also given. [This review appeared in Postal History Journal 147 (October 2010), with an incorrect reference.] Post. Hist. J. 146 (June 2010).

Newspapers by mail is the stated subject of “Transporting the News: Newspapers Drive the U.S. Mail” by Diane DeBlois and Robert Dalton Harris. After initial coverage of newspaper post, the authors launch into discussions of ship mail, particularly the MAIL ROUTE markings, and stagecoach mail. Post. Hist. J. 147 (October 2010).

“Self-Opening Covers,” containing a wire or string, with directions for pulling it to open the envelope, are explained in an article by Scott Troutman and Harvey Tilles. Six covers, 1900-45, are illustrated. N.C. Post. Hist. 29, No. 2 (Spring 2010).

Special delivery markings (1904-92) are surveyed in “Special Delivery Inventory” by Tom Breske. Markings of both the sending and receiving offices are listed. Aux. Marks 7, No. 4 (October 2010). “3c 1861 stamps on turned covers” by Michael C. McClung surveys such reuses of envelopes, seen more commonly in the southern states. Chronicle 62 No. 2 (May 2010).

Geographical Locations

California

Los Angeles post office had separate windows for male and female customers. In “Ladies’ and Gents’ General Delivery” author Tony Wawrukiewicz illustrates 1888 covers with receipt markings indicating at which window they would be picked up. Aux. Marks 7, No. 4 (October 2010).

San Francisco earthquake of 1906 did severe damage to other towns. In “Shock Waves: Impacts of the Great Quake in Other California Communities,” author Joseph M. Del Grasso transcribes excerpts of first hand accounts from post cards mailed from San Jose, Oakland, Palo Alto, Centerville and East Auburn. La Posta 41, No. 3 (Autumn 2010).

“San Francisco to San Francisco - By Airmail” letter of 1944, is determined to have been brought into town by a ship or airplane, then censored. Author is Bob Hohertz. Prexie Era No. 50 (Summer 2010).
Connecticut

Florida
“Evinston (Alachua County) Post Office” by Vernon N. Kisling, Jr. contains a description of the area and illustrates several covers of the office, 1884-1907, together with a list of postmasters. Fla. Post. Hist. J. 17, No. 3 (October 2010).
“Fort Frank Brooke” by Deane R. Briggs begins with an 1875 letter postmarked at the fort but headed Stephensville, which did not have a post office until four years later. Locations of the office and post office history is presented, together with illustrations of covers of Stephensville and a related town, Steinhatchee. Fla. Post. Hist. J. 17, No. 3 (October 2010).
Pensacola is one post office involved in a forwarded letter, originating St. Louis in December 1844, then forwarded from Washington, D.C. and Pensacola, to Mobile. The article, “Pensacola territorial forwarded cover” by William H. Johnson, mostly discusses the contents of the letter. Fla. Post. Hist. J. 17, No. 3 (October 2010).

Georgia
Highway post offices replacing Athens & Macon and Porterdale & Macon R.P.O.s, were at first referred to as “RPO-bus,” instead of H.P.O. in 1952. Schedules, a map and covers are illustrated in “Highway Post Offices” by William Keller. Trans Post. Coll. 62, No. 1 (November-December 2010).

Hawaii
Honolulu post office censored and held all mail in transit immediately after the December 7, 1941 Pearl Harbor attack. Just how long mail was held before being released is addressed in “Airmail to Shanghai Returned from Hawaii” by Louis Fiset. The subject cover gives some evidence on account of its July 2, 1942 backstamp. Prexie Era No. 50 (Summer 2010).

Illinois
Chicago’s World’s Columbian Exposition of 1893 is the subject of a “Census Report on World’s Fair Station Markings of the World’s Columbian Exposition” by Kenneth C. Wukasch. The listing continues a census begun in the same journal in 1997. La Posta 41, No. 3 (Autumn 2010).
Columbus post office, established as Walnut Point in 1833, got its name in 1837. In “Postal History of Columbus (Adams County) Illinois,” author Jack Hilbing reviews history, lists postmasters and illustrates six covers, 1844-1921. Ill. Post. Hist. 31, No. 4 (November 2010).
Rockford to Wrights Grove cover of 1887 traveled by a path that can be reconstructed by “Tracking Backstamps,” as shown by author Leonard Piszkiewicz. Ill. Post. Hist. 31, No. 4 (November 2010).
Indiana
Edinburg, Indiana is identified as the source of a large DUE 3 handstamp on two G.B.D. (General Banks Division) covers of 1861. James W. Milgram, “A new federal ‘DUE 3’ postmark,” Chronicle 62 No. 3 (August 2010).

Iowa

Maryland
Baltimore street car covers to Egypt (1903 and 1909) are illustrated and analyzed in “News from the Cities” by David A. Gentry. Trans Post. Coll. 62, No. 1 (November-December 2010).

Massachusetts
Boston’s post office provided a “penny post” to deliver letters to or from the post office, sometimes at a cost of 1 cent and sometimes 2 cents, as explained in “The moniker and the misnomer: the Boston ‘Penny Post’,” by Larry Lyons. Chronicle 62 No. 2 (May 2010). Worcester “Wesson” type duplex marking of 1881, with skull and cross-bones killer, is the subject of “Old Cancel Identified” by Robert J. Trachimowicz. U.S.C.C. News 30, No. 3 (August 2010).

Michigan
Bay View cover of May 26, 1886, less than two months after establishment of the post office, is “A Bay View, Mich. Find on eBay” illustrated by author Paul Petosky. Peninsular Phil. 52, No. 2 (Fall 2010).
Detroit letter, rated Ship 6, is the subject of some puzzlement, but one possible explanation, in “1824 ship Letter to Michillimackinac” by Cary E. Johnson. Peninsular Phil. 52, No. 2 (Fall 2010).
Kalamazoo cover bearing an 1861 adhesive cancelled by “A Kalamazoo Carved Cork Killer” is illustrated and discussed by author Robert D. Curran. Peninsular Phil. 52, No. 2 (Fall 2010).

New Jersey
“Atlantic City Post Office: Time Capsule” by Gene Fricks contains a list of items recovered from a time capsule placed in the cornerstone of the post office building in 1936. Also provided is a list of Atlantic City post office locations and postmasters, 1854-2009. NJPH 38, No. 3 (Aug. 2010).
Holmdel is the subject of an article by George Joynson, illustrating a stampless cover, ca. 1845, and the portrait and office of Dr. Robert W. Cooke, “The First Postmaster of Holmdel, NJ.” NJPH 38, No. 3 (Aug. 2010).
“Hunterdon County Postal History: Part 12: Doane Cancels” by Jim Walker gives a listing of 19 towns using such markings with illustrations of most of them, 1904-10. NJPH 38, No. 3 (Aug. 2010).
“Hunterdon County Postal History: Part 13: RR & Canal Cancels” by Jim Walker contains...
a map, discussion of the development of the railroad companies and illustrations of 12 covers with markings (postal and non postal) of the railroads and canalways serving the county. NJPH 38, No. 4 (Nov. 2010).

“Middleville post office, Sussex County” is the subject of an article by Doug D’Avino. Postal history of the town (1846-present), post office photographs and postmarks of 1907 and 1979 are illustrated. NJPH 38, No. 4 (Nov. 2010).

Morris County postal history exhibit “The Development of mail in Morris County, 1760-1850,” by Donald A. Chavetz is reproduced. This issue contains the first installment, through 1789. NJPH 38, No. 4 (Nov. 2010).

Mount Holly Masonic Lodge, which originally (1891) contained the post office and caught fire in 1925, is the subject of “Hometown post offices: Mount Holly” by Doug D’Avino. NJPH 38, No. 4 (Nov. 2010).

New Brunswick and Trenton adopted fancy 5 rate handstamps for the simplified rates of 1845. Covers and tracings are illustrated in “New Jersey’s stampless saw tooth rate marking” by Robert G. Rose. NJPH 38, No. 4 (Nov. 2010).

Newark postmark and W. Wright, USS, free frank on 1864 cover from Gen. George B. McClelland represent “Abuse of the franking privilege,” according to authors Ed and Jean Siskin. NJPH 38, No. 4 (Nov. 2010).

“Mytowne” is an article by Jim Walker traces the town’s postal history, with maps, post office illustrations and covers, 1854-1917 and it is confirmed that today the town is in Hunterdon County. NJPH 38, No. 4 (Nov. 2010).

“Sparta, NJ - An Early Sussex County Post Office” is the subject of an article by Len Peck. Maps are shown, together with a list of post masters and several covers, with the contents of several reproduced, 1855-1980. NJPH 38, No. 3 (Aug. 2010).

Townsend’s Inlet postmark (1917) is illustrated and three post card views are reproduced in “Hometown Post Offices: Townsend’s Inlet, NJ” by Doug D’Agino. NJPH 38, No. 3 (Aug. 2010).

Union, N.J. employed a straight line town marking, ca. 1850. Three stampless covers with the marking are shown in “The Union, N.J. Straight Line Postmark” by Robert G. Rose. NJPH 38, No. 3 (Aug. 2010).

**New York**

“Broome County post offices & postmasters: July 1, 1862” by David E. Williams contains a list from a 1862 Government Printing Office publication. Excelsior! No. 15 (September 2010).

Cayuga County RFD routes in 1903 and the numbers seen in manuscript RFD markings are discussed in “The mystery of Cayuga County high number routes” by William J. Hart. It is not easy to correlate the data. Excelsior! No. 15 (September 2010).

Hudson, N.Y. is the origin of two 1861 covers addressed to Washington, D.C and leading author George DeKornfeld to discuss related Civil War history. “Columbia County corner: recently surfaced Hudson Civil War patriotic advertising covers,” Excelsior! No. 15 (September 2010).

“New York City’s 1880 ‘Pyro-Canceling Device’” refers to a double oval of dashes seen in a brownish color. Author John Donnes illustrates several examples and discusses the patent for the device creating the marking. U.S.C.C. 30, No. 4 (November 2010).

New York cover of 1875 bears strikes of a killer, discussed by author Nicholas M. Kirke as “A newly discovered New York foreign mail cancel? Or something else entirely?”
Chronicle 62 No. 3 (August 2010).


New York foreign mail killers, their rarity and collector interest, are the subject of “An Undistinguished New York Foreign Mail cancellation” by Nicholas M. Kirke. U.S.C.C. News 30, No. 3 (August 2010).

“New York transit markings” by George McGowan reviews information and listing of transit markings in the literature and illustrates transit markings of New York City (1886) and Brewster, NY (1894). Excelsior! No. 15 (September 2010).

Schenectady is the origin of two covers, to Chile (1899) and Argentina (1902), illustrated and analyzed by Bob Bramwell. Both were sent by “Dr. Williams Medicine Co., Schenectady, NY”. Excelsior! No. 15 (September 2010).

Waterville, N.Y. could be in either Oneida or Delaware County, as illustrated by two stampless covers (1829 and 1824). Glenn Estus, “What a difference a county makes.” Excelsior! No. 15 (September 2010).

**North Carolina**

“Fort Defiance, NC, and the Lenoir Family: Postal Operations and Correspondence” by Lawrence L. Lohr illustrates 14 covers, 1832-64, mostly involving the Lenoir family and Fort Defiance. Information about both the family and the town’s postal history are offered. N.C. Post. Hist. 29, No. 4 (Fall 2010).

“Franklinville to Paris, France” by Richard F. Winter illustrates and analyzes a cover with fancy star killer, mailed in 1866. N.C. Post. Hist. 29, No. 4 (Fall 2010).

“Kannapolis, North Carolina - Its First 100 Years as a Textile Town” by Tony L. Crumbley tells the history and postal history of the town, beginning 1907, with a brief account of the Glass, N.C. post office located nearby and operating until 1919, with mail sent to Kannapolis. N.C. Post. Hist. 29, No. 4 (Fall 2010).

“Mechanic, North Carolina - A New Straight-Line Cancel” by Tony L. Crumbley contains an illustration of the cover (1892) and a more recent one (1917), with a discussion of how hard it is to find out anything about the town. N.C. Post. Hist. 29, No. 2 (Spring 2010).

Nags Head island was hard to reach until a steamer was built. “The curlew - transportation to Nag’s Head” by Scott Troutman, tells the story. Four covers are illustrated (1841-1885), postmarked off-island, mostly with contents concerning the island, but one bearing the endorsement “from Nag’s Head by Str. Curlew.” N.C. Post. Hist. 29, No. 2 (Spring 2010).


**North Dakota**

Fort Clark cover of 1832, carried by an express of the American Fur Company and Fort Pierre letter of 1835, carried privately by boat are the subject of “Upper Missouri River Fur Trade Period” by Ken Stach. Dak. Coll. 27, No. 4 (October 2010).

**Ohio**

“Dowling’s Veteran Sons” by Alan Borer contains accounts of two Civil War veterans of the town and illustrates a 1890s cover to the Pension Commissioner, possibly concerning one of them. Ohio Post. Hist. J. No. 128 (June 2010).

“Turtle Island Lighthouse Keeper Gordon Wilson” by Alan Borer illustrates a stampless...
letter sent by Mr. Wilson, postmarked in Toledo in 1853, discussing, among other things, how mail was carried to the lighthouse. A map, a list of postmasters and a 1911 cover are also illustrated. Ohio Post. Hist. J. No. 128 (June 2010).

West Williamsfield oval county postmark is illustrated on an 1882 postal card with killer resembling the torch of the statue of liberty. The article “Historic Liberty Torch Cancel” by Wendell Triplett, deals with the history of the statue. U.S.C.C. News 30, No. 3 (August 2010).

Pennsylvania

Clarion, Clearfield, Clinton, Columbia, Crawford and Cumberland Counties are the subject of “2nd Update on Pennsylvania Manuscript Markings, Parts VII and VIII” by Tom Mazza. Dates recorded and corresponding postmaster names, with dates, are given, 1804-61. Pa. Post. Hist. 38, No. 3 (August 2010).

Dauphin and Delaware Counties are the subject of “2nd Update on Pennsylvania Manuscript Markings, Part IX” by Tom Mazza. Dates recorded and corresponding postmaster names, with dates, are given, 1798-1864. Pa. Post. Hist. 38, No. 4 (November 2010).

Landisburg double oval date stamp of 1839 is “A New Stampless Marking found Landisburg, Perry County, Pennsylvania,” according to author Rick Leiby. Pa. Post. Hist. 38, No. 4 (November 2010).


“Philadelphia Rail Markings IV - Trains, 3” continues author Tom Clarke’s rearrangement of the railroad routes and markings listed in the Mobile Post Office Society catalogue. Listing of catalogue markings is concluded with this installment. La Posta 41, No. 3 (Autumn 2010).

“Pittsburgh’s Philatelic Civil war Presence” is documented by patriotic covers (and two military covers), 1860-64. Author is Daniel M. Telep. Pa. Post. Hist. 38, No. 4 (November 2010).

Rydal post office is located and the choice of its name in 1889 is the subject of “From Benezet to Rydal on the Reading Railroad” by Charles A. Fricke. Pa. Post. Hist. 38, No. 3 (August 2010).

Walker’s Mills was the origin of two covers addressed to England in 1850 and 1856, one carried by American packet and the other by British packet. Illustrations and commentary are in “A Pair From Walker’s Mills (Allegheny County) To Great Britain During The 1850’s” by Rick Leiby Pa. Post. Hist. 38, No. 3 (August 2010).

Tennessee
Memphis stampless cover, ca. 1851-57, bears “A new FREE marking recorded in Memphis.” The cover, described by author Dick Scott was sent by Senator James C. Jones. Tenn. Posts 14, No. 2 (August 2010).

“Tennessee in Transit and Mobile Postal Markings” is the seventh installment of a listing of markings involved in transit (steamboat, train, airmail field, etc.) compiled from many sources, by author L. Steve Edmondson. Tenn. Posts 14, No. 2 (August 2010).

Texas
“Texas Railway Post Offices Part II” by John J. Germann reproduces the list of Texas RPOs alphabetically A-S, from John L. Kay’s Directory of Railway Post Offices.

**Utah**

Ute tribal lands and their post offices concern author Dennis H. Pack in “Post Offices of Utah’s Northern Ute Tribal Lands.” The first part deals with history and geography, while the individual post offices are taken up in part 2. A paragraph each is devoted to most of the post offices, with postmarks and post office illustrations included, 1890s. La Posta 41, No. 3 (Autumn 2010).

**Vermont**

“Oval Postmarks on Vermont Stampless Covers” are listed, with dates reported, measurements, color and a scarcity listing, in an article by Bill Lizotte. Sixteen covers are illustrated. Vermont Phil. 55, No. 3 (August 2010).

Averill, Brunswick, East Concord, Miles Pond, Norton Mills, South Lunenburg and Wallis or Wallace Pond are each given a paragraph and an illustration in “Annual DPO Sampler - Essex County” by Bill Lizotte. Vermont Phil. 55, No. 4 (November 2010).

Bennington College Station (established in 1960) is the subject of “Contract Postal Unit: Bennington College” by Glenn A. Estus. Six postmarks are illustrated (1963-2010) and there is an explanation of the nature of contract postal units. Vermont Phil. 55, No. 3 (August 2010).

Morrisville (1846) and Morristown (1896) covers are illustrated in “Village and Town Names in Vermont: Morrisville or Morristown, it’s all the same, right?” (The answer is “no.”) Author not specified. Vermont Phil. 55, No. 4 (November 2010).

**Virginia**

Petersburg cover, postmarked days after Virginia’s secession from the Union in 1861, is illustrated in “The Virginia Convention of 1861” by Thomas Lera and Roland Cipolla. The contents of the letter, concerning Virginia’s part in the upcoming war, is reproduced. Confed. Phil. 55, No. 4 (October-December 2010).

**West Virginia**

“Hampshire County West Virginia Post Offices” by Len McMaster lists the towns alphabetically with a paragraph of information, including establishment and discontinuance dates and an occasional cover illustration. Part 3 lists post offices that today are in Mineral County. La Posta 41, No. 3 (Autumn 2010).

**Journal Abbreviations**

Aux. Marks. = Auxiliary Markings, Anthony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.

Catastrophe = La Catastrophe, Kendall C. Sanford, 613 Championship Drive, Oxford CT 06471.

C. C. Phil. = Collectors Club Philatelist, Robert P. Odenweller, RDP, P.O. Box 401, Bernardsville NJ 07924.


Confed. Phil. = Confederate Philatelist, Randy L. Neil, P.O. Box 6552, Leawood KS 66206.

Dak. Coll. = Dakota Collector, Dakota Postal History Society, P.O. Box 600039, St. Paul MN 55106.


Dubuque IA 52004.
Maine Phil. = Maine Philatelist, Max Lynds, P.O. Box 761, Houlton ME 04730-0761.
Mass. Spy = The Massachusetts Spy, Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648.
NJPH = NJPH The Journal of New Jersey Postal History Society, Robert G. Rose, P.O. Box 1945, Morristown NJ 07062.
Peninsular Phil. = The Peninsular Philatelist, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.
Penny Post = The Penny Post, Larry Lyons, 7 Brightfield Lane, Westpost CT 06880.
Prexie Era = The Prexie Era, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115.
Tenn. Posts = Tennessee Posts, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.
Vermont Phil. = The Vermont Philatelist, Glenn A. Estus, PO Box 451 Westport NY 12993-0147.

Postal History Society Officers & Board of Directors

Pres.: Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648-0427, U.S.A.
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Class of 2011
John J. Nunes  nunesnook@aol.com
Joseph J. Geraci  j.j.geraci@att.net
David L. Straight  dls@mophil.org

Class of 2012
Harvey Tilles  htilles@triad.rr.com
Yamil Kouri  yhkouri@massmed.org
Stephen S. Washburne  stephen.washburne@verizon.net
Harvey Mirsky  harveymirsky@aol.com

Class of 2013
Douglas N. Clark  dnc@math.uga.edu
Kalman V. Illlyefalvi  kalphyl@juno.com
Mark Banchik  mebanchik@aol.com
Mark Schwartz  mark.schwartz.l@verizon.net
Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

General - Mail Transport

“Il trasporto-via terra-della posta dai messaggeri alla diligenze,” by Vincenzo Fardella de Quernfort illustrates various forms of postal transport utilized in Europe over the centuries, from foot messengers to various types of post coaches, 1615-1920. (Sicil-Post Magazine, No. 20, December 2009. Associazione di Storia Postale Siciliana, Secretaria, Viale Regione Siciliana 2217, 90135 Palermo, Italy.)

Azores


Barbados

“The Airmails of Barbados During World War II, Part 4: 1941,” by Jerone R Hart, continues his review of the amounts of postage paid on airmail covers to determine what the actual rates were to various foreign destinations, 1941. “Part 5” continues his studies of airmail communications during the war years, this time concentrating on mail despatched in 1942. (British Caribbean Philatelic Study Group, Nos. 236 and 237, September and December 2010. Secretary Ms. Mary Gleadall (2012), Beacon House, Beacon Hill, Lower Estate, St. Georges, Barbados.)

Belgium

“Parcels for Belgian Prisoners,” by Charles LaBlonde, shares what he has been able to discover concerning correspondence to an organization formed in 1940-1941 to send relief parcels of food and clothing to Belgian P.O.W’s held in Germany. (Military Postal History Society Bulletin, Vol. 48, No. 4, Fall 2009. Military Postal History Society, Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

Bulgaria

“Domestic Rates for Bulgaria,” by Otto Graf, brings to our attention a scarce domestic rate of 10 para for postcards, and a special 20 para letter rate on mail from Turkey to Bulgaria, 1913-1915. (The Levant, Vol. 5, No. 4, January 2010. Journal of the Ottoman and Near East Philatelic Society, Secretary Rolfe Smith, 201 SE Verada Ave., Port St. Lucie, FL 34983.)

Canada

“Canada - Gibraltar Correspondence during the Decimal Period (1859-1868),” by Ronald Majors, Charles Black and Richard Lamb, reviews the 23 cent rate to Gibraltar and provides a table listing of the few known covers mailed during this period. (BNA Topics,
“Some Postal History of Precious Metal Mining in the Triangle,” by Donald J. Ecobichon, looks at the history and postal history of this gold and silver mining district southwest of Kirkland Lake, but north of the Sudbury Basin, 1903-1970. (PHSC Journal, No. 141, Spring 2010. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 163, Stn. C, Kitchener, ON Canada N2G 3X9.)

“Burrard Inlet (2), Revisited,” by Gray Scrimgeour, writes about the postal history of this area near Vancouver and the communities served by this floating, traveling post office, 1908-1970. (PHSC Journal, No. 141, Spring 2010. See address of contact under second entry for Canada.)

“A Short-Lived Rate Combination in the Admiral Period, 1920-1921,” Victor Willson, looks at a rate change for registered mail to foreign countries which occurred due to changes made at the Madrid U.P.U. Congress in 1920. (BNA Topics, No. 524, Third Quarter 2010. See address of contact under first entry for Canada.)

“Matters Military 8 MTB 459,” by Peter McCarthy, delves deeply into a World War II military cover bearing the address “MTB 459” (Motor Torpedo Boat 459), tracing the history of the sailor who wrote this letter and of the 459 and 486 flotillas. (BNA Topics, No. 524, Third Quarter 2010. See address of contact under first entry for Canada.)

“More Provisional Registration Usages of the 10¢ Numeral Stamps,” by Thomas P. Myers, adds to a previous article detailing this regular series 10 cent stamp and its use as a registration stamp where there were shortages of the regular registration stamp, 1906-1917. (Copacarta, Vol. 27, No. 2, December 2009. Journal of the Colombia/ Panama Philatelic Study Group, Secretary Thomas P. Myers, P.O. Box 522, Gordonsville, VA 22942.)

“A Mourning Letter - and What the Contents Revealed,” by Birthe King, investigates two letters, one of 1823 and one of 1840, both from noble families, and the relationships between the two families, as well as the postal history of the covers. (The Posthorn, No. 260, August 2009. The Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

“French Registered and Insured Mail,” by Alan Wood, indicates the beginnings of registered and insured mail, the tariffs applicable, illustrates forms of receipt and declaration required and illustrates and explains many interesting covers, 1632-1931. (Journal of the France & Colonies Philatelic Society, No. 257, September 2010. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol, BS8 3PG, England, United Kingdom.)


“I Ballons Montes” by Jean-François Baudot (translated by Angiolo Dotta), discusses various aspects of Ballons Montes covers, their scale of rarity, destinations, the
stamps utilized, postal markings, faked covers, and the Boules de Moulins, (hollow zinc balls enclosing letters which were placed upstream in the Seine River to be carried by the current into the besieged City of Paris, 1870-1871. (Il Foglio, No. 162, December 2009. Unione Filatelica Subalpina, C.P. No. 65, Torino Centro, 10100 Torino, Italy.)

“Titanic Covers that Missed the Boat?” by David Jennings-Bramly, exposes a fraud concerning the handstamp Titanic applied to a March 1912 registered cover addressed to the U.S., stated to be one of nine surviving covers with similar markings intended for carriage by the Titanic, but carried on other vessels. (Journal of the France & Colonies Philatelic Society, No. 256, June 2010. See address of contact under first entry for France.)

“Bureau Naval 53,” by Bill Mitchell, adds information to an earlier article under the same title, particularly concerning postal rates on the cover in question, 1943. (Journal of the France & Colonies Philatelic Society, No. 256, June 2010. See address of contact under first entry for France.)

“German P.O.W.’s in the French Foreign Legion,” by Roger Callens, describes the conditions under which German P.O.W.’s were kept during April to July 1945, and how some, seeking to better their conditions, enlisted in the French Foreign Legion and were sent to French Indochina. (Military Postal History Society Bulletin, Vol. 48, No. 4, Fall 2009. See address of contact under Belgium.)

“French Indo China


“Germany

“For Permission’ - World War I Marking.” (See under Japan.)

“The Great Escape,” by Roger Callens, recalls the details of the escape of 29 officer prisoners of war from Holzminden Camp, near Hanover, in July 1918, and the re-capture of 19 of them. A cover addressed to one of the tunnel diggers illustrates the article. (Military Postal History Society Bulletin, Vol. 49, No. 1, Winter 2010. See address of contact under Belgium.)

“Nicht Alto Adige: Sued Tirol!, sintesi storica dell’Alto Adige e suo regime postale nel quadro dello sfacelo italiano dopo l’8 settembre 1943,” by Carlo Cullo, reviews the many changes in postal administrations after Italy’s surrender, such as Germany’s occupation of Albania, Lubiana, and Zara, the establishment of the Salo’ Republic (Italian Socialist Republic), and the establishment of a separate German postal system known as Deutsche Dienstpost Alpenvorland. (Bollettino Prefilatelico e Storico Postale, No. 157, November 2009. Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

“German P.O.W.’s in the French Foreign Legion.” (See under France.)

“Detained Mail to Germany Released from Censorship in June 1946 - More of the Story.” (See under Great Britain.)

Great Britain

“Detained Mail to Germany Released from Censorship in June 1946 - More of the Story,” by Tony Brooks, provides a table of known “old mail” covers released from
censorship by British authorities in 1946 and illustrates German language labels attached to these covers to explain their detention to the recipients. (Civil Censorship Study Group Bulletin, No. 165, January 2010. Secretary Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921.)

“Courier Post from Great Britain to Scandinavia: The British Postal Strike of 1971,” by John R. Sabin, reveals background and history behind the postal strike, and discusses one particular aspect; the Special Courier Mail and its rates and services to Scandinavia. (The Posthorn, No. 260, August 2009. See address of contact under Denmark.)

Hawaii

“Mail from London via Hudson’s Bay Company Ships, 1829-1860 (Part 3),” by Randall E. Burt, continues his survey of the operations of the Hudson’s Bay Company at Honolulu, until the close of business in August 1860. (Postal History, No. 332, December 2009. See address of contact under Azores.)

India

“Air Accelerated Mail between the United States and India, 1927-1945,” by Richard W. Helbock, looks at the history of air communications with India, postage rates applicable and air routes flown. (La Posta, No. 239, October-November 2009. La Posta Publications, 33470 Chinook Plaza, #216, Scappoose, OR 97056.)

Israel

“Forced Registration of Charity Mail into the Holy Land,” by S.L.G. Rothman and Y. Tsacher, explain the rules concerning mail containing currency received from foreign countries, which had not been sent by registered mail, and the registry fee to be paid by the addressee upon application at the post office, 1947-1951. (The Israel Philatelist, Vol. 61, No. 3, June 2010. Journal of the Society of Israel Philatelists, Inc., Secretary Howard S. Chapman, 28650 Settlers Lane, Pepper Pike, OH 44124.)

“Postage Due Stamps of Israel,” by Howard Rotterdam, examines the changes in conversion rate of gold centimes to pruta over the period from 1948 to 1959, on insufficiently paid incoming international mail. (The Israel Philatelist, Vol. 61, No. 3, June 2010. See address of contact under first entry for Israel.)

Italian Socialist Republic

“La censura postale in Italia dopo l’8 settembre 1943 - Territori italiani della R.S.I. o controllati dai tedeschi (Parte prima),” by Luigi Sirotti, reviews mail censorship in the Italian Socialist Republic and in the German controlled areas of northern Italy, and illustrates censor markings by town. (Posta Militare e Storia Postale, No. 113, December 2009. Rivista dell’Associazione Italiana Collezionista Posta Militare, Director Piero Macrelli, Via Mentana 19, Casella Postale 227, 47900 Rimini (RN), Italy.)

Italy

“1870, Il Servizio postale Padova - Bassano - Primolano (e viceversa),” by Alberto Longinotti, transcribes much of a postal contract laying out the procedure for transport services between Padova and Primolano, by way of Bassano. Other vehicles for mail transportation in this area such as omnibus, messenger, railway and diligence services are also covered. (Bollettino Prefilatelico e Storico Postale, No. 157, November 2009. See address of contact under third entry for Germany.)


“The Surcharges Applied to Italian Mail Sent by Air, 1926-1943 (Part 2),” by Franco Filanci (translated by Richard Harlow), discusses airline competition, the SCADTA Colombian connection, the flying boats of the S.A. Navigazione Aerea service, the ship to shore catapult post, and presents two charts of air-mail surcharges arranged by country and date. “Part 3” reviews the reduction or elimination of certain surcharges and the development of commemorative envelopes and first flight cachets, 1930-1934. The final rate table of tariffs to Central and South America is shown, 1930-1942. (Fil-Italia, Nos. 142 and 143, Autumn and Winter 2009/2010. See address of contact under second entry for Italy.)

“Umberto Klinger, primo presidente dell’Ala Littoria,” by Flavio Riceitelli, reviews the history of Ala Littoria airline and the energetic life of its first president, Umberto Klinger, as well as the airline’s special first flights and special postmarks, 1928-1971. (Qui Filatelia, No. 57, July-November 2009. Rivista della Federazione fra le Società Filateliche Italiane, Director Piero Macrelli, Via Mentana 19, Casella Postale 227, 47900 Rimini (RN), Italy.)

“The Couriers of the Province of Ossola, 1943-1945: A Semi-Official Cross Frontier Postal Service,” by Riccardo Ajolfi (translated by Richard Harlow), examines this clandestine smugglers post which operated between Ossola and Switzerland, at a time when families had been separated by war-time conditions. (Fil-Italia, No. 142, Autumn 2009. See address of contact under second entry for Italy.)

“Nicht Alto Adige: Südtirol!, sintesi storica dell’Alto Adige e suo regime postale nel quadro dello sfacelo italiano dopo l’8 settembre 1943.” (See under Germany.)

“AMGOT 1943-44: La corrispondenza postale con l’estero in Sicilia durante il periodo di occupazione alleata,” by Giulio Santoro, reviews the re-establishment of correspondence from Sicily with foreign countries including Great Britain, Switzerland, Tunisia, Libya, Eritrea and North and South America. The next part, “La Tassazione dell corrispondenza in Sicilia durante il periodo di occupazione alleata,” considers the mode of taxing underpaid or unfranked mail by affixing occupation stamps cancelled with the letter “T.” (Sicil-Post Magazine, Nos. 20 and 21, December 2009 and June 2010. See address of contact under General - Mail Transport.)

Italy, Offices Abroad, General

“Le prime stazioni radiotelegrafiche della R. Marina nelle colonie e possedimenti italiani (destinata ai collegamenti con la madrepatria),” by Valter Astolfi, relates the history of Marconi’s radio-telegraph system linking Italy to its colonies in Eritrea, Somalia, Libya and the Dodecanese Islands, and even to the Italian Legation at Peking, China. Many interesting documents and markings are illustrated. (Posta Militare e Storia Postale, No. 113, December 2009. See address of contact under Italian Socialist Republic.)

Jamaica

“Jamaica World War II, Censor Notes #1,” by Hap Pattiz, builds a case for censor examiner number 622 being a supervisor based upon the application of 622 tapes on mail previously examined, 1942-1944. (British Caribbean Philatelic Study Group, No.
“Auxiliary Postal Markings: ‘Missent To’ Mail,” by Charles A.L. Swenson, identifies a number of examples and examines all the different types recorded as being used at Japanese post offices, whether in English or in French, 1884-1997. (Japanese Philately, No. 379, December 2009. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

“Maruichi Variations,” by Charles A.L. Swenson, reviews those all-native-character datestamps, the four different types (postal, non postal, telegraph and telephone), and the variations found within those four types, 1888-1921. (Japanese Philately, No. 378, October 2009. See address of contact under first entry for Japan.)

“‘For Permission’ - World War I Marking,” (by Ron Casey), answers an inquiry concerning a manuscript “For Permission” written on a 1917 cover from a German national writing to his mother in Philadelphia, who, in spite of the fact that Germany was at war with Japan, was not being held in a prison camp. (Japanese Philately, No. 379, December 2009. See address of contact under first entry for Japan.)

Japan, Occupation of the Netherlands Indies

“The Cancellation Bandoeng BKT.3 During the Japanese Occupation of Java,” by J.R. Van Niewkerk ,reviews the background of this markings and examines seven covers bearing a “Bandoeng/ BKT.3 “ postmark. He concludes that two are clearly philatelic and two are clear fabrications, 1942-1947. (Japanese Philately, No. 379, December 2009. See address of contact under first entry for Japan.)

Natal

“Pre 1850 Letters from the First American Missionaries in Natal,” by Keith Klugman, shares data from the letters of the remarkable American men and women who first ventured into the wilds of the interior of Natal, 1834-1849. (The Collectors Club Philatelist, Vol. 89. No 1, January-February 2010. See address of contact under French Indo China.)

Netherlands

“Netherlands Maritime Quarantine & Disinfection,” by Claude Delbeke, describes mail disinfection procedures and illustrates letters bearing disinfection or quarantine markings, 1805-1839. (Pratique, Vol. 34, No. 2, Summer 2010. See address of contact under second entry for France.)

“A Spanish Rara Avis,” by Kees Adema, analyses a rare cover from Holland to Spain and back to Holland in 1811, addressed to an officer in the ill-fated Dutch Brigade. (Collectors Club Philatelist, Vol. 88, No. 6, November-December 2009. See address of contact under French Indo China.)

“Suspension of Mail Services - Netherlands, Dutch East Indies and Dutch West Indies,” by Robert I. Johnson, reviews handstamps and labels applied to mail addressed to Belgium during World Wars I and II, and also to the Dutch Indies during World War II. (Postal History, No. 332, December 2009. See address of contact under Azores.)

“Postcards Sent in Early 1945 from the Liberated Part of the Netherlands to the U.S.,” by Hans Kremer concentrates on two postcards mailed shortly after the liberation of southern Netherlands, which reflect the difficulties the population suffered during the German occupation. (Netherlands Philately, Vol. 34, No. 2, November 2009. Magazine of the American Society for Netherlands Philately, Corresponding Secretary, Marinus Quist, 116 Riverwood Drive, Covington, LA 70433.)
Norway
“A Norwegian Immigrants Letter Home,” by Harry Snarvold, examines an 1846 folded letter posted at Beloit, Wisconsin, addressed to Bergen, Norway, and explains the route this letter took, and the postal rates written on it. (Postal History, No. 332, December 2009. See address of contact under Azores.)

Panama
“Panama Airmail 1946-1964,” by Jim Cross, continues his study of usages and rates, and identifies scarce uses of certain postal issues. (Copacarta, Vol. 27, No. 1, September 2009. See address of contact under Colombia.)

Portugal
“Portuguese Rates on Mail to Portugal from the UK by British packets, 1810 to 1812; A Period of Confusion,” by David Stirrups, explores both the British sea rates and the amount due on letters arriving in Portugal. (Postal History, No. 332, December 2009. See address of contact under Azores.)

Russia
“Russian Disinfection Cachets: Corrigenda,” by V. Denis Vandervelde, adds to an earlier article by illustrating eight new disinfection handstamps applied at Odessa, and one from Kertch, 1833-1883. (Pratique, Vol. 34, No. 2, Summer 2010. See address of contact under second entry for France.)

“A Russian ‘Attempted Delivery’ Label,” by Joseph J. Geraci, dissects the postal markings on an Italian postal card addressed to St. Petersburg, and the subsequent attempted delivery labels pasted on the face of this card as the postal carrier tried unsuccessfully to deliver it, 1896. (Rossica, No. 153, Fall 2009. Journal of the Rossica Society of Russian Philately, Secretary Dr. Ed. Laveroni, P.O. Box 320997, Los Gatos, CA 95032-0116.)

“Russian Mute Cancels of World War I, Terminology and Addenda,” by Arnold Levin (translated by David Skipton), continues his study of these mute markings by providing a definition and illustrating and adding new discoveries to his catalogue, identified by province. (Rossica, No. 153, Fall 2009. See address of contact under second entry for Russia.)

“Registered Mail from Odessa Up to 1917,” by Steve Volis and Thomas Berger, look at insured letters treated as registered mail upon reaching other countries, up to 1871, and also the registry system begun on January 1, 1872 in Russia, together with postal rates, “Registered” handstamps and labels applied in Odessa. (Rossica, No. 153, Fall 2009. See address of contact under second entry for Russia.)

Saudi Arabia
“The Sanaa-Hodeida Railway Project; Postal History Material and Research”. (See under Turkey)

Somalia
“Amministrazione Fiduciaria Italiana della Somalia: Le tariffe di posta aerea”, “by Riccardo Bodo, provides tables of airmail postal rates to Italy and foreign countries during the period of the Italian fiduciary government, 1950-1960. (Posta Militare e Storia Postale, No. 113, December 2009. See address of contact under Italian Socialist Republic.)

Sudan
“Early Mail from Equatoria (the Egyptian Sudan): 1840-1888,” by Patrick Maselis, provides an overview of the types of westerners who visited Equatoria either as traders, missionaries, civil servants or members of Emin Pasha’s administration, and
their known letters. (Collectors Club Philatelist, Vol. 88, No. 6, November-December 2009. See address of contact under French Indo China.)

**Trinidad and Tobago**
“WWII - Trinidad and Tobago,” by Edward Barrow, adds to Ron Wike’s and Miller’s books on civil censorship of mail in transit, the labels used as well as memoranda, and handstamps in use, 1940-1944. (Civil Censorship Study Group Bulletin, No. 164, October 2009. See address of contact under first entry for Great Britain.)

**Turkey**
“Commercial Correspondence from the Levant in 1853,” by Semaan Bassil, discusses the complexity of commercial correspondence and its postal history based upon a duplicate letter addressed from Beirut to Lyon, France, which had been forwarded to Smyrna, there to continue its journey on the French Line. OPAL, No. 222, September 2009. Oriental Philatelic Association of London, Secretary Philip Longbottom, 5 Ringway Close, Tythrington, Macclesfield, Cheshire SK10 2SU, England, United Kingdom.)
“Serving the inhabitants of Rishon Le Zion (Aioun Cara), July 31, 1882-November 15, 1917,” by Ed Kroft, describes the Turkish forerunner post serving the area of this settlement and provides two tables of Turkish postal rates. (The Israel Philatelist, Vol. 61, No. 3, June 2010. See address of contact under first entry for Israel.)
“The Sanaa-Hodeida Railway Project; Postal History Material and Research,” by Robert Waugh, demonstrates postal links between the various railway engineers through analysis of their correspondence, 1906-1911. An “Update” adds to Mr. Waugh’s previous article on the same subject. OPAL, Nos. 222 and 223, September 2009 and January 2010. See address of contact under first entry for Turkey.)
“Turkish Maritime Mail and ‘Third Nation Posting’,” by Peter Michalove, looks at mail bearing Turkish stamps but postmarked on board a foreign ship, and the regulations governing this, circa 1930. (The Levant, Vol. 5, No. 4, January 2010. See address of contact under Bulgaria.)
“Wartime Airmail from Turkey - Part 2, Mail to Britain.” by Bill Robertson, deals with airmail traffic and routes through Egypt and South Africa, 1940-1945. “Part 3, Mail to the USA.” presents his completed survey of wartime air mail links between Turkey and the outside world, 1940-1945, (OPAL, Nos. 222 and 223, September 2009 and January 2010. See address of contact under first entry for Turkey.)

**Tuscany**
“Cuori e Conteggi,” by Edoardo Ohnmeiss, discusses the meanings behind the heart-shaped handstamps of Tuscany, 1808. (Il Monitore della Toscana, No. 10, November 2009. Notiziario della Associazione per lo Studio della Storia Postale Toscana, Secretary Leonardo Amorini, Via A. Vespucci, 6, 56020 La Serra (PI), Italy.)
“Scontri che procedettero la famosa battaglia del 29 maggio 1848 a Curtatone e Montanara,” by Sergio Leali, concerns the participation of Tuscan forces preceding the battle and transcribes several letters written by Tuscan soldiers, giving some flavor of the times. (Il Monitore della Toscana, No. 10, November 2009. See address of contact under first entry for Tuscany.)

**Two Sicilies-Naples**
“Lettere raccomandate in ‘Porto Dovuto’ del Regno di Napoli della prima decade dell’800,” by Giacomo Candido, describes mail registered upon arrival at Naples, which was required to pay a registry fee, 1800-1803. (Bollettino Prefilatelico e Storico Postale,
No. 156, September 2009. See address of contact under third entry for Germany.

**Two Sicilies - Sicily**

“L’Officina di Posta del comune di Avola, dal ‘700 al 1859,” by Giuseppe Digrandi, reviews the postal history of this small township and illustrates the postal markings in use during the 18th and 19th centuries. (Sicil-Post Magazine, No. 21 June 2010. See address of contact under General - Mail Transport.)

“Nuova scoperta sui bolli messinesi del 1820-21,” by Antimo Puca, describes and illustrates the discovery of a new type of oval postmark of Messina, the difference being in the shape of the ornaments on each side, and the shapes of the letters in the town name. (Sicil-Post Magazine, No. 20, December 2009. See address of contact under General - Mail Transport.)

“Sicilia, 1859-1860. Corsa da Palermo a Messina per la vie delle marine, Le officine postali di Termini e Cefalù (integrazione)” by Francesco Lombardo, integrates information published earlier concerning the post offices of Termini and Cefalù, and expands upon it in this article. (Sicil-Post Magazine, No. 21, June 2010. See address of contact under General - Mail Transport.)

**Vatican City**


**Venetian Republic**

“Serenissima Repubblica di Venezia: tre interessanti ‘Lettere da Mar,” by Giorgio Burzatta, discusses three letters (1781, 1783 and 1785) from Constantinople to Venice by way of Semlin and Vienna, which did not travel by sea at all! (Bollettino Prefilatelico e Storico Postale, No. 157, November 2009. See address of contact under third entry for Germany.)

**Yemen**

“The Sanaa-Hodeida Railway Project; Postal History Material and Research.” (See under Turkey)

“The Seals of Iman Yahya,” by Robert Waugh, writes about the negative and positive postal seals employed by Imam Yahya, spiritual and temporal leader of the Zaidis tribe, 1913-1938. (OPAL, No. 223, January 2010. See address of contact under first entry for Turkey.)

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**1818 Cross-Border Mail Guards?**

_The Great Divorce_, a non-fiction account by Ilyon Woo (2010) of an infamous legal case involving the Shaker communities of Watervliet NY and Enfield CT includes a description of the Fourth New Hampshire Turnpike in 1818 as it approached the settlement of Enfield from Hanover. The arrival of the stagecoach was always an occasion, but: “On rare days, when the British guard, resplendent in their regalia, came through on their way to Canada with the mail, the townspeople were treated to a spectacle.” This tidbit of information apparently came from a history of Enfield, by Nancy Blanchard Sanborn (2000). Closed mail from the port of Boston heading across the border into the Canadas wasn’t unusual, but resplendently-uniformed guards surprise us. Any ideas?
The Digital Index of
The Chronicle of the U.S. Philatelic Classics Postal Issues

a review by Joseph J. Geraci

A Digital Index is available online at the website of the U.S. Philatelic Classics Society, Inc. (<http://www.uspcs.org>). It may be accessed only by members of the Society in good standing in the “Members Domain” area of the website. One must enter his “Route Agent” (membership) number and zip code (password) to gain access. The password may be changed later if one desires. The Society indicates that access is provided to almost 20,000 pages of *Chronicle* articles and research, which can be either browsed (read) or searched, including the current issue of *The Chronicle*. Also available online are the current and many past issues of *The Chairman’s Chatter*, quarterly newsletter, a listing of earliest documented U.S. usages, some full color exhibits, scans of fake covers in the SCRAP Archive, a membership directory, members e-mail addresses, members websites and their collecting interests.

A comparison of the Digital Index to the Annotated Cumulative Subject Index to *The Chronicle of the U.S. Classic Postal Issues*, Journal of the U.S. Philatelic Classics Society for Issue Numbers 1 through 200, compiled by Joseph J. Geraci (“Geraci Index”) reveals where the Geraci Index complements and supplements the Digital Index. (The Geraci Index was reviewed in *Postal History Journal* 138:46.)

At the time this review was written (November 2010), a search for “W & P River Mail” revealed no results, yet when a search for “River Mail” was initiated, “W & P River Mail” did show up under the title of the article in *Chronicle* No. 1, together with a host of other river mail references. A search for “3¢ Pink” was initiated. Forty-four references came up, with article titles such as “1847 Covers from Georgia” and “Chicago During the Bank Note Era.” This points to the fact that one must look at each one of these 44 articles to find whatever is said about the 3¢ Pink: major and minor references; one page or an entire article. The fact that the page number given in each of the references is the first page of the article and not necessarily the page where reference to the 3¢ Pink is made, leads one to the time-consuming task of reading each article. In the Geraci Index, if the CD is searched for 3¢ Pink, no matches are found. However, if “Pink” is searched, one is lead to all the 3¢ 1861’s, including the pinks, all together in one spot, with reference to the page number where each mention can be found.

A search in the Digital Index was made for the British postmark, “Dundee,” only one of which appears in the Geraci Index. Numerous references appeared, all of which would have to be checked to determine if they referred to the Dundee postmark. In the Geraci Index, “Dundee” may be found in *Chronicle* 60:149 as in an illustration, but this reference was not included at all in the Digital Index references. This emphasizes the fact that the Geraci Index includes references to individual postage stamps, postal markings, manuscript rate markings, corner cards, and ship names which have been illustrated over the years, both in articles and in advertisements, but not mentioned in the text. If they are not mentioned in the text, they will not show up in a digital search. In addition, postmarks in Japanese and Russian script are transliterated into Latin characters in the Geraci Index. There are numerous notations of additions and corrections throughout the Geraci Index, as well.
An astute researcher always has more than one volume to refer to. He builds his library to include many different references, because he knows that what may not be found on one volume, may be found in another. The Digital Index is a good beginning, but it is not as comprehensive as one is led to believe.

Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President’s Message, Douglas N. Clark

At its annual meeting last September your Board of Directors discussed the desirability of creating a more attractive gathering for our members in connection with our annual meeting.

This year’s meeting will be held with the Philadelphia National Stamp Exhibition at Oaks, Pa., near Valley Forge, April 1-3. We are scheduling more than one postal history talk as well as a no-host supper for members.

Traditionally the winner of the society’s award for the best article in the Postal History Journal is invited to speak at the general meeting. The awardee for 2010 is James W. Milgram, for his two articles, “Forwarded Markings on Stampless Covers,” appearing in the February 2010 issue and “Missent Markings on Stampless Covers,” in the June 2010 issue. We congratulate Dr. Milgram and look forward to his talk on Saturday April 2.

There will also be a talk by Postal History Society Vice President David Straight, title to be announced, and probably a third talk.

The membership is also invited to attend the Board of Directors Meeting which will also be held at PNSE.

We anticipate turning the annual meeting into an important and enjoyable gathering for the membership and we hope our efforts are met with good attendance.

The Philadelphia show is always a great stamp show, with a large bourse and excellent exhibits, adding to the attractiveness of this event.

Members interested in attending the dinner, Friday evening, April 1, should contact Board Member Mark Schwartz, 2020 Walnut St., Apt. 32C, Philadelphia PA 19103-5645, <mark.schwartz1@verizon.net>.
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September 18, October 16, November 20

RS STAMP SHOW
Eagles Club, 1200 Buffalo Road, Rochester, New York 14264
February 6, March 13, June 12, July 10, August 7, December 4

METRO-EXPOSITION SHOW
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January 28-30, July 22-24, September 16-18, December 9-11
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